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Wednesday, 22 November 2023

To All Councillors:

As a Member of the **Local Plan Sub-Committee**, please treat this as your summons to attend a meeting on **Thursday, 30 November 2023 at 6.00 pm** in the **Council Chamber, Town Hall, Matlock, DE4 3NN**

Yours sincerely,

Paul Wilson
Chief Executive

This information is available free of charge in electronic, audio, Braille and large print versions, on request.

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AGENDA

1. APPROVAL OF MINUTES OF PREVIOUS MEETING (Pages 3 - 8)

27th September 2023

2. PUBLIC PARTICIPATION

To enable members of the public to ask questions, express views or present petitions, **IF NOTICE HAS BEEN GIVEN**, (by telephone, in writing or by email) **BY NO LATER THAN 12 NOON OF THE WORKING DAY PRECEDING THE MEETING**. As per Procedural Rule 14.4 at any one meeting no person may submit more than 3 questions and no more than 1 such question may be asked on behalf of one organisation.

3. INTERESTS

Members are required to declare the existence and nature of any interests they may have in subsequent agenda items in accordance with the District Council's Code of Conduct. Those interests are matters that relate to money or that which can be valued in money, affecting the Member, their partner, extended family and close friends. Interests that become apparent at a later stage in the proceedings may be declared at the time.

4. LOCAL PLAN POLICY REVIEW (Pages 9 - 50)

This report provides for Members information details of the key policy areas that the Local Plan review will seek to address in the future.

5. DERBYSHIRE DALES LOCAL PLAN - SETTLEMENT HIERARCHY (Pages 51 - 242)

This report sets out the outcomes of work that has been undertaken to review and update information relating to the assessment of the relative roles and functions of mid and lower tier settlements across the plan area and the extent to which they can contribute towards meeting future needs.

6. DERBY, DERBYSHIRE AND EAST STAFFORDSHIRE GYPSY AND TRAVELLER ACCOMMODATION ASSESSMENT 2023 (Pages 243 - 390)

This report provides Members with details of the Derby, Derbyshire and East Staffordshire Gypsy and Traveller Accommodation Assessment 2023. It seeks Member endorsement of the contents of the report.

7. DERBYSHIRE DALES LOCAL PLAN - BUSINESS CASE FOR ADDITIONAL STAFFING RESOURCES (Pages 391 - 400)

This report seeks support for additional staffing resources for the Planning Policy team to achieve the Progressive Alliance's 'fresh approach' to the Derbyshire Dales Local Plan review within the timescales required by the Government and approved in the Derbyshire Dales Local Development Scheme 2023-2026.

Members of the Committee - Councillors Robert Archer, Matt Buckler, Martin Burfoot, Nigel Norman Edwards-Walker, Gareth Gee, Susan Hobson, David Hughes, Peter O'Brien, Lucy Peacock and Roger Shelley

NOTE

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committee@derbyshiredales.gov.uk

Local Plan Sub-Committee

Minutes of a Local Plan Sub-Committee meeting held at 6.00 pm on Wednesday, 27th September, 2023 in the Council Chamber, Town Hall, Matlock, DE4 3NN.

PRESENT Councillor O'Brien - In the Chair

Councillors: Matt Buckler, Martin Burfoot, Nigel Norman Edwards-Walker, Gareth Gee, Susan Hobson, David Hughes, Lucy Peacock and Roger Shelley

Officers:

Steve Capes (Director of Regeneration & Policy), Mike Hase (Policy Manager), Esther Lindley (Senior Planning Policy Officer) and Angela Gratton (Democratic Services Officer)

Note:

“Opinions expressed or statements made by individual persons during the public participation part of a Council or committee meeting are not the opinions or statements of Derbyshire Dales District Council. These comments are made by individuals who have exercised the provisions of the Council’s Constitution to address a specific meeting. The Council therefore accepts no liability for any defamatory remarks that are made during a meeting that are replicated on this document.”

APOLOGIES

Apologies for absence were received from Councillor(s): Robert Archer

131/23 - APPROVAL OF MINUTES OF PREVIOUS MEETING

It was moved by Councillor Gareth Gee, Seconded by Councillor David Hughes and

RESOLVED (unanimously)

That the minutes of the meeting of the Local Plan Sub-Committee held on 3 July 2023 be approved as a correct record.

The Chair declared the motion **CARRIED**.

132/23 - PUBLIC PARTICIPATION

There was no public participation.

Note:

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133/23 - INTERESTS

There were no declarations of interest.

134/23 - DERBYSHIRE DALES LOCAL DEVELOPMENT SCHEME 2023-2026

The Senior Planning Policy Officer introduced a report seeking approval of the revised Development Scheme (LDS) for the period covering 2023-2026. The National Planning Policy Framework requires that the planning system should be plan led, with an up-to-date plan providing a positive vision for the future of the area that sets out a framework for addressing housing needs, economic, social and environmental priorities. Plan makers have until 30 June 2025 to submit plans under the existing framework. After recent discussions with Members three potential options set out in section 2.4 of the report were considered for consultation and preparations of the Local Plan.

OPTION 2 represented the most appropriate approach for preparation of the Derbyshire Dales Local Plan. This recognised and balanced the desire to undertake early and constructive public consultation on the key housing and spatial strategy issues for the Local Plan alongside the requirement to advance plan preparation and meet the deadline to submit the Plan for examination to the Secretary of State by the 30 June 2025 deadline.

This option would entail completion of the ‘housing’ evidence base elements of the Local Plan and a targeted ‘issues and option’ style consultation. This would include options to meet the housing requirement for the plan area, such as the housing target, evidence on site availability, distribution strategy and settlement hierarchy. Consultation would be carried out in spring 2024, following which the wider evidence base would be finalised and the statutory stages of consultation at Regulation 18 (Preparation of the Local Plan) and 19 (Publication of the Local Plan) would be undertaken. This option would see the Plan submitted for examination in June 2025.

It was moved by Councillor Matthew Buckler, Seconded by Councillor Lucy Peacock and

RESOLVED (unanimously)

Option 2 be taken forward for consultation.

The Chairman declared the motion **CARRIED**.

135/23 - DERBYSHIRE DALES LOCAL PLAN - DESIGN POLICY REVIEW

The Senior Planning Policy Officer introduced a report advising Members that the Government is placing much more importance on the quality of the design and appearance of new development and reminding Members one of the key areas identified as part of the review of the Derbyshire Dales Local Plan was a need for the strengthening of policies relating to design. The report sought Members approval for the appointment of appropriately qualified and experienced consultants to undertake a review of the design policies in the Local Plan and to provide advice to the District Council on the most suitable approach to the introduction of a Derbyshire Dales Design Code. The contents of a detailed specification and brief for consultancy services was set out in Item 6, Appendix 1 of the agenda for Members consideration and approval.

The review of the Derbyshire Dales Local Plan identified the design policy element required revision to ensure it is compliant with the National Planning Policy Framework. Furthermore, the Levelling Up and Regeneration Bill will make it mandatory for all local planning authorities to produce a Design Code for its area. These codes will have full weight in making decisions on development, either through forming part of local plans or being prepared as a supplementary plan. A Design Code will include measures to seek to mitigate and adapt to the effects of Climate Change and be subject to a Climate Change Impact Assessment, Landscape Character and Design, Heritage and Conservation areas.

The Design Policy Review, as per the specification will provide options and recommendations as to how policies in the Derbyshire Dales Local Plan should be revised to address the requirement to prepare a Design Code and necessary policy revisions within the Plan. These options will be presented to future meetings of the Local Plan Sub Committee to determine the appropriate policy approach to design that could be adopted in the revised Derbyshire Dales Local Plan.

The commissioning of consultants to undertake a Design Policy review for the Derbyshire Dales Local Plan will require additional financial resources the estimated cost being £30,000. A request for a Supplementary Revenue Budget for the Derbyshire Dales Design Policy Review commission is due to be considered at the meeting of Council on 28th September 2023. If approved, the expenditure will be financed from the Local Plan Reserve.

It was moved by Councillor Matthew Buckler, Seconded by Councillor Gareth Gee and

RESOLVED (unanimously)

1. That the Brief for Consultancy Services on the Derbyshire Dales Local Plan – Design Policy Review as set out in **Appendix 1** be approved and circulated to consultants to obtain quotations.
2. That consultants be commissioned, in accordance with the District Council's procurement procedures, to prepare advice to the District Council as Local Planning Authority on the design policies and proposals of the Derbyshire Dales Local Plan, including Design Codes as part of the ongoing review of the Derbyshire Dales Local Plan.
3. That the results of the commission be reported to future meetings of the Local Plan Sub Committee for approval and incorporation in the revised Derbyshire Dales Local Plan.

The Chairman declared the motion **CARRIED**.

7.15 pm Councillor Hobson left the meeting.

136/23 - LEVELLING UP AND REGENERATION BILL - CONSULTATION ON IMPLEMENTATION OF PLAN MAKING REFORMS

The Policy Manager introduced a report on the Government's 12-week public consultation launched on 25 July 2023 on proposed changes that it would like to introduce as a means of improving the preparation of Local Plans. The Government are seeking a response to the public consultation by 18 October 2023. The report provided details of the proposed changes and recommended a response to the Government.

Members were asked to note the contents of the consultation and after consideration send any additional comments for inclusion in the submission to the Policy Manager by 13 October 2023. The report also sought approval to delegate authority to the Director of Regeneration and Policy to make the final submission the Secretary of State on behalf of Derbyshire Dales.

The Government suggest that local plans will need to contain a locally distinct vision which will anchor the plan, provide strategic direction for the underpinning policies and set out measurable outcomes for the plan period.

In line with the Levelling up and Regeneration Bill it is proposed that the Government would prepare a suite of National Development Management policies. Local Plans would include locally generated development management policies that should be underpinned by appropriate justification and wherever possible enable delivery of the Plan's vision.

A timeframe of 30 months is proposed to prepare and adopt a plan. To ensure that the plan making process remains on timetable the Government is proposing to require local planning authorities to prepare their timetable consistently and to report against the same milestones, with the Local Development Scheme not being required. It proposes that plan making be governed by a series of three Gateways. These would involve the local planning authorities process being assessed by independent specialist support, including the Planning Inspectorate. They are envisaged to be advisory checks, except the final gateway which would be a binding stop/go check which would allow, or otherwise, a plan to proceed to examination.

At the same as wanting to speed up the plan preparation process the Government is also wanting to increase the amount of engagement that takes place during the plan making process. It suggests four themes:

- Greater role for digital plan making
- Planning and monitoring the engagement approach
- Focus on early participation
- Standardised approach to consultation.

The Government has indicated that the legislation to introduce these changes will be in place by Autumn 2024. The District Council will need to ensure that to progress the completion of the review of the Derbyshire Dales Local Plan that the updated plan is submitted to the Secretary of State by 30th June 2025, failure to meet this will require the District Council to prepare a new Local Plan under the auspices of the new regime.

7.30 pm Councillor Roger Shelley left the meeting.

It was moved by Councillor Martin Burfoot, Seconded by Councillor Gareth Gee and

RESOLVED (unanimously)

1. That the contents of the consultation be noted.
2. That the recommended Officers' response to the consultation questions as set out in Appendix 2 forms the basis of a submission to the Department for Levelling Up, Housing and Communities by the deadline of 18th October 2023.
3. That any additional comments from Members following consideration of this report be sent to the Policy Manager for inclusion in the submission to the Secretary of State by no later than 13th October 2023.
4. That authority be delegated to the Director of Regeneration and Policy to make the final submission to the Secretary of State on behalf of the District Council.

The Chairman declared the motion **CARRIED**.

Meeting Closed: 7.43 pm

Chairman

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Agenda Item 4

Local Plan Sub Committee 30th November 2023

Local Plan Policy Review

Report of Director of Regeneration and Policy

Report Author and Contact Details

Mike Hase, Policy Manager
Tel 01629 761251 mike.hase@derbyshiredales.gov.uk

Wards Affected

All Outside the Peak District National Park

Report Summary

This report provides for Members information details of the key policy areas that the Local Plan review will seek to address in the future.

Recommendations

1. That the key topic areas as set in Paragraph 2.1 be noted.
2. That future reports be presented to this Sub Committee for consideration, and which set out details of new and revised policy wording for inclusion in the Derbyshire Dales Local Plan review.

List of Appendices

Appendix 1 Copy of Report and Minutes to Council on 9th November 2020

Appendix 2 Copy of Report and Minutes to Council on 19th January 2022

Background Papers

Report to Council Monday 9th November 2020 See:

<https://democracy.derbyshiredales.gov.uk/CeConvert2PDF.aspx?MID=352&F=01%20-%20Derbyshire%20Dales%20Local%20Plan%20Review.pdf&A=1&R=0>

Report to Council 19th January 2022 See:

<https://democracy.derbyshiredales.gov.uk/CeConvert2PDF.aspx?MID=366&F=01%20-%20Derbyshire%20Dales%20Local%20Plan.pdf&A=1&R=0>

Consideration of report by Council or other committee

Revised policies for inclusion in the Derbyshire Dales Local Plan will be subject to Council approval at the appropriate time.

Council Approval Required

No

Exempt from Press or Public

No

Local Plan Policy Review

1. Background

- 1.1 The Town and Country Planning (Local Planning) (England) Regulations 2012 in Regulation 10a set out that a local planning authority must complete a review of a local plan ever five years starting from the adoption of the Local Plan.
- 1.2 For the Derbyshire Dales Local Plan this meant that the review had to be completed by no later than December 2022. As Members of this Sub Committee will be aware the commencement of a review of the Derbyshire Dales Local Plan was formally endorsed by Council in November 2020.
- 1.3 Advice given to the District Council at that time from The Government was that in order to satisfy the requirements of Regulation 10a it wasn't necessary to have completed the formal adoption of any revised plan, rather that a 'review' needed to have been completed. The advice given was that formal adoption of reviewed Local Plan following an Examination in Public could take place some time after the review had been completed.
- 1.4 Members at an Extraordinary Council meeting in November 2020 indicated their support for a timetable for the review of the Local Plan which had an initial date for the adoption of the Derbyshire Dales Local Plan by June 2023. A copy of the report to Council is set out in Appendix 1.
- 1.5 Members were advised that the key issues likely to the most debated aspects of the Local Plan review were considered to be:
 - Overall housing requirements for the period up to 2040 – including amounts, and types of both market and affordable housing
 - Housing allocations to meet the outstanding housing requirement
 - **Extent to which the current policies in the adopted Derbyshire Dales Local Plan remain in conformity with the NPPF/NPPG and valid for the use in the determination of planning applications**
 - **The extent to which policies are considered sufficient to address matters relating to Climate Change**
 - The level of residential development within the National Park
 - The necessity or otherwise for a new village to accommodate the future housing requirements
 - Gypsy and Traveller provisions and
 - Infrastructure Capacity and Future Requirements
- 1.6 Officers were given delegated authority to ensure that the evidence base to underpin the revised Derbyshire Dales Local Plan was up to date. Consultants were subsequently employed to undertake the following:
 - Strategic Housing Requirements 2017-2040 Strategic Housing Requirements 2017-2040
 - Employment Land & Retail Capacity 2017-2040
 - Infrastructure & Whole Plan Viability

- Strategic Flood Risk Assessment Update
 - Strategic Environmental Assessment & Habitats Regulations Assessment
- 1.7 The subsequent review of the Derbyshire Dales Local Plan was overseen by the Local Plan Working Group, who met on a regular basis to consider the updated evidence and the work undertaken in respect of the policy review.
- 1.8 Council subsequently considered a report on the Derbyshire Dales Local Plan on 19th January 2022. A copy of which is set out in Appendix 2.
- 1.9 This report indicated to Council the extent of work that had been undertaken, and the systematic methodology that had been employed to appraise both the text and existing policies within the adopted Derbyshire Dales Local Plan.
- 1.10 On the basis of the comprehensive assessment undertaken of the policies in the Local Plan the report concluded that the following areas of the Local Plan that required modification to set a basis for the future decisions on planning applications:
- Revisions to policies will be needed to ensure that the Plan appropriately addresses the need to tackle climate change and that all opportunities are taken to encourage adaptation, mitigation and resilience. Strengthened policy guidance on new build, retrofit/refurbishment and renewable development could be provided but will need to be balanced against considerations of delivery and viability.
 - Policies on design will need to be revised to address the increased emphasis on ‘Building Beautiful’ and the introduction of ‘Model Design Codes’.
 - The extent of Settlement Development Boundaries may need to be revised to reflect development which has taken place since 2017 and any future housing and employment land allocations. It is considered that in order to assist with interpretation that the term “infill and consolidation” for Tier 5 settlements will also need to be revised.
 - Strengthening of policy areas to support greater opportunities for the re-use, conversion of buildings, agricultural enterprises and support for the rural economy may be necessary.
 - The Infrastructure and Developer Contributions policy will need to be revised to reflect emerging evidence in the Infrastructure Delivery Plan and the adopted Supplementary Planning Document on Developer Contributions. The adoption of revised affordable housing thresholds and rates of off-site financial contributions for affordable housing will require viability testing to ensure that they do not adversely impact the delivery of the plan as a whole.
 - Revisions to policies on the natural environment will be required to ensure the Local Plan makes adequate provision for biodiversity net gain.
 - The flood risk policy will need to be revised to consider the impacts of development “on all sources of flood risk” and to take account of the revised Derbyshire Dales Strategic Flood Risk Assessment and

recommendations relating to the cumulative impact of development on flood risk.

- Updated evidence on the local housing and employment land need for the period to 2040 will need to be reflected in the strategic housing and employment policies and subsequent land allocations. 10% of the Local Plans housing requirement will need to be accommodated and allocated on sites no larger than one hectare to comply with the NPPF.
- Amendments to the policy area on affordable housing will be necessary to ensure compliance with revisions in the NPPF, notably to include the Councils approach to the delivery of First Homes and Exception Sites and the definition of 'affordable housing'. The Local Plan will also need to reflect the outcome of any application by the District Council to the Secretary of State for Rural Area Designation. Revisions to the policy on housing mix, type and specialist housing will be required to address revised evidence on housing need.
- The policy on Gypsy and Traveller accommodation will need to be amended to reflect a revised pitch requirement for the District for the period 2017-2040, land allocations to meet this need will also be required.
- Changes to the Use Classes Order to permit certain changes of use without requiring planning permission will need to be reflected in Local Plan policies for town centres and economic development
- Revised wording for policies on new and existing economic development, including tourism may be required to ensure aspirations for economic recovery and support for the rural economy are provided and to comply with the NPPF approach to employment development in the countryside.

1.11 A detailed schedule of all the policies that were considered necessary to be revised was set out in Appendix 1 to that report and is duplicated in Appendix 1 to this report.

2. Key Issues

2.1 The appraisal of the existing policies in the adopted Derbyshire Dales Local Plan was undertaken jointly with Officers from the Development Management Team. As can be seen from Para 1.10 above the key issues identified relate to a number of key areas;

- Future Housing and Employment Needs
- Future Affordable Housing Needs
- Gypsy & Traveller Needs
- Sustainable and Strategic Development Options
- Design and Appearance of New Development
- Mitigating Flood Risk and Climate Change
- Biodiversity Net Gain

- 2.2 Whilst no detailed work has yet been completed on revisions to the wording of the policies in the Derbyshire Dales Local Plan given the comprehensive nature of the policy review it is considered that these key areas remain valid, and continue to form the basis for future work on the Local Plan policies.
- 2.3 On the basis of the Council resolution in January 2002 the District Council has indicated that it has for the purpose of Regulation 10a completed a review of the adopted Derbyshire Dales Local Plan.
- 2.4 Although it is now more than 5 years since the review was required to be completed, it does not preclude other areas of the plan being further revised to reflect updated guidance before to submission of the revised Derbyshire Dales Local Plan to the Secretary of State (and prior to the 30th June 2025 deadline). This could include addressing the Progressive Alliance's objectives in relation to the delivery of a revised strategic vision and sustainable/flourishing communities.

3. Options Considered and Recommended Proposal

- 3.1 At this time, no options for the detailed future wording of policies has been considered. These will be subject to a future report to be considered by this Sub Committee in due course.

4. Consultation

- 4.1 None as a direct consequence of this report. However public consultation will be required to complete the review of the Derbyshire Dales Local Plan.

5. Timetable for Implementation

- 5.1 The Local Development Scheme approved by this Committee at its meeting on 27th September 2023 sets out the current timetable for the completion of the revisions to the Derbyshire Dales Local Plan. At this time it envisages that during 2024 there will be public consultation, on the principles of the location of new development, future housing needs and policy developments. This will allow submission of the Derbyshire Dales Local Plan to the Secretary of State by 30th June 2025, with adoption to follow 2026.

6. Policy Implications

- 6.1 As set out in this and previous reports.

7. Financial and Resource Implications

- 7.1 In this report it is recommended that key topic areas as set in Paragraph 2.1 be noted and that future reports be presented to this Sub Committee for consideration. There are no financial risks arising from those recommendations.

8. Legal Advice and Implications

- 8.1 This report provides for Members information details of the key policy areas that the Local Plan review will seek to address in the future.

8.2 There are 2 decisions to be made as recommended at the start of this report, the legal risk has been assessed as low.

9. Equalities Implications

9.1 There are no direct equalities implications as a consequence of this report. The review of the Derbyshire Dales Local Plan will be subject to a comprehensive Equalities Impact Assessment.

10. Climate Change Implications

10.1 There are no direct climate change implications as a consequence of this report. The review of the Derbyshire Dales Local Plan will include revised policies which will seek to mitigate the effects Climate Change and be subject to a Climate Change Impact Assessment.

11. Risk Management

11.1 At this time the risk associated with the preparation of the Derbyshire Dales Local Plan is low. The Derbyshire Dales Local Plan is one of the pivotal plans and strategies ensuring the delivery of the District Council's aims and objectives as out in its Corporate Plan. Any significant delays in undertaking the review of the Derbyshire Dales Local Plan will increase the risk to the District Council of delivering its key aims and objectives.

Report Authorisation

Approvals obtained from:-

	Named Officer	Date
Chief Executive	Paul Wilson	16/11/2023
Director of Resources/ S.151 Officer (or Financial Services Manager)	Karen Henriksen	21/11/2023
Monitoring Officer (or Legal Services Manager)	Kerry France	20/11/2023

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COUNCIL
9 November 2020

Report of the Director of Regeneration and Policy

DERBYSHIRE DALES LOCAL PLAN REVIEW

SUMMARY

This reports advises Members of the statutory need to complete a review of the Derbyshire Dales Local Plan by December 2022. It also advises Members of the anticipated nature of the work required to undertake the review, along with a proposed timetable for its completion.

RECOMMENDATIONS

1. That the timetable for the review of the Derbyshire Dales Local Plan as set out in Appendix 1 be approved.
2. That upon receipt of external advice from the consultants appointed to undertake the work set out in Para 2.5 of this report that these topics be subject to consideration at Member Workshops and further reports be presented to the Local Plan Advisory Group.
3. That delegated authority be given to the Director of Regeneration and Policy to commission any other consultancy advice that is considered necessary to take forward the review of the Derbyshire Dales Local Plan.

WARDS AFFECTED

All wards outside the Peak District National Park

STRATEGIC LINK

The Derbyshire Dales District Council Local Plan will be a pivotal tool in the delivery of the Council's Corporate Plan, in particular those priorities relating to *Place* and *Prosperity*.

1 BACKGROUND

- 1.1 Derbyshire Dales District Council, is the local planning authority for that part of its area that sits outside of the Peak District National Park. In December 2017 the Derbyshire Dales Local Plan was formally adopted. It sets out the policies and proposals for the use and development of land for the period 2013-2033.

- 1.2 Regulation 10A of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires local planning authorities to review Local Plans, and Statements of Community Involvement at least once every five years from their adoption date, to ensure that policies remain relevant and effectively address the needs of the local community. A review of the Derbyshire Dales Local Plan must therefore be completed by December 2022.
- 1.3 To comply with this duty, a review of the Derbyshire Dales Statement of Community Involvement must also be completed by December 2022.
- 1.4 The advice in the National Planning Practice Guidance (NPPG) is that Local Plan reviews should be proportionate to the issues in hand. The guidance also suggests that policies age at different rates according to local circumstances and a plan does not become out-of-date automatically after five years. The review process is a method to ensure that a plan and the policies within remains effective at managing the use and development of land in the future.
- 1.5 The advice from MHCLG is that the review of the Derbyshire Dales Local Plan should be completed within five years, not including the adoption of an amended or new Local Plan.

2 REVIEW PROCESS

- 2.1 As with the adopted Derbyshire Dales Local Plan much of the initial work on the review of the Derbyshire Dales Local Plan will require the collation of evidence to support the future development of policies and proposals. Whilst some of this work can be undertaken internally, much will require the appointment of external consultants to advise on specific technical matters such as housing numbers, employment land requirements, retail capacity and flood risk.
- 2.2 An indicative timetable for the review of the Derbyshire Dales Local Plan has been prepared. This is set out in Appendix 1 to this report.
- 2.3 At this time it is envisaged that the review process could be completed by late 2021, and (taking account of the previous timescales for the preparation of the current Derbyshire Dales Local Plan) the adoption of a new and revised Local Plan by mid-2023. The anticipated key milestones for review and subsequent adoption of the Derbyshire Dales Local Plan are as follows:

Milestone	Date
Update of Evidence Base and Specialist Advice	September 2020 to December 2021
Internal Strategic Policy Review	September 2020 to December 2021
Completion of Review of Derbyshire Dales Local Plan	December 2021

Milestone	Date
Draft Plan	April 2022
Draft Submission Plan	October 2022
Submit Plan to Secretary of State	December 2022
Examination in Public (End)	April 2023
Adoption	June 2023

2.4 It is anticipated that the following issues may be the most debated aspects of the Local Plan review:

- Overall housing requirements for the period up to 2040 – including amounts, and types of both market and affordable housing
- Housing allocations to meet the outstanding housing requirements
- Extent to which the current policies in the adopted Derbyshire Dales Local Plan remain in conformity with the NPPF/NPPG and valid for the use in the determination of planning applications
- The extent to which policies are considered sufficient to address matters relating to Climate Change
- The level of residential development within the National Park
- The necessity or otherwise for a new village to accommodate the future housing requirements
- Gypsy and Traveller provisions and
- Infrastructure Capacity and Future Requirements

2.5 The following pieces of consultancy advice are considered necessary to provide the evidence base for the review of the Local Plan:

- Strategic Housing Requirements 2017-2040
- Employment Land & Retail Capacity 2017-2040
- Infrastructure & Whole Plan Viability
- Strategic Flood Risk Assessment Update
- Strategic Environmental Assessment & Habitats Regulations Assessment

2.6 Dependent upon the outcomes of the above advice the following pieces of consultancy advice may be required to be commissioned:

- New Village Feasibility
- Strategic Traffic & Transportation Study
- Landscape Sensitivity Update

2.7 To achieve the timetable envisaged in Appendix 1 requires the early commissioning of advice from specialist consultants. As such, with the assistance of Derbyshire County Council and in accordance with the

District Council's procurement rules and procedures, work has commenced on the commissioning of consultants to undertake the areas of work identified in Paragraph 2.5 above. At this time Icen Projects Ltd have been appointed to undertake both the Housing and Employment Land Assessments.

- 2.8 Member approval is also sought for delegated authority to the Director of Regeneration and Policy to commission other consultancy advice that is considered necessary to take forward the review of the Derbyshire Dales Local Plan.
- 2.9 Other work required to underpin the review of the Local Plan, and which will be undertaken in-house includes:
- Review of Local Plan policies and proposals – to include, but not limited to, Settlement Hierarchy, Settlement Boundaries, Town Centre and Primary Shopping Areas
 - Statement of Common Ground
 - Duty to Co-operate
 - Strategic Housing and Employment Land Availability Assessment

3 LOCAL PLAN REVIEW GOVERNANCE

- 3.1 The District Council constitution sets out that Council is responsible for the strategic development and adoption of Development Plan policy. The annual meeting of Council on 22nd July 2020 appointed ten Members to a Local Plan Working Group whose terms and conditions are:

To undertake work as instructed by Council on policies and proposals as part of the Local Plan Review and to prepare options for Council to consider.

- 3.2 Meetings of the Local Plan Working Group will be called as is considered necessary to do so. In order to achieve the timetable set out in Appendix 1 this may include having to arrange meetings of the Local Plan Working Group and Council at short notice, and in other locations away from the Town Hall and online as is considered necessary.
- 3.3 To ensure that Members are engaged throughout the review process it is anticipated that a much more fine grained approach will be taken which reflects the degree to which decisions by Council are required on key aspects of the Plan. This will involve, for example, the use of topic based Member Workshops during the initial evidence gathering stage. Workshops will allow Members to be briefed on the outcome of the evidence, and options and provided with the opportunity to seek clarification of the implications for the Local Plan.
- 3.4 As the review of the Derbyshire Dales Local Plan progresses, increasingly the Local Plan Working Group will be required to consider and review options for consideration by Council. It will also involve analysing

submissions on the emerging Local Plan, and making proposals about how Council may wish to address the issues raised in any such submissions. During the final stage of the process it will also involve consideration of the Inspector's Report.

- 3.5 Careful management of the risks associated with this project will be required to ensure that the review of the Derbyshire Dales Local Plan is completed on time. As such it is considered appropriate that as part of the project management an initial risk assessment is prepared which sets out the relevant risks and mitigation/control measures. This will be kept under review throughout the review process. This is attached in Appendix 2 for Members consideration.

4 RISK ASSESSMENT

4.1 Legal

Regulation 10A the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires local planning authorities to review Local Plans, and Statements of Community Involvement at least once every 5 years from their adoption date to ensure that policies remain relevant and effectively address the needs of the local community. The legislation does not, however, prescribe how to go about undertaking a review of a Local Plan. If following the completion of the review of the Derbyshire Dales Local Plan it is considered appropriate to take forward a formal revision of the current version of the Local Plan then this will need to be taken forward in accordance with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

The review of the Statement of Community Involvement and Local Development Scheme will be undertaken in accordance with the relevant legislation.

This is a statutory requirement and the proposals accord with the provisions of the relevant legislation. Therefore the legal risk at this current time attributed to this report is low.

4.2 Financial

Within the 2020/21 revenue budget there is £150,000 for expenditure associated with the review of the Derbyshire Dales Local Plan, which is financed by a transfer from the Local Plan Reserve for 2020/21. The costs of appointing consultants to undertake the extent of work set out in Paragraph 2.5 can be contained within the budget. The financial risk is, therefore, assessed as low.

4.3 Corporate Risk

Failure to undertake a review of the Derbyshire Dales Local Plan within the five year period set out in the legislation will expose the District Council to significant risk in relation to its ability to make and defend decisions on planning applications. Managing the review process and risks as set out in the report will minimise any risk to the District Council.

Elsewhere on this agenda is a report on the contents of a Planning White Paper issued by the Government on 6th August 2020. This suggests a number of significant changes to the structure and appearance of Local Plans. Whilst the proposals contained within the White Paper will require legislative changes, if these are brought into effect prior to the completion of the review process this could have a significant impact upon costs for the District Council, as well as its ability to make, and defend decisions its makes on planning applications.

5 OTHER CONSIDERATIONS

In preparing this report, the relevance of the following factors has also been considered: prevention of crime and disorder, equalities, environmental, climate change, health, human rights, personnel and property.

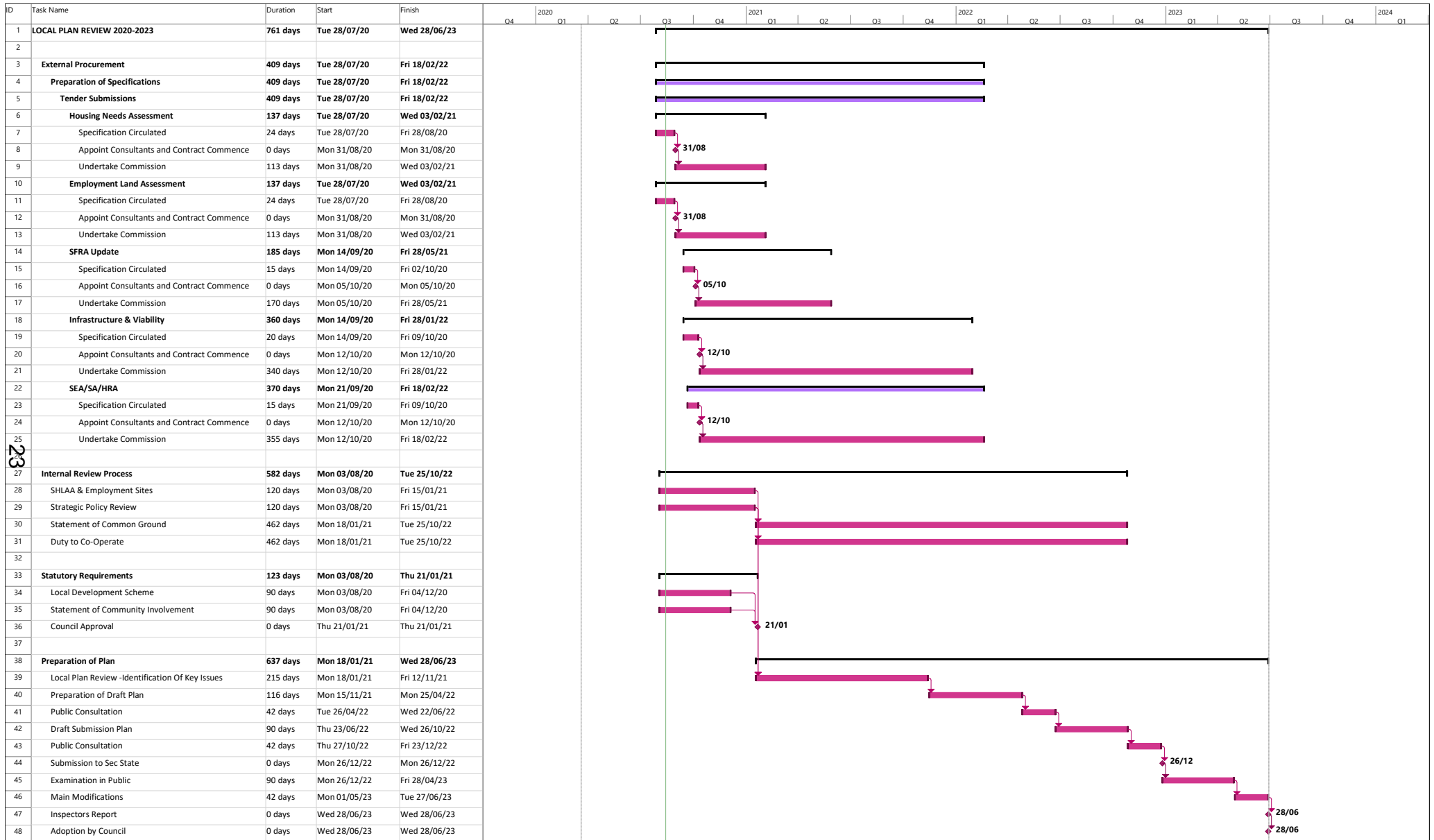
6 CONTACT INFORMATION

Mike Hase, Policy Manager

Tel: 01629 761251 E-mail: mike.hase@derbyshiredales.gov.uk

7 BACKGROUND PAPERS

Description	Date	Location
Adopted Derbyshire Dales Local Plan	December 2017	https://www.derbyshiredales.gov.uk/images/L/DDDC_Planning_Doc_2018_vweb_2.pdf
National Planning Policy Framework	February 2019	https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
Planning Practice Guidance		https://www.gov.uk/government/collections/planning-practice-guidance



Project: Local Plan Review 2020
Date: Fri 14/08/20

Task	Summary	Inactive Milestone	Duration-only	Start-only	External Milestone	Manual Progress
Split	Project Summary	Inactive Summary	Manual Summary Rollup	Finish-only	Deadline	
Milestone	Inactive Task	Manual Task	Manual Summary	External Tasks	Progress	

Project Name	Local Plan Review
Project Manager	Mike Hase
Project End Date	May-23
Risk Register Version	v2
Date prepared	14/08/20

Scoring system key

Likelihood	5	Highly likely
	4	Likely
	3	Forseeable
	2	Unlikely
	1	Rare occurrence

Impact	5	Catastrophic
	4	Severe
	3	Moderate
	2	Minor
	1	Negligible

		Impact				
Likelihood	1	1	2	3	4	5
	2	2	4	6	8	10
	3	3	6	9	12	15
	4	4	8	12	16	20
	5	5	10	15	20	25

1-4 = Low risk
5-9 = Medium risk
10-16 = High risk
20-25 = High risk

Risk category	Risk ID	Risk	Pre-mitigation			Mitigation	Post-mitigation			
			Likelihood (L)	Impact (I)	Risk		Likelihood (L)	Impact (I)	Risk	
			Min score	1	1		1	Min score	1	1
			Max score	5	5	25	Max score	5	5	25
External Procurement	P1	Preparation of Specifications not completed on time as a result of Coronavirus	3	3	9	Ensure that whole team involved in the preparation process	2	2	4	
	P2	Tender Submissions - Not Returned within timescales	3	3	9	Extend Timescales or provide sufficient time based upon discussions with consultants	2	2	4	
	P3	Tender Submission - Significantly Exceed Budgetary Estimates	2	3	6	Utilise more of Local Plan Reserve	1	2	2	
	P4	Tender Submissions - Consultants cannot complete within timescales envisaged	3	3	9	Ensure that Specifications are appropriate to needs of the Local Plan Review	2	2	4	
Internal Review Process & Statutory Requirements	IR1	Sites not accessible for site visits	3	3	9	Site Assessment work undertaken as desktop exercise	2	2	4	
	IR2	Insufficient sites identified to meeting future housing requirement	2	4	8	Duty to Co-operate engaged - adjacent local planning authorities contacted to see if they have capacity.	2	2	4	
	IR3	If Engaged Duty to Co-operate agreement cannot be reached with adjacent local planning authorities	3	4	12	Commence early discussions with relevant local planning authorities to ensure that agreement can be reached in a timely manner	2	3	6	
	IR4	Delayed delivery of laptops to replenish staff	3	4	12	Requisition of other staff's laptops to meet Planning Policy priorities	2	2	4	
Plan Preparation	PP1	Delay in preparation of evidence base	3	3	9	Project Management of Consultants to ensure preparation timetable adhered to	2	2	4	
	PP2	Delay in preparation of LDS & SCI	3	3	9	Keep human resources under review to ensure that there is adequate staffing to complete within timescales	2	2	4	
	PP3	LPWG does not agree to recommend LDS & SCI for approval to Council	3	4	12	Early engagement with Members prior to LPWG	2	3	6	
	PP4	Council does not agree LPWG Recommendations on LDS & SCI	3	4	12	Early engagement with Members prior to Council	2	3	6	
	PP5	Unanticipated Significant Changes to Planning Policy Guidance and/legislative changes	2	4	8	Ensure that there are contingency measures in place - discuss with MHCLG realistic solutions	2	2	4	
	PP6	Public Consultation results in over whelming number of representations at all stages	3	3	9	Utilise online resource such as Survey Monkey to assist with the analysis of representations and enter manual representations as received	2	3	6	
	PP7	Delay in preparation of Pre Submission Draft	3	3	9	Keep human resources under review to ensure that there is adequate staffing to complete within timescales	2	3	6	
	PP8	LPWG & Council do not agree contents of Pre Submission Draft Local Plan	3	4	12	Early engagement with Members before LPWG & Council	2	3	6	
	PP9	Delay in commencement of Public Consultation on Pre Submission Draft Local Plan	2	4	8	Ensure that there are contingency measures in place - discuss with MHCLG realistic solutions	2	2	4	
	PP10	Delay in preparation of Draft Submission Plan	3	4	12	Keep human resources under review to ensure that there is adequate staffing to complete within timescales	2	3	6	
	PP11	Council does not agree to submission of Local Plan	3	5	15	Early engagement with Members prior to Council	3	3	9	
	PP12	Inspector does not agree DTC been met - plan review is delayed	3	5	15	Ensure timely preparation of DTC Statement with all relevant local planning authorities	3	3	9	
	PP13	Examination in Public Delayed by unforeseen circumstances	3	3	9	Identify with PWS contingency measures - if not already in place.	2	3	6	
	PP14	Multiple & Complex Main Modifications require additional time to prepare	3	3	9	Liaise with Inspector throughout the EIP to ensure no hidden surprises in the modifications	2	2	4	
	PP15	Council does not agree to Adoption of Local Plan	3	5	15	Early engagement with Members prior to Council	2	3	6	

COUNCIL
19 JANUARY 2022

Report of the Director of Regeneration and Policy

DERBYSHIRE DALES LOCAL PLAN REVIEW

SUMMARY

This report advises Members of the work that has been undertaken in respect of the review of the adopted Derbyshire Dales Local Plan. It advises Members of those aspects of the adopted Derbyshire Dales Local Plan that it is considered will be necessary to modify taking account of an updated evidence base, updated guidance in the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance. The report also outlines a timetable for the next stages of the review process completion.

RECOMMENDATIONS

1. That the extent of work undertaken on the statutory review of the adopted Derbyshire Dales Local Plan is noted.
2. That, those aspects of the Derbyshire Dales Local Plan set out in Appendix 1 which are considered necessary to be modified be approved, as a basis for further more detailed work.
3. That the detailed further work on those aspects of the adopted Derbyshire Dales Local Plan identified in Appendix 1 be subject to scrutiny by the Local Plan Working Group prior to a further reports to future meetings of Council.
4. That for the purposes of Regulation 10A of The Town and Country Planning (Local Planning) (England) Regulations 2012 the review of the Derbyshire Dales Local Plan be determined as having been completed.
5. That the timetable for the ongoing modification of the Derbyshire Dales Local Plan as set out in Paragraph 3.10 be approved.

WARDS AFFECTED

All wards outside the Peak District National Park

STRATEGIC LINK

The Derbyshire Dales District Council Local Plan will be a pivotal tool in the delivery of the Council's Corporate Plan, in particular those priorities relating to *Place* and *Prosperity*.

1 BACKGROUND

1.1 Derbyshire Dales District Council, is the local planning authority for that part of its area that sits outside of the Peak District National Park. In December 2017 the Derbyshire Dales Local Plan was formally adopted. It sets out the policies and proposals for the use and development of land for the period 2013-2033. Regulation 10A of The Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires local planning authorities to review Local Plans at least once every five years from their adoption date to ensure that policies remain relevant and effectively address the needs of the local community. To comply with this duty, a review of the Derbyshire Dales Local Plan must be completed by December 2022.

1.2 At an Extraordinary Meeting of Council on 9th November 2020 Members resolved that a review of the adopted Derbyshire Dales Local Plan be undertaken and agreed a timetable for its review (Minute 141/20). At this meeting Members were advised that the following issues were likely to be the most debated aspects of the Local Plan review:

- Overall housing requirements for the period up to 2040 – including amounts and types of both market and affordable housing
- Housing allocations to meet the outstanding housing requirements
- Extent to which the current policies in the adopted Derbyshire Dales Local remain in conformity with the NPPF/NPPG and valid for the use in the determination of planning applications
- The extent to which policies are considered sufficient to address matters relating to climate change
- The level of residential development within the National Park
- The necessity or otherwise for a new village to accommodate the future housing requirements
- Gypsy and Traveller provisions and
- Infrastructure Capacity and Future Requirements

1.3 Members also agreed at a separate meeting on 9th November 2020 that as part of the Derbyshire Dales Covid Economic Recovery Plan, to ensure that *“the forthcoming review of the Derbyshire Dales Local Plan (and the studies and surveys commissions in support of the Local Plan review) address economic recovery as a key theme, including residential and leisure uses in town centres, broadband investments and clean growth.”* (Minute 139/20).

1.4 During the course of the last twelve months work has been ongoing on the review of the Derbyshire Dales Local Plan. The following pieces of work have commenced to inform and update the evidence base and assist with the review of the Local Plan:

- Strategic Housing Requirements 2017- 2040
- Employment Land and Retail Capacity 2017-2040
- Infrastructure and Whole Plan Viability

- Strategic Flood Risk Assessment Report
- Strategic Environmental Assessment & Habitats Regulations Assessment
- Strategic Housing & Employment Land Availability Assessment (SHELAA)

1.5 At the Extraordinary Meeting of Council on 9th November 2020 Members additionally resolved that upon receipt of external advice from consultants appointed to provide an updated evidence base, that these should be subject to consideration at Member workshops and further reports be presented to the Local Plan Working Group.

1.6 Member workshops were held in respect of Housing and Employment Land Requirements on 18th May 2021 and the Strategic Flood Risk Assessment on 7th September 2021. A meeting of the Local Plan Working Group was held on 13th October 2021 to discuss Housing and Employment Land requirements and options for the Local Plan review. At this meeting the Local Plan Working Group were advised about the initial findings of the Sustainability Appraisal¹ of the Housing and Employment Growth Options, as well as the need for Members to take into account the Corporate Plan, the District Council's Economic Plan and it's Covid-19 Economic Recovery Plan at the time when a decision is required by Council on which of the housing options to take forward for the period up to 2040.

1.7 Members are reminded that the District Council's Corporate Plan has 'Prosperity – Supporting Better Homes and Jobs' as one of its key priorities because of the low local wages and high local house prices. It sets out that this will be achieved by promoting housing development that meets the needs of the present and future population of the District, and taking forward initiatives that will boost the Derbyshire Dales Economy. Furthermore the District Council's Economic Plan 2019-2033 sets out an aspiration to see growth in higher value jobs in manufacturing, professional, scientific and technical jobs, along with a growth in workplace earnings, GVA and occupied employment land. The Derbyshire Dales Covid-19 Economic Recovery Plan, approved by the District Council in November 2020 sets three priority actions:

1. Invest in regenerating housing and employment sites
2. Re-Invest in Bakewell Road, Matlock
3. Re-shape Regeneration Services to drive investment in brownfield and other key housing/employment sites.

1.8 The District Council's Covid-19 Economic Recovery Plan also includes the following action:

Ensure the forthcoming review of the Derbyshire Dales Local Plan (and the studies and surveys commissioned in support of the Local Plan review) addresses economic recovery as a key theme, including residential and leisure uses in town centres, broadband investment, and clean growth.

¹ The purpose of the Sustainability Appraisal being to assess the likely social, environmental and economic effects of the growth options, both positive and negative and to ensure that decisions are made which contribute towards achieving sustainable development.

1.9 The Local Plan Working Group also met on 16th November 2021 to consider the key policy areas of the Local Plan identified for review as included in this report

1.10 At the current time consultants are in the process of finalising an updated Gypsy and Traveller Accommodation Assessment; the Infrastructure and Whole Plan Viability Study; as well as the Strategic Environmental Assessment and Habitats Regulation Assessment. The SHELAA, which is being conducted by Officers in-house, is also on-going. The outcomes of these studies will provide further evidence to underpin any detailed modifications required to the Local Plan following the completion of the review process. It is recommended that the detailed modifications to the adopted Derbyshire Dales Local Plan take account of the principle issues identified in Appendix 1 and that the detailed modifications be subject to scrutiny by the Local Plan Working Group prior to consideration of further reports at future meetings of Council.

2 **METHODOLOGY FOR REVIEW OF THE ADOPTED DERBYSHIRE DALES LOCAL PLAN**

2.1 Regulation 10A of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires local planning authorities to review Local Plans at least once every five years from their adoption date to ensure that policies remain relevant and effectively address the needs of the local community.

2.2 The advice in the National Planning Practice Guidance is that reviews should be proportionate to the issues in hand, the guidance also suggests that policies age at different rates according to local circumstance and a plan does not become out of date automatically after 5 years. The review process is a method to ensure that a plan and its policies remain effective at managing the use and development of land in the future. The Plan review requirement is set out in paragraph 33 of the NPPF which states:

“Policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Reviews should be completed no later than five years from the adoption date of a plan, and should take into account changing circumstances affecting the area, or any relevant changes in national policy. Relevant strategic policies will need updating at least once every five years if their applicable local housing need figure has changed significantly; and they are likely to require earlier review if local housing need is expected to change significantly in the near future”

2.3 In order to comply with the guidance in the NPPF an assessment and comprehensive appraisal of both the text and existing policies within the Adopted Local Plan has been undertaken. This process has sought to identify whether:

- The vision, policy objectives and spatial strategy of the Local Plan is being effectively delivered; and
- Whether the Plan meets current national planning policy requirements; and
- Whether there have been any local changes which have significant/material spatial implications for the strategy and policies within the Plan.

2.4 A systematic approach has been undertaken to the review of both the text and individual policies contained within the adopted Derbyshire Dales Local Plan. The following criteria have been used to determine whether any modifications to the Derbyshire Dales Local Plan was required.

- Do the policies have regard to/comply with the National Planning Policy Framework/National Planning Practice Guidance?
- Have there been any relevant Ministerial Statements and/or Government policy updates published in the last three years that are relevant?
- Are the policies achieving their objectives and is their purpose still relevant?
- Are the policies meeting stated objectives and targets and do they remain effective?
- Are there any changes in local circumstances and/or evidence that should be considered drawing upon the emerging revised Local Plan evidence base?
- How frequently has the policy been used?
- Does the policy have any implications for wider Development Plan documents, including made Neighbourhood Plans, Supplementary Planning Documents that need to be revised?
- Does the policy or Local Plan itself contain any triggers requiring the policy to be reviewed?
- Has there been any issues with interpretation, duplication and contradiction when implementing the policy from a Development Management perspective?
- Has there been any unintended development consequences as a result of the implementation of the policy?
- Are there any relevant planning applications where the decision has been challenged at appeal? What were the Inspectors findings in respect of the policy?
- Does the policy include any flexibility to deliver across a range of circumstances?

2.5 In appraising the contents of the adopted Derbyshire Dales Local Plan a range of sources of information have been utilised to identify the areas of the Plan which may require amendment. Various sources of information have been drawn upon including the following:

- National Planning Policy Framework and National Planning Practice Guidance
- Government publications, legislation and ministerial statements
- Information drawn from the emerging Local Plan review evidence base on Housing and Economic Needs Assessment, Infrastructure and Viability, Strategic Flood Risk Assessment, Strategic Housing and Employment Land Availability Assessment and information obtained from the Housing Delivery Test and five year housing land supply position.
- Data on policy implementation from the Authority Monitoring Report
- Council Plans, Policies and Strategies such as the Corporate Plan, Economic Plan, COVID Recovery Plan, Climate Change Strategy and Action Plan.
- Made Neighbourhood Development Plans and Adopted Supplementary Planning Documents.
- Planning Inspectors appeal decision statements on planning applications determined by the Authority.

3 DERBYSHIRE DALES LOCAL PLAN - AREAS FOR MODIFICATION

- 3.1 The review of the adopted Local Plan, undertaken in accordance with the methodology set out above has identified those parts of the Local Plan where modifications are considered appropriate to ensure compliance with the National Planning Policy Framework and Practice Guidance, reflect local circumstances and Council aspirations.
- 3.2 Taking all factors into account it is, however, considered that the Derbyshire Dales Local Plan is broadly consistent with the National Planning Policy Framework and Planning Practice Guidance
- 3.3 The review has also identified other aspects of the Local Plan which will need to be modified to reflect the revised evidence including the policies maps, introductory text and portrait of the Derbyshire Dales, the Plans spatial vision and objectives, key diagram, monitoring schedule and supporting appendices.
- 3.4 As to be expected some aspects of the Local Plan will require more wholesale change than others. This will range from simple presentational issues to a more detailed policy and text rewrite to reflect changes in circumstances, evidence and desired outcomes. The suggested areas for modification to provide a framework for decision making for the period up to 2040 are set out in Appendix 1 are summarised below:
- Revisions to policies will be needed to ensure that the Plan appropriately addresses the need to tackle climate change and that all opportunities

are taken to encourage adaptation, mitigation and resilience. Strengthened policy guidance on new build, retrofit/refurbishment and renewable development could be provided but will need to be balanced against considerations of delivery and viability.

- Policies on design will need to be revised to address the increased emphasis on 'Building Beautiful' and the introduction of 'Model Design Codes'.
- The extent of Settlement Development Boundaries may need to be revised to reflect development which has taken place since 2017 and any future housing and employment land allocations. It is considered that in order to assist with interpretation that the term "infill and consolidation" for Tier 5 settlements will also need to be revised.
- Strengthening of policy areas to support greater opportunities for the re-use, conversion of buildings, agricultural enterprises and support for the rural economy may be necessary.
- The Infrastructure and Developer Contributions policy will need to be revised to reflect emerging evidence in the Infrastructure Delivery Plan and the adopted Supplementary Planning Document on Developer Contributions. The adoption of revised affordable housing thresholds and rates of off-site financial contributions for affordable housing will require viability testing to ensure that they do not adversely impact the delivery of the plan as a whole.
- Revisions to policies on the natural environment will be required to ensure the Local Plan makes adequate provision for biodiversity net gain.
- The flood risk policy will need to be revised to consider the impacts of development "on all sources of flood risk" and to take account of the revised Derbyshire Dales Strategic Flood Risk Assessment and recommendations relating to the cumulative impact of development on flood risk.
- Updated evidence on the local housing and employment land need for the period to 2040 will need to be reflected in the strategic housing and employment policies and subsequent land allocations. 10% of the Local Plans housing requirement will need to be accommodated and allocated on sites no larger than one hectare to comply with the NPPF.
- Amendments to the policy area on affordable housing will be necessary to ensure compliance with revisions in the NPPF, notably to include the Councils approach to the delivery of First Homes and Exception Sites and the definition of 'affordable housing'. The Local Plan will also need to reflect the outcome of any application by the District Council to the Secretary of State for Rural Area Designation. Revisions to the policy on housing mix, type and specialist housing will be required to address revised evidence on housing need.
- The policy on Gypsy and Traveller accommodation will need to be amended to reflect a revised pitch requirement for the District for the period 2017-2040, land allocations to meet this need will also be required.

- Changes to the Use Classes Order to permit certain changes of use without requiring planning permission will need to be reflected in Local Plan policies for town centres and economic development
 - Revised wording for policies on new and existing economic development, including tourism may be required to ensure aspirations for economic recovery and support for the rural economy are provided and to comply with the NPPF approach to employment development in the countryside.
- 3.5 Appendix 1 sets out an indication of the principle areas of the Adopted Derbyshire Dales Local Plan that require modification in order to provide a framework for the determination of planning applications up to 2040. Notwithstanding the contents of Appendix 1 further work will be necessary to prepare new and revised text and policy wording.
- 3.6 At the current time it is envisaged that a schedule of proposed changes to the adopted Derbyshire Dales Local Plan will be prepared, setting out the detailed revisions to policy wording required. In order for there to be some scrutiny of the proposed modifications to the text and policies it is proposed that such a schedule of modifications be presented to the Local Plan Working Group prior to a further report being presented to a future meeting of Council.
- 3.7 As set out in Paragraph 1.1 above in order to comply with Regulation 10A of the Town and County Planning (Local Planning) (England) Regulations 2012 local planning authorities are required to review local plans at least once every five years. Advice from DLUCLG is that in legal terms the duty under Regulation 10A can be considered discharged at the point at the local planning authority considers it has undertaken a thorough review of the Local Plan. It does not require the local planning authority to have completed the formal stages of a Local Plan preparation process including public consultation and examination in public.
- 3.8 In light of this advice it is considered that the process that the District Council has undertaken over the course of the past 14 months is sufficient to be able to determine that at this time the statutory requirements under Regulation 10A have been met.
- 3.9 However in order to ensure that any modifications to the Local Plan can be identified as part of the adopted Local Plan they will need to be subject to public consultation and an examination in public held before an independent Planning Inspector.
- 3.10 The next steps for the review of the Derbyshire Dales Local Plan are as follows:

Milestone	Date
Completion of Review of Derbyshire Dales Local Plan	January 2022
Draft Modifications	April 2022
Draft Submission Modifications	October 2022
Submit Modifications to Secretary of State	December 2022
Examination in Public (End)	April 2023
Adoption of Modifications	June 2023

4 RISK ASSESSMENT

4.1 Legal

Regulation 10A the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) requires local planning authorities to review Local Plans, and Statements of Community Involvement at least once every 5 years from their adoption date to ensure that policies remain relevant and effectively address the needs of the local community.

The legislation does not, however, prescribe how to go about undertaking a review of a Local Plan. If following the completion of the review of the Derbyshire Dales Local Plan it is considered appropriate to take forward a formal revision of the current version of the Local Plan then this will need to be taken forward in accordance with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

This is a statutory requirement and the proposals accord with the provisions of the relevant legislation.

At the current time, the legal risk connected to this report as has been assessed as low.

4.2 Financial

Within the revenue budget for 2021/22 there is £55,832 for expenditure associated with the review of the Derbyshire Dales Local Plan; a further £74,829 has been included in the draft revenue budget for 2022/23, which will be subject to approval at the March Council meeting. This expenditure will be financed by a transfer from the Local Plan Reserve. Taking account of this expenditure and of planned contributions to the reserve, the Local Plan Reserve has a forecast balance of £155,275 at 31 March 2023. This

is expected to be sufficient for future requirements. The financial risk is therefore assessed as low.

4.3 Corporate Risk

Failure to undertake a review of the Derbyshire Dales Local Plan within the five year period set out in the legislation will expose the District Council to significant risk in relation to its ability to make and defend decisions on planning applications. Managing the review process and risks as set out in the report will minimise any risk to the District Council.

5 OTHER CONSIDERATIONS

In preparing this report, the relevance of the following factors has also been considered: prevention of crime and disorder, equalities, environmental, climate change, health, human rights, personnel and property.

CLIMATE CHANGE

Appendix One includes detailed of areas of policy relevant to climate change considered necessary to be modified, as a basis for further more detailed work. This includes:

- revision to policies will be needed to ensure that the Plan appropriately addresses the need to tackle climate change and that all opportunities are taken to encourage adaptation, mitigation and resilience
- revisions to policies on the natural environment will be required to ensure the Plan makes adequate provision for biodiversity net gain.
- revisions to the flood risk policy to consider the impacts of development “on all sources of flood risk” and to take account of the revised Derbyshire Dales Strategic Flood Risk Assessment and recommendations relating to the cumulative impact of development on flood risk. This assessment includes climate change allowances - predictions of anticipated change such as peak river flow and peak rainfall intensity

Following the conclusion of this more detailed work a further report will be brought before Council. At this stage a full Climate Change Impact Assessment will be undertaken.

6 CONTACT INFORMATION

Mike Hase, Policy Manager

Tel: 01629 761251 E-mail: mike.hase@derbyshiredales.gov.uk

7 BACKGROUND PAPERS

Description	Date	Location
Adopted Derbyshire Dales Local Plan	December 2017	https://www.derbyshiredales.gov.uk/images/L/DDDC_Planning_Doc_2018_vweb2.pdf
National Planning Policy Framework	February 2019	https://assets.publishing.service.gov.uk/government/uploads/system/u

		ploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
Planning Practice Guidance		https://www.gov.uk/government/collections/planning-practice-guidance
Report to Council on Local Plan Review	November 2020	https://www.derbyshiredales.gov.uk/images/AGENDA_09-11-2020_Local_Plan_Review_7pm.pdf

APPENDIX 1 - REVIEW OF LOCAL PLAN POLICIES

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			Spatial Vision, Aims and Objectives
Introduction	5	✓	Revisions to update introductory text will be needed, for instance plan period timeframe, list of evidence base reports and Made Neighbourhood Development Plans to include Doveridge, Darley Dale, Brailsford and Ashbourne for instance. The Plan Period will need to be amended to reflect to revised timeframe of 2017-2040 and updated evidence on the Duty to Cooperate outlined. Updated information on the supporting Sustainability Appraisal, Habitats Regulations Assessment and Equalities Input Assessment will be required.
Portrait of the Derbyshire Dales	9	✓	Revisions to the description of the Plan Area likely, for instance revised population data, number of listed buildings and minimal updates to supporting figures and tables will be needed to reflect revised evidence base. Updated commentary of the economic, social and environmental characteristics of the Plan area will be required.
Key Issues for the Local Plan	18	✓	The 'Key Issues' for the Derbyshire Dales will require amendment to ensure that they reflect the revised evidence base and spatial portrait of the Plan Area. The 'Key Issues' facing the District remain largely unchanged since the Plan was adopted in 2017, however some revisions will be required to reflect local issues and updated guidance in the NPPF/NPPG.
Spatial Vision, Aims and Objectives	22	✓	The Local Plan forms part of the Council's policy framework and should provide the spatial dimension for delivering the Council's ambitions for the District. Accordingly it is envisaged that revisions to the Plans Vision, Aims and Strategic Objectives will be needed to reflect the Council's policies plans and strategies that have been published since the Local Plan was adopted in 2017. The links between the Key Issues and Strategic Objectives will also need to be updated. Notable documents that will need to be reflected as part of the Local

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			Plan review include, but are not limited to; The Corporate Plan; Economic Plan; COVID Recovery Plan: Climate Change Strategy and Action Plan. The Vision of the Local Plan will need to align closely to the Corporate Plan and its key themes of Place and Prosperity.
			The Spatial Strategy
S1 Sustainable Development Principles	30	✓	The policy remains in general conformity with the National Planning Policy Framework and Planning Practice Guidance and provides overarching objectives upon which development proposals can be assessed. However revisions may be needed to ensure policy appropriately references the need to tackle climate change through adaptation/mitigation and deliver biodiversity net gain. Policy criteria on design will need to be revised to address the National Model Design Code. The Local Plan review will need to consider how the policy requirements for meeting the Model Design Code will be met including availability of resources and expertise.
S2 Settlement Hierarchy	33	✓	The policy has been effective in directing development to the most sustainable locations, the position of settlements within the tiers of the hierarchy is likely to remain unaltered as limited change in the provision of services and facilities has taken place. The implementation and interpretation of the term 'infill and consolidation villages' will need to be reconsidered. Settlement Development Boundaries will need to be redrawn to reflect changes in development delivered on the ground and to include revised proposed allocations.
S3 Development within Defined Settlement Boundaries	35	✓	Policy largely working effectively, however to assist in the determination of planning applications it is considered that revisions are required to criteria (d) which is considered too prescriptive and can only be applied and defended on applications where development relates to heritage assets.
S4 Development in the Countryside	36	✓	Revisions to policy are needed to ensure consistency of approach with Policy EC8 (Tourism) and applications for tourism development, notably the interpretation of a sustainable location for such a land use and determining its accessibility to services and facilities within an 'attractive 10 minute walk'.

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			Policy S4 requires revision to provide a more proactive approach to schemes which support the wider rural economy. In accordance with the NPPF the policy approach will need to support opportunities for the re-use/conversion of buildings; agricultural enterprises and support for the wider rural economy.
S5 Strategic Housing Development	39	✓	Strategic housing requirement to be amended to reflect revised housing need for plan period 2017-2040 as informed by Local Plan Review evidence base study.
S6 Strategic Employment Development	40	✓	Strategic employment requirement to be amended to reflect revised employment need for plan period 2017-2040 as informed by Local Plan Review evidence base study.
S7 Matlock/Wirksworth/Darley Dale Development Area Strategy	42	✓	The policy context remains relevant, updating to the policy will be required in parts to reflect progress and implementation of projects for instance the reference to the 'White Peak Loop'.
S8 Ashbourne Development Strategy	45	✓	The policy context remains relevant, updating to the policy will be required to reference progress and implementation of projects, Ashbourne Airfield for instance.
S9 Rural Parishes Development Strategy	47	✓	The policy context remains relevant, very limited revisions of significance anticipated.
S10 Local Infrastructure Provision and Developer Contributions	48	✓	<p>The policy wording is perceived to be too broad and has led to issues about its implementation and delivery.</p> <p>It is envisaged that a revised policy will be required that sets out clearly the types of infrastructure for which contributions will be sought, the scale/threshold of development which will be required to contribute and the rate at such charges will be set.</p>

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			Any revised policy wording relating to contribution rates and thresholds will need to be subject to appropriate viability testing to ensure that they do not stifle development.
			Protecting Derbyshire Dales Character
PD1 Design and Place Making	51	✓	The Authority Monitoring Report indicates that policy PD1 is being implemented effectively, however there is a need to revise the policy wording to address changes in national guidance as set out in the National Design Guide and Model Design Codes and greater emphasis on 'building better and building beautiful'. The Local Plan should set out the design outcomes that development should pursue as well as the tools and processes that are expected to be used to embed good design. The Local Plan review will need to consider how the policy requirements for meeting the Model Design Code will be met including availability of resources and expertise. Opportunities to encourage climate change adaptation/mitigation measures in the design of buildings and places should be encompassed within the revised policy.
PD2 Protecting the Historic Environment	53	✓	The policy context remains relevant, very limited revisions of significance anticipated. The supporting policy text could be improved to provide guidance on assessing development harm and impact on the significance of heritage assets and balancing this against public benefit. The Local Plan review will need to provide guidance on how future adaptations to properties to address climate change will be considered in the context of the historic environment.
PD3 Biodiversity and the Natural Environment	55	✓	The National Planning Policy Framework sets out that planning should provide biodiversity net gains where possible. Biodiversity net gain delivers measurable improvements for biodiversity by creating or enhancing habitats in association with development. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures. Revisions to the policy PD3 will be required to ensure the plan delivers a net gain for biodiversity. The Government

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			<p>announced it would mandate net gains for biodiversity in the Environment Bill in the 2019 Spring Statement.</p> <p>The Environment Bill received Royal Assent on 9 November 2021, meaning it is now an Act of Parliament.</p> <p>Mandatory biodiversity net gain as set out in the Environment Act applies in England only by amending the Town & Country Planning Act (TCPA) and is likely to become law in 2023. The Bill sets out the following key components to mandatory Biodiversity Net Gain:</p> <ul style="list-style-type: none"> • Minimum 10% gain required calculated using Biodiversity Metric & approval of net gain plan • Habitat secured for at least 30 years via obligations/ conservation covenant • Habitat can be delivered on-site, off-site or via statutory biodiversity credits • There will be a national register for net gain delivery sites • The mitigation hierarchy still applies of avoidance, mitigation and compensation for biodiversity loss • Will also apply to Nationally Significant Infrastructure Projects (NSIPs) • Does not apply to marine development • Does not change existing legal environmental and wildlife protections <p>Biodiversity net gain will be a new challenge for the Authority going forward and the Local Plan review will need to determine the appropriate approach to securing net gain for biodiversity for sites of different scales, in conjunction with Derbyshire County Council and Derbyshire Wildlife Trust. The Local Plan review will need to set out a clear philosophy on the approach to be taken to Biodiversity Net Gain.</p>

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
PD4 Green Infrastructure	60	✓	The policy context remains relevant, revisions necessary to address links to biodiversity net gain and associated benefits of flood risk management and evidence base.
PD5 Landscape Character	63	x	The policy context remains relevant, very limited revisions of significance anticipated.
PD6 Trees, Hedgerows and Woodlands	64	x	The policy context remains relevant, very limited revisions of significance anticipated.
PD7 Climate Change	66	✓	Revisions to the policy to ensure it aligns with the District Councils Climate Change Strategy and Action Plan will be required. The policy will need to comprehensively cover climate change adaptation, mitigation and resilience. It should seek to strengthen the policy on new build development, retrofit and/or refurbishment and renewable energy developments may be considered but will need to be balanced against development delivery; viability; building regulation requirements and District Council resources to ensure implementation of the requirements of the policy.
PD8 Flood Risk Management and Water Quality	68	✓	Supporting text and amendments to wording will need revising to place greater emphasis on mitigation, resilience, and adaption and to ensure the policy aligns with revisions to the National Planning Policy Framework which requires development to consider 'all sources of flood risk'. Revisions to reflect the updated Derbyshire Dales Strategic Flood Risk Assessment and recommendations relating to the cumulative impact of development on flood risk will be necessary.
PD9 Pollution Control and Unstable Land	70	x	The policy context remains relevant, very limited revisions of significance anticipated.
PD10 Matlock to Darley Dale A6 Corridor	71	✓	Policy has been implemented effectively since adoption and should be retained. Changes to the defined boundary and areas of land protected by

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			PD10 may be necessary alongside consideration as to whether the area covered by PD10 should be contracted or widened.
			Healthy and Sustainable Communities
HC1 Location of Housing Development	72	x	The policy context remains relevant, very limited revisions of significance anticipated. Any changes will be as a result of changes elsewhere in the Plan such as to the Settlement Hierarchy.
HC2 Housing Land Allocations	73	✓	Policy revisions will be required to reflect amended housing land allocations to meet the housing need identified in the Local Plan Review. In accordance with paragraph 69 of the NPPF at least 10% of the housing requirement will need to be accommodated and allocated on sites no larger than one hectare. In order to meet this requirement a review of existing housing commitments since the start of the plan period will be required to ascertain how many are under one hectare and therefore determine whether additional allocations on sites under one hectare will be required in the Local Plan.
HC3 Self-Build Housing Provision	74	x	The policy context remains relevant limited revisions of significance anticipated. It is suggested that mechanisms to encourage the delivery of self build could be explored further, although this is against a low number of entries on the Self and Custom Build Register.
HC4 Affordable Housing	75	✓	Amendments to the policy will be required to reflect changes in the National Planning Policy Framework. This will include changes in the definitions of affordable housing and ensuring that policies continue to seek to deliver an appropriate level of affordable housing on sites above the qualifying threshold of 10 units and more as set out in the NPPF/NPPG. The revised policy and Local Plan will need to set out the Councils approach to the delivery of First Homes as a new tenure of affordable housing introduced in 2021.
HC5 Meeting Local Affordable Housing Need (Exception Sites)	76	✓	The revised policy and Local Plan will need to set out the Councils approach to the delivery of First Homes as a new tenure of affordable housing introduced in 2021. The policy approach to First Homes will be informed by work undertaken as part of the revised evidence base on the Local Plan.

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			The NPPG sets out that exception sites can be used to deliver any form of affordable housing, including First Homes, provided this is supported by appropriate evidence of local need. Rural exception sites can deliver a small proportion of market housing, provided that it can be demonstrated that this is necessary in order to ensure the overall viability of the site. Revisions to the Local Plan will need to allow the Council to maintain its successful record of delivering affordable housing.
HC6 Gypsy and Traveller Provision	77	✓	<p>The pitch requirement for the plan period 2017-2040 will need to be updated to reflect evidence in revised Gypsy and Traveller Assessment prepared for Derbyshire and recent decisions made by the Planning Inspectorate on appeal.</p> <p>A revised policy is likely to be needed to allocate land to meet the Districts revised requirements and maintain a five year supply of specific deliverable sites for gypsy and traveller accommodation.</p>
HC7 Replacement Dwellings	78	x	The policy context remains relevant limited revisions of significance anticipated. It is suggested that the wording could be altered to ensure proposals are appropriate and comparable with the development that is to be replaced rather than the setting or surroundings. The policy could be stronger on seeking to retain and preserve existing buildings in the first instance.
HC8 Conversion and Re-Use of Buildings for Residential Accommodation	79	✓	Policy S4 criteria (n) sets out that planning permission will be granted for development 'in the case of proposals to re-use an existing building or building that are capable and worthy of conversion'. Policy HC8 does not include this requirements and should therefore refer to the requirement for proposals to be 'worthy of conversion'. Revisions to the policy will then ensure consistency of approach when the Plan is read as a whole.
HC9 Residential Sub-Division of Dwellings	80	✓	Policy revisions will be necessary to address changes in the National Planning Policy Framework, which at paragraph 80 sets out that planning policies should avoid isolated homes in the countryside unless "the development would involve

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			the subdivision of an existing residential building". The existing reference to location and sustainability of a proposal in criteria (e) of HC9 will need to be revised.
HC10 Extensions to Dwellings	81	x	The policy context remains relevant limited revisions of significance anticipated. Policy being implemented effectively.
HC11 Housing Mix and Type	82	✓	<p>Policy HC11 will need to be updated to reflect revised evidence on the mix, size and tenure of housing required as identified in the housing needs study prepared as part of the Local Plan review. Furthermore revisions to the policy requirement for the delivery of specialist housing will be necessary to ensure the policy continues to contribute towards the creation of sustainable communities. In respect of specialist housing accommodation for the elderly the Local Plan will need to ensure that it provides sufficient support for applications for both new build schemes and proposals for redevelopment.</p> <p>In light of recent discussions with a development company in respect to their approach to the delivery of the mix of properties consideration will be given to the extent to which the mix of properties should be reflective of bedroom numbers or property floor area.</p>
HC12 Elderly Needs Accommodation	83	✓	Revisions to policy will be required to reflect the emerging Local Plan evidence base. The provision of elderly accommodation may be better suited to be amalgamated into Policy HC11 alongside specialist housing. Minor changes to policy wording on extensions, annexes and self- contained accommodation may be needed to ensure consistency.
HC13 Agricultural and Rural Workers Dwellings	84	x	The policy context remains relevant limited revisions of significance anticipated. Policy being implemented effectively.

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
HC14 Open Space and Outdoor Recreation Facilities	87	x/✓	Any revision to this policy will be based upon emerging evidence, and further consideration about its effectiveness in the decision-making process.
HC15 Community Facilities and Services	88	✓	Policy has been implemented effectively however the interpretation of 'community use' has been challenged at appeal. The future policy approach should seek to balance the continued need for a community facility against the provision within the Use Classes order which allows changes of use in certain circumstances. It is considered that banks and specialist housing could be included as protected community facilities and services. The Local Plan could also consider including supporting text/and or policy to encourage the delivery of community services through social enterprise schemes.
HC16 Notified Sites	89	✓	Updates to policy and notified sites listed to be informed by input from Derbyshire County Council as Education Authority.
HC17 Promoting Sport, Leisure and Recreation	89	x/✓	The policy context remains relevant limited revisions of significance anticipated. This policy has largely been implemented effectively, however it is suggested that more could be secured corporately in terms of contributions toward new facilities for sport, leisure and recreation. Strengthening of policy approach to protection and delivery of land for allotments could be addressed here. The Local Plan revised policy will need to address the outcome of the forthcoming 'Call for Sites' for allotments and consider whether the Local Plan can include either allocations and/or policy to ensure allotments are given due protection to resist their loss to other development pressures. Any revisions to policy will need to reflect emerging evidence.
HC18 Provision of Public Transport Facilities	92	x	The policy context remains relevant limited revisions of significance anticipated.

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
HC19 Accessibility and Transport	92	✓	<p>It is suggested that the wording of the policy should be revised to enable schemes to be assessed in terms of their impact on highway safety. At the present time the District Council is relying upon wording in policies S3/S4 to refuse schemes on highway safety grounds. Policy revisions necessary to ensure consistency and compliance with guidance in NPPF. The NPPF states that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'. The revised policy should include this policy criteria.</p> <p>The revised policy should also promote active travel opportunities, especially in town centre locations. The revised policy will need to consider the approach to the provision of charging points for electrical vehicles.</p>
HC20 Managing Travel Demand	93	✓	Revisions to the policy could include the need to encourage electric vehicle charging points and strengthen the role of managing travel demands and contribution towards tackling climate change.
HC21 Car Parking Standards	94	x	No significant revisions to policy envisaged pending input from Highways Authority on parking standards in Appendix 2 of the Local Plan
			Strengthening the Economy
EC1 New and Existing Employment Development	97	✓	<p>Revisions to policy wording will be needed to ensure aspirations for economic recovery, diversification and support for the rural economy are appropriately set out. It is suggested that the policy requirement for proposals to be in a 'sustainable locations' will need to be applied more flexibly to ensure the District Council is able to support existing valuable businesses whom may wish to expand and support for the growth in high quality employment opportunities. Policy needs to be able to balance the economic benefits arising from development against the relative sustainability of its location. Minor revisions needed to ensure policy compliance with the NPPF on employment development in the countryside.</p>

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
EC2 Employment Land Allocations	98	✓	Policy to be revised to reflect employment land allocations identified through Local Plan review.
EC3 Existing Employment Land and Premises	100	✓	<p>The protection of existing employment land and premises has been amended by changes to the Town and Country Planning Use Class Order (1987), which now permits change of use of certain B uses (employment/business) to other uses without requiring planning permission through the creation of a new Class E. Revisions to EC3 and the scope of protection to sites and premises that can lawfully be given will need to be undertaken.</p> <p>The Local Plan Policy evidence base will need to be used to assess the demand, and allocate land for, those developments that fell within the former Use Class B</p>
EC4 Retention of Key Employment Sites	100	x	The policy context remains relevant, very limited revisions of significance anticipated, assuming that the employment sites to be retained remain the same. Any revisions including additions to the list of sites would need to be merited and subject to public consultation
EC5 Regenerating an Industrial Legacy	101	x	The policy context remains relevant, very limited revisions of significance anticipated. Flexibility in the policy should be considered in the event that other sites emerge that fall under the auspices of the policy.
EC6 Town and Local Centres	103	✓	Amendments to planning guidance and practice for Town Centres as outlined within the NPPF will need to be taken into consideration when revising the Local Plan. The Local Plan will need to recognise the role that town centres play at the heart of local communities and set out a positive approach to their growth, management and adaptation. This could include a more flexible approach to the type and range of uses in town and local centres to encourage footfall and promote vitality and viability.

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			Active encouragement for residential development at first floor may be considered for instance. Changes to the Use Classes Order and permitted development rights to allow more flexibility for change of use of commercial premises will also need to be reflected. Changes in shopping habits (primarily due to COVID) and evidence from the emerging retail assessment prepared to support the Local Plan will need to be reflected and balanced against Council aspirations to support the role and function of town and local centres and economic recovery.
EC7 Primary Shopping Frontages	105	✓	Local Plan policies for town centres are no longer expected to identify primary and secondary shopping frontages. They should, however provide policies which support the vitality of town centres, recognising that a wide range of complementary uses can, if suitably located support the role and function of these locations. Policy EC7 will require revision.
EC8 Promoting Peak District Tourism and Culture	106	x	The policy context remains relevant, very limited revisions of significance anticipated.
EC9 Holiday Chalets, Caravan and Campsite Developments	107	x	The policy context remains relevant, very limited revisions of significance anticipated. Consistency of approach to policy S4 will need to be considered, to ensure that reference to ‘an attractive ten minute walk’ is appropriate – for instance should the plan refer only to a ten minute walk and/or sustainable location and remove reference to ‘attractive’ which is arguably ambiguous and subjective.
EC10 Farm Enterprises and Diversification	108	✓	Revisions to policy wording needed to ensure aspirations for economic recovery, diversification and support for the rural economy are appropriately set out. It is recommended that criteria (d) be amended as the issue of highway capacity is addressed in policy HC19 of the Plan. The revised Local Plan should be more definitive as to whether the issue of ‘highway capacity’ should

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			apply to all schemes not just those on rural roads to align the policy with NPPF and NPPG tests regarding highway impacts.
EC11 Protecting and Extending Our Cycle Network	109	x	Limited revision envisaged to ensure that the Local Plan includes adequate protection to new and potential future routes.
			Strategic Site Allocations
DS1 – DS9	111 - 122	✓	The strategic site allocation policies will need to be amended to reflect the housing/employment land allocations identified in the Local Plan Review to meet the revised housing and employment land requirements to 2040. Revised policies will be prepared for sites that are considered strategic in nature i.e. those sites identified in the Plan which are expected to provide in excess of 100 dwellings. New Strategic Site Allocation Policies may be needed for any new major sites identified in the Plan. Revisions to the detailed criteria in existing policies DS1-9 are most likely need revising.
			Implementation and Monitoring
Housing Implementation Strategy	123	x	No revisions envisaged at this time.
Plan Implementation and Monitoring	124-142	✓	Amendments to the outcomes of the Plan; implementation mechanisms and targets and indicators will need to be required to align with changes to the Plans spatial strategy and policies. Revisions to the Monitoring Framework will be necessary to reflect amendments to the policies within the Local Plan, revisions to indicators, targets and sources of data will be required.
			Appendices
Appendix Glossary	1 143	✓	Modifications to the glossary will be necessary to reflect revisions in definitions in the National Planning Policy Framework and Planning Practice Guidance. New terms will need to be included for instance a definition of 'First Homes';

Local Plan Chapter / Policy	Page No.	Requires Modification?	Reason for Modification
			'Biodiversity Net Gain'; 'Climate Change Adaptation'; 'Climate Change Mitigation' and others.
Appendix 2 Parking Standards	151	x/✓	Requirement for amendments to Parking Standards to be informed by advice from Highways Authority.
Appendix 3 Housing Trajectory	153	✓	Updates to the Housing Trajectory will be needed to set out the expected rate of housing delivery over the plan period, informed by evidence on land availability submitted by landowners, agents and developers.
Appendix 4 Key Diagram	154	✓	The key diagram will require revision to reflect any changes made to the Local Plan policies and spatial strategy, for example the location and scale of housing and employment allocations.
Appendix 5 Policies Maps	Seperate document to Local Plan	✓	The supporting policy maps will require amendment to reflect any revisions to policy designations, for instance settlement development boundaries, allocations for housing and employment land, revisions to historic and natural environment designations such as scheduled monuments, conservation area boundaries and local wildlife sites.

Agenda Item 5

Local Plan Sub Committee – 30th November 2023

Derbyshire Dales Local Plan – Settlement Hierarchy

Report of Director of Regeneration and Policy

Report Author and Contact Details

Mike Hase, Policy Manager

mike.hase@derbyshiredales.gov.uk

Claire Francis, Planning Policy Officer

claire.francis@derbyshiredales.gov.uk

Wards Affected

All Wards Outside the Peak District National Park

Report Summary

This report sets out the outcomes of work that has been undertaken to review and update information relating to the assessment of the relative roles and functions of mid and lower tier settlements across the plan area and the extent to which they can contribute towards meeting future needs.

The report recommends that the Sub Committee note the findings of the updated settlement hierarchy assessment and that the contents of the assessment are to be used to inform the strategic development framework in the Derbyshire Dales Local Plan.

Recommendations

1. That the Sub Committee notes the updated Settlement Hierarchy assessment as set out in Appendix 1.
2. That the evidence from the updated Settlement Hierarchy Assessment be taken into account in the development of a revised strategy and policies for the location and scale of development within the revised Derbyshire Dales Local Plan.
3. That a further report be presented to this Committee which utilises the evidence from the updated Settlement Hierarchy to develop an appropriate strategy for development across the plan area.

List of Appendices

Appendix 1 – Settlement Hierarchy Review Report (November 2023)

Background Papers

[Adopted Derbyshire Dales Local Plan](#) (December 2017)

[National Planning Policy Framework](#) (July 2021)

[Planning Practice Guidance](#) (June 2021)

[Settlement Hierarchy Report](#) (September 2016)

Consideration of report by Council or other Committees

Revised policies and proposals in the Derbyshire Dales Local Plan, which are based upon the evidence in the Settlement Hierarchy will be subject to Council approval at the appropriate time.

Council Approval Required

No, this is a technical report, providing information and evidence only.

Exempt from Press or Public

No

Derbyshire Dales Local Plan – Settlement Hierarchy

1 Background

- 1.1 As Members will be aware the review of the adopted Derbyshire Dales Local Plan commenced in November 2020. Since that time work has been ongoing on the review of the Local Plan, including updating the evidence base; a detailed assessment of the availability of land to meet potential future housing needs; and a review of the existing policies in the adopted Plan to ensure that they are up to date and in accordance with the National Planning Policy Framework (NPPF).
- 1.2 The review of the Local Plan was considered in a report presented to Council on 19th January 2022, where it was resolved that for the purposes of the Regulation 10a of the Town and Country Planning (Local Planning) (England) Regulations 2012 the review of the Derbyshire Dales Local Plan had been completed and that several of the existing policies required modification to ensure that they were considered up to date.
- 1.3 The new administration, elected in May 2023, made it clear that it would like to take a ‘fresh approach’ to the Local Plan. The Local Plan Sub Committee on 3rd July 2023 confirmed the scope of the Local Plan review and resolved (Minute 37/23) that a review of the current Settlement Hierarchy be undertaken to determine the extent to which communities across the Local Plan area are ‘sustainable’ and that the results of this review be reported to a future meeting of this Sub-Committee. This report presents the outcome that review process.
- 1.3 The National Planning Policy Framework (NPPF) sets out that the purpose of the planning system is to contribute to the achievement of sustainable development and identifies three dimensions to sustainable development: economic, environmental and social. The NPPF sets out that planning policies in Local Plans should play an active role in directing new development in the most sustainable locations, taking local circumstances into account, to reflect the needs, character and opportunities of each area (Paragraph 9 NPPF). To promote sustainable development in rural areas, housing should be located where it will enhance or maintain vitality of rural communities.
- 1.4 Paragraph 79 of The NPPF also sets out that planning policies should provide opportunities for villages to grow and thrive, especially where this will support local services. The NPPF also indicates that where there are a group of settlements, development in one village may support services in another nearby village. The aspirations of the Progressive Alliance, therefore, align with the policy objectives of the NPPF.
- 1.5 The development of a settlement hierarchy is a commonly used policy tool, as it provides a useful basis for planning in a sustainable way. It seeks to guide development to those locations which are considered to be more sustainable, and where local services and employment opportunities are available to the local community in a way which minimises environmental impacts and the need to travel.

- 1.6 The adopted Derbyshire Dales Local Plan sets out the existing strategy for development in the plan area under Policy S2: Settlement Hierarchy. This was informed by a comprehensive assessment of the relative sustainability of settlements across the plan area and led to the establishment of the Settlement Hierarchy as set out in the Local Plan. The assessment¹ that underpinned Policy² in the adopted Local Plan used a ranking and scoring system, based upon the availability and accessibility to a range of services and facilities, and the settlement's economic role to development within each location.
- 1.7 The adopted Settlement Hierarchy identified 32 settlements across five main tiers, defined by their role and function and have been assessed by the range of services and facilities available in each settlement.
- 1.8 The 5 tier settlement hierarchy within the adopted Derbyshire Dales Local Plan is as follows:

Tier 1	Market Towns	Matlock, Ashbourne, Wirksworth
Tier 2	Local Service Centres	Darley Dale
Tier 3	Accessible Settlements with Some Facilities	Brailsford, Clifton, Cromford, Darley Bridge, Doveridge, Hulland Ward, Matlock Bath, Middleton, Northwood, Rowsley, Sudbury, Tansley
Tier 4	Accessible Settlements with Minimal Facilities	Bonsall, Brassington, Carsington, Kniveton, Kirk Ireton, Marston Montgomery
Tier 5	Infill & Consolidation Village	Bradley, Ednaston, Hognaston, Hollington, Longford, Osmaston, Roston, Shirley, Yeaveley, Wyaston

Table 1: Derbyshire Dales Settlement Hierarchy

¹ <https://www.derbyshiredales.gov.uk/documents/cd43-derbyshire-dales-local-plan-settlement-hierarchy-pdf668-kb-june-2016/download>

- 1.9 Settlements in the Tiers of 1 & 2 are considered to be the most sustainable locations for new development, offering residents relatively easy access to a greater range of shops, services and facilities, without the need to travel by car or public transport. Tiers 3, 4 & 5 settlements generally have relatively fewer services and facilities, less infrastructure and are more isolated in terms of transport links.
- 1.10 To ensure that the aims and objectives of delivering thriving and flourishing communities can be achieved a review of the Settlement Hierarchy has been undertaken. This has sought to identify whether any changes have taken place in the relative sustainability of each of the settlements across the plan area. To enable comparison essentially the same methodology as used previously in 2016 was adopted.

2. Summary of Review Methodology & Findings

- 2.1 The current range of services of facilities in Ashbourne, Matlock, Wirksworth and Darley Dale continue suggest that these locations remain the most sustainable settlements across the planning authority area. On this basis no reassessment of these settlements has been undertaken.
- 2.2 The current assessment has therefore focused upon the 28 settlements within Tiers 3, 4 & 5 of the adopted Derbyshire Dales Local Plan. It has sought to ascertain whether they continue to be sustainable communities and provide essential services and facilities to residents in Derbyshire Dales sufficient to support future growth in those settlements. The current assessment seeks to provide evidence for Members about the relative sustainability of the different settlements across the plan area. It also seeks to provides Members with evidence that can be used in setting the future strategy and policies for development across the plan area.
- 2.3 A desktop audit of services and facilities available in each settlement was undertaken, and complemented by Officers visiting each of the settlements to ascertain the accuracy of their initial assessment. This sought to identify changes that had taken place since the original study undertaken in 2016. Parish Councils were invited to confirm the existence of the service and facilities within their jurisdiction. A review of the availability of bus and train services to residents in each settlement formed part of this assessment.

Key Businesses, services and facilities review

- 2.4 To ensure, so far is possible, that the assessment is objective and provides a fair comparison, each of the 28 settlements have been scored against a number of assessment criteria. The total score achieved for each settlement being indicative of its relative sustainability and provides the general basis for the grouping of settlements into the different Tiers. The detailed methodology and assessment of each of the settlements is set out in Appendix 1 to this report.
- 2.5 The indicators used for the scoring and ranking of settlements are as follows:

Economic Indicators

2.6 The following two indicators were used to assess the relative accessibility of local employment opportunities to residents. The greater the potential for employment opportunities locally the more sustainable that settlement:

- the number of businesses or organisations providing employment within each settlement - The resulting figure for the number of businesses/organisations is an indicator of the diversity of the settlement's economy;
- the proximity of the settlement to strategic employment centres and major/large employment sites.

Social Indicators

2.7 The following nine indicators have been used to assess the availability of services and facilities in each settlement:

- the frequency of public transport services, accessibility to the nearest town,
- community halls,
- convenience shops,
- public houses,
- GP Surgeries,
- post offices,
- pharmacies,
- primary schools.

2.8 This current assessment has included a review of the availability of the following five features across each of the 28 settlements. These were not part of the 2016 assessment, but are considered important and valuable facilities used by residents to improve health and well-being of communities:

- Children's play areas
- Sport & Recreation Facilities
- Allotments
- Places of worship
- Mobile services, including libraries & shops providing convenience goods.

2.9 The current assessment, as with the previous assessment, has not included any review of the environmental context of each settlement. It is considered that these are best assessed on a site-by-site basis. This means that whilst settlements may be grouped into the same tier of the hierarchy as a result of their social and economic characteristics, it does not necessarily follow that all settlements within the same tier will be able to accommodate a similar level of future development. Environmental constraints and development opportunities are likely to vary from settlement to settlement resulting in different capacities to accommodate future development.

Findings

2.10 The scores for each settlement are shown in the Table 2 below. As a brief guide:

- A high score on the economic factors reflects a settlement which has a reasonable number of businesses providing employment within the settlement and a short drive time to employment centres or large employment sites. A low score on the economic factor reflects a settlement with few local businesses and longer drive times to employment centres or large employment sites;
- A high score on the social factors reflects a settlement with good public transport services, spare capacity in its primary school or schools, and a good range of facilities such as convenience shop, doctor's surgery, post office, community hall, etc. A low score on social factors reflects a settlement with few facilities, no recent capacity in the primary school and poor public transport services.

2.11 The scores for each of the settlements is summarised below in Table 2:

Settlement	Economy Characteristics 2023	Social Characteristics 2023	Overall Score 2023
Cromford	14	16	30
Rowsley	12	15	27
Matlock Bath	14	11	25
Tansley	10	15	25
Sudbury	11	12	23
Brailsford	6	19	25
Doveridge	5	13	18
Middleton By Wirksworth	6	15	21
Northwood	12	5	17
Clifton	6	10	16
Darley Bridge	6	10	16
Bonsall	3	9	12
Brassington	3	9	12
Carsington	1	11	12
Osmaston	5	7	12
Kniveton	2	9	11
Hulland Ward	2	8	10
Kirk Ireton	0	8	8
Hognaston	1	7	8
Bradley	2	6	8
Marston Montgomery	1	4	5
Ednaston	3	2	5
Wyaston	2	3	5
Roston	1	3	4
Longford	0	2	2
Yeaveley	0	2	2
Hollington	1	1	2
Shirley	0	2	2

Table 2: Scoring of Settlements for Settlement Hierarchy (2023)

2.12 Table 3 below shows a comparison between the scores for each of the settlements on a like for like basis between 2016 and 2023. The scores in Table 3 exclude the additional community services and facilities, such as place

or worship, children’s play areas, recreation & Leisure facilities and allotments that have been included in the most recent assessment.

Settlement	Overall Score 2016	Overall Score 2023
Cromford	28	26
Rowsley	26	23
Matlock Bath	25	22
Tansley	20	22
Sudbury	27	20
Brailsford	17	19
Doveridge	17	17
Middleton By Wirksworth	14	17
Northwood	16	16
Clifton	15	12
Darley Bridge	16	13
Bonsall	12	10
Brassington	11	8
Carsington	8	9
Kniveton	9	8
Hulland Ward	17	8
Kirk Ireton	7	5
Marston Montgomery	9	4
Longford	2	2

Table 3 – Comparison Scores 2016 to 2023

Settlements with a population of less than 400 residents were not included in the scoring system in 2016. They have, however, been subject to an assessment in 2023. For the purposes of comparison Table 3 does not include those settlements which had previously excluded from the Settlement Hierarchy assessment.

- 2.13 On the basis of the results set out in Table 2 & Table 3 the main changes identified from the assessment undertaken in 2016 are that 14 settlements scores have a lower score, 4 settlements scores have improved, and 3 settlements have the same score.
- 2.14 Although Cromford, Rowsley and Matlock Bath had the highest overall scores in 2023, their current scores are lower than 2016. However, these settlements still have strong local economies and benefit from their proximity to Matlock Town and Wirksworth Town Centre. All of these settlements also attract large numbers of tourists which help to sustain businesses in the longer term.
- 2.15 Sudbury displays similar characteristics to Cromford, Rowsley and Matlock Bath in that it is close to strategic employment centres on the edge of the District, including Marchington Industrial Estate and Dovefields Industrial Park. It has, however, suffered the loss of its post office, a convenience store, pub and a decline in the number of buses serving the village. The remaining settlements have relatively weak economy scores, reflecting low business numbers and reflecting poor accessibility to employment centres and large employment sites.
- 2.16 The main changes that have generated a lower score for half of the settlements has included the continued decline of bus services in some villages, whereby the number of services provided on a daily basis has been significantly reduced. In some of the other villages, there are no longer any regular bus services provided. There has also been a number of closures of post offices, convenience stores and pubs across the plan area. Some services have been

relocated to run as a shared service within other community facilities. The biggest influence upon the scores has been the changing capacity of primary schools. There are currently 10 primary schools in the district that have either significant overcrowding or significant under capacity issues that, in the longer term, need to be addressed.

3. **Conclusions and Recommendations**

3.1 On the basis of the results of the current assessment Members are recommended to adopt to the Settlement Hierarchy as set out below in Table 4.

Tier 1	Market Towns	Matlock, Ashbourne, Wirksworth
Tier 2	Local Service Centres	Darley Dale
Tier 3	Accessible Settlements with Some Facilities	Brailsford, Clifton, Cromford, Darley Bridge, Doveridge, Hulland Ward, Matlock Bath, Middleton, Northwood, Rowsley, Sudbury, Tansley
Tier 4	Accessible Settlements with Minimal Facilities	Bonsall, Brassington, Carsington, Kniveton, Kirk Ireton, Marston Montgomery
Tier 5	Infill & Consolidation Village	Bradley, Ednaston, Hognaston, Hollington, Longford, Osmaston, Roston, Shirley, Yeaveley, Wyaston

Table 4 – Recommended Settlement Hierarchy

3.2 As Members will be able to see from Table 4 it is being recommended that the Settlement Hierarchy be the same as set out in the adopted Derbyshire Dales Local Plan.

3.3 The overall scores tiers reflect the relative sustainability of each settlement. This does not mean that, for example, Tansley is a better location for development than Sudbury merely because it has a higher score. The purpose

of the scoring is to enable settlements of broadly similar scores to be assigned into ranks or tiers.

- 3.3 Members will note that there are a couple of inconsistencies in the scoring where it is considered that further explanation and justification is required.
- 3.4 Whilst Osmaston scores highly in terms of its relatively close proximity to Ashbourne Airfield and Ashbourne Town Centre as employment centres, it also scores relatively well in terms of its community facilities. However, given the rural nature of its location and its poor accessibility in terms of the highway infrastructure and lack of public transport facilities, it is not considered an appropriate location for development. As such it is recommended that it remain in Tier 5.
- 3.5 Although Marston Montgomery has been subject to some new development since the adoption of the Local Plan in 2017 resulting in a new village hall, overall its score has dropped. This is primarily due to its poor proximity to employment centres and poor accessibility. As such it is considered appropriate that the settlement remains in Tier 4.
- 3.6 Hulland Ward is another settlement whereby its scoring does not reflect its overall sustainability and suitability to accommodate additional development. The settlement scores poorly as it has lost its GP practice, post office and convenience store in recent years, however the location of the village is relatively more accessible and has better public transport links than some of the smaller villages. Hulland Ward Primary school also has surplus capacity projected over the next five years to 2027 to accommodate additional pupils. Therefore, it is considered appropriate that Hulland Ward the settlement remain as a Tier 3 settlement.
- 3.7 The role and function of settlements can be influenced by a number of other factors that do not relate to housing and employment growth. These can play an important role in the way in which settlements grow and flourish into sustainable communities including, home working; the way some businesses operate and numbers commuting to and from certain places; the increase and availability of internet services and facilities; parental choice in respect of school places can influence capacity at individual schools across the Plan area; and higher proportions of second homes in some villages resulting in seasonal demand for services and facilities which may affect the viability of those services.
- 3.8 The purpose of Derbyshire Dales Local Plan is to provide a guide to development and growth across the plan area. To assist the Local Plan in delivering its objectives of supporting thriving and sustainable communities will require partnership working with other departments within the District Council, and external partners to help secure funding to introduce new facilities and services required to meet demands within the smaller settlements of the District.
- 3.9 A copy of the updated evidence from the Settlement Hierarchy Report (November 2023) is set out in Appendix 1 of this Report.

4 Financial and Resource Implications

- 4.1 The Derbyshire Dales Settlement Hierarchy is a technical document and has no direct financial and resource implications for the District Council.

5. Legal Advice and Implications

- 5.1 This report set out 2 recommended decisions to be made. The proposals accord with the provisions of the relevant legislation, the legal risk has been assessed as low.

6 Equalities Implications

- 6.1 The Derbyshire Dales Settlement Hierarchy report has no direct equalities implications. The review of the Derbyshire Dales Local Plan will be subject to a comprehensive Equalities Impact Assessment.

7. Climate Change Implications

- 7.1 The Derbyshire Dales Settlement Hierarchy Report has no direct climate change implications. The review of the Derbyshire Dales Local Plan will include revised policies which will seek to mitigate the effects Climate Change and be subject to a Climate Change Impact Assessment.

8 Risk Management

- 8.1 At this time the risk associated with the preparation of the Derbyshire Dales Settlement Hierarchy is low. The Derbyshire Dales Local Plan is one of the pivotal plans and strategies ensuring the delivery of the District Council's aims and objectives as out in its Corporate Plan. Any significant delays in undertaking the review of the Derbyshire Dales Local Plan will increase the risk to the District Council of delivering its key aims and objectives.

Report Authorisation

Approvals obtained from: -

	Named Officer	Date
Chief Executive	Paul Wilson	16/11/2023
Director of Resources/ S.151 Officer	Karen Henriksen	20/11/2023
Monitoring Officer (or Legal Services Manager)	Kerry France	20/11/2023

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**DERBYSHIRE DALES
LOCAL PLAN
SETTLEMENT HIERARCHY**

November 2023

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1. Introduction

- 1.1 The purpose of planning is to help achieve sustainable development. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment and includes a requirement to plan positively to support local development. As such, sustainable development and the creation of sustainable communities lies at the heart of the Government's National Planning Policy Framework.
- 1.2 In considering where new development should be located, there is a need to balance the requirements of development against other needs such as sustainability and environmental impacts. Development needs to be accommodated in settlements where the need to travel can be reduced through good access to facilities and services and where it can be accommodated without significant adverse impacts. This paper seeks to assess the relative sustainability of each of the main settlements (excluding the Market Towns and Local Centre of Darley Dale) in the Derbyshire Dales (outside the Peak District National Park) and will be used to inform strategy and policy formulation in the Derbyshire Dales Revised Local Plan. From a national perspective, none of the district's settlements would be regarded as large. However, there are nevertheless significant variations in the land uses and services that are located within them, and the relationships between different settlements. These factors shape their current function within the District and their potential to play a role in addressing future needs for housing and other forms of development.
- 1.3 A settlement hierarchy or ranking is a way of categorising an area's settlements to recognise their different roles and function. A hierarchy groups together those settlements that have similar characteristics. At the top of the hierarchy are settlements that play a key role within the District, providing services used by a much wider catchment, having the best infrastructure (facilities and services) and which are relatively well connected in terms of transport links. At the bottom of the hierarchy are settlements, which have relatively few service and facilities, less infrastructure and are more isolated in terms of transport links. Identifying a hierarchy will help in determining what role each settlement can play in addressing the future needs of the District.
- 1.4 The purpose of this report is to help inform the future location of sustainable development in the District. It will be used alongside other technical studies such as the Strategic Housing Land Availability Assessment to determine the right amount of new development that is appropriate for each settlement. It will help to make sure that the scale of any new development proposed by the revised Local Plan is appropriate for the settlement in question.
- 1.5 It is important to note that the paper itself cannot establish a settlement hierarchy as a policy tool. That is a matter for a statutory planning document – specifically,

the revised Local Plan for the Derbyshire Dales. This paper presents the analysis and evidence to underpin the consideration of a settlement hierarchy which is to be included in revised Local Plan.

2. Policy Context

- 2.1 Decisions about a settlement hierarchy for Derbyshire Dales must take into account the national policy context as set out in the National Planning Policy Framework (NPPF). The National Planning Policy Framework (NPPF) sets out that the purpose of the planning system is to contribute to the achievement of sustainable development and identifies three dimensions to sustainable development: and sets out the following economic, social and environmental objectives:
- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.
 - b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and
 - c) an environmental objective – to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 2.2 The methodology used in this Study for assessing the role and function of settlements has taken account of economic and social indicators – further information on this is provided in Section 4 of this report. The environmental context of each settlement has not been taken into account as part of this assessment. The reason for this is that the District Council considers that environmental issues, such as landscape character and sensitivity of a settlement are best assessed on a site-by-site basis where the feasibility and desirability of potential development can be more fully explored. This means that whilst settlements may be grouped into the same tier of the hierarchy as a result of their social and economic characteristics, it does not necessarily follow that all settlements within the same tier will have a similar level of future growth and development. Environmental constraints and development opportunities are likely to vary considerably from settlement to settlement resulting in different

capacities to accommodate future development. It will be important, therefore, that any settlement hierarchy proposed for inclusion in the revised local plan reflects the need to take account of the need to maintain or enhance key environmental attributes.

2.3 The most relevant aspects of the NPPF on settlement strategy matters are as follows:

- To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby (Para 79).
- Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances (examples given in NPPF) (Para 80).
- Planning policies should enable the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship. (Para 84)
- Planning policies should aim to enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling (Para 92(c));
- Paragraph 93 of the NPPF set out that to provide the social, recreational and cultural facilities and services the community needs, planning policies 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.
 - b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community.
 - c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs.
 - d) ensure that established shops, facilities and services are able to develop and modernise, and are retained for the benefit of the community; and
 - e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

3 Background

- 3.1 To inform the production of the adopted Derbyshire Dales Local Plan, a settlement hierarchy background paper was published in 2016. This assessed the role and function of all settlements within the local planning authority area, based upon an economic and social indicators. The study combined the findings to arrive at five broad levels of settlement types, with size of population, number of businesses, distanced to employment centres, service scores for social and community facilities available within each location, and local plan designations all being factored in to form overall tiers into which settlements were placed.
- 3.2 The Settlement Hierarchy was considered as part of the examination process of the Derbyshire Dales Adopted Local Plan (2017), and the Inspector’s report at the time noted that *‘The principle of the 5-tier approach is appropriate reflecting a strategy for supporting sustainable growth in a District which is generally rural in nature’* and did not consider that a different approach should be taken.
- 3.3 The existing strategy for development in the District is set out in Policy S2: Settlement Hierarchy of the adopted Derbyshire Dales Local Plan (2017). The Settlement Hierarchy identifies 32 settlements across five main tiers, defined by their role and function, having been assessed by the range of services and facilities available in each settlement. Settlements in the higher tiers of 1 & 2 are considered to be the most sustainable locations for new development, offering residents a greater range of shops, services and facilities more easily, without the need to travel by car or public transport and reducing the amount of carbon emissions. Tiers 3, 4 & 5 hierarchy settlements have relatively fewer services and facilities, less infrastructure and are more isolated in terms of transport links.
- 3.4 The 5-tier settlement hierarchy within the adopted Derbyshire Dales Local Plan is as follows:

Tier	Settlement Type	Locations
Tier 1	Market Towns	Matlock, Wirksworth, Ashbourne
Tier 2	Local Service Centres	Darley Dale
Tier 3	Accessible Settlements with some Facilities	Brailsford, Clifton, Cromford, Darley Bridge, Doveridge, Hlland Ward, Matlock Bath, Middleton, Rowsley, Sudbury and Tansley
Tier 4	Accessible facilities with minimal facilities	Bonsall, Brassington, Casrington, Kniveton,

Tier	Settlement Type	Locations
		Kirk Ireton, Marston Montgomery
Tier 5	Infill and Consolidation villages	Bradley, Ednaston, Hognaston, Hollington, Longford, Osmaston, Roaston, Shirley, Yeaveley, Wyaston

3.5 Paragraph 31 of the NPPF makes it clear that the preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This updated assessment provides that evidence to underpin whether any changes to the adopted Settlement Hierarchy are considered necessary.

3.6 Section 4 below sets out the methodology that has been used to undertake this assessment. This study does not identify sites for development but provides technical evidence to be used as a tool to identify the most sustainable settlements to support future development, which are proportionate to their role and function.

4 Scope & Methodology

4.1 This section of the report sets out the scope of the assessment (i.e., those settlements that have been the subject of detailed assessment) and the methodology used to carry out the assessment. As part of the review of the existing Local Plan, it was decided to revisit and review the settlement hierarchy assessment to determine the extent to what are the key features of a sustainable community and which communities across the Local Plan area are 'sustainable' and take forward the concept of 'placemaking' where the Local Plan is used to set out specific policies and proposals for a particular locality.

Scope

4.2 The Local Plan seeks to guide development to the most sustainable locations within the District. The most sustainable locations are those which have the greatest concentrations of shops, services, employment and leisure opportunities which are easily accessible to the greatest number of people. Consequently, the most sustainable locations will tend to be the largest settlements. Within the Derbyshire Dales, the largest settlements are easy to identify. The following tables show estimated population figures. The figures are based upon estimated information provided by the 2021 census for the number of usual residents in specific parishes. These figures have been adjusted to reflect the geography of each settlement in relation to parish boundaries and rounded to the nearest 25.

4.3 The largest settlements in the Plan area are as follows:

SETTLEMENT / PARISH	USUAL RESIDENT POPULATION
Matlock	11675
Ashbourne	9075
Wirksworth	4550
Darley Dale	3775
Doveridge	1775
Cromford	1250
Tansley	1075
Middleton	875
Hulland Ward	850
Brailsford	825

4.4 Clearly the four settlements of Ashbourne, Darley Dale, Matlock and Wirksworth are of a different order or rank to other settlements within the District. Since 2005 and the adoption of the Derbyshire Dales Local Plan, it has been an accepted principle that the market towns of Ashbourne, Matlock and Wirksworth provide the most effective locations for provision of services and for assimilating future development in a sustainable way. They have a much higher level of service provision – secondary schools for example as well as retail and employment opportunities that greatly exceed other settlements in the District.

4.5 The adopted Derbyshire Dales Local Plan identifies Darley Dale as a Local Service Centre in its own right. The Inspector at the Derbyshire Dales Local Plan examination concluded that *‘Darley Dale has a larger population than Wirksworth but is in a lower tier. It has the Whitworth Hospital and the Whitworth Institute which are facilities which are used by people beyond the settlement. However, Darley Dale is effectively an amalgam of villages without a town centre or secondary school, unlike Wirksworth, and in this respect looks towards Matlock for many of its services. As such I consider that its designation as a local service centre where additional development can sustain and enhance services and provide more self-containment is supported.’* The population of Darley Dale is now less than Wirksworth, as residential properties within the Old Hackney lane area are now included as an extension to the Matlock Settlement Development Boundary. However the role and function of

Darley Dale remains the same and therefore it should continue to be regarded as a Service Centre.

- 4.6 The current range of shops, services, facilities, and access to sustainable modes of transport in Ashbourne, Matlock, Wirksworth and Darley Dale continue to suggest that these locations remain the most sustainable settlements across the planning authority area. As such it is considered that as part of the overall development strategy for the revised Local Plan that these should remain the key focus for new development. On this basis no reassessment of these settlements within Tier 1 and 2 of the Settlement Hierarchy as set out in policy S2 of the Adopted Derbyshire Dales Local Plan (2017) has been undertaken
- 4.7 The main focus of this assessment is on the 28 smaller settlements in the District that currently are positioned within Tiers, 3,4 & 5 of the settlement hierarchy. The report assesses their existing attributes and seeks to identify whether they continue to have potential to play a supporting role in accommodating the District's future development needs.
- 4.8 The main purpose of this assessment is to review the relative role and function of these settlements and determine whether there have been any changes since 2016. The development of a settlement hierarchy, seeks to guide development to those locations which are considered to be most sustainable.

Methodology

- 4.9 This section of the study describes how each settlement has been re-assessed in relation to their social and economic characteristics. Each social and economic attribute has been given a score against a set of criteria as set out in Appendix A. Details in Appendix B show how each attribute has been scored. Maps are provided in Appendix C which show the location of businesses, community facilities and services by settlement, and in Appendix D, a map is provided of each settlement including residential completions, commitments, and current allocations present within each location.
- 4.10 To ensure, so far as possible, that the assessment is objective and provides a fair comparison, each of the 28 settlements have been scored against a number of assessment criteria. The total score achieved for each settlement being indicative of its relative sustainability and provides the general basis for the grouping of settlements into the different Tiers. of the Settlement Hierarchy set out in Section 5 of this report.

Reviewing Economic Indicators

- 4.11 Two indicators were used to re-assess the relative accessibility of local employment opportunities to residents. The greater the potential for employment opportunities locally the more sustainable that settlement:
- The number of businesses or organisations providing employment within each settlement; the resulting figure for the number of businesses/ organisations is an indicator of the diversity of the settlement's economy and
 - The relationship of the settlement to nearby Strategic employment centres and major/large employment sites.
- 4.12 An audit of community facilities and services available within each settlement was undertaken and complemented by Officers visiting each of the settlements to ascertain the accuracy of their initial assessment. Parish Councils were invited to confirm the existence of services and facilities within their jurisdiction. Businesses which are essentially residents operating from home are not included, and small bed and breakfast establishments are also not included. Premises which have purpose-built offices, shops, buildings or yards to which employees or customers travel on daily basis, are included. The resulting figure for the number of businesses/organisations is an indicator of the diversity of the settlement's economy and local employment opportunities.
- 4.13 One of the key aims of planning for sustainable development is to bring homes and jobs closer together to facilitate walking and cycling to work as well as shorter journeys to work by motorised vehicles. Consequently, the proximity of settlements to key employment sites should be an influential factor in guiding the location of future development. The assessment considers the relationship of settlements to nearby employment centres and to large employment sites.
- 4.14 The score given in the Assessment reflects the accessibility of nearby employment centres and large employment sites to each settlement. The following employment centres have been used in the assessment:

Employment Centres

- Ashbourne Town Centre
 - Bakewell Town Centre
 - Matlock Town Centre
 - Uttoxeter Town Centre
 - Wirksworth Town Centre
- 4.15 Large employment sites have been categorised as either 'Strategically Important Employment Sites' where they support over 400 employees; or 'Major

Employment Sites' where they support between 100 to 400 employees. Details are provided in the table below.

A: STRATEGICALLY IMPORTANT EMPLOYMENT SITES		
Sites located outside district shown in grey		
Settlement / Nearest Settlement	Name / Location	Description
Ashbourne	Ashbourne Airfield	Large scale industrial estate, with a range of quality and type of premises, occupied by mix of B2 and B8 businesses. 70 + businesses – c2,000 employees (Invest in Derbyshire website)
Matlock	County Hall, Smedley Street, DE4 3AG, UK	Main administrative offices for County Council staff, Employing c 30,000
Foston	Dove Valley Business Park, Foston, DE65 5BY.	80 hectare business park off the A50.
Marchington	Marchington Industrial Estate	Large industrial park, mainly used for logistics. 36 Businesses
Marchington	Dovegate Prison, ST14 8XR	Accommodates over 1,000 male prisoners and employs over 400 staff.
Rocester	JCB World Headquarters ST14 5JP	Various sites operated by JCB including World Headquarters 8,500 employees
Uttoxeter	Dovefields Retail and Industrial Park	Large park with mix of retail, industry and warehousing .

B. MAJOR EMPLOYMENT SITES Sites located outside district shown in grey		
Ashbourne	Waterside Retail and Business Park	Mixed development of retail, offices, and light industry.
Darley Bridge	Oldfield Lane, near Darley Bridge	Site occupied by H. J. Enthoven for recycling lead, employing around 270 employees.
Darley Dale	Molyneux Business Park, Whitworth Road, DE4 2HJ	1.2 hectare business park , 15 Offices, which includes offices in Stancliffe House
Foston	Foston Hall DE65 5DN	Accommodates over 300 female prisoners.
Hulland Ward	Smith-Hall Lane, near Hulland Ward DE6 3ET	Site occupied by Aggregate Industries (UK) Limited for production and supply of a range of construction materials made from aggregates, employing around 302 employees.
Tansley	Brookfield Industrial Estate	Industrial estate with several medium size employers. C16 Businesses (Endole Explor)
Matlock	Derbyshire Dales District Council, Bank Road Matlock, DE4 3NN	Main administrative offices. (Please note this site forms part of Matlock Town Centre so is not mentioned separately in the settlement audits).
Matlock Bath	North and South Parade	In view of the large number of businesses (around 70) operating in Matlock Bath, the proximity of the settlement (centred on North and South Parade) to other nearby settlements has been factored into the assessment as if it were a major employment site.
Northwood	Alcoa (formerly Firth Rixson), Dale Road North	Forgings for the aerospace, civilian nuclear and power generation industries. Employs around 100 employees

B. MAJOR EMPLOYMENT SITES Sites located outside district shown in grey		
Bakewell	Bakewell Riverside Park (Litton Properties)	When completed. Created 154 new jobs and safeguarded 113 existing ones, created 131,567 sq ft of additional commercial space for the area and established a new 72-bed hotel with associated jobs. (D2N2 website)
Sudbury	Sudbury Prison Ashbourne Road, Sudbury DE6 5HW	Accommodates over 500 male prisoners.
Wirksworth	Water Lane	Breasley Foam employs over 125 staff and there are other significant employers nearby including Hannage Brook Medical Centre. 60 employees Peak Converters
Wirksworth	Ravenstor Road	Purpose built light industrial units 15 Units plus Technolodge Ltd.

Reviewing Services and Facilities - Social Attributes

4.16 Nine facilities or services were used in the previous study in 2016 to assess the level of social infrastructure provision in each rural settlement and have been carried forward into the re-assessment as follows:

- Community Hall - a hall which provides space for local groups and societies to meet and engage in recreation or pursue common interests is a key component in promoting local quality of life;
- Convenience Store - a shop selling a range of everyday items (e.g. food, newspapers, drink) such shops are especially important for those who are reliant on public transport and for reducing journeys by car;
- Drive time to nearest town – rural settlements can only provide a few of the facilities and services that people need from week to week, so the accessibility of a village to a town with a wider range of shops, facilities and services is an important locational factor in addition to the opportunities for employment that are also likely to be present;
- GP Surgery – access to a doctor’s surgery is important to most people particularly the young, elderly and those with disabilities;
- Pharmacy – another important local service especially for the ill or elderly.
- Post Office – in addition to its role in providing postal services, the post office is often the only means of getting access to cash in some villages. This

includes post offices being provided within other community facilities offering shared service.

- Public House – a public house is often a key facility in rural communities.
- Public Transport – including both bus and train services, is a key indicator of how sustainable a settlement is and is of particular importance to the young and elderly. The score given to public transport provision in each settlement reflects the frequency of services and the days of operation (see **Appendix G**).
- Primary School – The local Primary School is often at the heart of village life and a key factor in influencing decisions made by young families over where to live. In addition to education, schools often provide a valuable facility for community and leisure activities. The presence of a local primary school provides an opportunity to reduce the need to travel by car and may be used in the evening or out of term time as a community facility. A number of primary schools now provide extended school services including such services as before and after school clubs and pre-school nurseries. The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities (paragraph 95 National Planning Policy Framework).

4.17 In order to provide a comparison to the previous assessment of Primary Schools contained within the 2016 Settlement Hierarchy has been amended to reflect the revised methodology above. This has allowed a comparison to be undertaken to highlight any significant change to school capacities within the study area between 2016 when the assessment was originally undertaken and 2023, to identify the impact of residential development and other societal influences such as parental choice may have had on school capacities. Further details on the scoring of schools is set out in **Appendix A** for the Criteria and **Appendix F(a)** provides further details on the education capacity methodology and **Appendix F(b)** contains further information on the school capacity data.

4.18 This current assessment has included a review of the availability of the following five features across each of the 28 settlements. These were not part of the 2016 assessment, but are considered important and valuable facilities used by residents to improve health and well-being of communities:

- Place of Worship – A church or other religious venue can provide a community hub for residents to meet and often provide a venue for other social events and groups for communities to come together.
- Childrens Play area – Access to formal and informal play, leisure & recreation facilities within villages.
- Recreational & Leisure Facilities – including areas playing fields for sport, recreation.
- Allotments – public or community led allotment facilities.
- Mobile services, including libraries & shops providing convenience.

4.19 **Appendix D and H** provide additional Information regarding residential commitments (extant permissions on 31st March 2023) residential completions and housing & employment allocations for each settlement. This information has been used to cross reference to the services and facilities audits to determine whether development or lack of, has influenced the role and function of settlements over the last seven years.

5 SUMMARY TABLES AND RANKING

5.1 This section of the report summarises the findings of the Assessment. The Assessment is based on the results of audits against the criteria described in Section 4 of this report and scored using the system described in **Appendix A** to this report. Each Settlement Audit and the scores allocated against each criterion are provided in **Appendix B** The full scoring of services and facilities within all settlements compared to the 2016 results are set out in **Appendix H**.

5.2 The scores for the assessed settlements against the economic factors are as follows:

SETTLEMENT	ECONOMY SCORE
Cromford	14
Matlock Bath	14
Rowsley	12
Northwood	12
Sudbury	11
Tansley	10
Clifton	6
Middleton by Wirksworth	6
Darley Bridge	6
Brailsford	6
Doveridge	5
Osmaston	4
Brassington	3
Bonsall	3

SETTLEMENT	ECONOMY SCORE
Ednaston	3
Kniveton	2
Hulland Ward	2
Wyaston	2
Bradley	2
Marston Montgomery	1
Carsington	1
Hognaston	1
Hollington	1
Roston	1
Longford	0
Kirk Ireton	0
Shirley	0
Yeaveley	0

5.3 Table 2 above reflects the number of businesses providing employment within each settlement and the relationship the settlement has to nearby employment centres and large employment sites. Cromford and Matlock Bath score well having strong local economies and both benefiting from their proximity to Matlock Town and Wirksworth Town Centre. Northwood and Rowsley display similar characteristics being close to Darley Dale and Bakewell town, but to a lesser extent. Sudbury scores relatively well due to the proximity of the village to strategic employment sites that lie outside of the District but in good commuting distance such as Marchington Industrial Estate and Dovefield's Industrial Park. Sudbury Prison will also provide further employment opportunities in the village. The remaining settlements have relatively weak economy scores, reflecting low business numbers and in villages like Marston Montgomery, Carsington, Longford and Kirk Ireton, Bradley, Shirley, Yeaveley, Hognaston, Hollington, Roston reflecting poor accessibility to employment centres and large employment sites.

5.4 The scores for assessed settlements against social/community facilities and services are as follows:

SETTLEMENT	SOCIAL SCORE
Brailsford	19
Cromford	16
Rowsley	15
Tansley	15
Middleton by Wirksworth	15
Doveridge	13
Sudbury	12
Matlock Bath	11
Carsington	11
Clifton	10
Darley Bridge	10
Bonsall	9
Brassington	9
Kniveton	9
Hulland Ward	9
Kirk Ireton	8
Hognaston	7
Osmaston	7
Bradley	6
Northwood	5
Marston Montgomery	4
Wyaston	3
Roston	3

SETTLEMENT	SOCIAL SCORE
Ednaston	3
Longford	3
Shirley	2
Yeaveley	2
Hollington	1

5.5 The social scoring table above reflects the extent of social and community infrastructure in each settlement, as well as accessibility to services in larger centres. Brailsford scores the highest providing many community facilities to its residents, closely followed by Cromford, Rowsley, Tansley and Middleton by Wirksworth. With the exception of Middleton, the common factor shared by these villages is that they are located on, or relatively close to 'A' roads (e.g. A6, A50, A52, A517, A615) facilitating easy access by car to higher order settlements and supporting basic or reasonable levels of public transport. Middleton is not located off the strategic highway network, but on the B5023, however, it enjoys better public transport services than any of the settlements with lower scores in the above table.

5.6 The lowest scoring settlements only providing three or less community facilities are not considered suitable locations for major development including, Wyaston, Roston, Longford, Yeaveley, Hollington & Shirley.

5.7 A summary of key changes within each service is provided below:

GP Surgeries & Pharmacies

5.8 With the exception of the closure of the GP surgery in Hulland Ward the provision of GP surgeries and pharmacies has remained the same across the plan area and tend to be located within the higher order settlements in the main towns & Darley Dale. Brailsford and Sudbury are the only villages that provide a GP surgery and pharmacy and these act as a service centre for smaller surrounding villages.

Public Transport

5.9 There has been a decline of bus services in some villages, such as Bonsall, Doveridge and Sudbury, whereby the number of services provided on a daily basis has been reduced. In the villages of Kirk Ireton and Marston Montgomery, there are no longer any regular bus services provided, with only the dial a bus service offered through an advanced booking service. In all other villages the scoring remains the same, but the number of services provided per day, may have been reduced.

Post Offices

- 5.10 There are permanent post offices available in the villages of Cromford, Doveridge, Brailsford, Rowsley and Osmaston. However there have also been number of post office closures across the plan area. This includes those in, Middleton by Wirksworth and Sudbury. However, some Post Office's, are now being provided within other village community facilities. For example, in Middleton by Wirksworth the Post Office provides a reduced service in the Nelson Pub. In Tansley the post office is accessed within the Methodist Church on Fridays. In Hulland Ward the Post Office is accessed in a van outside the former shop.

Convenience Stores & Mobile Services

- 5.11 There continues to be convenience stores in six of the settlements, those being, Cromford, Doveridge, Brailsford, Rowley, Bonsall & Kirk Ireton. In other locations there have been losses of convenience stores including, Hulland Ward, Matlock Bath, Brassington, Subury and Clifton. In Middleton by Wirksworth & Hulland Ward mobile services are now providing convenience goods on weekly or fortnightly occasions. The review has also identified that there are other mobile services provided within some of the settlements in Tiers 3 & 4 such as library vans.

Primary Schools

- 5.12 Primary Schools are located within the majority of the settlements within the study area and provide a vital focal point of village life, providing in a number of instances a range of facilities beyond solely education, such as community and leisure activities and wrap around care through before and after school club provision and preschool nurseries. Northwood, Ednaston, Hognaston, Hollington, Shirely, Yeaveley and Wyaston are the only settlements in the study area without a Primary School situated within the village, with children required to access education through nearby primary schools in neighbouring settlements.
- 5.13 Based upon data provided by Derbyshire County Council as Education Authority the review has identified a number of schools which in 2023 are either overcrowded or have surplus capacity. Most notably Norbury C of E Primary School in Roston is 32% oversubscribed at 2023 and it anticipated to be 42% over subscribed by 2027; Carsington and Hopton Voluntary Aided C of E Primary is 7% oversubscribed at 2023 and predicted to be 31% overcrowded by 2027. Similarly, the Brailsford CE Primary School is currently 10% oversubscribed and is predicted to be 12% oversubscribed by 2027. This suggests that settlements that have both experienced significant residential development over recent years such as Brailsford and those which have seen minimal growth are predicted to experience capacity constraints within the existing Primary Schools, thus indicating that other societal factors such as location and parental educational choice are influencing school capacity.

- 5.14 The review has also identified which Primary Schools are currently undersubscribed and how this is likely to change to 2027. Schools with significant surplus capacity (above 40% undersubscribed) at 2023 include Bonsall C of E Aided Primary School at 49%; Marston Montgomery Primary School at 58% and Bradley C of E Controlled Primary at 42%. These trends are anticipated to continue for the highlighted schools to 2027. Notably Sudbury Primary School is predicated to have 50% surplus space, thus half empty by 2027 from 39% in 2023.
- 5.15 In certain settlements the review has identified that despite residential development taking place in recent years since the adoption of the Derbyshire Dales Local Plan in 2017 the number of pupils within Primary Schools has not increased, for instance Martson Montgomery has had 41 residential completions between 2016-2023, however at 2023 the Primary School has surplus capacity of 58% and is anticipated to remain at 41% to 2027. The village of Doveridge has seen 155 residential completions between 2016 - 2023, with the Primary School anticipated to see a decline in surplus capacity from 27% in 2023 to 9% in 2027, reflecting the predicted number of new families and children generated by the recent residential development reaching school age.

Public Houses

- 5.16 There remains at least 1 public house in all villages, with the exception of Northwood, Bradley, Longford & Sudbury which have had closures of pubs. Tansley has seen the closure of the Royal Oak Inn which has permission for holidays lets, however there are still two other pubs operating within the village.

Places of worship

- 5.17 A Church is present within all villages, with the exception of Northwood, Ednaston & Wyaston. Some villages have lost further churches or chapels where there were more than one, including Rowsley.

Children's Play areas & Recreational Facilities, & Allotments

- 5.18 The study has assessed the availability of local recreational and leisure facilities that are considered to be important to people's health and well-being as well as providing the opportunity to reduce the need to travel. These include children's play areas, sport & recreational facilities and allotments. Most of the larger settlements have at least one these facilities present, Whereas the smaller settlements, such as Hollington, Wyaston, Longford, Roston, Ednaston, Yeaveley, Shirley, Bradley will access higher order settlements to use these facilities. There is a high proportion of allotments within the larger villages of Cromford, Rowsley, Doveridge, Middleton by Wirksworth, Darley Bridge & Brassington, many which are community run.
- 5.19 The assessment includes a series of maps within **Appendix C** showing planning application commitments, completions and Local Plan allocations within each settlement. The maps demonstrate how the growth of housing and

employment development has impacted upon the range of services, facilities and business available within each location. Most notably Brailsford, Doveridge & Tansley have all had significant additional residential growth over the last seven years and have a good range of facilities available. Hulland Ward on the other hand, has had additional residential growth, however this has not helped retain local services in the village, including the loss of the GP surgery and convenience store.

- 5.20 Cromford has had very little development over the last seven years, mainly due to heritage constraints from the World Heritage site and buffer zone in the area, but still scores highly in terms of services and facilities available, reflecting its role as a service centre to smaller villages in the surrounding area, providing employment and business opportunities, also attracting many tourists.
- 5.21 There are some villages in the District with a population of less than 300 residents that have not had any new residential development over the last seven years including Clifton, Ednaston, Roston & Shirley, reflecting their role in the hierarchy and poorer access to employment centres and public transport. However, Osmaston does not follow this trend and scores higher than settlement of similar size and nature, due to its close proximity to Ashbourne Airfield.
- 5.22 Both Rowsley and Northwood have good access to employment centres, but have not had any additional residential growth, this could be due constraints such as, the proximity to the National Park, impact upon the landscape and lack of suitable sites available.
- 5.23 Putting together the economic and social scores, the overall scores for the assessed settlements are as follows:

SETTLEMENT	OVERALL SCORE
Cromford	30
Rowsley	27
Matlock Bath	25
Tansley	25
Brailsford	25
Sudbury	23
Middleton by Wirksworth	21
Doveridge	18
Northwood	17

SETTLEMENT	OVERALL SCORE
Clifton	16
Darley Bridge	16
Bonsall	12
Brassington	12
Carsington	12
Osmaston	12
Kniveton	11
Hulland Ward	11
Kirk Ireton	8
Hognaston	8
Bradley	8
Marston Montgomery	5
Ednaston	5
Wyaston	5
Roston	4
Longford	2
Yeaveley	2
Hollington	2
Shirley	2

5.24 The overall scoring of tiers 3,4 & 5 have been adjusted from the 2016 study to take into account the higher scores resulting from the additional social facilities and services included in this assessment. The scoring and ranking used to categorise settlements is therefore as follows,

- Tier 3 score 16 – 30 ;
- Tier 4 Score 8- 15;
- Tier 5 Score 1-7.

Other Factors influencing the Roles & Function of Settlements

5.25 The role and function of settlements can be influenced by a number of other factors that do not relate to housing and employment growth. These can play an important role in the way in which settlements grow and flourish into sustainable communities:

The shift in operation of businesses & home working

5.26 The impact of 'working from home' trends across the UK and the District following the experience of the Covid-19 pandemic is likely to have influenced how some businesses operate. Anecdotally, increased levels of working at home might reduce the numbers commuting to/from certain places of office work, both in the short term and possibly longer term as well. Outside Matlock, there are relatively low levels of office-based employment in the Derbyshire Dales.

Increase & Availability of Internet Services & Facilities available to support communities

5.27 The availability of high-quality broadband services across the district can also have an impact upon how settlements function. Much of the Derbyshire Dales remains in the bottom 10% of UK for broadband speed or availability (or both). 74% of residents in rural areas are able to receive broadband with speeds of over 30mbps in the Derbyshire Dales, compared to 83% for the UK as a whole. Average download speeds are 63.6mps in the Derbyshire Dales compared to a UK average of 111.6 mbps. The data also shows that only 21% of households in rural areas of the Derbyshire Dales have gigabit availability, compared to a National average of 74%.¹

5.28 In those areas where the quality of service is better there's likely to be a greater propensity for residents to use internet-based services such as online banking, and shopping. Conversely, poorer digital connectivity can be a barrier in an increasingly digital world.

Second & Holiday Homes in Settlements

5.29 Some of the settlements across the plan area have higher proportions of second homes and holiday lets for example Carsington & Kirk Ireton have 5% of residential properties classed as second homes. This can result in seasonal

¹ <https://commonslibrary.parliament.uk/constituency-data-broadband-coverage-and-speeds/>

demand for some services and facilities within villages and impact the longer-term viability and vitality of public houses and general stores.

6. Recommendations

- 6.1 On the basis of the results of the assessment, the Settlement Hierarchy in the table below is recommended to be used to inform the preparation of the Revised Derbyshire Dales Local Plan:

TIER	SETTLEMENT
Tier One : Market Towns	Ashbourne Matlock Wirksworth
Tier Two : Local Service Centre	Darley Dale
Tier Three : Accessible Settlements with Limited Facilities	Brailsford Cromford Clifton Darley Bridge Doveridge Hulland Ward Matlock Bath Middleton Northwood Rowsley Sudbury Tansley
Tier Four : Accessible Settlements with Minimal Facilities	Bonsall Brassington Carsington Kirk Ireton Kniveton Marston Montgomery
Tier Five: Small Villages with a community facility	Bradley Ednaston Hognaston Hollington Longford Osmaston Roston Shirley Yeaveley Wyaston

- 6.2 Cromford, Rowsley, Matlock Bath, Tansley and Brailsford score the highest in terms of the availability of services and facilities,. The weakest scoring settlements include Longford, Yeaveley, Hollington & Shirely due to no bus services available, no primary schools, and very little services & facilities available within the villages.
- 6.3 The overall scores reflect the relative sustainability of each settlement. This does not mean that, for example, that Tansley is a better location for development than Sudbury merely because it has a higher score. The purpose of the assessment is to identify which settlements have broadly similar scores to enable them to be assigned into ranks or tiers.
- 6.4 There are a few anomalies in the scoring where further explanation and justification is required. Osmaston scores highly in terms of its relative close proximity to Ashbourne Airfield and Ashbourne Town Centre as employment centres, it also scores relatively well in terms of its community facilities. However give the rural nature of its location and its poor accessibility in terms of the highway infrastructure and lack of public transport facilities, it is not considered appropriate location for large scale development and therefore will remain within tier 5. Marston Montgomery has scored lower due to its poor proximity to employment centres and poor accessibility. However, given the additional growth that has taken place in the village over the last few years which has led to the delivery of a community hall, it is considered appropriate that the settlement remains in Tier 4.
- 6.5 Hulland Ward is another settlement whereby its scoring does not reflect its overall sustainability and suitability to accommodate additional housing growth. The settlement scores poorly as it has lost its GP practice, and convenience store in recent years, however the location of the village is more accessible and has better public transport links than some of the smaller villages. Hulland Ward Primary school also has surplus capacity projected over the next five years to 2027 to accommodate additional pupils. Therefore the settlement is justified to remain as a tier 3 settlement.
- 6.6 This assessment does highlight an important point that the scoring of settlements by the presence of services and facilities, may be expected to change, as facilities close. It is also case that the available capacity of some services (i.e. schools and public transport) will vary over time. Finally, not all facilities are of the same importance to all households. Therefore, whilst assessments such as this provide evidence at a particular point in time, it is still regarded as a suitable method to help to inform locations suitable for development.
- 6.7 It should be noted that the settlement assessment has not sought to take into account the availability, suitability or deliverability of land throughout the plan area since this is not the primary purpose of the assessment. As such, it may not be possible or desirable, to seek to accommodate all of the district's future land requirements in higher tier settlements alone, particularly where sites may

not be available or where they are severely constrained when compared with opportunities elsewhere.

- 6.8 The purpose of Derbyshire Dales Local Plan only provides a guide to development and growth within the district. To support sustainable communities are beyond the remit of the Local Plan and will require partnership working with other departments within the District Council, and external partners to help secure funding to introduce new facilities and services required to meet demands within the smaller settlements of the district.

APPENDIX A: TABLE OF INDICATORS, SCORING CRITERIA & SOURCES OF INFORMATION

INDICATORS	SCORING METHODOLOGY	SOURCE OF INFORMATION
ECONOMIC INDICATORS		
Businesses within adjacent to settlement	<p>Score 0 to 10: to reflect number of businesses generating employment within the settlement not on large employment sites.</p> <p>0 = 0 to 5 businesses 1 = 6 to 10 2 = 11 to 15 3 = 16 to 20 4 = 21 to 25 5 = 26 to 30 6 = 31 to 35 7 = 36 to 40 8 = 41 to 45 9 = 46 to 50 10 = over 50</p> <p>Score 4 for major employment site located within or adjacent to the settlement.</p>	Businesses identified primarily by site survey.
Relationship to Employment Centres/Sites outside settlement	<p><u>Employment centres/sites within 5 minute drive:</u> Score 4 for Ashbourne town centre Score 4 for Matlock town centre Score 2 for Wirksworth town centre Score 2 for each strategically important employment site Score 1 for each major employment site Score 1 for Matlock Bath</p> <p><u>Within 6 to 10 minute drive:</u> Score 2 for Ashbourne town centre Score 2 for Matlock town centre Score 2 for Uttoxeter town centre Score 1 for Wirksworth town centre Score 1 for Bakewell town centre Score 1 for each strategically important employment site</p>	
SOCIAL INDICATORS		
Community Hall	Score 1 if present, 0 if not (A Community Hall provides space for local groups and societies to meet and engage in recreation or pursue common interests, rooms which are used solely for the purpose of holding Parish Council meetings are not included within this term)	Site survey
Convenience Store	Score 2 if present, 0 if not. (A Convenience Store is normally defined as a shop selling a range of everyday items e.g. food, newspapers, drink. In two villages, there is no convenience store, but	Site Survey

	there is a vending machine selling convenience goods, in these two cases a score of 1 has been assigned instead of 2 normally assigned to a convenience store.)	
Drive time to nearest town	Score 2 if within 5 minute drive time, score 1 if within 6 to 10 minutes, score 0 if over 10 minutes. (The times shown are drive times estimated by Google Maps with traffic on mid-morning journeys. A central point within each settlement has been used for calculating drive time.)	Google Maps
GP Surgery	Score 3 if present, 0 if not	Site Survey and internet search
Pharmacy	Score 1 if present, 0 if not	Site Survey and internet search
Primary School	Score 0.No Primary School present within settlement Score 1 Significant overcrowding or significant under capacity <>40% Score 2. Considerable overcrowding or considerable under capacity ,.20% Score 3.Marginal overcrowding or marginal under capacity <>10 % Score 4.Insignificant level of overcrowding or insignificant level of under capacity <5% Score 5. Operating on or within capacity of 2%	Derbyshire County Council
Post Office	Score 1 if present, 0 if not (Some Post Offices in small villages are not open every day Monday to Saturday. If a Post Office is open at least three days a week, it has been given a score of 1, if it is only open on 2 days or less, it has not been given a score, although the facility has been noted in the audits) Score 1 if reduced present within another community facility/shared service	Site survey and internet search
Public House	Score 1 if present, 0 if not	Site survey and internet search
Public Transport	Score 4 for settlements with services 7 days a week, with weekday services providing an average of at least 2 buses or trains an hour to a town between 8 am and 6 pm Score 3 for settlements with services 7 days a week, with weekday services providing between 10 to 19 services between 8 am and 6 pm Score 2 for settlements with services 6 days a week or services providing between 5 to 9 services between 8 am and 6 pm on weekdays. Score 1 for settlements with services 5 days a week or services providing less than 5 services between 8 am and 6 pm on weekdays. Score 0 for settlements with dial a bus service only or no scheduled services	https://derbysbus.info/ https://www.eastmidlandsrailway.co.uk/sites/default/files/assets/download_ct/20230523/Gko7kWYbc8AskSJertgQ2xHKud54lgZvDGKwPxeNRHI/emr_tt03_may23_a4.pdf
Place or Worship	Score 1 if present 0 if not	Site Survey

Childrens Play Area	Score 1 if present, 0 if not	Site Survey & Internet Search
Playing fields/MUGA/ Recreation Grounds	Score 1 for each present, 0 if not	Site Survey & Internet Search
Mobile Facilities visit settlements	M if mobile services are available	Internet search Parish Council's

APPENDIX B: SETTLEMENT AUDITS

Settlement	BONSALL	
Estimated Resident Population in 2021	725	
ECONOMIC INDICATORS	Results	Score
Businesses within / adjacent to settlement	It is estimated to be 11 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	2
Relationship to Employment Centres / Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. Bonsall is within 10 minutes drive of Wirksworth town centre.	1
	Total Score Economy	3
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Bonsall Village Hall, The Dale, Bonsall DE4 2AA	1
Convenience Store	The Fountain Store and Deli, 1 Yeoman Street, Bonsall, DE4 2AA	2
Drive time to nearest town	Ten minutes to Wirksworth	1
GP Surgery	None	0
Pharmacy	None	0
Primary School	Bonsall Church of England Primary School, Church Street, Bonsall DE4 2AE. Bonsall CE (Aided) Primary School has a capacity of 81 pupils at 2023 and is 49 % undersubscribed. Derbyshire County Council as Education Authority forecast the school to remain with 49% surplus capacity in 2027.	1
Post Office	None	0
Place of Worship	St James Church, Church Street, Bonsall, DE4 2AE	1

Childs Play Area	Bonsall Children's Area, Clatterway, Bonsall	1
Recreation & Leisure Playing Fields	None	0
Allotments	None	0
Mobile Services	None	0
Public House	The King's Head 62 Yeoman Street, Bonsall DE4 2AA Barley Mow in The Dale, Bonsall DE4 2AY	1
Public Transport	Services operate 6 days a week and provide 4 services to Matlock between 11am to 6pm	1
	Total Score Social Indicators	9
	Total Score	12

Settlement	BRADLEY	
Estimated Resident Population in 2021	75	
ECONOMIC INDICATORS	Results	Score
Businesses within / adjacent to settlement	It is estimated to be less than 6 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	0
Relationship to Employment Centres / Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. Bradley is within 7 minutes drive of Ashbourne town centre.	2
	Total Score Economy	2
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	None	0
Convenience Store	None	0
Drive time to nearest town	Seven minutes drive to Ashbourne	2
GP Surgery	None	0
Pharmacy	None	0
Primary School	Bradley Primary School, Yew Tree Lane. Bradley CE Controlled Primary School has a capacity of 52 pupils at 2023 and is 42% undersubscribed. Derbyshire County Council as Education Authority forecast the school to have 50% surplus capacity in 2027.	1
Post Office	None	0
Place or Worship	Church, Yew Tree lane, Bradley	1
Childs Play Area	None	0
Recreation & Leisure Playing Fields	None	0
Allotments	None	0

Mobile Services	None	0
Public House	None	0
Public Transport	Services operate between 8am – 6pm, providing 6 services a day, six days a week.	2
	Total Score Social Indicators	6
	Total Score	8

Settlement	BRASSINGTON	
Estimated Resident Population in 2021	475	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are between 6 and 10 employment generating premises operating in the village. There are no strategically important or major employment sites within or adjacent to the village.	1
Relationship to Employment Centres/Sites outside settlement	The major employment site at Robinsons Longcliffe is within a 5 minute drive of Brassington. Wirksworth town centre is within a 10 minute drive.	2
	Total Economy Score	3
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Brassington Village Hall, Dale End, Brassington, DE4 4HA	1
Convenience Store	None	0
Drive time to nearest town	Eleven minutes to Wirksworth	0
GP Surgery	None	0
Pharmacy	None	0
Primary School	Brassington Primary School, School Hill, Brassington DE4 4HB. Brassington Primary School has a capacity of 70 pupils at 2023 and is 30% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 17% surplus capacity in 2027.	1
Post Office	None	0
Place or Worship	St James Church, Church Street, Brassington British Legion Hall, Church Street, Brassington	1

Childs play area	Children's Play Area, Meadow Rise, Brassington	1
Recreation & Leisure	Recreation Ground, Playing Fields & MUGA, South of Green View, Brassington	1
Allotments	Land off Middle Lane, Brassington	1
Public House	The Miners Arms, Miners Hill , Brassington,DE4 4HA Ye Olde Gate Inn, Well St, Matlock, Derbyshire DE4 4HJ	1
Public Transport	Services operate 6 days a week providing 5 services to Matlock, Wirksworth and Ashbourne	2
Total Score Social		9
TOTAL SCORE		12

Settlement	BRAILS福德	
Estimated Population 2021	825	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are between 16 and 20 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	3
Relationship to Employment Centres/Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. The strategically important employment site of Ashbourne Airfield Industrial Estate is within a 10 minute drive.	3
	Total Economy Score	6
Social/ Community Facilities	Address	Score
Community Hall	Brailsford and Ednaston Village Institute, Main Road, Brailsford, DE6 3DA	1
Convenience Store	Brailsford Stores, Main Road, Brailsford, DE6 3DA	2
Drive time to nearest town	Eleven minutes to Ashbourne	0
GP Surgery	Brailsford and Hulland Ward Medical Centre, The Green, Brailsford, DE6 3BX	3
Pharmacy	Within GP surgery Dispensing hours 9am-12pm 2pm-6pm Monday to Friday	1

Primary School	Brailsford CE Controlled Primary School, Luke Lane , Brailsford DE6 3BY. Brailsford CE Controlled Primary School has a capacity of 119 pupils at 2023 and is 10% oversubscribed/Overcrowded. Derbyshire County Council as Education Authority forecast that the school will be 12% oversubscribed/overcrowded by 2027.	3
Post Office	Brailsford Stores, Main Road, Brailsford DE6 3DA Opening Hours Monday – Friday 8am – 5.30pm Saturday 8am-3.30pm Sunday 8.30am – 11.30am	1
Place of Worship	Brailsford Methodist Church, Brailsford, Ashbourne DE6 3BQ All Saints Church, Church Ln, Brailsford, Ashbourne DE6 3AA	1
Childs Play Area	Children’s play equipment at Luke Lane, Brailsford	1
Recreation & Leisure	Football Pitch, Luke Lane, Brailsford	1
Allotments	None	0
Public House	Rose and Crown, Main Road, Brailsford, DE6 3DA	1
Public Transport	Service operates 7 days a week providing 14 services to Ashbourne and Derby between 8 am and 6 pm	3
Total Score Social		19
TOTAL SCORE		25

Settlement	CARSINGTON	
Estimated Resident Population 2021:	125	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are less than 6 employment generating premises operating in the village. There are no strategically important or major employment sites within the village.	0
Relationship to Employment Centres/Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. Wirksworth town centre is within a 10 minute drive.	1
	Total Economy Score	1
SOCIAL / COMMUNITY FACILITIES		
Community Hall	The CARE Pavilion, School Field, Back Lane, Carsington, DE4 4PY Hopton Hall, Main Road, Hopton DE4 4DF	1
Convenience Store	None	0
Drive time to nearest town	Six minutes to Wirksworth	1
GP Surgery	None	0
Pharmacy	None	0

Primary School	Carsington and Hopton CE Voluntary Aided Primary School, Carsington DE4 4DE. Carsington and Hopton CE Voluntary Aided Primary School has a capacity of 41 pupils at 2023 and is 7% oversubscribed/overcrowded. Derbyshire County Council as Education Authority forecast that the school will be 31% oversubscribed /overcrowded in 2027.	3
Post Office	None	0
Place or Worship	St Margret's Church, Main Street, Carsington, DE4 4DE	1
Childrens Play Area	School Field, Back Lane, Carsington, DE4 4PY	1
Recreation Grounds	School Field, Back Lane, Carsington, DE4 4PY	1
Allotments	None	0
Public House	The Miners Arms, Carsington DE4 4DE	1
Public Transport	Bus Service 6 days a week with 5 services between 8 am and 6pm to Wirksworth and Matlock	2
Total Score Social		11
TOTAL SCORE		12

Settlement	CLIFTON	
Estimated Resident Population:	300	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are less than 6 employment generating premises operating in the village. There are no strategically important or major employment sites within or adjacent to the village.	0
Relationship to Employment Centres/Sites outside settlement	Ashbourne Town Centre and the major employment site of Waterside Retail/Business Park are within a 5 minute drive. The strategically important employment site of Ashbourne Airfield Industrial Estate is within a 10 minute drive.	6
	Total Score Economy	6
SOCIAL / COMMUNITY FACILITIES	ADDRESS	Score
Community Hall	Clifton Smith Hall, Cock Hill, Clifton, DE6 2GJ.	1
Convenience Store	None	0
Drive time to nearest town	Five minutes to Ashbourne.	2
GP Surgery	None	0
Pharmacy	None	0
Primary School	Clifton CE Controlled Primary School, Cross Side, Clifton, Ashbourne DE6 2GJ. Clifton C of E Controlled Primary School has a capacity of 105 pupils at 2023 and is 13% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 2% surplus capacity in 2027.	2
Post Office	None	0
Mobile Services	None	0

Place of Worship	Holy Trinity Church, Chapel Lane, Clifton	1
Child's Play Area	Clifton Road, Clifton	1
Recreation Grounds	Clifton Cricket Ground, Chapel Lane, Clifton	1
Allotments	None	0
Public House	Cock Inn, Clifton, DE6 2GJ	1
Public Transport	Services operate 5 days a week providing 2 services to Ashbourne between 8 am and 6 pm	1
Total Score Social		10
TOTAL SCORE		16

Settlement	CROMFORD	
Estimated Resident Population:	1250	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are over 50 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	10
Relationship to Employment Centres/Sites outside settlement	Cromford is within 5 minutes drive of Wirksworth town centre, and the major employment site at Ravenstor Road in Wirksworth. Matlock Bath is also within a 5 minute drive.	4
	Total Score Economy	14
		14
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Cromford Community Centre, Market Place, Cromford Cromford Institute, The Hill, Cromford Millpond Community Hall, Methodist Church, Water Lane, Cromford	1
Convenience Store	Arkwright General Stores and Off Licence, 39 Market Place, Cromford, DE4 3RE Newsagents, 41 Market Place, Cromford DE4 3RE	2
Drive time to nearest town	Five minutes to Wirksworth	2
GP Surgery	None – GP surgery closed in 2004.	0

Pharmacy	None	0
Primary School	Cromford CE Primary School, North Street Cromford DE4 3RG. Cromford CE Primary School has a capacity of 84 pupils in 2023 and is 21% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 29% surplus capacity in 2027.	1
Post Office	Scarthin, Cromford DE4 3QF	1
Mobile services	None	0
Place or worship	St Mary's Parish Church, Mill Road, Cromford, DE4 3RQ	1
Childs play area	Cromford Childrens Play Area, off Intake Lane, Cromford	1
Recreation Grounds	Cromford Playing Fields, Cromford Meadows, Off Mill Lane, DE4 3RQ	1
Allotments	Off Intake Lane, Cromford – Community run	1
Public House	Bell Inn, 47 The Hill Cromford DE4 3RF The Boat Inn, Scarthin, Cromford DE4 3QF The Greyhound Hotel, 38 Market Place, Cromford, DE4 3QE	1
Public Transport	Both bus and train services operate seven days a week providing an average of at least 2 buses or trains an hour to Bakewell, Matlock and Derby between 8 am and 6 pm.	4
Total Score Social		16
TOTAL SCORE		30

Settlement	DARLEY BRIDGE	
Estimated Resident Population	575	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are less than 6 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	0
Relationship to Employment Centres/Sites outside settlement	The major employment sites of H.J. Enthoven and Sons at Darley Dale Smelter, Molyneux Business Park and Forged Solutions at Dale Road North are all within 5 minutes drive. Matlock Town Centre and the strategically important employment site at County Hall are both within 10 minutes drive	6
	Total Score Economy	6
Social/ Community Facilities	Address	Score
Community Hall	Village Hall, Cross Green, Darley Bridge, DE4 2JT	1
Convenience Store	None	0
Drive time to nearest town	Nine minutes to Matlock	1
GP Surgery	None	0
Pharmacy	None	0
Primary School	South Darley CE Controlled Primary School, Cross Green, Darley Bridge DE4 2JT. South Darley Church of England Controlled Primary School has a capacity of 70 pupils at 2023 and is 17% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 28% surplus capacity in 2027.	2
Post Office	None	0
Public House	Three Stags, Main Road, Darley Bridge DE4 2JY	1

	Square & Compass PH, Station Road, Darley Bridge , DE4 2EQ	
Mobile Services	None	0
Child's play area	None	0
Recreation Grounds	Derwent Bowmans Archery Club (Private), off Gold Close, DE4 2LA Darley Dale Cricket Club, Darley, Station Road, DE4 2JY	1
Allotments	Wensless, Darley Bridge (community run) (16 plots) DE4 2JW	1
Place or worship	St Mary's Virgin Church, DE4 2LH	1
Public Transport	Services operate 6 days a week providing 8 services a day to Matlock and Bakewell.	2
Total Score Social		10
TOTAL SCORE		16

Settlement	DOVERIDGE	
Estimated Resident Population:	1775	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are 6 employment generating premises providing employment within the village. There are no strategically important or major employment sites within or adjacent to the village.	1
Relationship to Employment Centres/Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. Uttoxeter Town Centre, and the strategically important employment sites at Dovefields Retail and Industrial Park and JCB Rocester are within a 10 minute drive.	4
Total Score Economy		5
SOCIAL/COMMUNITY FACILITIES		
Community Hall	Village Hall, Sand Lane, Doveridge, DE6 5QJ	1
Convenience Store	Doveridge Village Store and Post Office, 26 High St, Doveridge, DE6 5NA	1
Drive time to nearest town	Seven minutes to Uttoxeter	1
GP Surgery	None	0
Pharmacy	None	0
Primary School	Doveridge Primary School, Chapel Green, Doveridge DE6 5JY. Doveridge Primary School has a capacity of 105 pupils at 2023 and is 27% undersubscribed. Derbyshire County Council as Education Authority forecast the school will remain with 9% surplus capacity in 2027.	1
Post Office	Doveridge Village Store and Post Office, 26 High St, Doveridge, DE6 5NA	1

Mobile Services	Mobile Library Doveridge Village Hall/ Church on 19 th September, 1th October 2023 1.20pm -3pm	M
Child's play area	Childrens play equipment at Wesley Close	0
Recreation Grounds	Bowling Green at Cook lane Football Pitches/ playing fields, outdoor play/gym equipment and tennis courts at Sand Lane, Doveridge	1
Allotments	Cook Lane, Doveridge	1
Place or worship	St Cuthberts Church, Church Lane, Doveridge	1
Public House	The Cavendish Arms, Derby Road, Doveridge, Ashbourne, DE6 5JR	1
Public Transport	Services operate 5 days a week, providing 17 services a day between 8 am and 6 pm	2
Total Score Social		13
TOTAL SCORE		18

Settlement	EDNASTON	
Estimated Resident Population in 2021	125	
ECONOMIC INDICATORS	Results	Score
Businesses within / adjacent to settlement	It is estimated to be less than 6 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	0
Relationship to Employment Centres / Sites outside settlement	Ednaston is within 10 minutes drive of the strategically important employment site at Ashbourne Airfield . ednaston is within 10 minutes drive of Ashbourne Town centre.	3
	Total Score Economy	3
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	None	0
Convenience Store	None	0
Drive time to nearest town	Ednaston is within 10 minutes drive of Ashbourne.	1
GP Surgery	None	0
Pharmacy	None	0
Primary School	There is no primary school in Ednaston	0
Post Office	None	0
Church	None	0
Childs Play Area	None	0

Allotments	None	0
Mobile Services	None	0
Public House	Yew Tree Inn, Ednaston Ashbourne DE6 3AE	1
Public Transport	No regular bus service to and from Ednaston. Derbyshire Connect provides dial a bus service through advanced bookings only.	0
	Total Score Social Indicators	2
	Total Score	5

Settlement	HOGNASTON	
Estimated Resident Population in 2021	200	
ECONOMIC INDICATORS	Results	Score
Businesses within / adjacent to settlement	It is estimated to be less than 6 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	0
Relationship to Employment Centres / Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. Hognaston is within 9 minutes drive of Wirksworth town centre.	1
	Total Score Economy	1
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Hognaston Village Hall, Main Street, Hognaston, DE6 1PR	1
Convenience Store	None	0
Drive time to nearest town	Nine minutes to Wirksworth	1
GP Surgery	None	0
Pharmacy	None	0
Primary School	There is no primary school in Hognaston	0
Post Office	None	0
Church	St Barthelomew's Church, Main Street, Hognaston, DE6 1PR	1

Childs Play Area	Off Old Bakery Close, Hognaston	1
Recreation & Leisure Playing Fields	Off Old Bakery Close, Hognaston	1
Allotments	None	0
Mobile Services	Mobile Library (2 nd , 30 th October 2023, 11.20am – 11.50am) Mills Croft, Hognaston	M
Public House	Red Lion Inn, Main Street, Hognaston, DE6 1PR	1
Public Transport	Services operate 4 days a week and provide 7 services Matlock between 11am to 6pm	1
	Total Score Social Indicators	7
	Total Score	8

Settlement	HOLLINGTON	
Estimated Resident Population in 2021	100	
ECONOMIC INDICATORS	Results	Score
Businesses within / adjacent to settlement	It is estimated there are 6 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	1
Relationship to Employment Centres / Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five or 10 minute drive. Hollington is not within 10 minutes drive of Ashbourne Town Centre	0
	Total Score Economy	1
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	None	0
Convenience Store	None	0
Drive time to nearest town	14 minutes drive to Ashbourne Town centre	0
GP Surgery	None	0
Pharmacy	None	0
Primary School	There is no primary school in Hollington	0
Post Office	None	0
Place of Worship	None	0

Childs Play Area	None	0
Recreation & Leisure Playing Fields	None	0
Allotments	None	0
Mobile Services	None	0
Public House	Red Lion Public House, Main Street Hollington, DE6 3HA	1
Public Transport	There are no regular bus services to and from Hollington. Derbyshire Connect provide dial a bus service, through advanced bookings only.	0
	Total Score Social Indicators	1
	Total Score	2

Settlement	HULLAND WARD	
Estimated Resident Population:	850	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are between 6 to 10 employment generating premises providing employment within the village. There are no strategically important or major employment sites within or adjacent to the village.	1
Relationship to Employment Centres/Sites outside settlement	The major employment site at Aggregate Industries off Smith Hall Lane, Hulland Ward is within a 5 minute drive.	1
	Total Score Economy	2
SOCIAL /COMMUNITY FACILITIES	Address	Score
Community Hall	Hulland Ward and District Millennium Village Hall, Dog Lane, Hulland Ward DE6 3EG	1
Convenience Store	None	0
Drive time to nearest town	Eleven minutes to Ashbourne	0

GP Surgery	None	0
Pharmacy	None	0
Primary School	Hulland Ward CE (Voluntary Controlled) Primary School, Firs Avenue, Hulland Ward DE6 3FS. Hulland War CE (Voluntary Controlled) Primary School has a capacity of 84 pupils at 2023 is 32% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 27% surplus capacity in 2027.	1
Post Office	Mobile post office provided in centre of village, Monday 9.30 – 11.00am	1
Mobile Services	Mobile Library 2 nd October and 30 th October, Alport Close 12.40pm & 1.15pm & Ashes Avenue Car Park 1.20pm, 1.5pm	M
Child's play area	Biggin View, Hulland Ward	1
Recreation Grounds	Ashes Avenue, Hulland Ward, DE6 3FS Community Orchard	1
Place of Worship	Christ Church, Dog Lane, Hulland Ward, Derbyshire, DE6 3EH	1
Allotments	None	0
Public House	The Black Horse Inn, Main Road, Hulland Ward, DE6 3EE Nag's Head, Main Road, Hulland Ward, DE6 3EF	1
Public Transport	Services 6 days a week, providing up to 14 services a day, between 8am and 6pm .	2
Total Score Social		9
TOTAL SCORE OVERALL		11

Settlement	KIRK IRETON	
Estimated Resident Population	350	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are less than 6 employment generating premises operating within the village. There are no strategically important employment sites within or adjacent to the village.	0
Relationship to Employment Centres/Sites outside settlement	There are no major employment sites within a 5 minute drive of Kirk Ireton. There are no employment centres or strategically important employment sites within either a 5 minute or 10 minute drive.	0
	Total Score Economy	0
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Kirk Ireton Village Hall, Church Level, Kirk Ireton, DE6 3LE	1
Convenience Store	The Stable Shop, Main St, Kirk Ireton DE6 3JP – run by local community.	2
Drive time to nearest town	Twelve minutes to Wirksworth	0
GP Surgery	None	0
Pharmacy	None	0

Primary School	Kirk Ireton CE Voluntary Controlled Primary School Main Street, Kirk Ireton DE6 3LD. Kirk Ireton CE Voluntary Controlled Primary School has a capacity of 56 pupils at 2023 and is 32% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 25% surplus capacity in 2027.	1
Mobile services	None	0
Child's play area	Main Street, Kirk Ireton, DE6 3LD	1
Recreation Grounds	The Flatts, Kirk Ireton, DE6 3JW	1
Place of Worship	Holy Trinity Church, Main Street, Kirk Ireton, Ashbourne , Derbyshire DE6 3LD	1
Allotments	None	0
Public House	Barley Mow, Main St, Kirk Ireton DE6 3JP	1
Public Transport	Services operate 6 days a week less than average of every two hours between 8 am and 6 pm on weekdays.	0
Total Score Social		8
TOTAL SCORE		8

Settlement	KNIVETON	
Estimated Resident Population 2021	250	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are less than 6 employment generating premises operating within the village. There are no strategically important employment sites within or adjacent to the village.	0
Relationship to Employment Centres/Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive of Kniveton. Ashbourne Town Centre is within a 10 minute drive.	2
	Total Economy Score	2
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Kniveton Village Hall, Longrose Lane	1
Convenience Store	None	0
Drive time to nearest town	Seven minutes to Ashbourne	1
GP Surgery	None	0
Pharmacy	None	0
Primary School	Kniveton CE Primary School, Longrose Lane, Kniveton DE6 1JL. Kniveton CE Primary School has a capacity of 63 pupils at 2023 and is 14% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 9% surplus capacity in 2027.	2
Post Office	None	0
Place or Worship	St Michael's Church, Main Street, Kniveton	1

Child's Play Area	None	0
Recreation & Leisure	Courts, rear of village Hall, Kniveton	1
Allotments	None	0
Mobile services	Mobile Library Mon 2 Oct, 30 Oct – 10.40am-11.10am, Centre of village Mobile Shop (fortnightly), Red Lion, Church Street	M
Public House	Red Lion, Main St, Kniveton, DE6 1JH	1
Public Transport	Services 6 days a week and 9 services between Matlock and Ashbourne between 8 am and 6 pm on weekdays	2
Total Score Social		9
TOTAL SCORE OVERALL		11

Settlement	LONGFORD	
Estimated Resident Population	125	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are less than 6 employment generating premises operating within the village. There are no strategically important employment sites within or adjacent to the village.	0
Relationship to Employment Centres/Sites outside settlement	There are no major employment sites within a 5 minute drive of Longford. There are no employment centres or strategically important employment sites within either a 5 minute or 10 minute drive.	0
Total Score Economy		0
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	The Longford Parish Council holds its meetings in the Pump House Room on the corner of Long Lane and Main Street; however, the village does not have a community hall.	0
Convenience Store	None	0
Drive time to nearest town	Nineteen minutes to Ashbourne	0
GP Surgery	None	0
Pharmacy	None	0
Primary School	Longford Primary School, Main Street, Longford DE6 3DR. Longford Primary CE Controlled Primary School has a capacity of 70 pupils at 2023 and is 28% undersubscribed. Derbyshire County Council as	?1

	Education Authority forecast that the school will remain with 30% surplus capacity in 2027.	
Post Office	None	0
Public House	None	0
Public Transport	No regular scheduled services to and from Longford. Derbyshire Connect provides dial a bus service, through advanced bookings only.	0
Place of Worship	St Chads, Church, Long Lane, Longford	1
Total Score Social		2
TOTAL SCORE		2

Settlement	MARSTON MONTGOMERY	
Estimated Resident Population 2021:	225	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are less than 6 employment generating premises within the village. There are no strategically important employment sites within or adjacent to the village.	0
Relationship to Employment Centres/Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. The strategically important employment site at JCB Rocester is within a 10 minute drive of Marston Montgomery. .	1
	Total Economy Score	1
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Village Hall, Old School Mews, Marston Montgomery Ashbourne DE6 2FN	1
Convenience Store	None	0
Drive time to nearest town	Twelve minutes to Uttoxeter	0
GP Surgery	None	0
Pharmacy	None	0
Primary School	Marston Montgomery Primary School, Thurvaston Road, Marston Montgomery Ashbourne DE6 2FF. Marston Montgomery Primary School has a capacity of 70 pupils at 2023 and is 58% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 41% surplus capacity in 2027.	1
Post Office	None	0

Allotments	None	0
Place or Worship	St Giles Church, Thurvaston Road, Marston Montgomery	1
Public House	The Crown Inn, Riggs Lane, Marston Montgomery DE6 2FF	1
Childrens play Area	None	0
Recreation area & Playing Fields	None	0
Mobile Services	None	0
Public Transport	There are no regular bus services to and from Marston Montgomery. There is only Derbyshire Connect dial a bus services available upon advanced bookings only.	0
Total Score Social		4
TOTAL SCORE		5

Settlement	MATLOCK BATH	
Estimated Resident Population 2021:	575	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are over 50 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	10
Relationship to Employment Centres/Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. Matlock Town Centre, Wirksworth Town Centre and County Hall are all within a 10 minute drive of Matlock Bath.	4
	Total Economy Score	14
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Rooms for community use in Grand Pavilion, South Parade, Matlock Bath	1
Convenience Store	None	0
Drive time to nearest town	Six minutes to Matlock	1
GP Surgery	None	0
Pharmacy	None	0
Primary School	Matlock Bath Holy Trinity CE (Controlled) Primary, 14 Clifton Road, Matlock Bath DE4 3PW. Matlock Bath Holy Trinity CE (Controlled) Primary School has a capacity of 59 pupils at 2023 and is 32% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 8% surplus capacity in 2027.	1
Post Office	None	0

Allotments	None	0
Religious Venue	Holy Trinity Church, Matlock Bath, DE4 3PU Heart Jewel Buddhist Centre, Holme Road, Matlock Bath	1
Public House	Fishpond, 204 South Parade, Matlock Bath. DE4 3NR The Old Bank, North Parade, Matlock Bath, DE4 3NS The Midland PH, 1 North Parade, Matlock Bath DE4 3NS	1
Childrens play Area	Children's Play Area, Lovers Walk Matlock Bath Children's Play Area, Derwent Gardens, Matlock Bath	1
Recreation area & Playing Fields	Matlock Bath Bowling Club, South Parade, DE4 3NR Matlock Bath Parish Council Activity Area (MUGA) South Parade, DE4 3NR	1
Mobile Services	None	0
Public Transport	Both bus and train services operate seven days a week providing an average of at least 2 buses or trains an hour to Bakewell, Matlock and Derby between 8 am and 6 pm	4
Total Score Social		11
TOTAL SCORE		25

Settlement:	MIDDLETON	
Estimated Resident Population	875	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are between 16 and 20 employment generating premises operating within the village. There are no strategically important or major employment sites within the village.	3
Relationship to Employment Centres/Sites outside settlement	Cromford Industrial Site of Porter Lane & Wirksworth Town Centre and the major employment site at Ravenstor Road Industrial Estate in Wirksworth are all within 5 minutes drive of Middleton.	3
	Total Score Economy	6
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Middleton Village Hall, Main Street, Middleton DE4 2LU	1
Convenience Store	None	0
Drive time to nearest town	Five minutes to Wirksworth	2
GP Surgery	None	0
Pharmacy	None	0
Primary School	Middleton Community Primary School, Main Street, Middleton DE4 4LQ. Middleton Community Primary School has a capacity of 84 pupils at 2023 and is 5% oversubscribed. Derbyshire County Council as Education Authority forecast that the school will be 14% undersubscribed by 2027.	3
Place of Worship	Holy Trinity, Main Street, Middleton , DE4 4LR Congregational Church, Chapel lane, Middleton, DE4 4NF	1
Post Office	Post office located in Nelson Arms PH, opens Monday & Wednesday 2-5pm and Thursdays 9-12noon.	1

Allotments	Main Street, Middleton, DE4 4LS	1
Children's play Area	Chapel Lane, Middleton, DE4 4NF	1
Recreation & Playing fields	Chapel Lane, Middleton, DE4 4NF	1
Public House	Rising Sun, Rise End, Middleton, Matlock, Derbyshire DE4 4LS The Nelson Arms, Main Street, Middleton, DE4 4LU	1
Mobile Services Library	Mobile Library, Main Street, Friday 25 th August & 17 th October 2023, 2.55pm- 3.10pm Mobile shop visits the Nelson Arms PH, weekly https://www.refillsontheroad.com/	M
Public Transport	Services 7 days a week, with weekday services providing over 10 services to Matlock and Wirksworth between 8 am and 6 pm	3
Total Score Social		15
TOTAL SCORE		21

Settlement	NORTHWOOD	
Estimated Resident Population 2021	600	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are between 16 and 20 employment generating premises operating in the village. The strategically important Forged Solutions site at Dale Road North is within/adjacent to the village.	7
Relationship to Employment Centres/Sites outside settlement	The major employment site at Molyneux Business Park at Darley Dale is within a five minute drive. Matlock Town Centre and the strategically important employment site at County Hall, Matlock are within a ten minute drive, as is Bakewell Town Centre.	5
	Total Economy Score	12
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	None	0
Convenience Store	None	0
Drive time to nearest town	Eleven minutes to Matlock	0
GP Surgery	None	0
Pharmacy	None	0
Primary School	None	0
Post Office	None	0
Public House	None	0
Place of Worship	None	0
Recreation Grounds	Northwood Park, Thornccliffe Avenue, Northwood,	1
Public Transport	Services 7 days a week, with weekday services providing an average of at least 2 buses an hour to Matlock and Bakewell between 8 am and 6 pm	4

Total Score Social	4
TOTAL SCORE OVERALL	17

Settlement	OSMASTON	
Estimated Resident Population in 2021	100	
ECONOMIC INDICATORS	Results	Score
Businesses within / adjacent to settlement	It is estimated to be less than 6 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	0
Relationship to Employment Centres / Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. Osmaston is within 7 minutes drive of Ashbourne town centre.	4
	Total Score Economy	4
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Village Hall Moor Lane, Osmaston, Ashbourne DE6 1LW	1
Convenience Store	None	0
Drive time to nearest town	7 Minutes to Ashbourne town centre	1
GP Surgery	None	0
Pharmacy	None	0
Primary School	Osmaston CE Primary School, Moor Lane, Osmaston DE6 1LW. Osmaston Church of England Primary School has a capacity of 126 pupils at 2023 and is 19% oversubscribed/overcrowded. Derbyshire County Council as Education Authority forecast that the school will remain at 19% oversubscribed/overcrowded in 2027.	2
Post Office	Osmaston Post Office at The Shoulder of Mutton, Osmaston, Ashbourne DE6 1LW	1
Place or Worship	St Martins Church, Church Lane, Osmaston Ashbourne DE6 1LX	1

Childs Play Area	None	0
Recreation Grounds	Osmaston Polo & Cricket Ground, Moor Lane, Osmaston, Ashbourne DE6 1LW	1
Allotments	None	0
Mobile Services	None	0
Public House	The Shoulder of Mutton, Moor Lane, Osmaston, Ashbourne DE6 1LW	1
Public Transport	There are no regular bus services to and from Osmaston. Derbyshire Connect provide dial a bus service through advanced bookings only.	0
	Total Score Social Indicators	8
	Total Score	12

Settlement	ROSTON	
Estimated Resident Population in 2021	75	
ECONOMIC INDICATORS	Results	Score
Businesses within / adjacent to settlement	It is estimated to be less than 6 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	0
Relationship to Employment Centres / Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. Roston is within 10 minutes drive of JCB Headquartes at Rocester. Roston is within 13 minutes drive of Ashbourne town centre.	1
	Total Score Economy	1
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Mary Clowes Village Hall 2 Lid Lane, Roston, Ashbourne DE6 2EG	1
Convenience Store	None	0
Drive time to nearest town	Roston is within 13 minutes drive to Ashbourne Town Centre	0
GP Surgery	None	0
Pharmacy	None	0
Primary School	Norbury and Roston CE Primary School 2 Lid Lane, Roston, DE6 2EG. Norbury and Roston Church of England Primary School has a capacity of 56 pupils at 2023 and is 39% oversubscribed/overcrowded. Derbyshire County Council as Education Authority forecast the school to remain 42% oversubscribed/overcrowded in 2027.	1
Post Office	None	0
Place or Worship	None	0

Childs Play Area	None	0
Recreation Grounds	None	0
Allotments	None	0
Mobile Services	None	0
Public House	Roston Inn, Mill Lane, Roston Ashbourne DE6 2EE	1
Public Transport	There are no regular bus services to and from Roston. Derbyshire Connect provide dial a bus service through advanced bookings only.	0
	Total Score Social Indicators	3
	Total Score	4

Settlement	SHIRLEY	
Estimated Resident Population in 2021	200	
ECONOMIC INDICATORS	Results	Score
Businesses within / adjacent to settlement	It is estimated to be less than 6 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	0
Relationship to Employment Centres / Sites outside settlement	There are no employment centres, strategically important employment sites or major employment sites within a five minute drive. Shirley is within 11 minutes drive of Ashbourne town centre.	0
	Total Score Economy	0
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	None	0
Convenience Store	None	0
Drive time to nearest town	Shirely is 11 minutes drive time to Ashbourne	0
GP Surgery	None	0
Pharmacy	None	0
Primary School	No School in Shirley	0
Post Office	None	0
Place or Worship	St Michaels Church, Church Lane, Shirley	1
Childs Play Area	None	0
Recreation Grounds	None	0

Allotments	None	0
Mobile Services	None	0
Public House	ens Head Public House, Church Lane Shirley DE6 3AS	1
Public Transport	There are no regular bus services to and from Shirley . Derbyshire Connect provide dial a bus service through advanced bookings only.	0
	Total Score Social Indicators	2
	Total Score	2

Settlement	SUDBURY	
Estimated Resident Population	225	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are between 16 to 20 employment generating premises operating within the village. There are no major employment sites within the village.	3
Relationship to Employment Centres/Sites outside settlement	The strategically important employment site at Dove Valley Park and the major employment site at Sudbury Prison are both within a 5 minute drive. Uttoxeter Town Centre, and the strategically important employment sites of Dovefields Retail and Business Park, Dovegate Prison and Marchington Industrial Estate are all within a 10 minute drive.	8
Total Score Economy		11
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Parish Rooms, Gib Lane, Sudbury - no longer available for public use.	0
Convenience Store		0
Drive time to nearest town	10 minutes to Uttoxeter	1
GP Surgery	The Dove River Practice, Gib Lane, Sudbury, DE6 5HY	3
Pharmacy	There is a dispensing pharmacy service within the GP surgery for village residents Dispensary Monday – Friday 8.30-11am 3pm – 6pm closed Thursday afternoon	1
Primary School	Sudbury Primary School, School Lane, Sudbury DE6 5HZ. Sudbury Primary School has a capacity of 76 pupils at 2023 and is 39% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 52% surplus capacity in 2027.	1

Post Office		0
Mobile Services	None	0
Place of Worship	All Saints Church Sudbury, Main Road, Sudbury	1
Child's play area	None	0
Recreation Grounds	Sudbury Sports Field and cricket ground at Main Road, Sudbury Sudbury Bowling Green Main Road, Sudbury	1
Allotments	None	0
Public House	Vernon Arms, Main Rd, Sudbury DE6 5HG closed.	0
Public Transport	Services 5 days a week providing 11 services to Uttoxeter and Burton between 8 am and 6 pm on weekdays reduced service Sat and no service Sunday.	2
Total Score Social		10
TOTAL SCORE OVERALL		21

Settlement:	ROWSLEY	
Estimated Resident Population 2021:	500	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that there are between 46 and 50 employment generating premises operating within the village. There are no strategically important or major employment sites within or adjacent to the village.	9
Relationship to Employment Centres/Sites outside settlement	The major employment sites at Alcoa (formerly Firth Rixson) Dale Road North and the Molyneux Business Park in Darley Dale are within a 5 minute drive of the village. Bakewell Town Centre is within a 10 minute drive.	3
	Total Economy Score	12
SOCIAL / COMMUNITY FACILITIES	Address	Score
Community Hall	Rowsley Village Hall, School Lane, DE4 2EE.*	1
Convenience Store	Rowsley Post Office, Church Lane, Rowsley, DE4 2EA *(n.b.) Although mostly given over to plants, flowers and gifts, the Old Station Country Store in the Peak Shopping Village, also sells some convenience goods)	2
Drive time to nearest town	Seven minutes to Bakewell	1
GP Surgery	None	0
Pharmacy	None	0
Primary School	Rowsley C E Primary School, Woodhouse Road, Rowsley DE4 2ED. Rowlsey Church of England Primary School has capacity for 84 pupils in 2023 and is 33% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 38% surplus capacity in 2027.	1
Post Office	Rowsley Post Office, Church Lane, DE4 2EA*	1
Place or Worship	St Katherine's Church, Church Lane, Rowsley, DE4 2EA	1

Allotments	Land opposite St Katherine's Church	1
Public House	Grouse & Claret, Old Station Close, Rowsley DE4 2EB	1
Child's Play Area	Rowsley Recreation Ground & Playing Fields, School Lane, Rowsley	1
Recreation & Leisure	Rowsley Recreation Ground & Playing Fields, School Lane, Rowsley	1
Mobile services	Kitchen Coffee, Mobile Van, located in Peak Village	M
Public Transport	Bus services 7 days a week, with weekday services providing an average of at least 2 buses an hour to Matlock between 8 am and 6 pm	4
Total Score Social		19
TOTAL SCORE		31

Settlement	TANSLEY	
Estimated Resident Population	1075	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	It is estimated that Tansley has between 6 and 10 employment generating premises operating within the village. The major employment site at Brookfield Industrial Estate is within/adjacent to the village.	5
Relationship to Employment Centres/Sites outside settlement	Tansley is within 5 minutes drive of Matlock Town Centre and 10 minutes of the strategically important employment site at County Hall, Matlock.	5
		10
SOCIAL / COMMUNITY FACILITIES		
Community Hall	Tansley Community Hall, Church Street, Tansley, DE4 5FE Tansley Village Hall, Church Street, Tansley, DE4 5FH	1
Convenience Store	None	0
Drive time to nearest town	Five minutes to Matlock	2
GP Surgery	None	0
Pharmacy	None	0
Primary School Tansley Primary School, Gold Hill, Tansley Matlock DE4 5FG.	Tansley Primary School has a capacity for 88 pupils in 2023 and is 1% undersubscribed. Derbyshire County Council as Education Authority forecast that the school will remain with 23% surplus capacity in 2027.	5
Post Office	Post Office is open for three hours every Friday at Tansley Methodist Church, Church Street Tansley DE4 5FE	1
Public House	The Gate Inn, The Knoll, Tansley DE4 5FN The Tavern, Nottingham Road, Tansley DE4 5FR	1

Mobile Library	Village Hall, Church Street 22 nd August & 17 th October 2022 30 mins per visit	M
Allotments	None	0
Childs Play Area	Tansley Village Playground, Church Street, Tansley, Matlock DE4 5GZ	1
Recreation & Leisure Facilities	Tansley Village Playground, Church Street, Tansley, Matlock DE4 5GZ	1
Church	Holy Trinity, Church Street, Tansley, DE4 5HF Tansley Methodist Church, Church Street, Tansley, DE4 5HF	1
Public Transport	Bus service operates 6 days a week and provides 5 services to Matlock and Alfreton between 8 am and 6 pm on weekdays. Dial a bus service – Tuesdays to Matlock 9am – 11am	2
Total Score Social		15
TOTAL SCORE		25

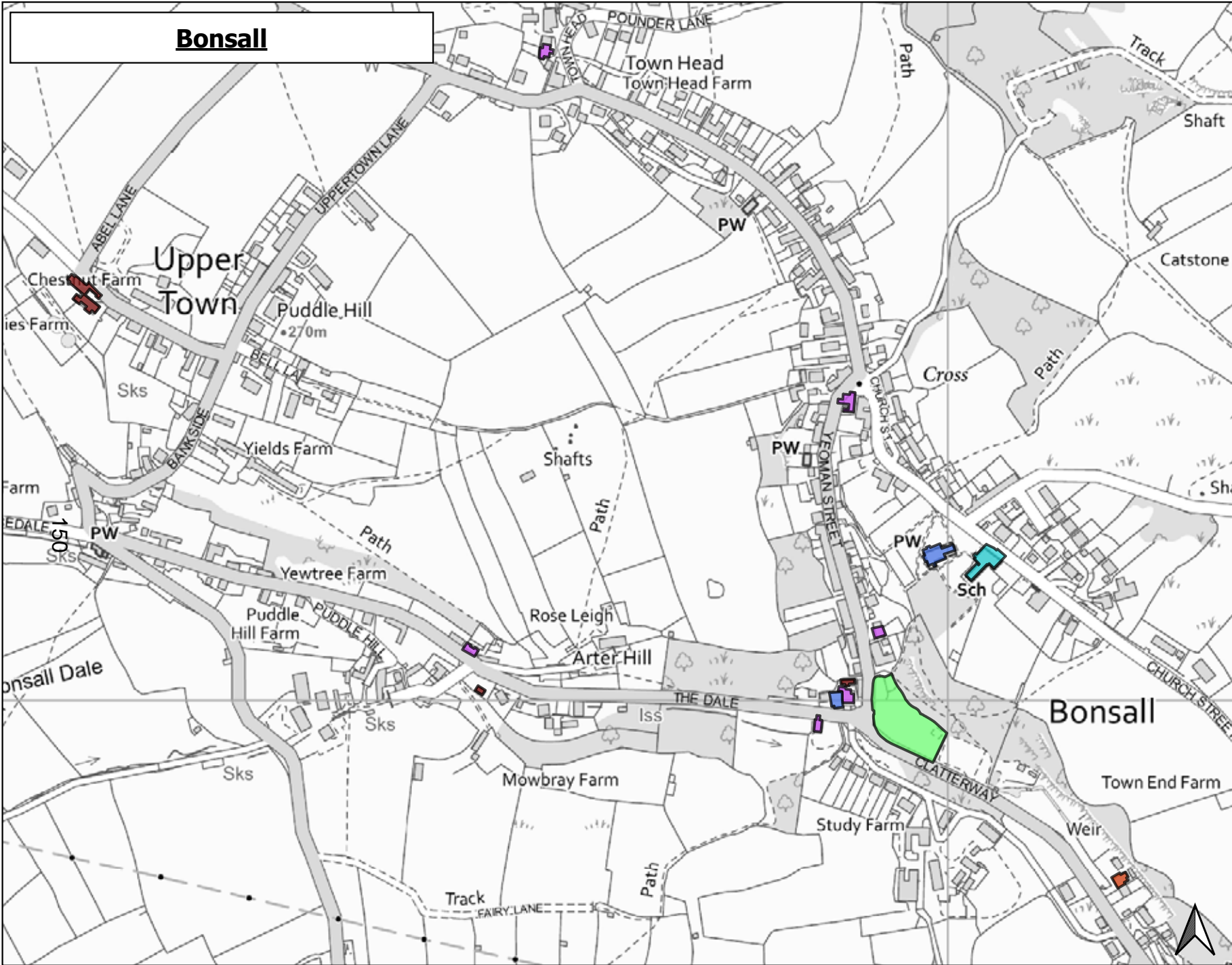
Settlement	WYASTON	
Estimated Resident Population	125	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	There are less than six employment generating businesses in Wyaston.	0
Relationship to Employment Centres/Sites outside settlement	There are less than six employment generating businesses within the village. Ashbourne Airfield Strategic Employment Centre is within 7 minutes drive.	2
		2
SOCIAL / COMMUNITY FACILITIES		
Community Hall	Village Hall, Main Road, Wyaston, Derbyshire DE6 2DR	1
Convenience Store	None	0
Drive time to nearest town	Eight minutes drive to Ashbourne	1
GP Surgery	None	0
Pharmacy	None	0
Primary School	There is no primary school with Wyaston	0
Post Office	None	0
Public House	The Shire Horse Wyaston, Ashbourne DE6 2DQ	1
Mobile Library	None	0

Allotments	None	0
Childs Play Area	None	0
Recreation & Leisure Facilities	None	0
Church	None	0
Public Transport	There are no regular bus services to Wyaston. Dial a bus service is available by advanced bookings only	0
Total Score Social		3
TOTAL SCORE		5

Settlement	YEAWELEY	
Estimated Resident Population	225	
ECONOMIC INDICATORS	Results	Score
Businesses within/adjacent to settlement	There are no employment generating premises operating within the village. There are no strategically important or major employment sites within the village.	0
Relationship to Employment Centres/Sites outside settlement	. There are no major employment sites near the village.	0
		0
SOCIAL / COMMUNITY FACILITIES		
Community Hall	None	0
Convenience Store	None	0
Drive time to nearest town	Eleven minutes drive to Ashbourne	0
GP Surgery	None	0
Pharmacy	None	0
Primary School	There is no primary school within Yeaveley	0
Post Office	None	0
Public House	Rodsley Lane, Yeaveley, Ashbourne, DE6 2DT	1
Mobile Library	None	0

Allotments	None	0
Childs Play Area	None	0
Recreation & Leisure Facilities	None	0
Church	Holy Trinity Church Leapley Lane, Ashbourne, DE6 2DT	1
Public Transport	There are no regular bus services to Yeaveley. Dial a bus service is available by advanced bookings only	0
Total Score Social		2
TOTAL SCORE		2

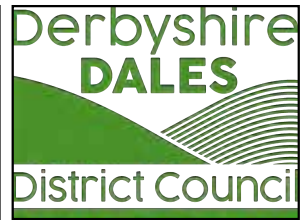
APPENDIX C: SETTLEMENT MAPS SERVICES & FACILITIES



- Businesses**
- Business, commercial uses and services
 - Community Uses and Services
 - Education Provision/ learning establishments
 - Formal and informal play space
 - Industry, office, storage distribution, commercial
 - Medical Services
 - Outdoor sport, recreation and leisure uses
 - Retail

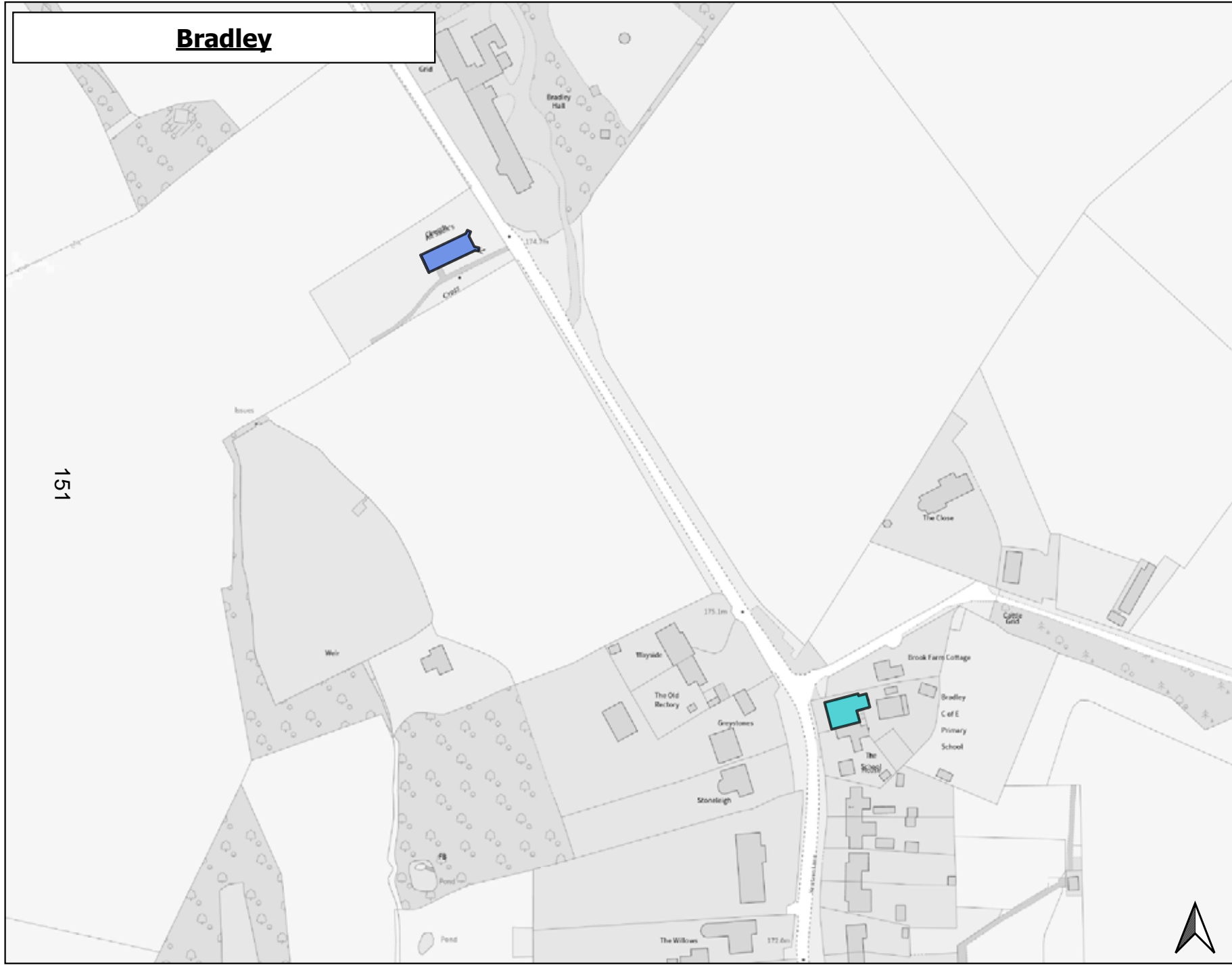
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Bradley



Businesses

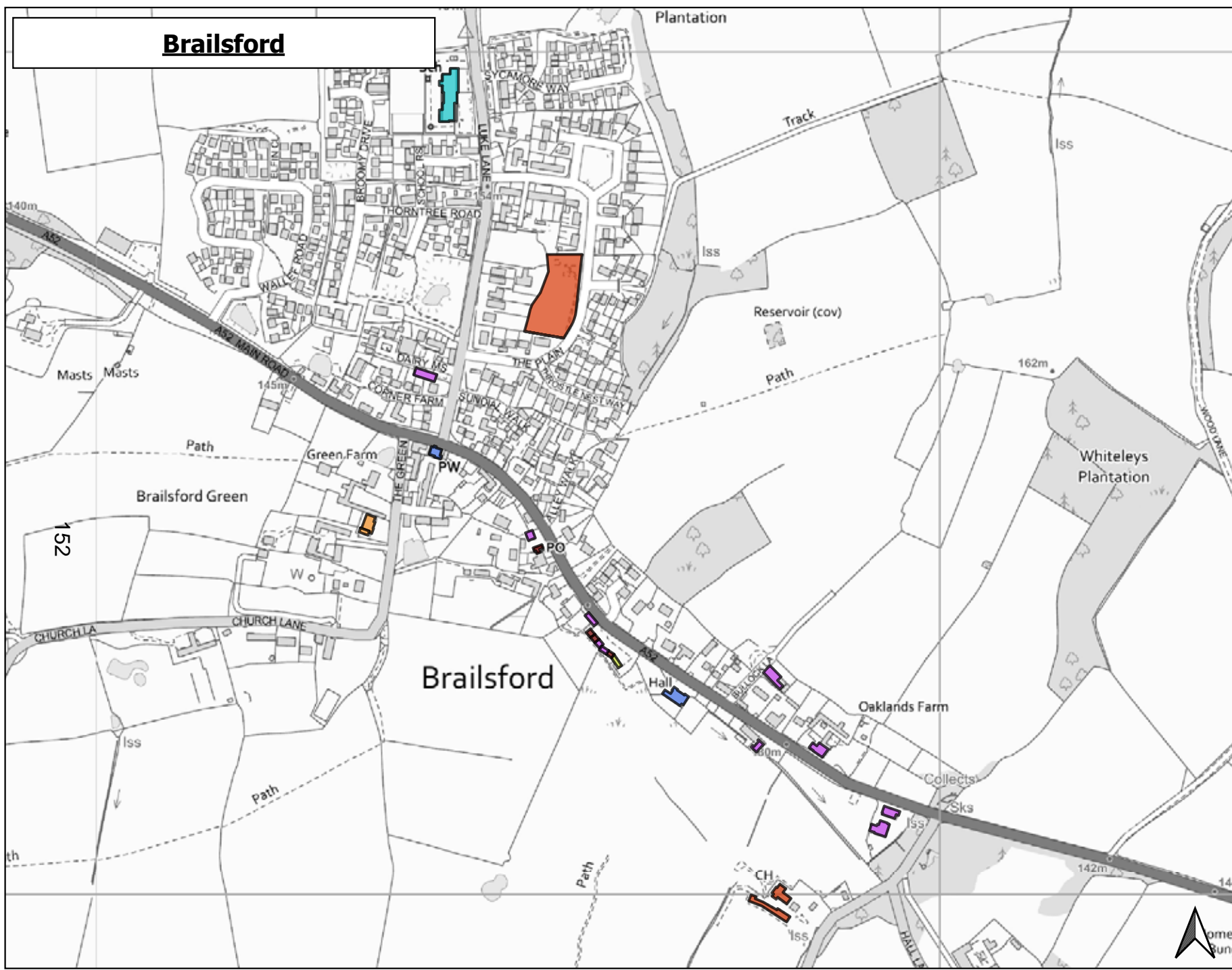
- Business, commercial uses and services
- Community Uses and Services
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- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



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Brailsford

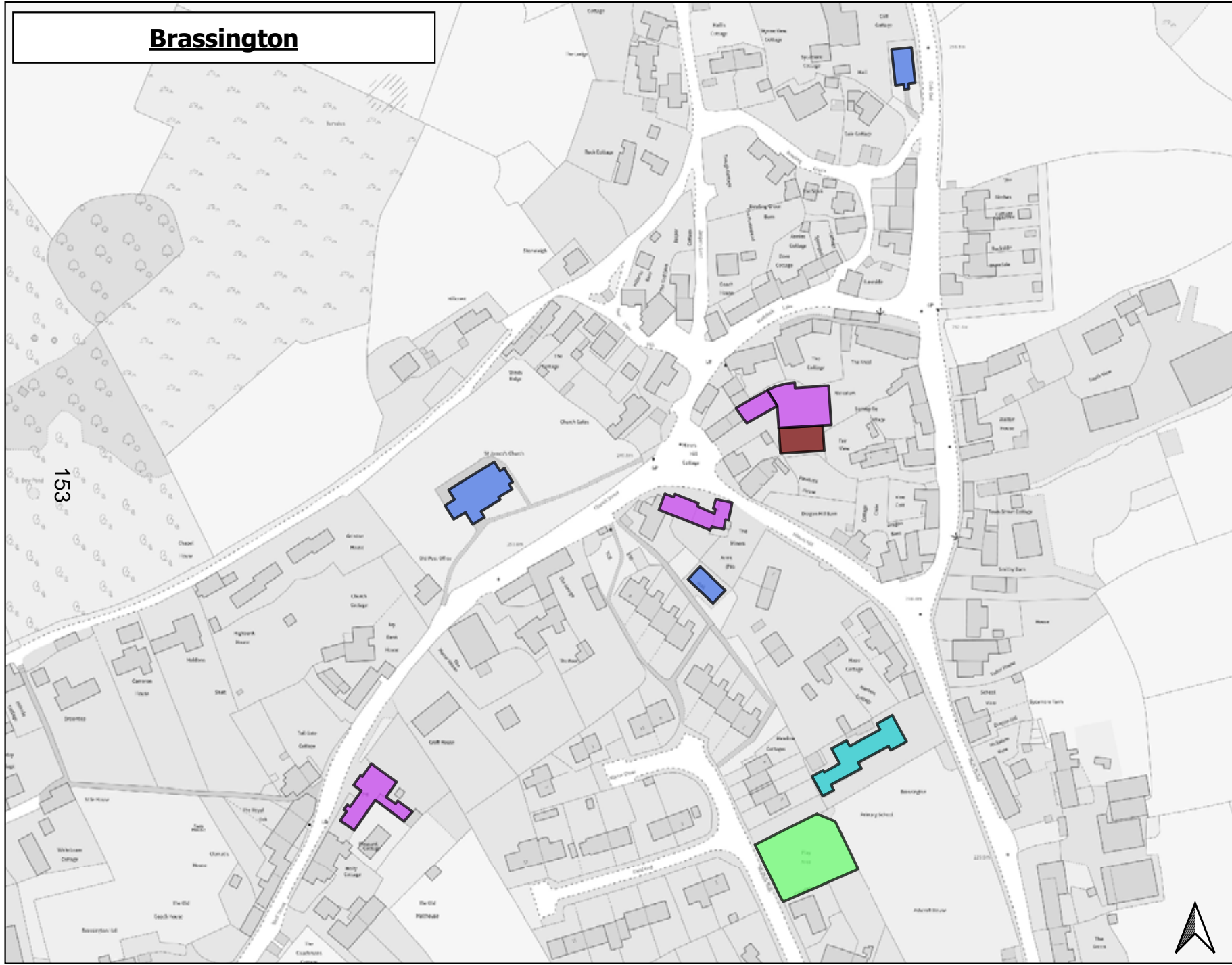
- Businesses**
- Business, commercial uses and services
 - Community Uses and Services
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 - Outdoor sport, recreation and leisure uses
 - Retail



Brassington

Businesses

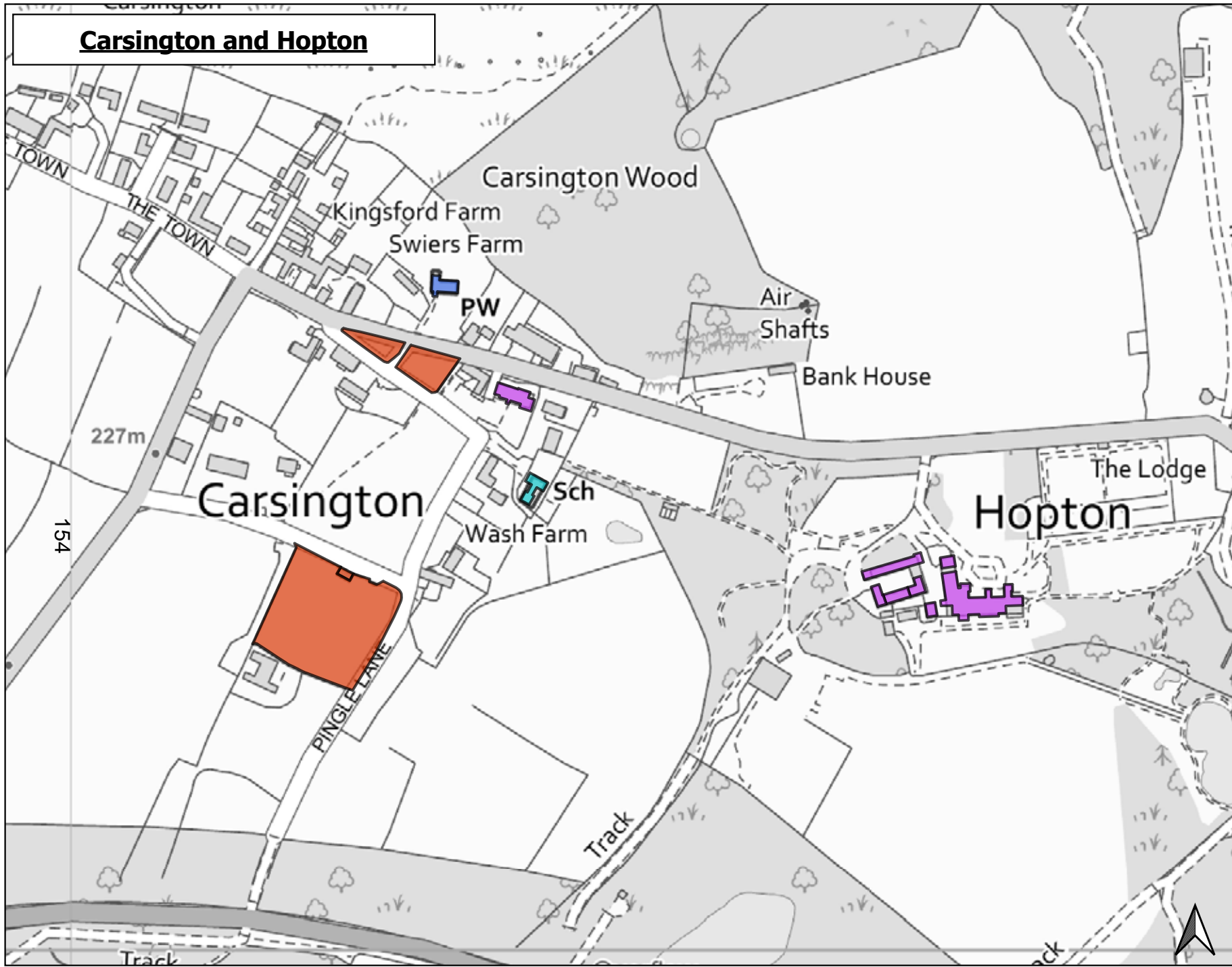
-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail



Carsington and Hopton

Businesses

-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail

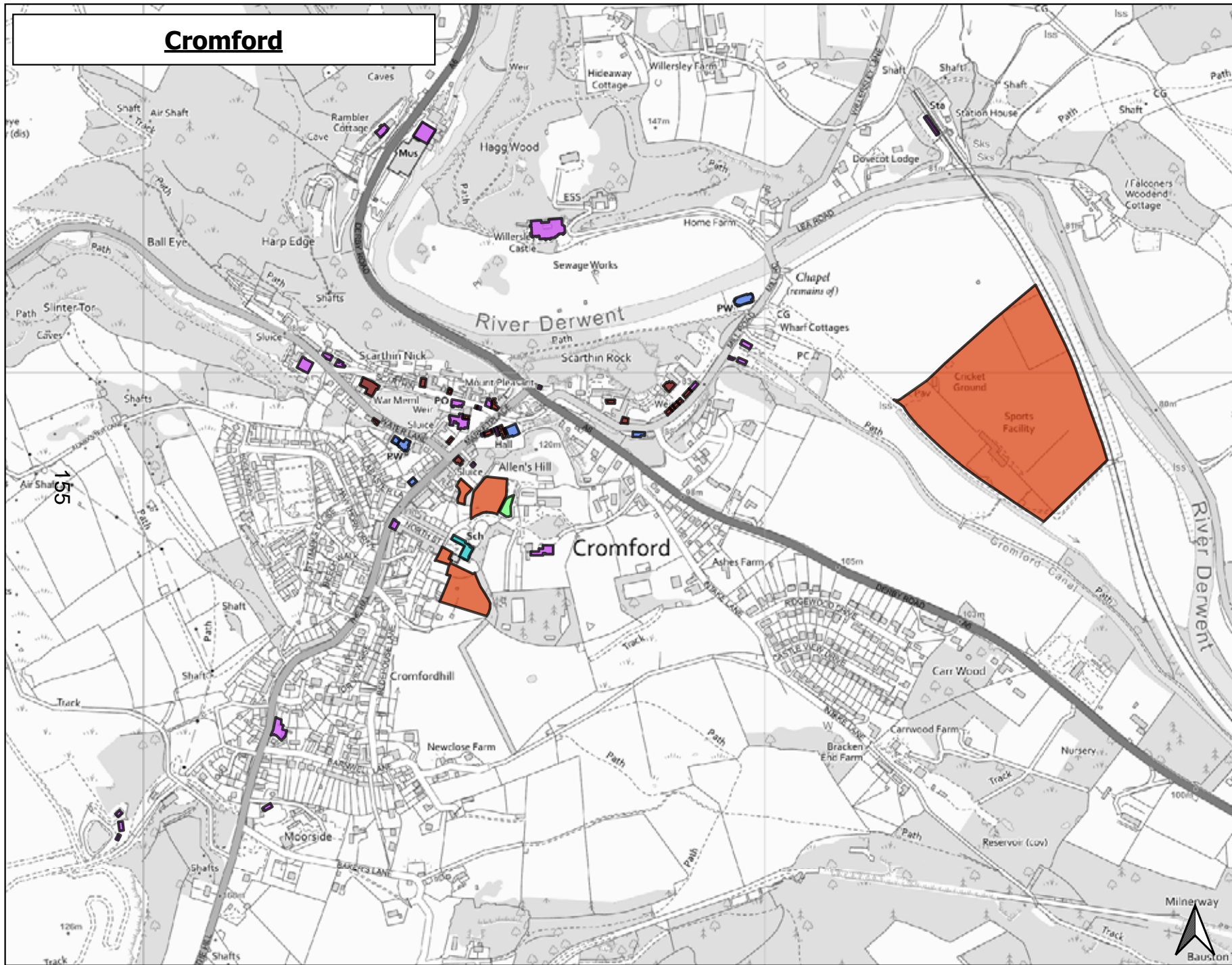


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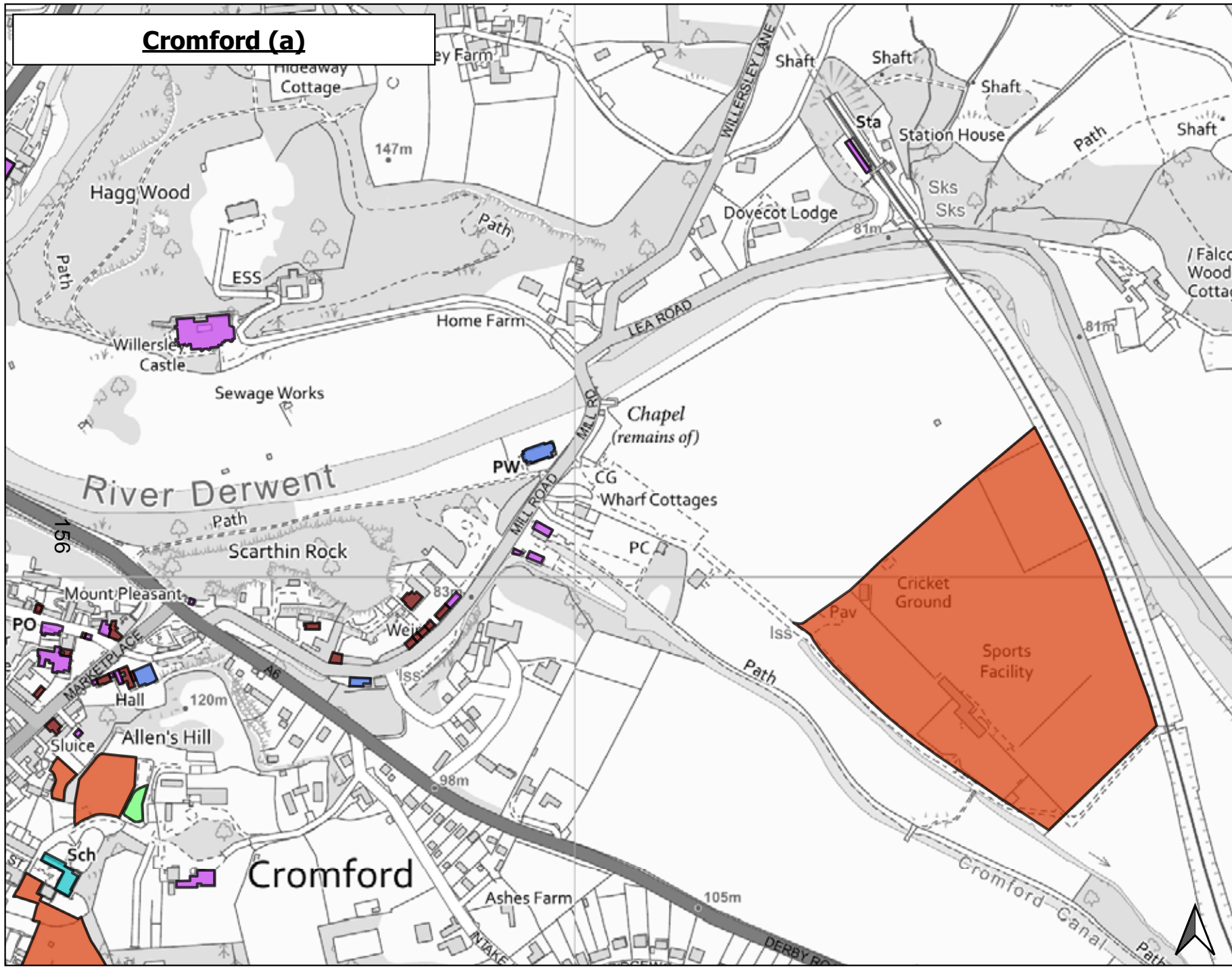
Cromford

Businesses

- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



Cromford (a)



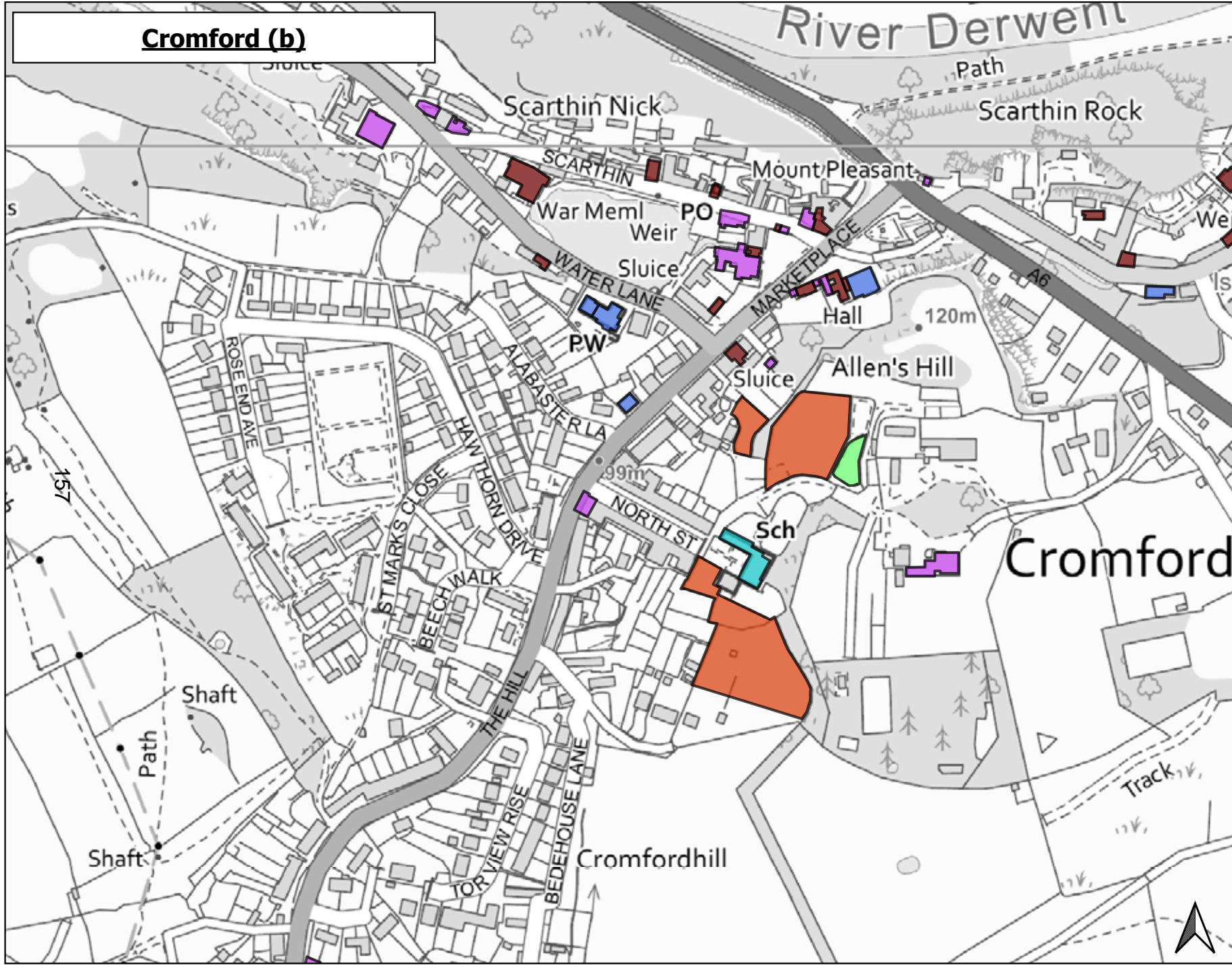
- Businesses**
- Business, commercial uses and services
 - Community Uses and Services
 - Education Provision/learning establishments
 - Formal and informal play space
 - Industry, office, storage distribution, commercial
 - Medical Services
 - Outdoor sport, recreation and leisure uses
 - Retail

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Cromford (b)

Businesses

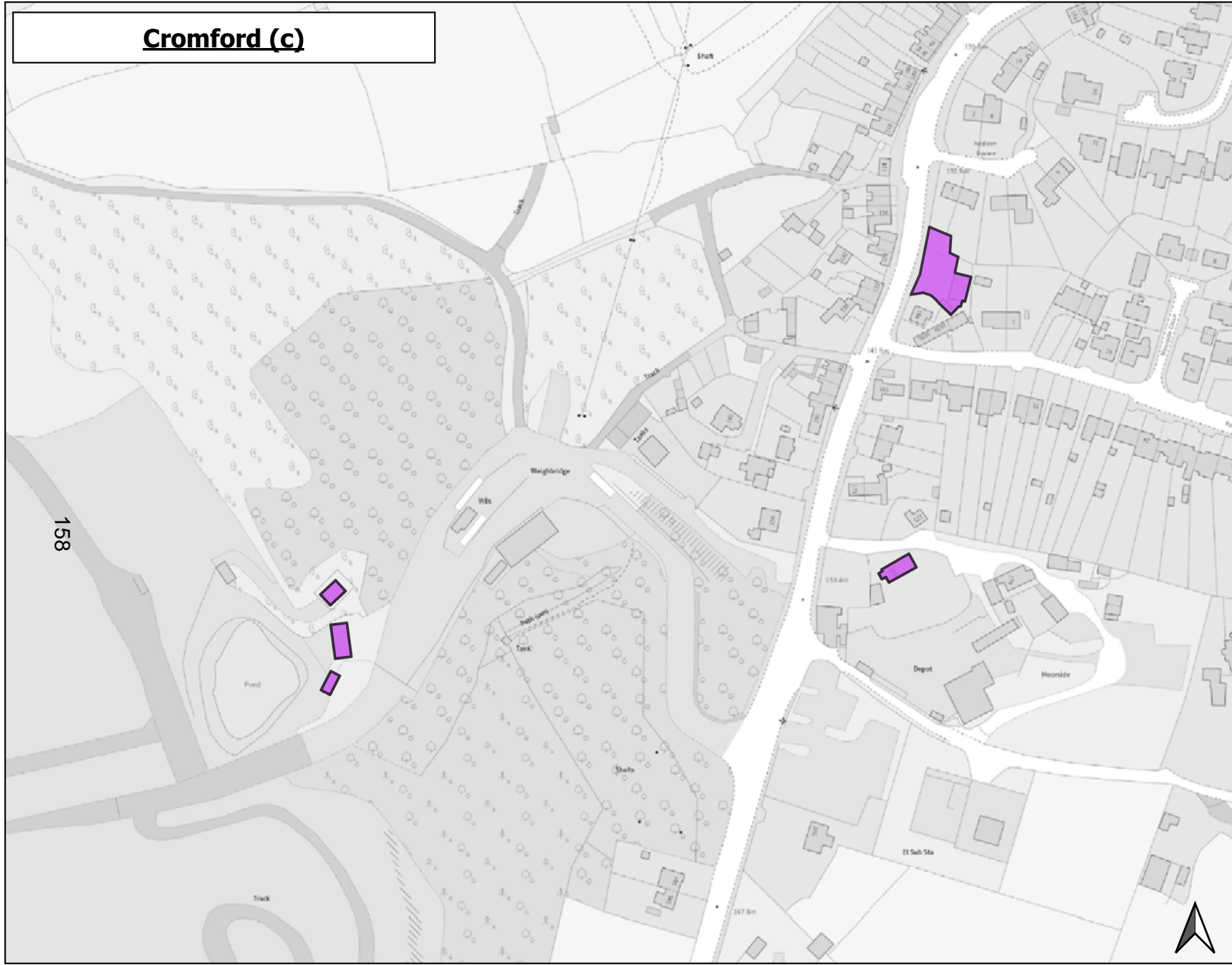
-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail



Cromford (c)

Businesses

-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail

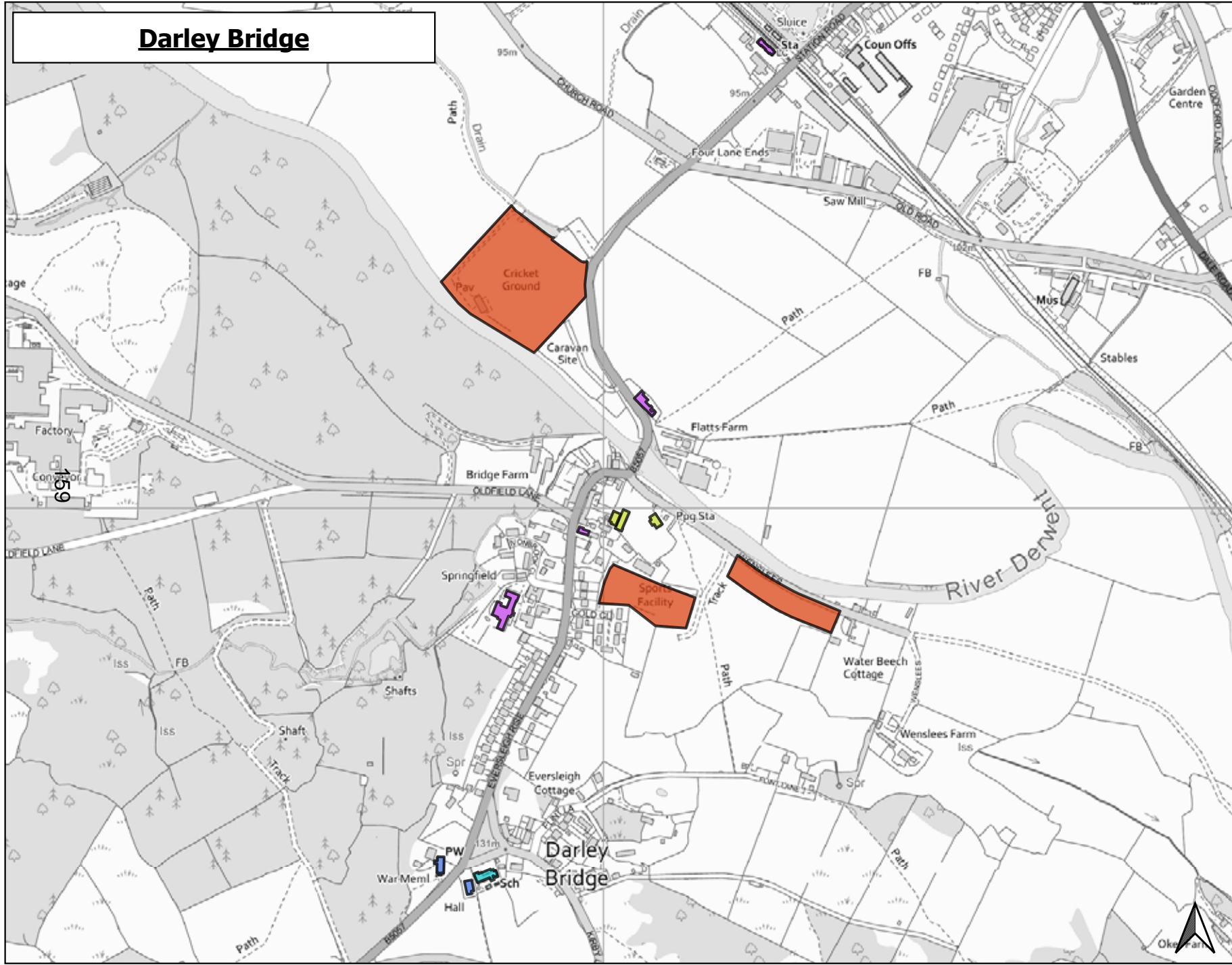


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Darley Bridge

Businesses

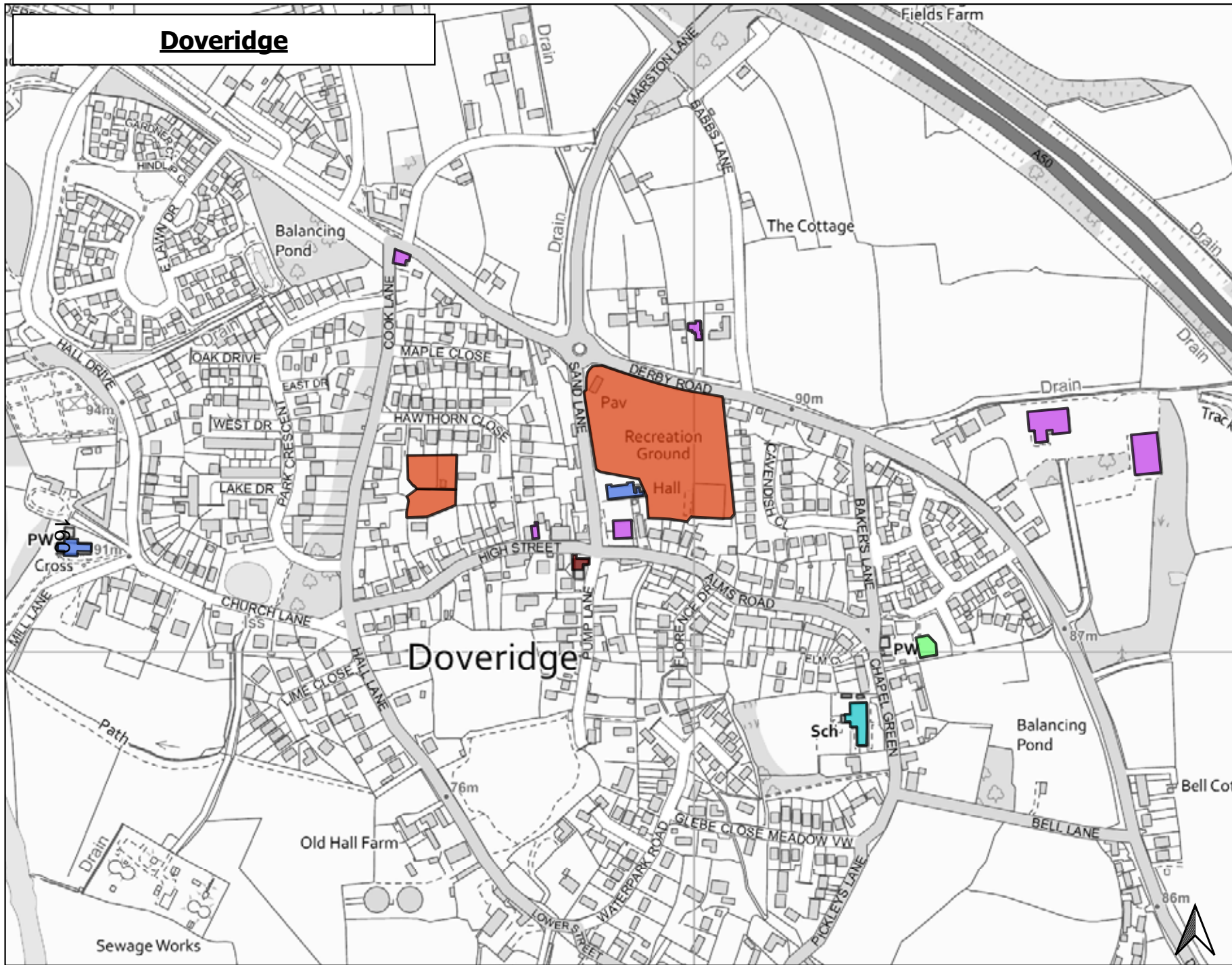
- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



Doveridge

Businesses

-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail



0 50 100 m

Ednaston

Businesses

- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail

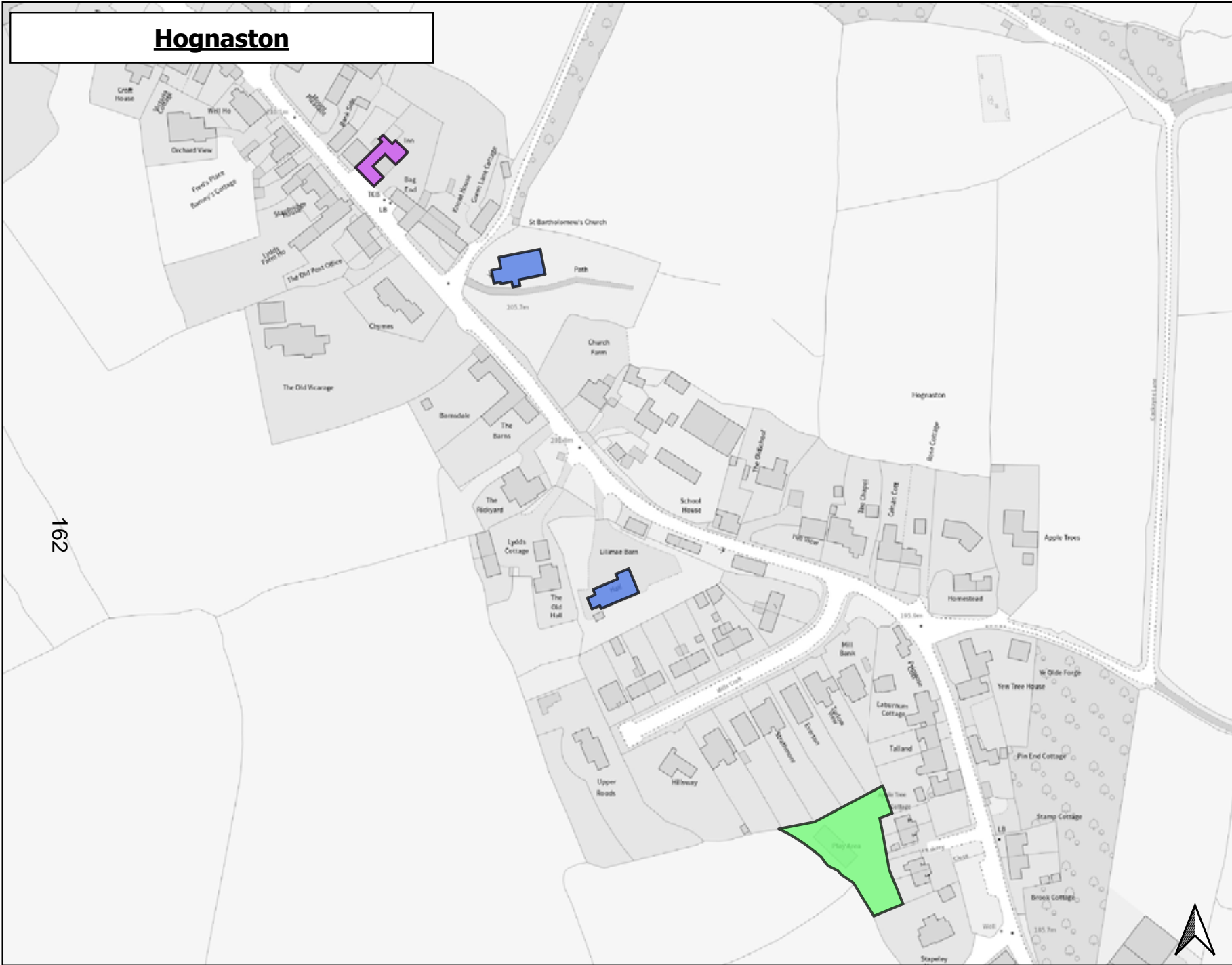


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Hognaston

Businesses

- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



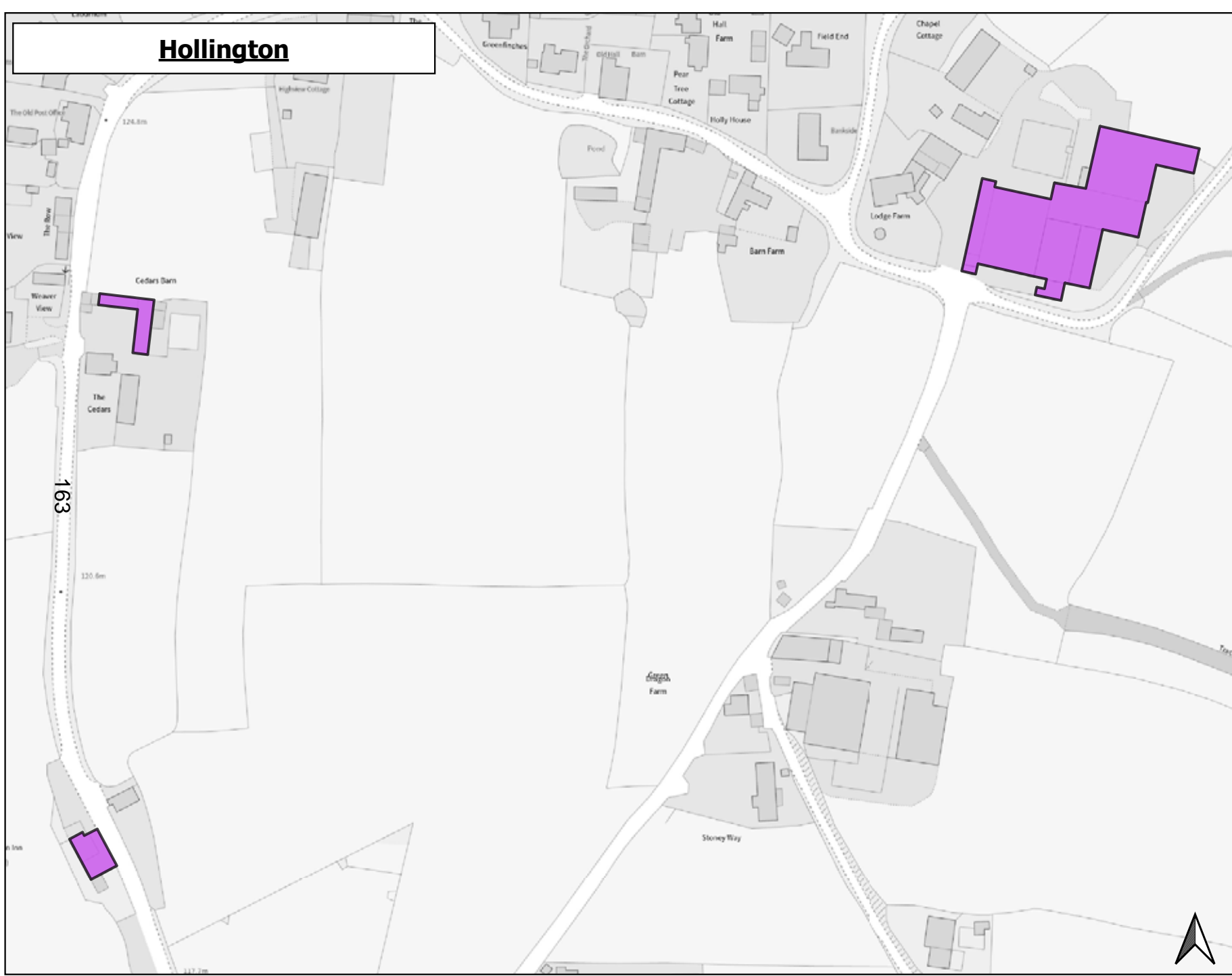
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Hollington

Businesses

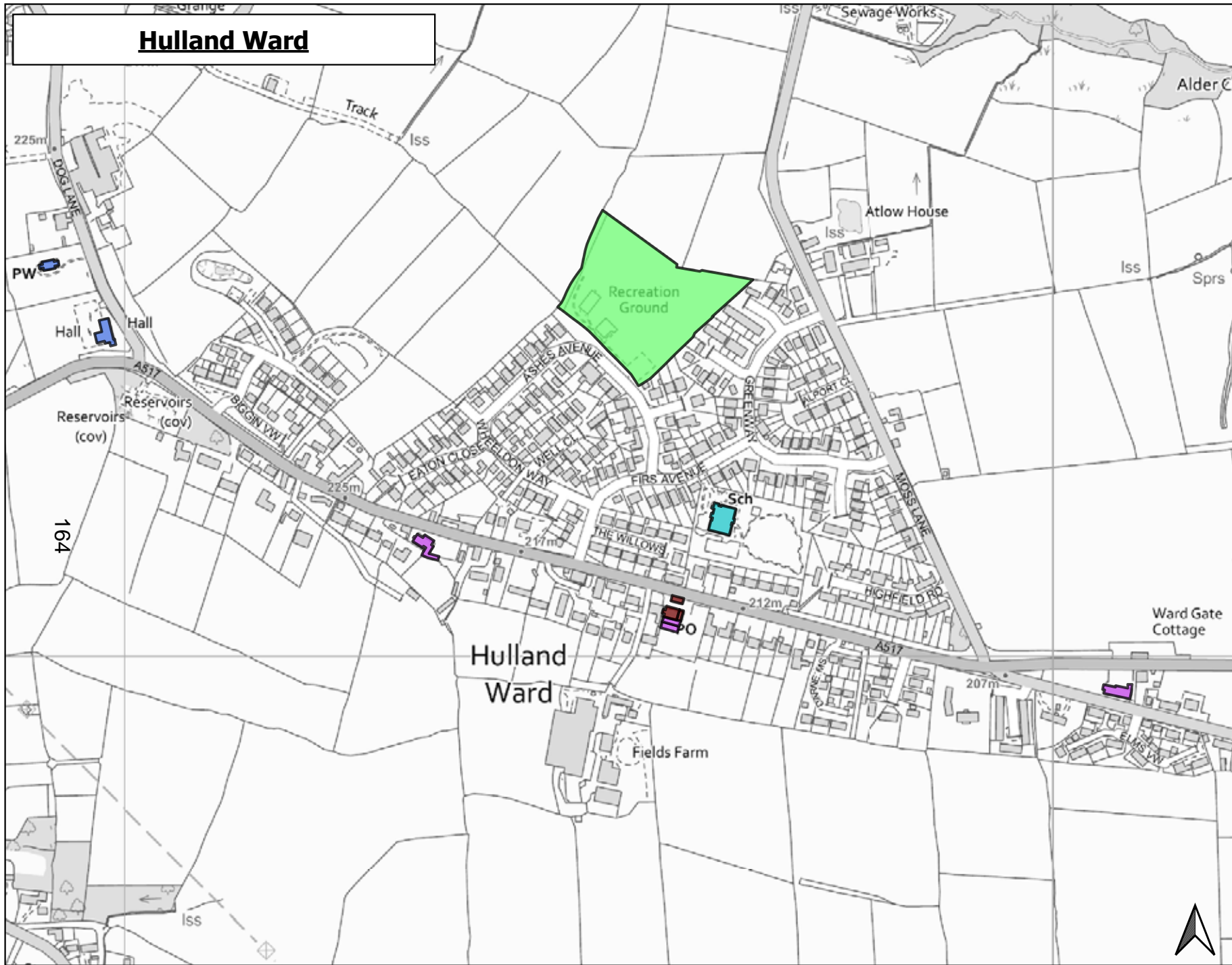
-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail



Hulland Ward

Businesses

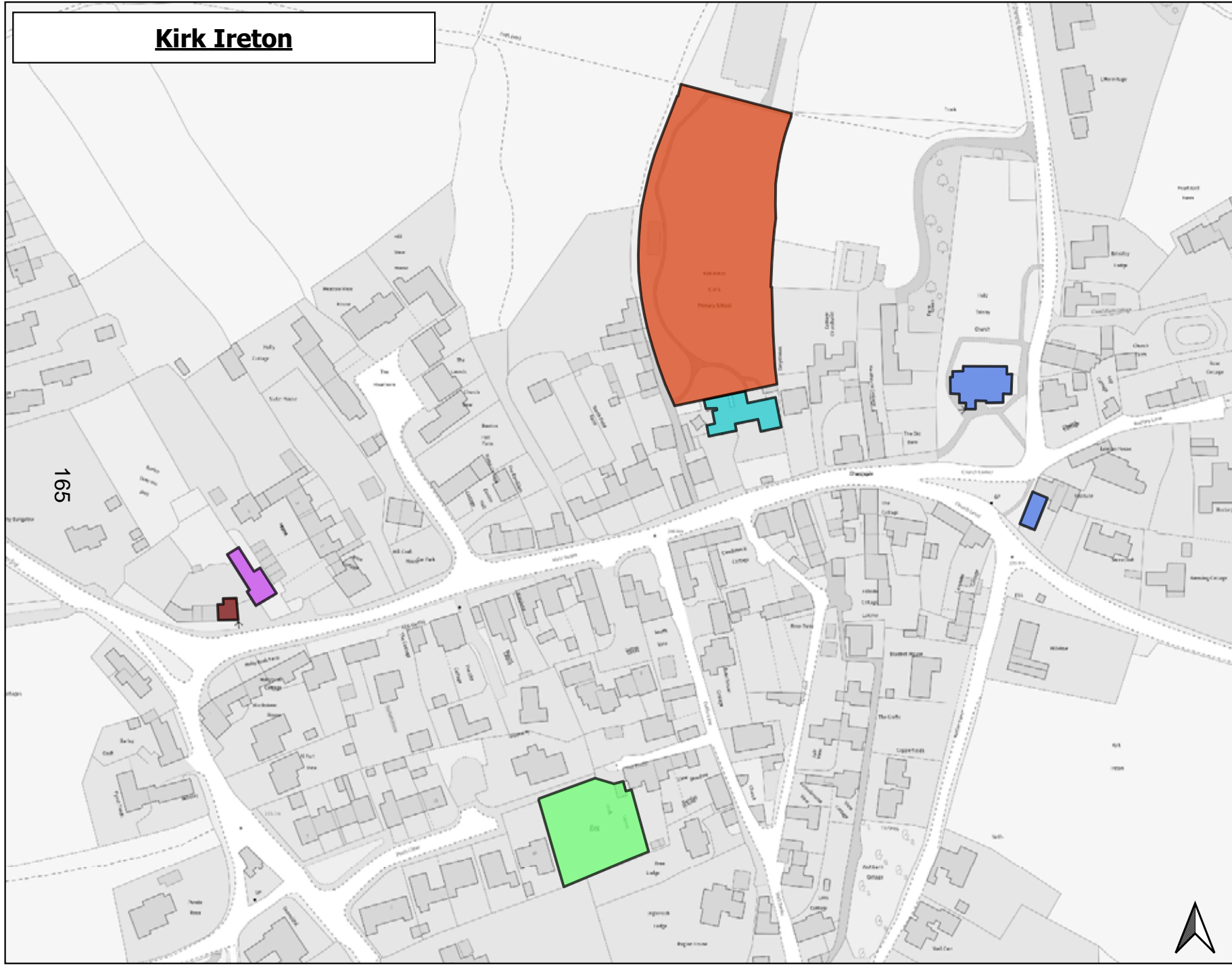
-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail



Kirk Ireton

Businesses

-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail

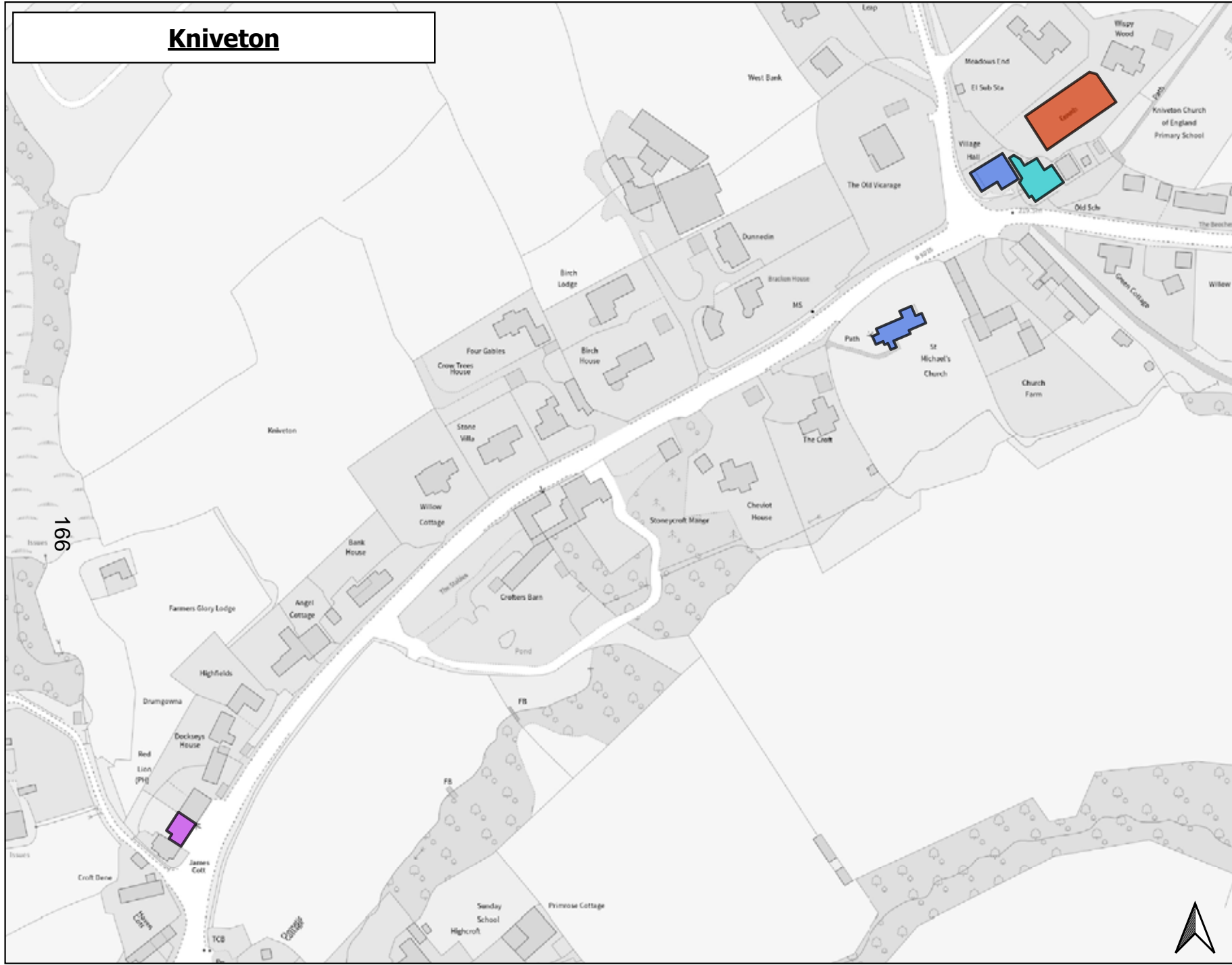


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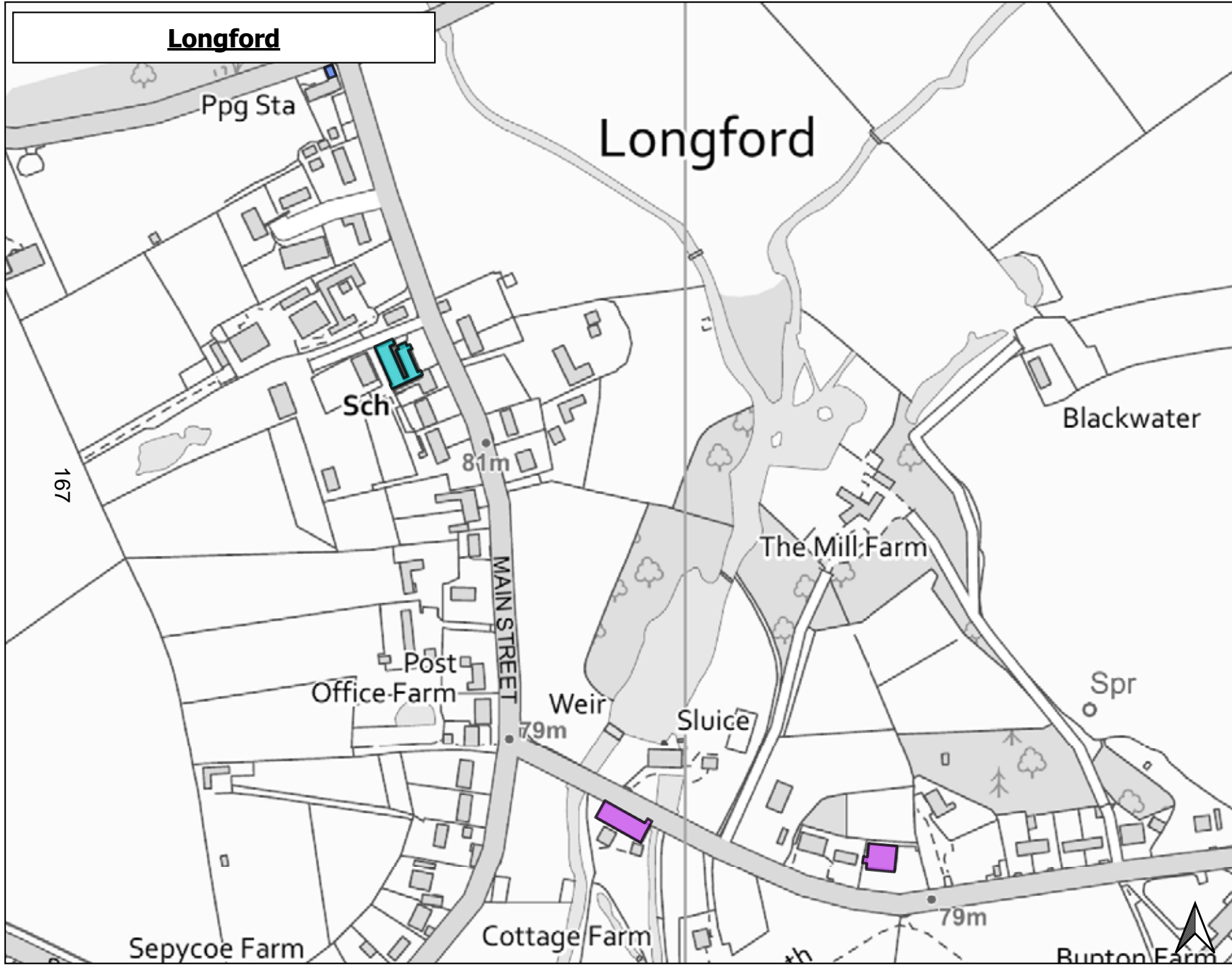
Kniveton

Businesses

-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail



Longford



Businesses

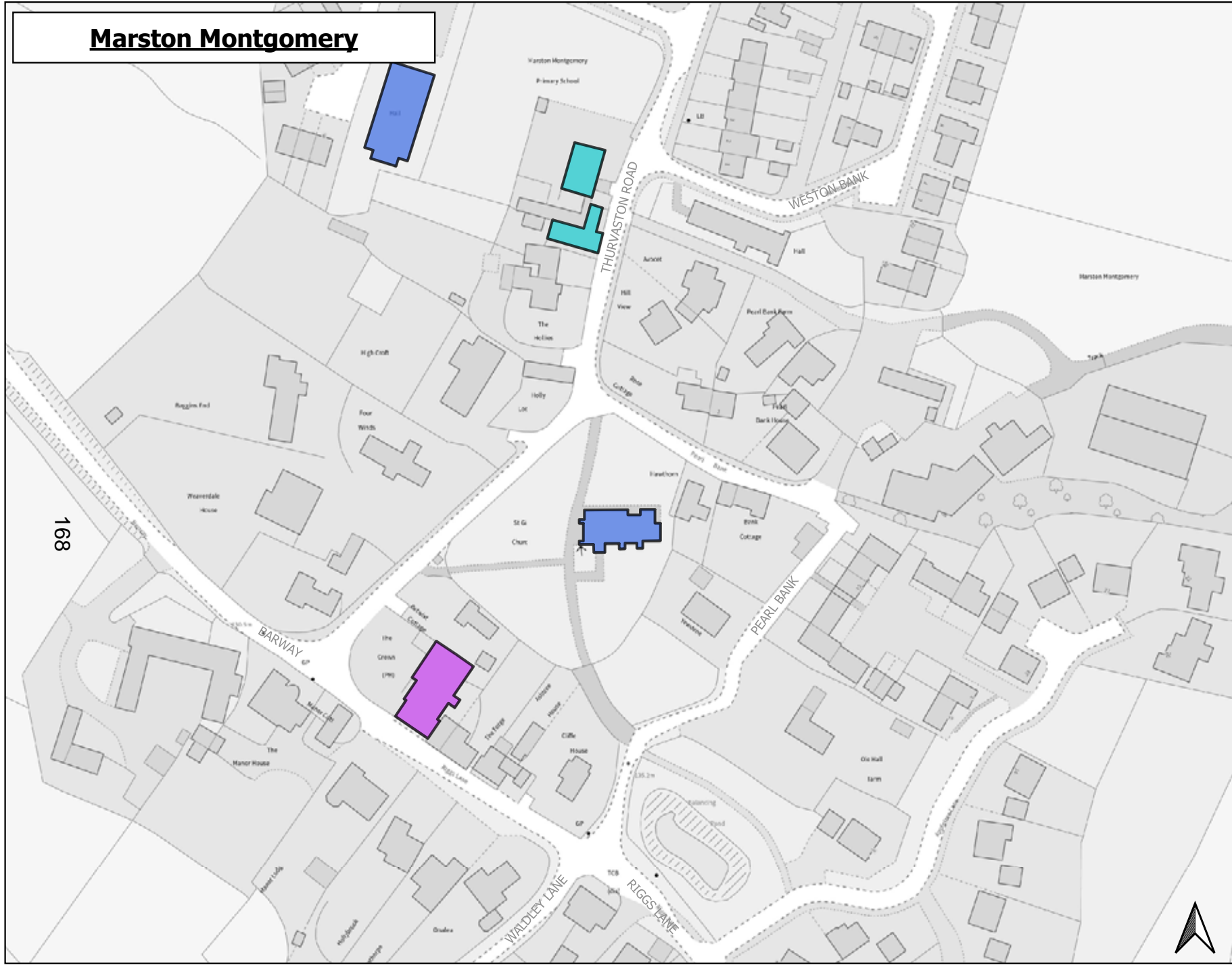
- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail

0 50 100 m

Marston Montgomery

Businesses

- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



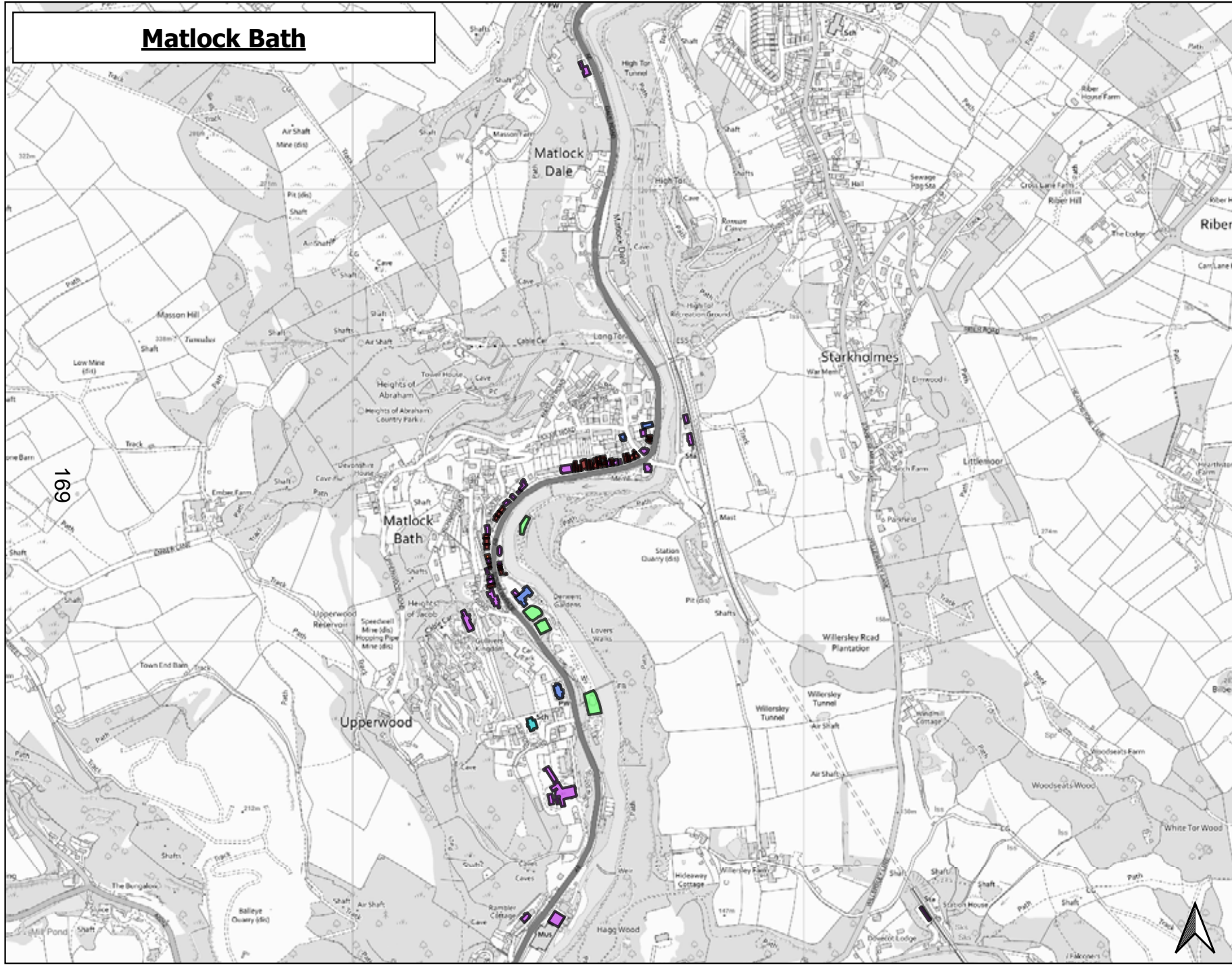
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Matlock Bath

Businesses

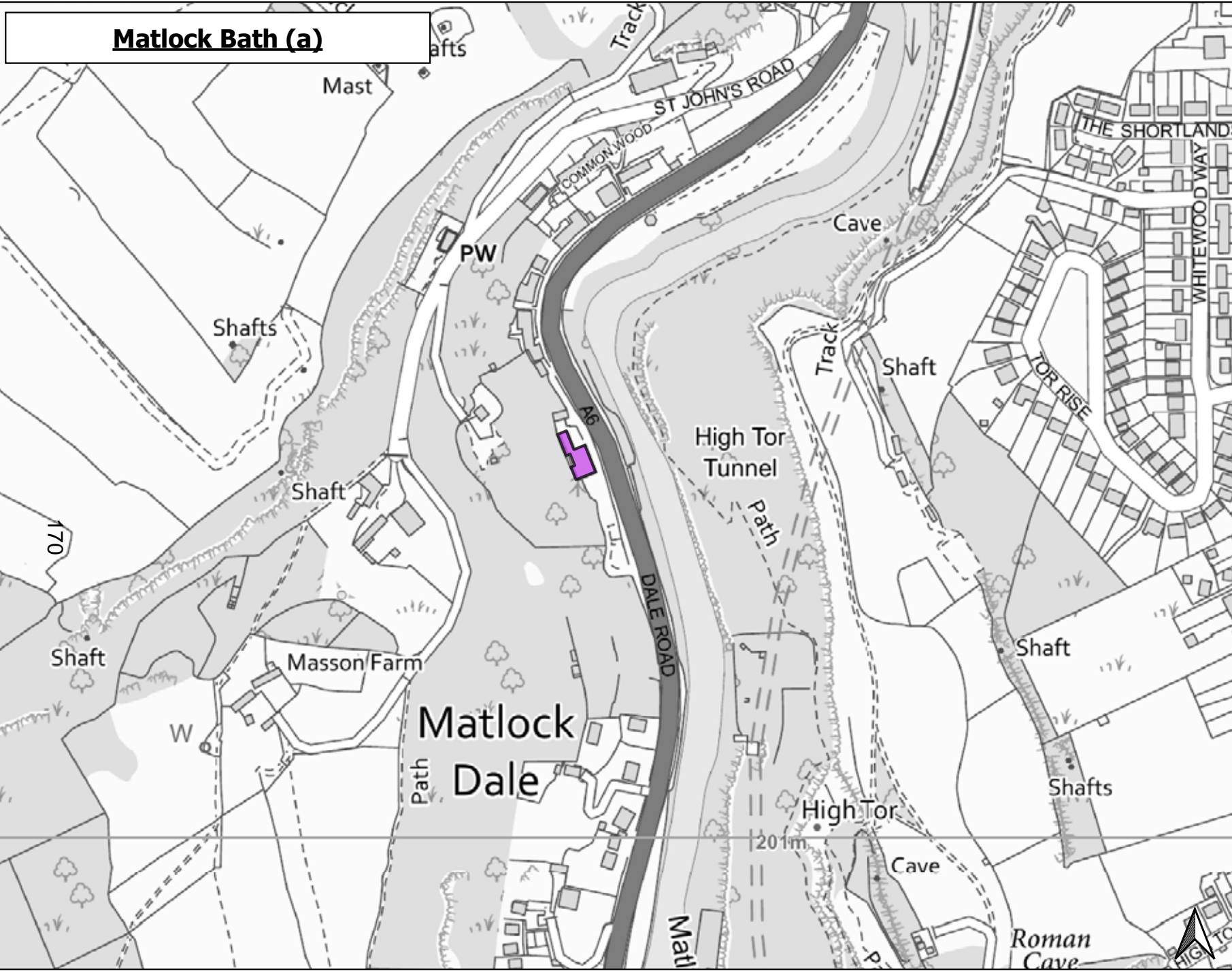
- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



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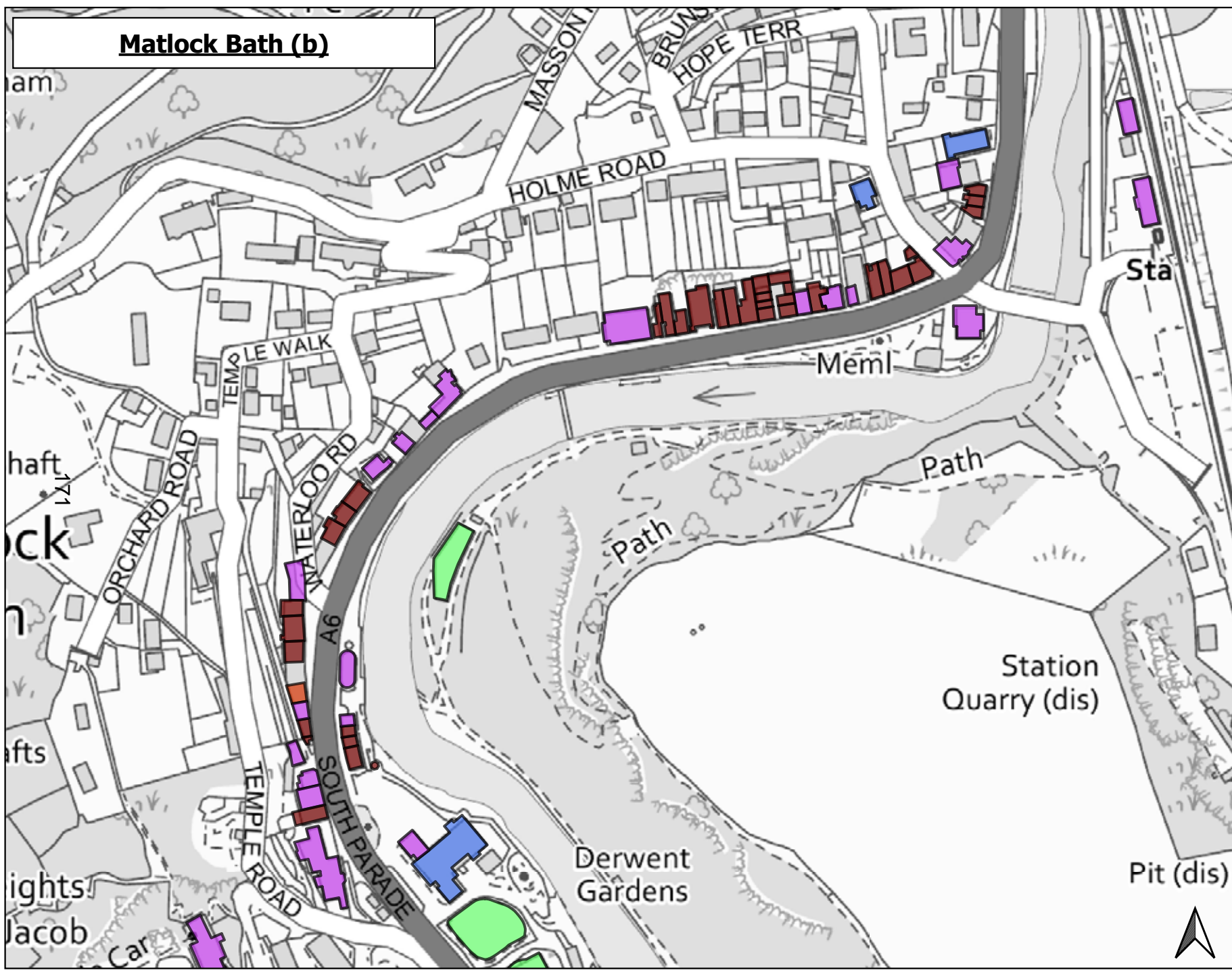
Businesses

- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



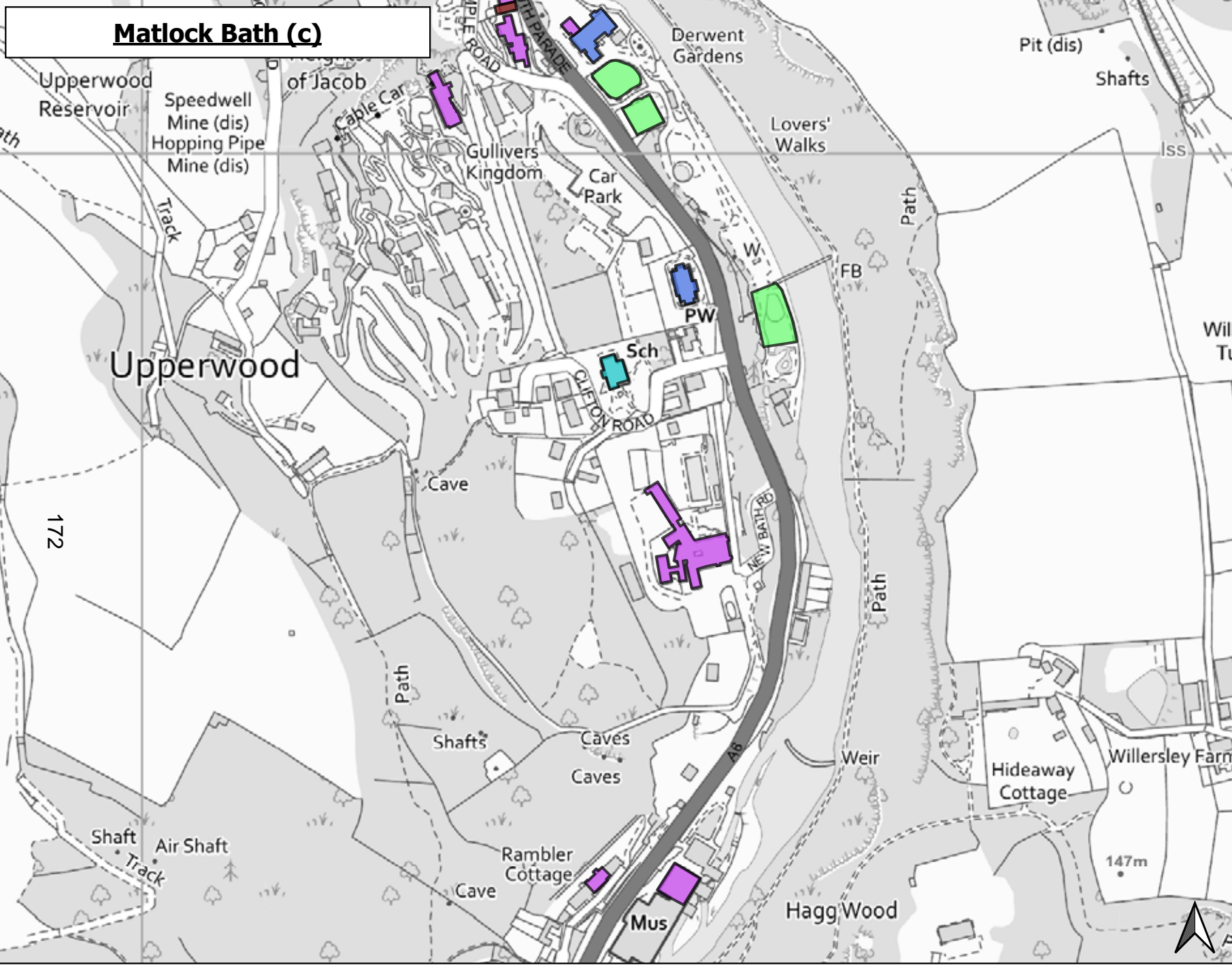
Matlock Bath (a)

Matlock Bath (b)



- Businesses**
- Business, commercial uses and services
 - Community Uses and Services
 - Education Provision/ learning establishments
 - Formal and informal play space
 - Industry, office, storage distribution, commercial
 - Medical Services
 - Outdoor sport, recreation and leisure uses
 - Retail

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Businesses

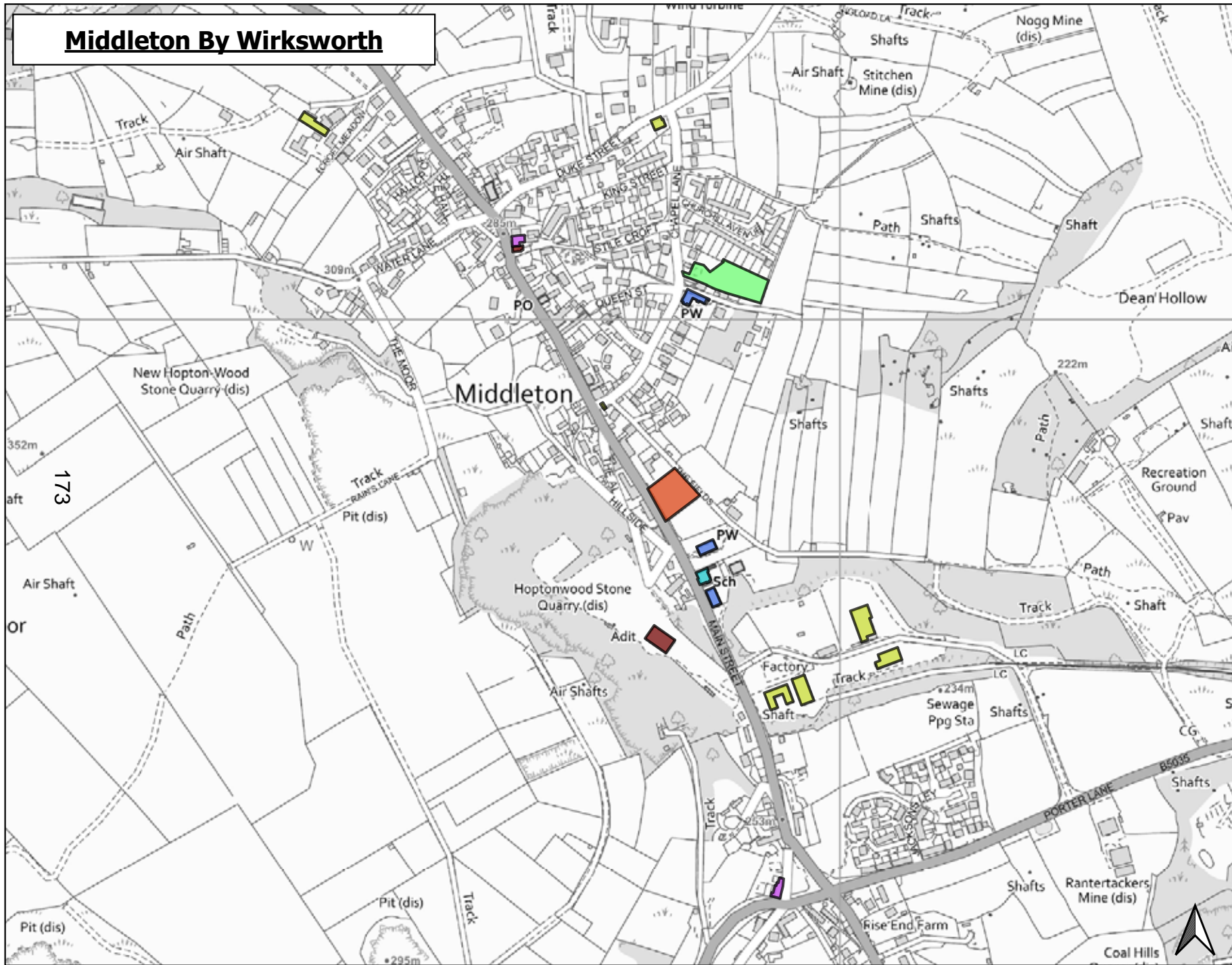
- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail

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Middleton By Wirksworth

Businesses

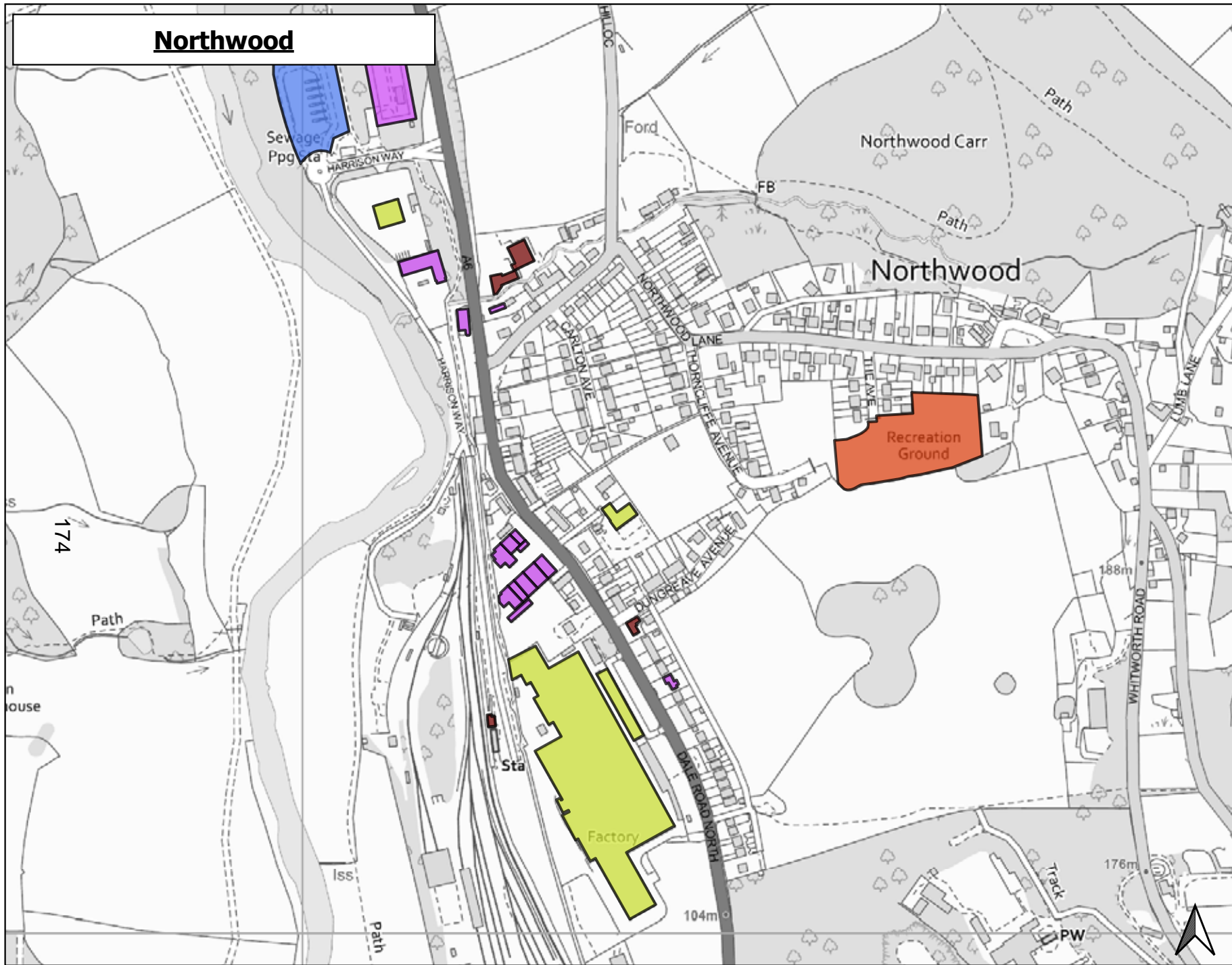
- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



Northwood

Businesses

- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



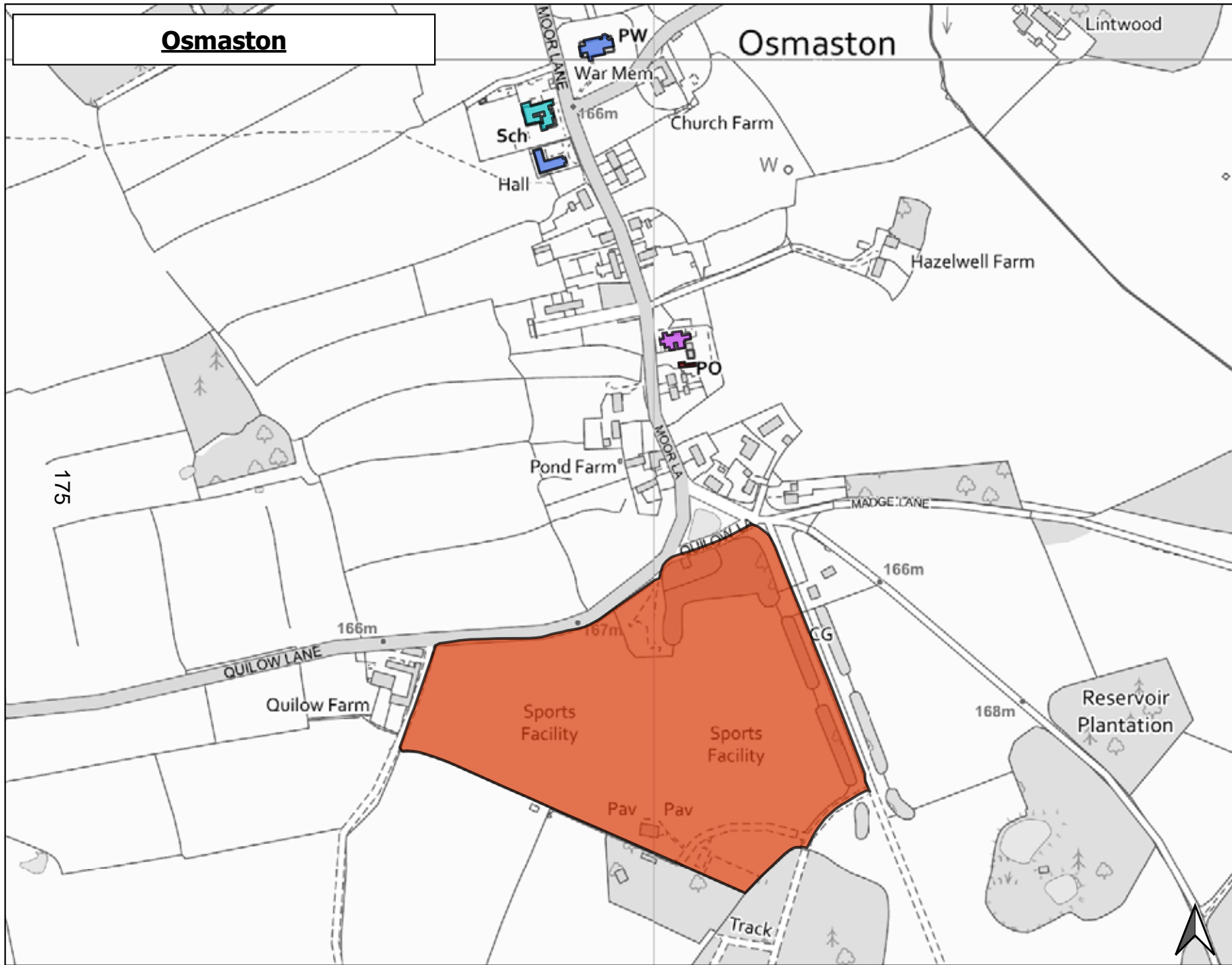
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Osmaston

Businesses

-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail

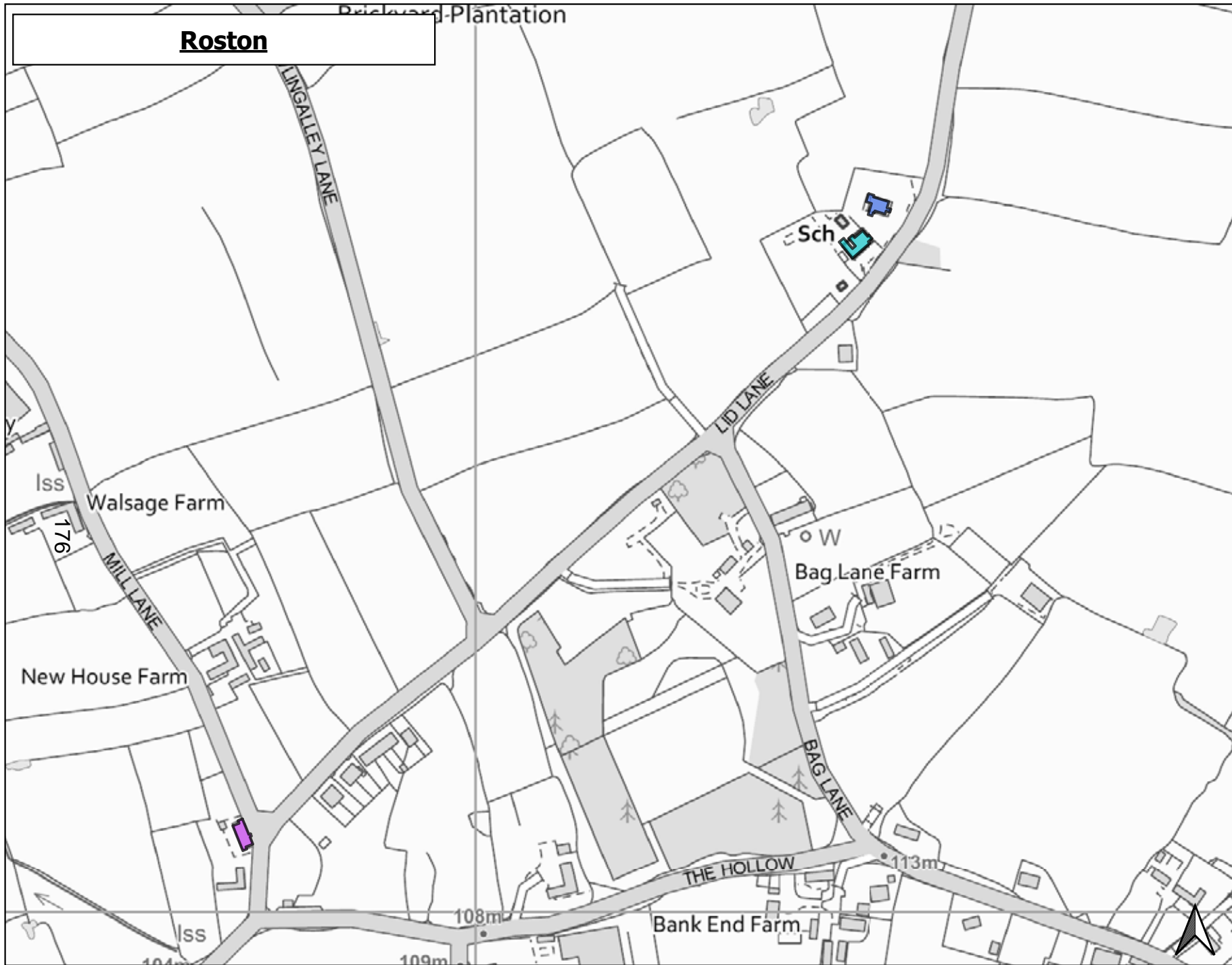


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Roston

Businesses

- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



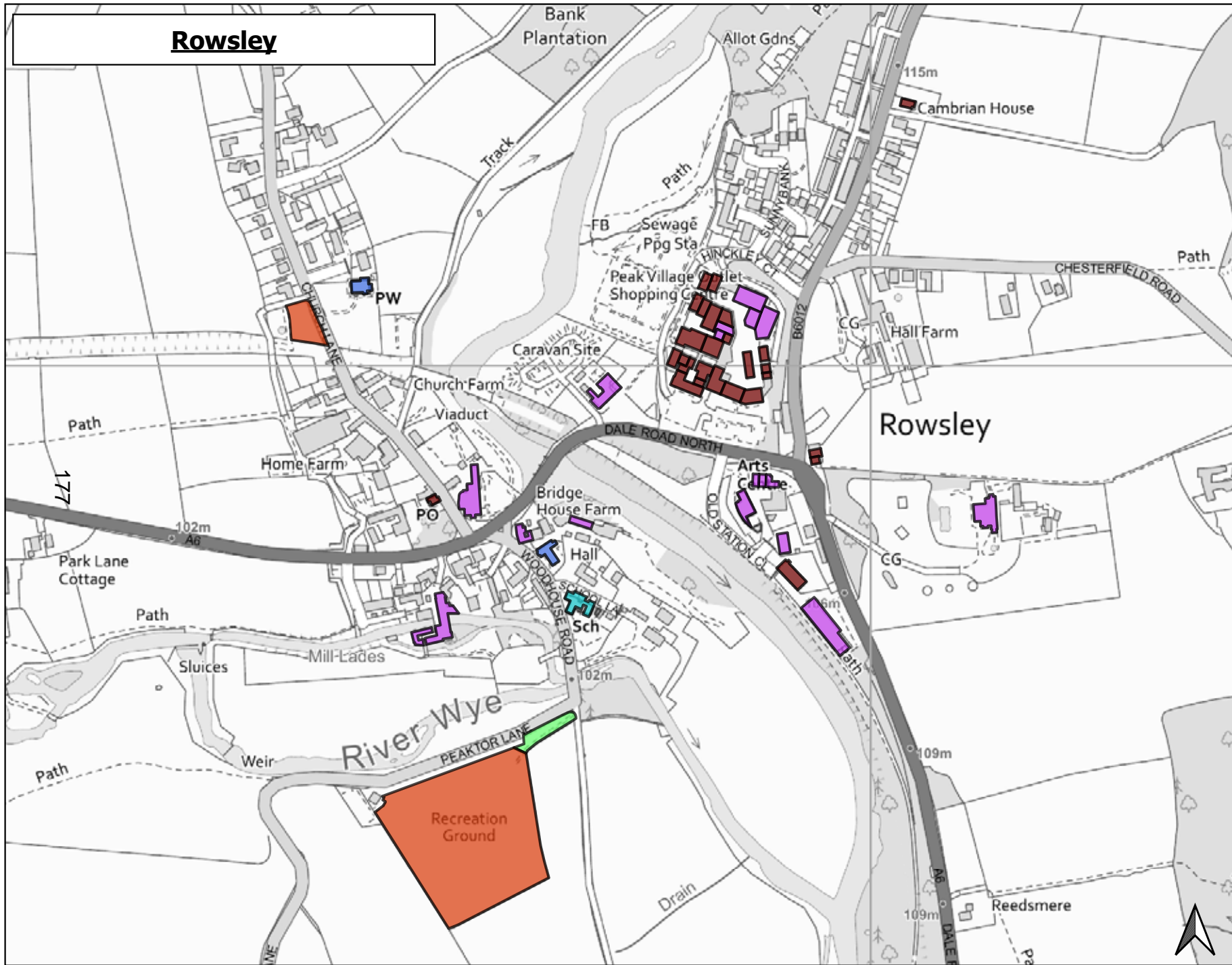
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Rowsley

Businesses

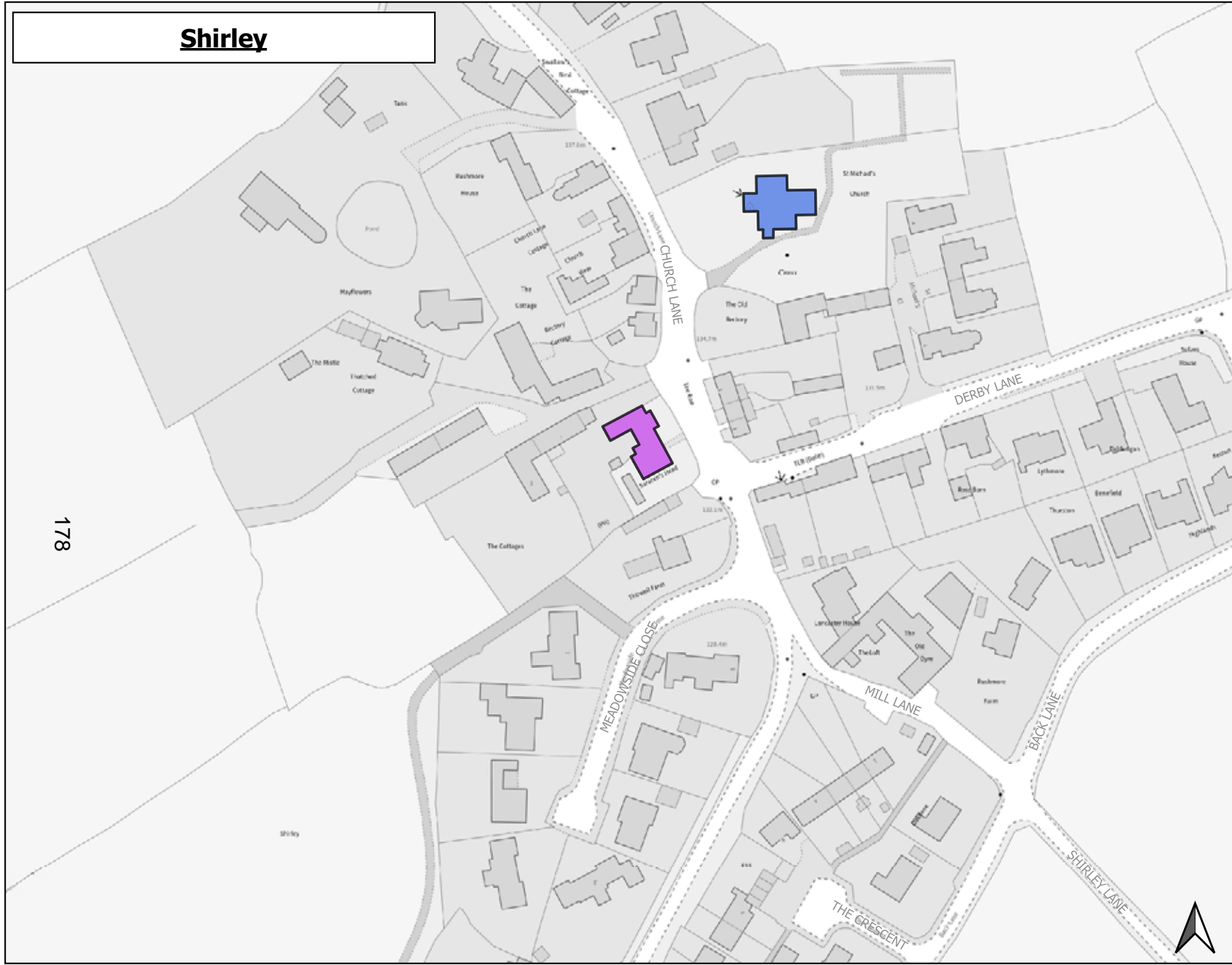
- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



Shirley

Businesses

-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail



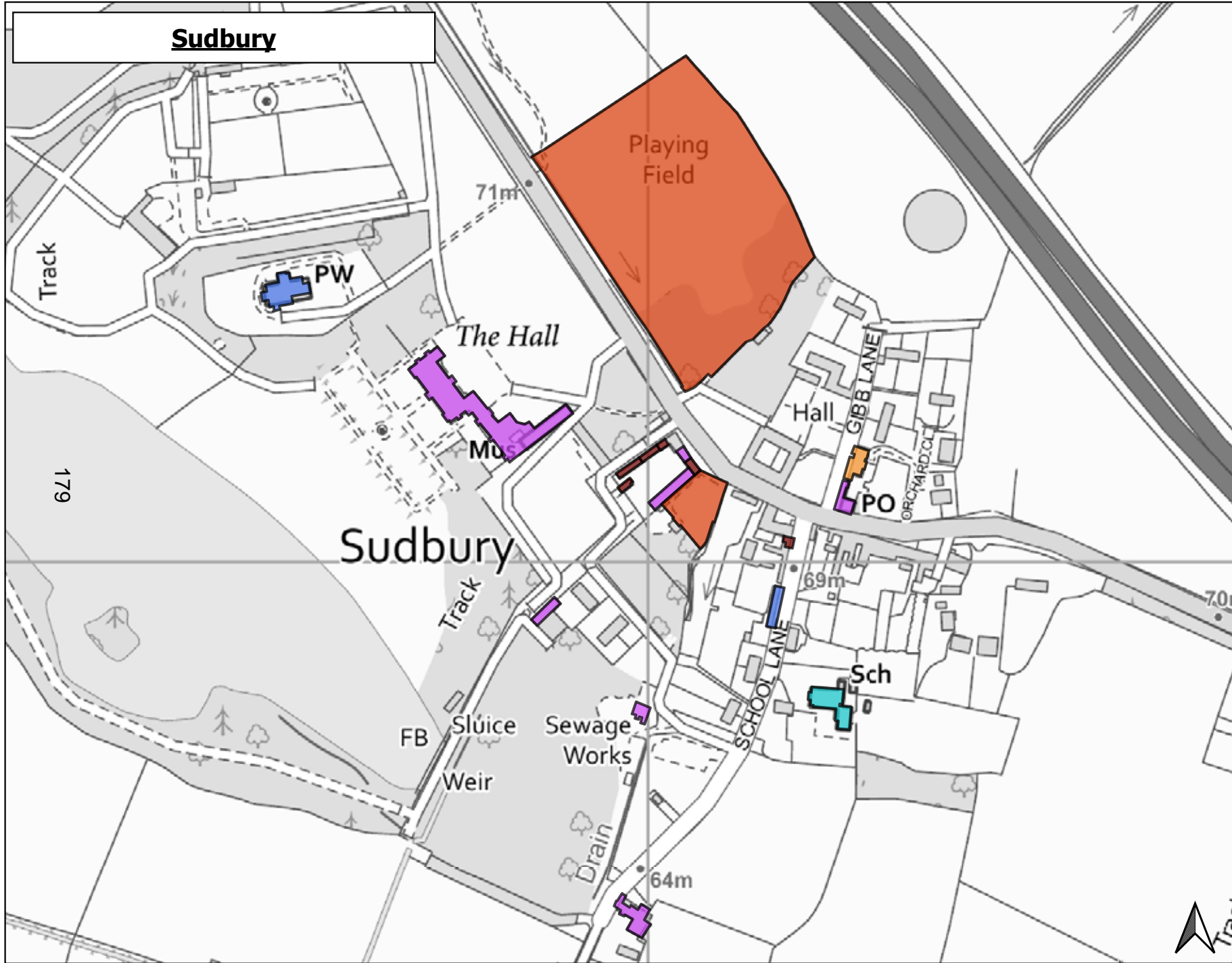
178

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Sudbury

Businesses

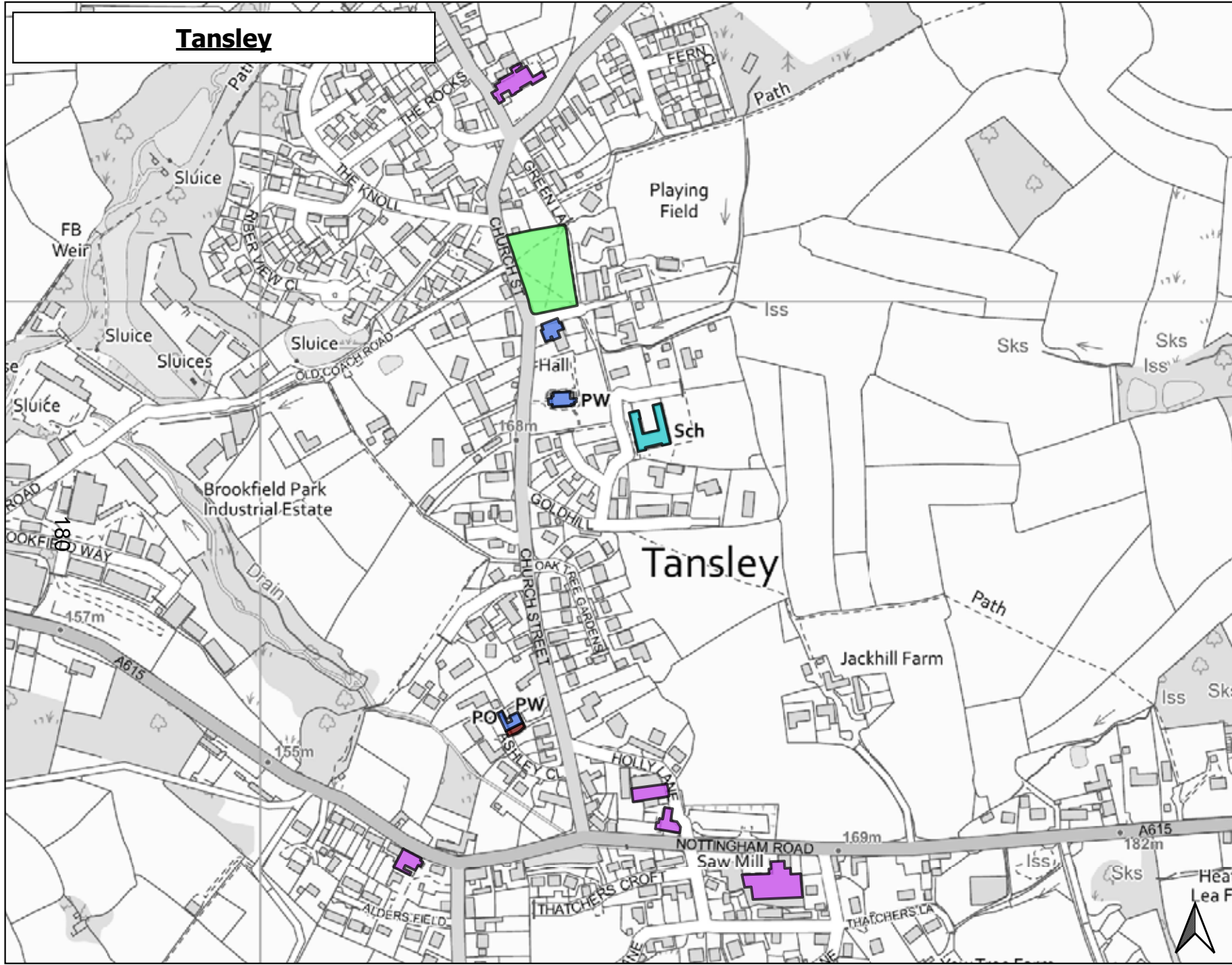
- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
- Formal and informal play space
- Industry, office, storage distribution, commercial
- Medical Services
- Outdoor sport, recreation and leisure uses
- Retail



Tansley

Businesses

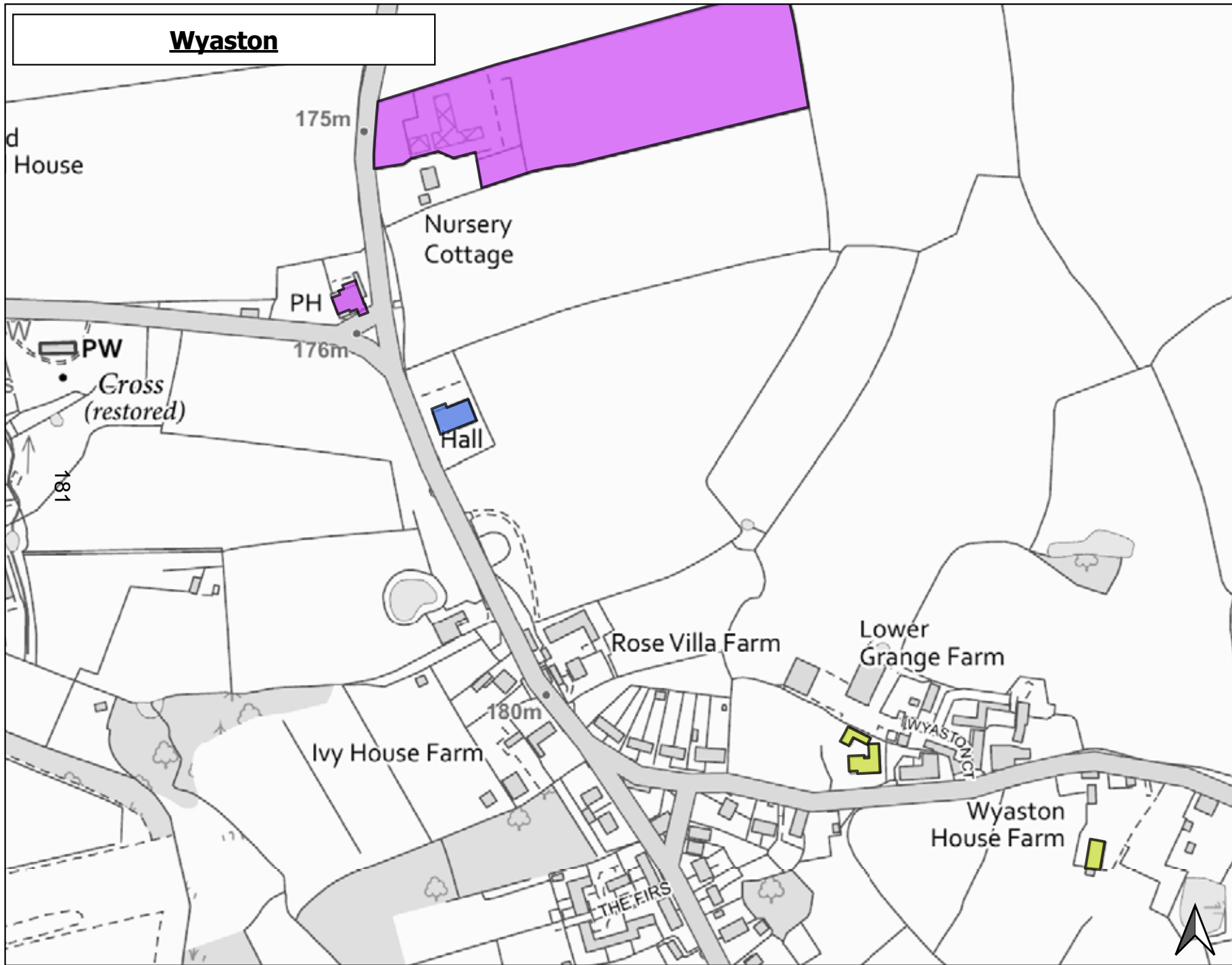
- Business, commercial uses and services
- Community Uses and Services
- Education Provision/ learning establishments
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Wyaston

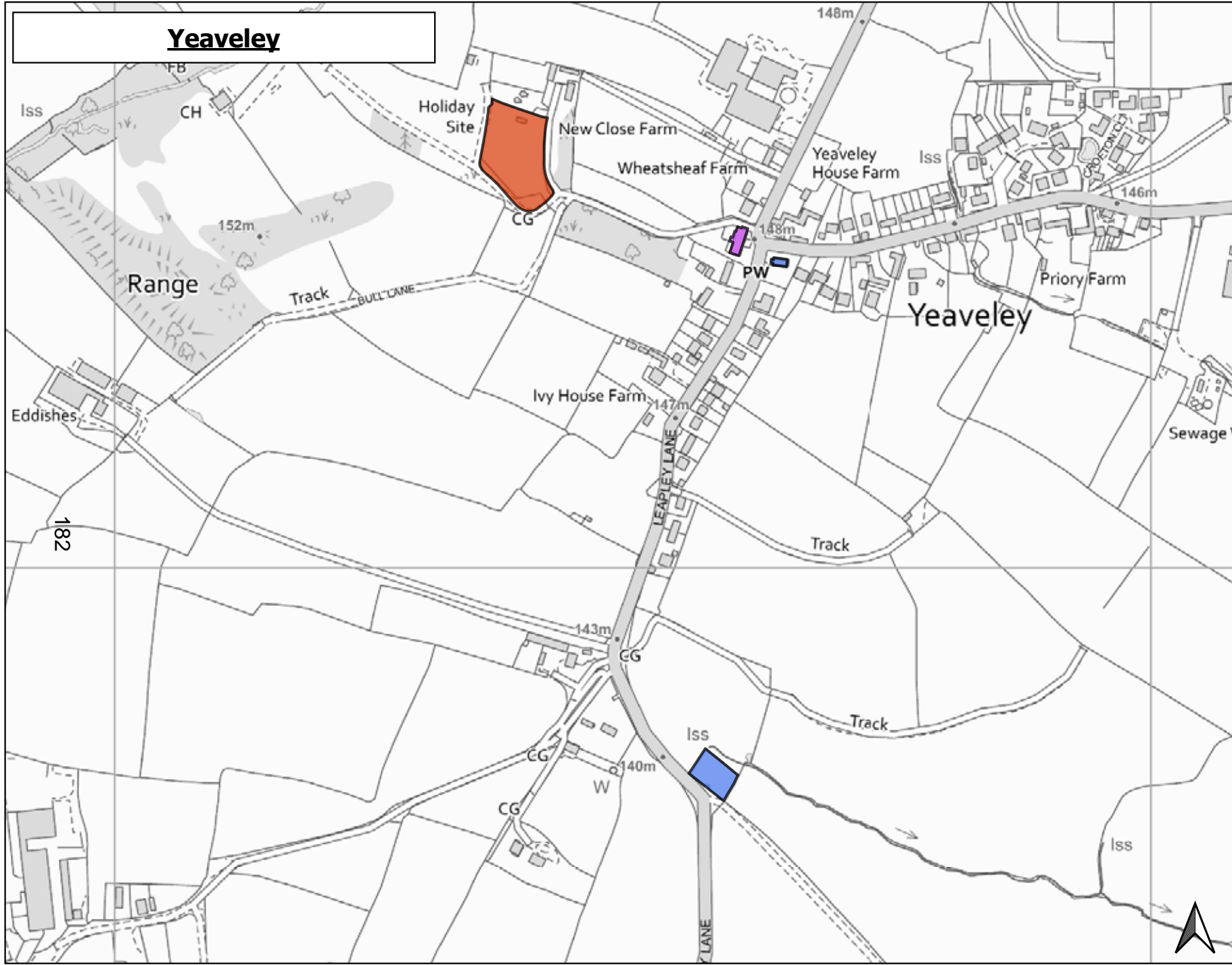
Businesses

-  Business, commercial uses and services
-  Community Uses and Services
-  Education Provision/ learning establishments
-  Formal and informal play space
-  Industry, office, storage distribution, commercial
-  Medical Services
-  Outdoor sport, recreation and leisure uses
-  Retail



0 50 100 m

Yeaveley



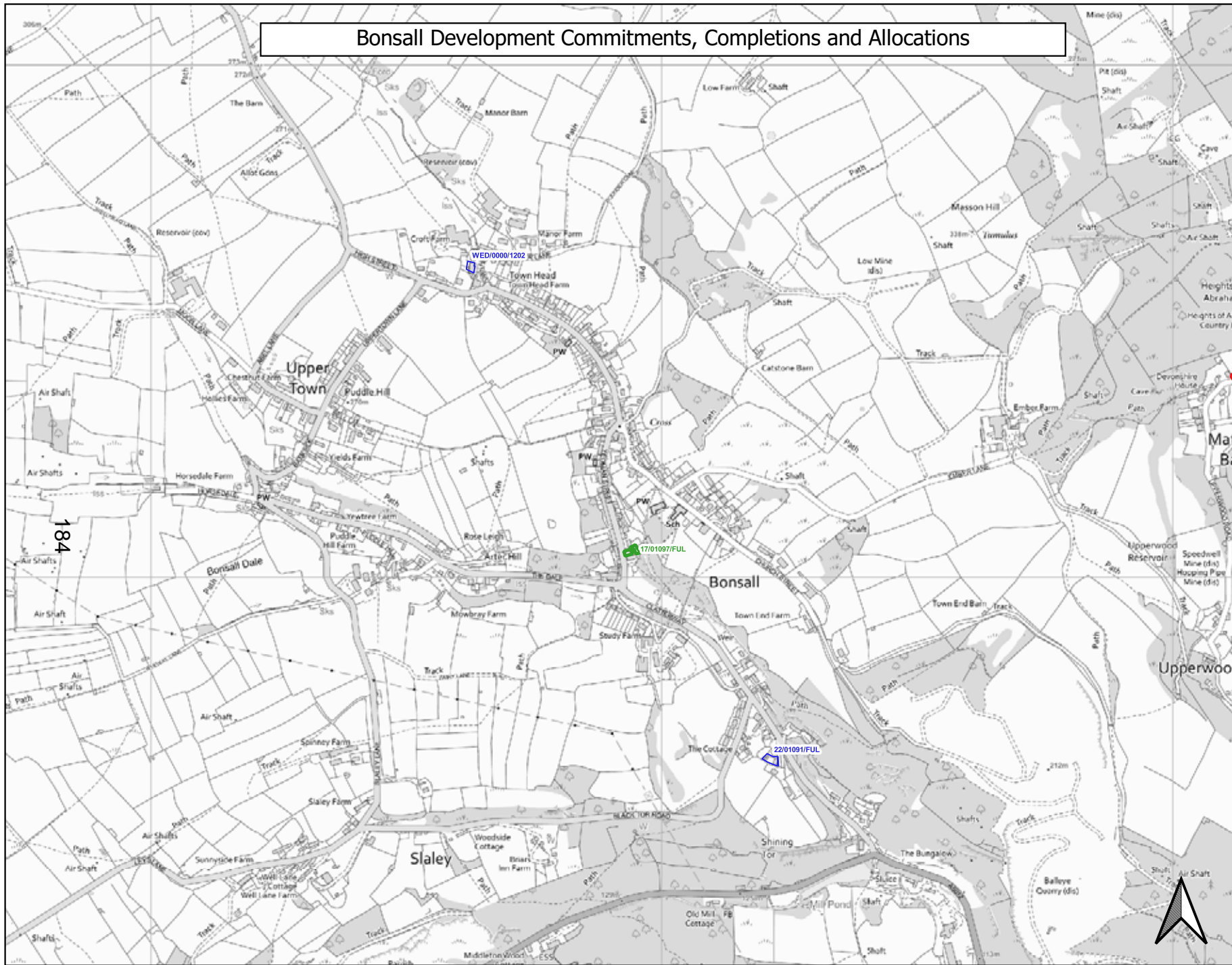
- Businesses**
- Business, commercial uses and services
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 - Formal and informal play space
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 - Retail

0 50 100 m

APPENDIX D: COMPLETIONS, COMMITMENTS & ALLOCATIONS MAPS

Bonsall Development Commitments, Completions and Allocations

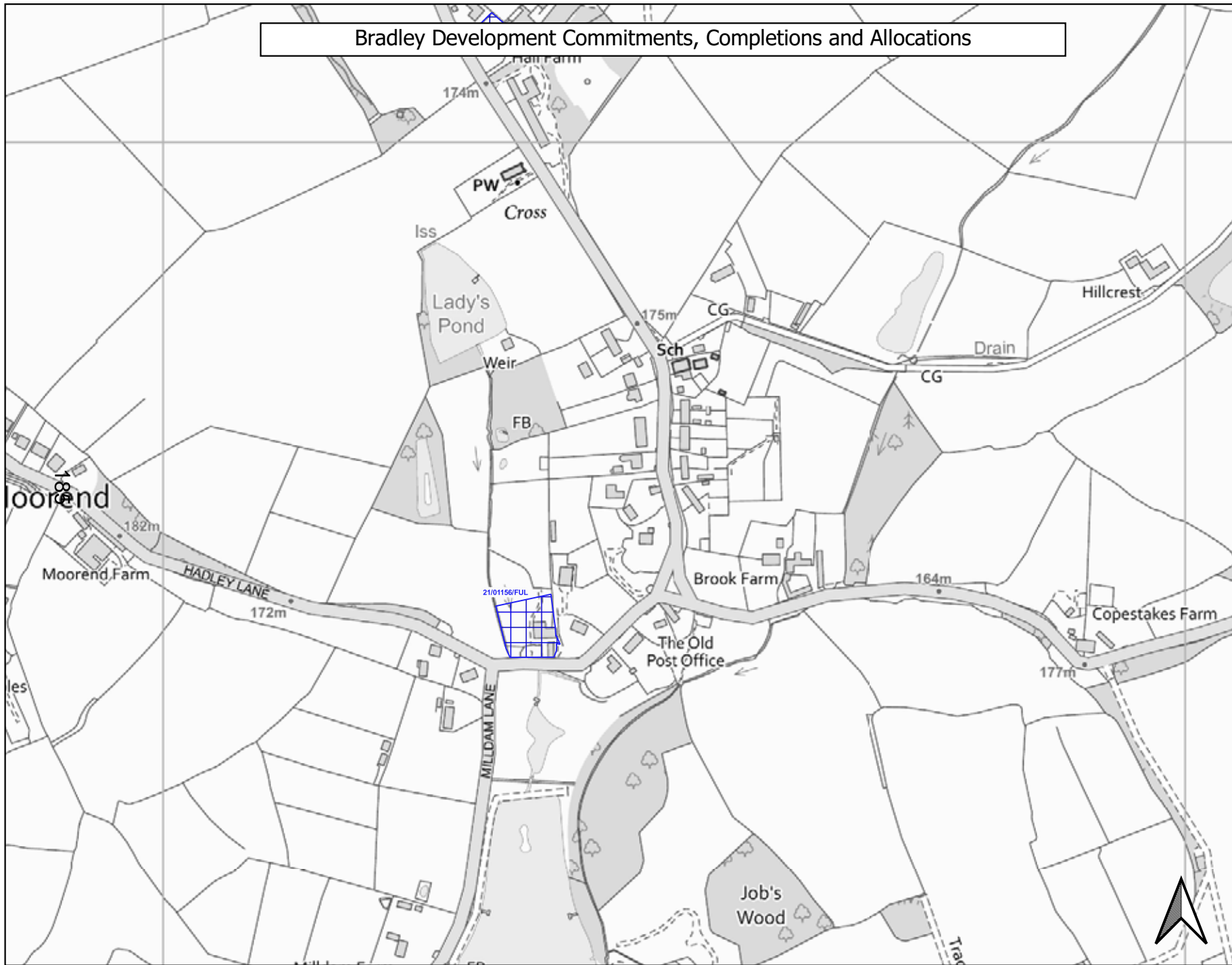
- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations



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Bradley Development Commitments, Completions and Allocations

-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations

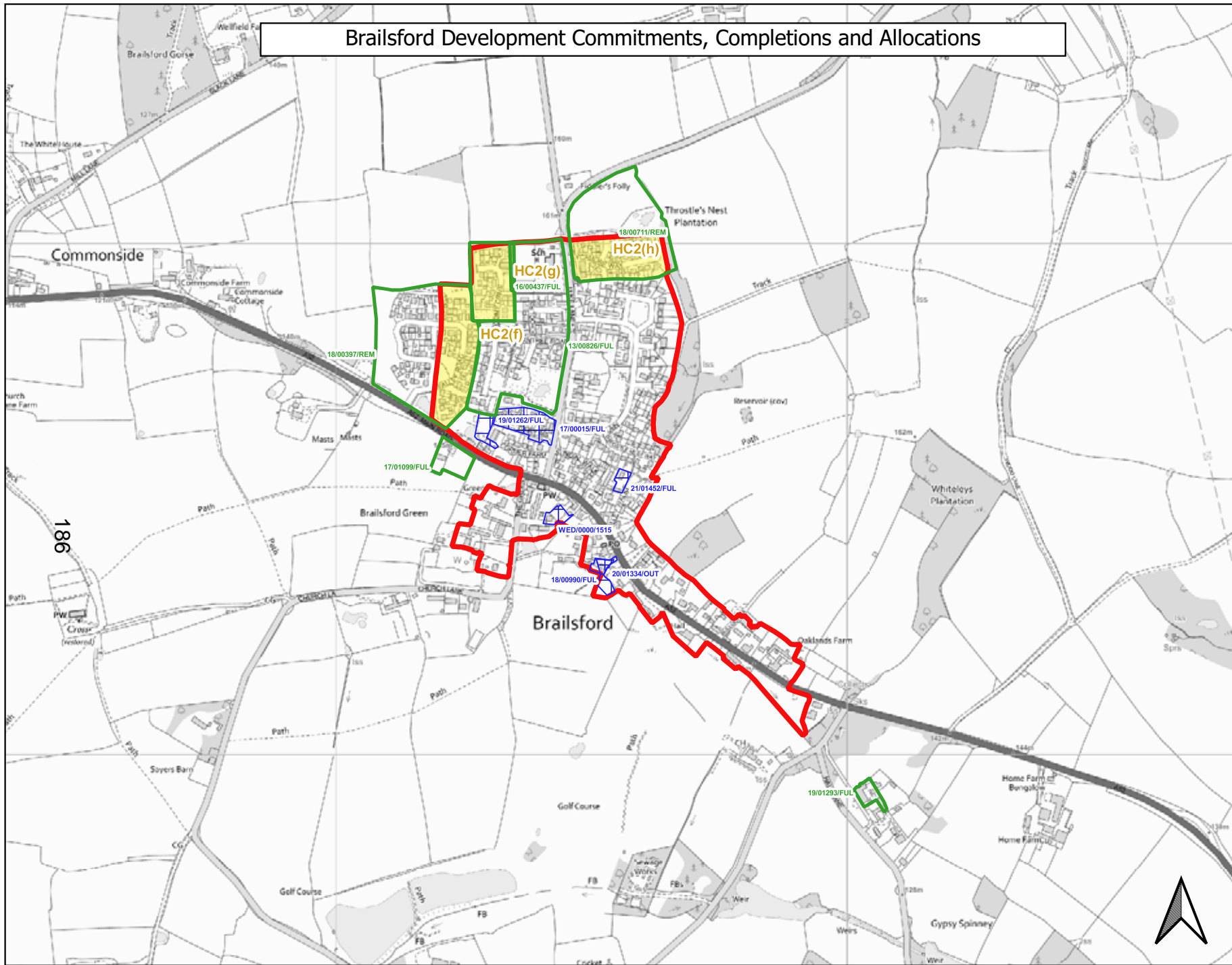


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2023**

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Brailsford Development Commitments, Completions and Allocations



- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations

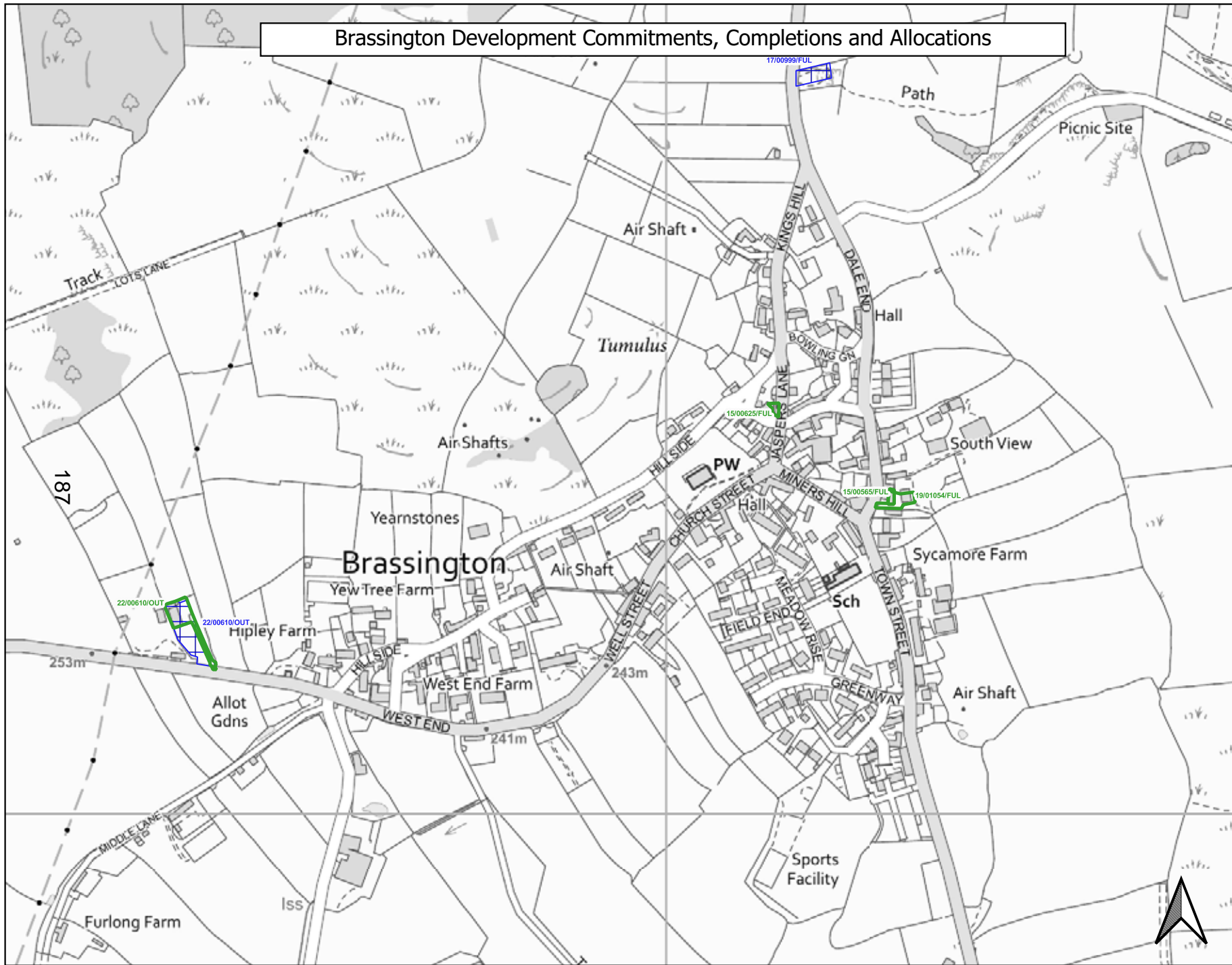
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Brassington Development Commitments, Completions and Allocations

- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations



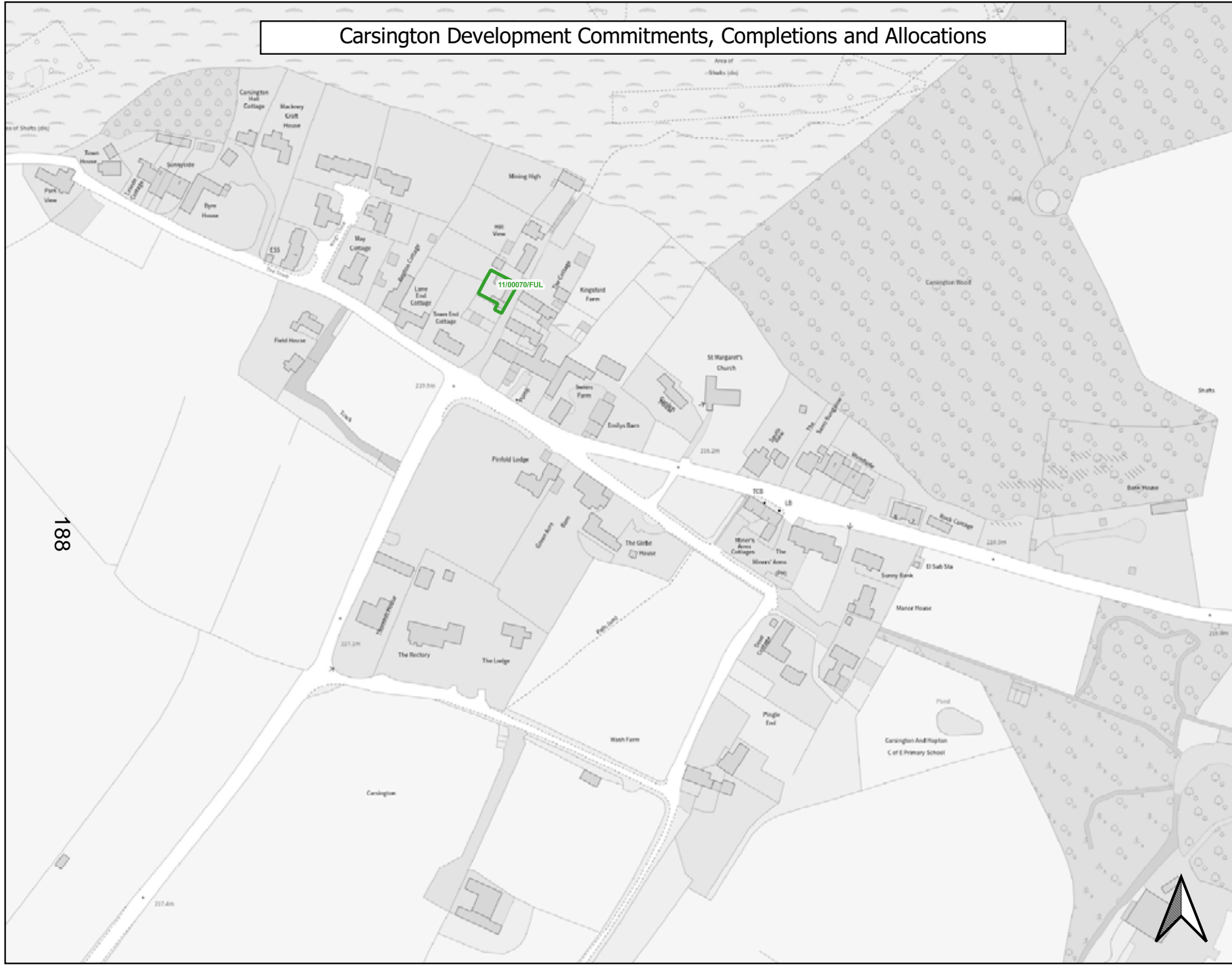
**Settlement
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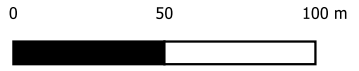


Carsington Development Commitments, Completions and Allocations



-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations

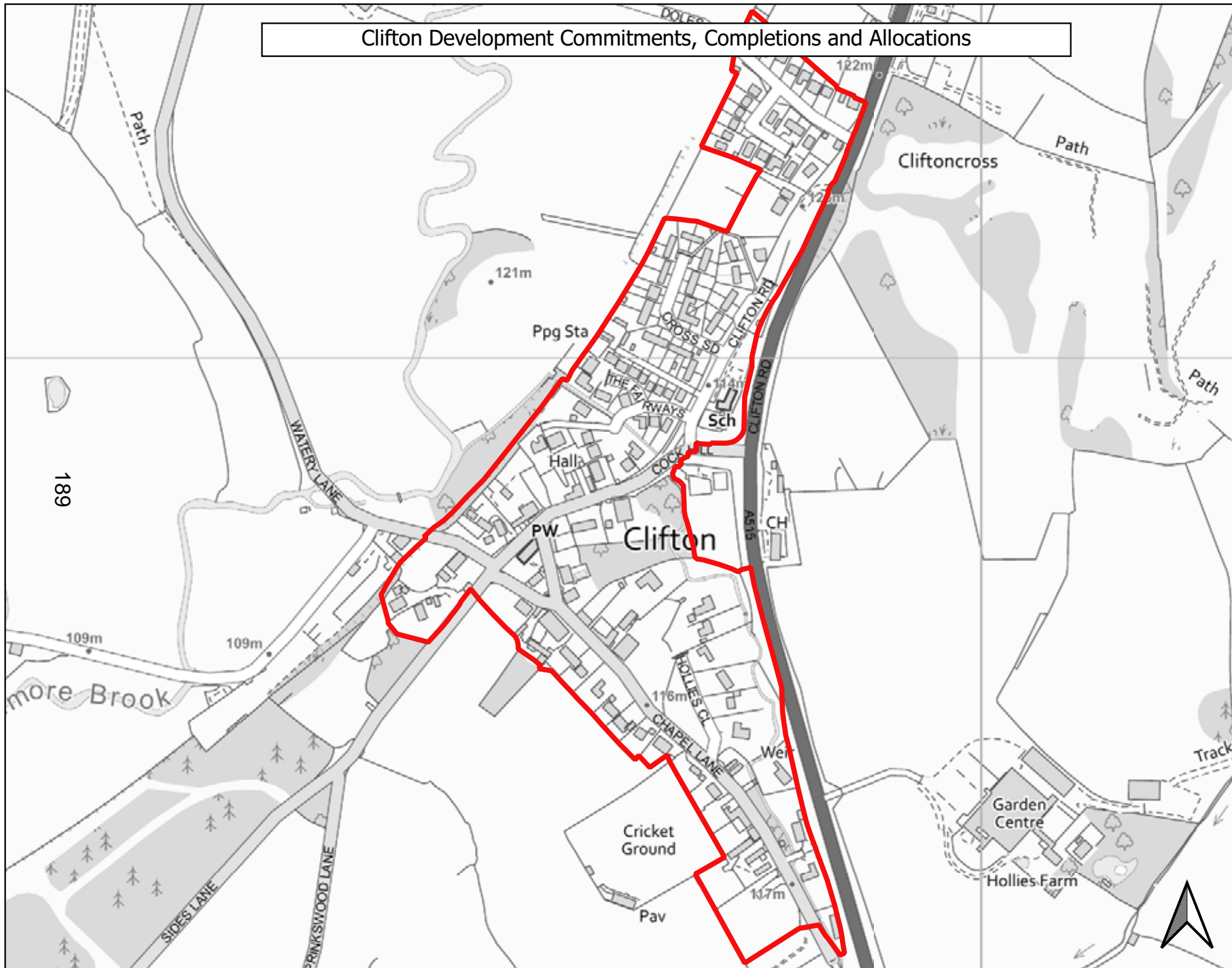
188



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Clifton Development Commitments, Completions and Allocations

-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations

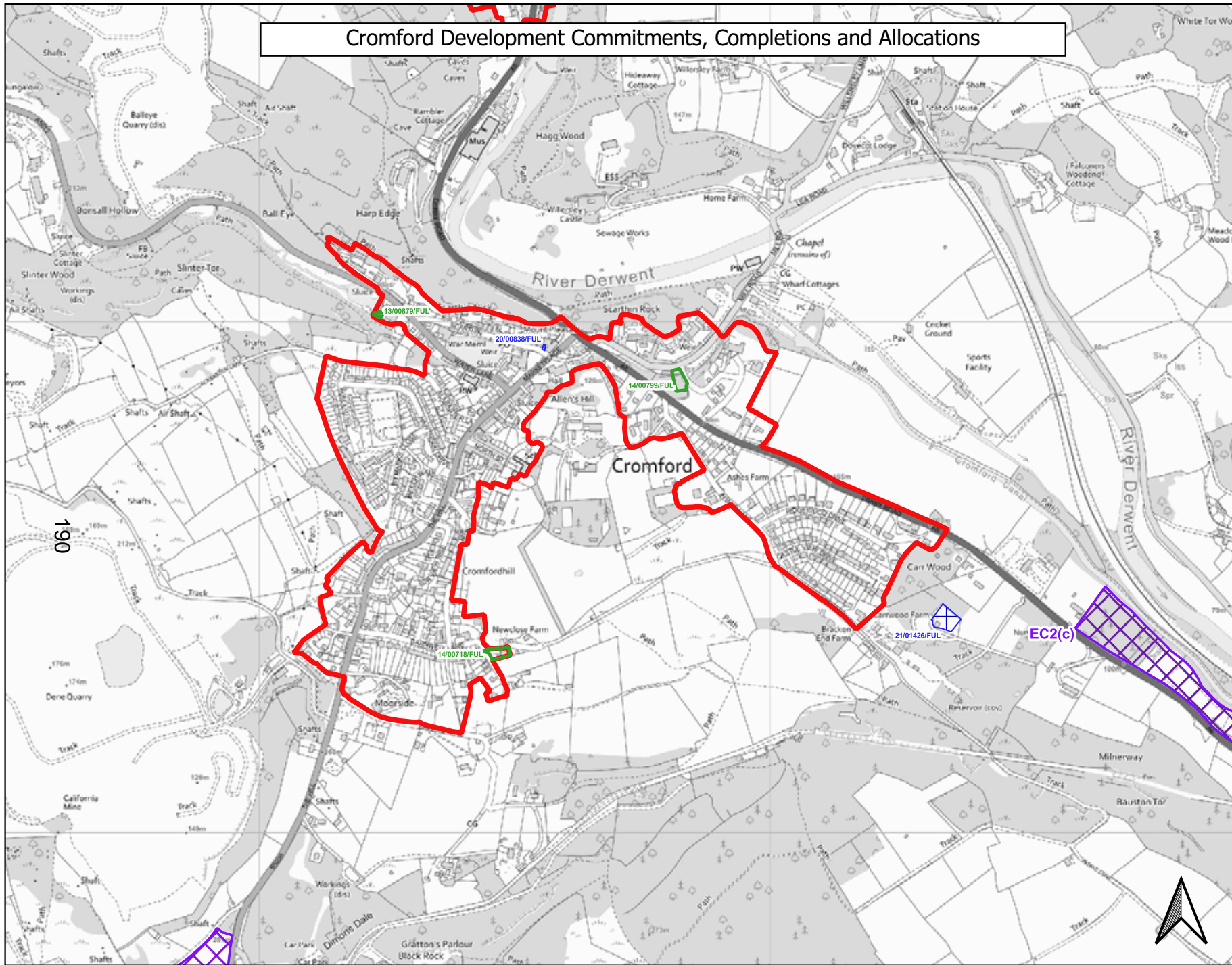


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Cromford Development Commitments, Completions and Allocations



- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations

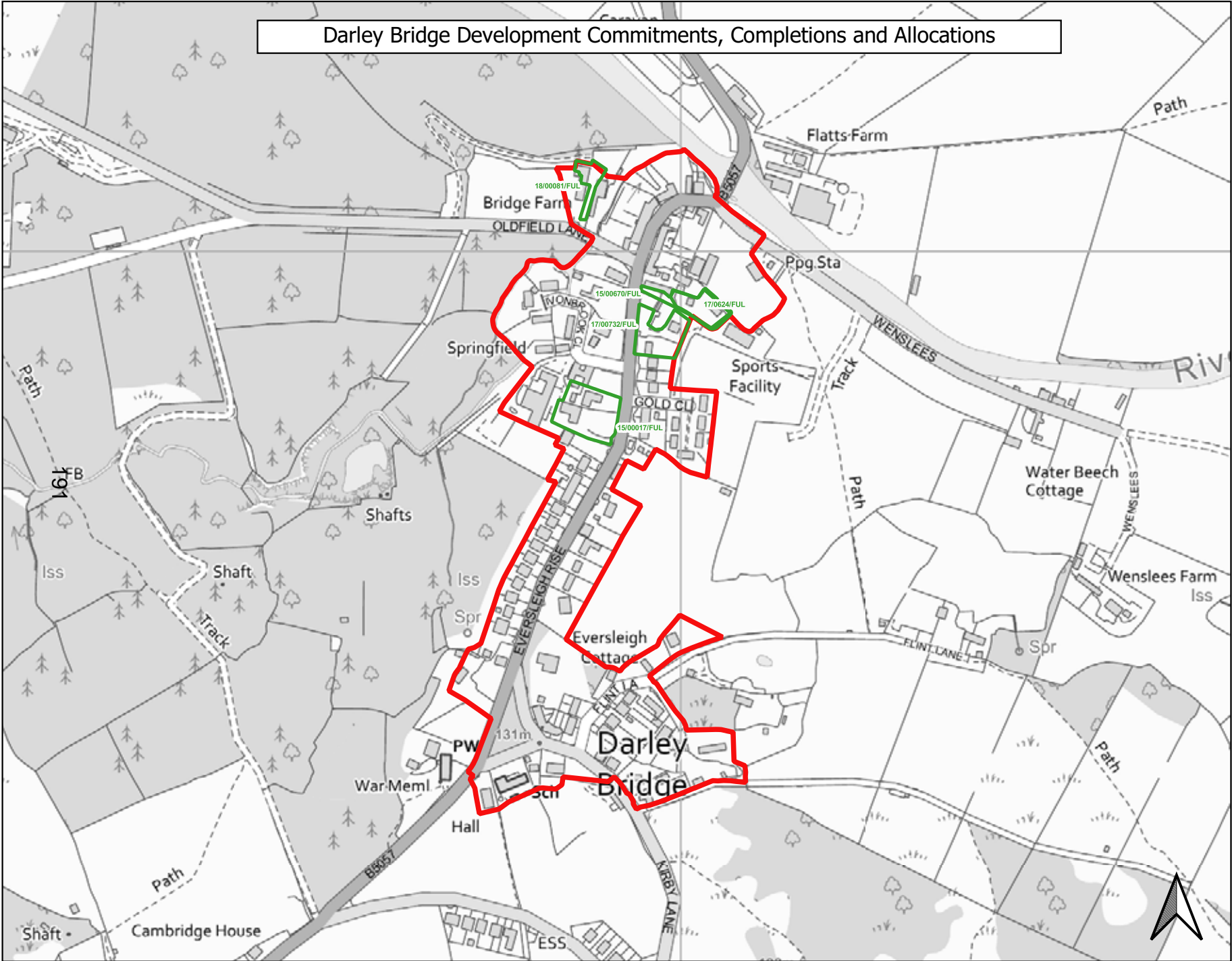
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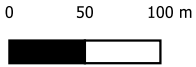
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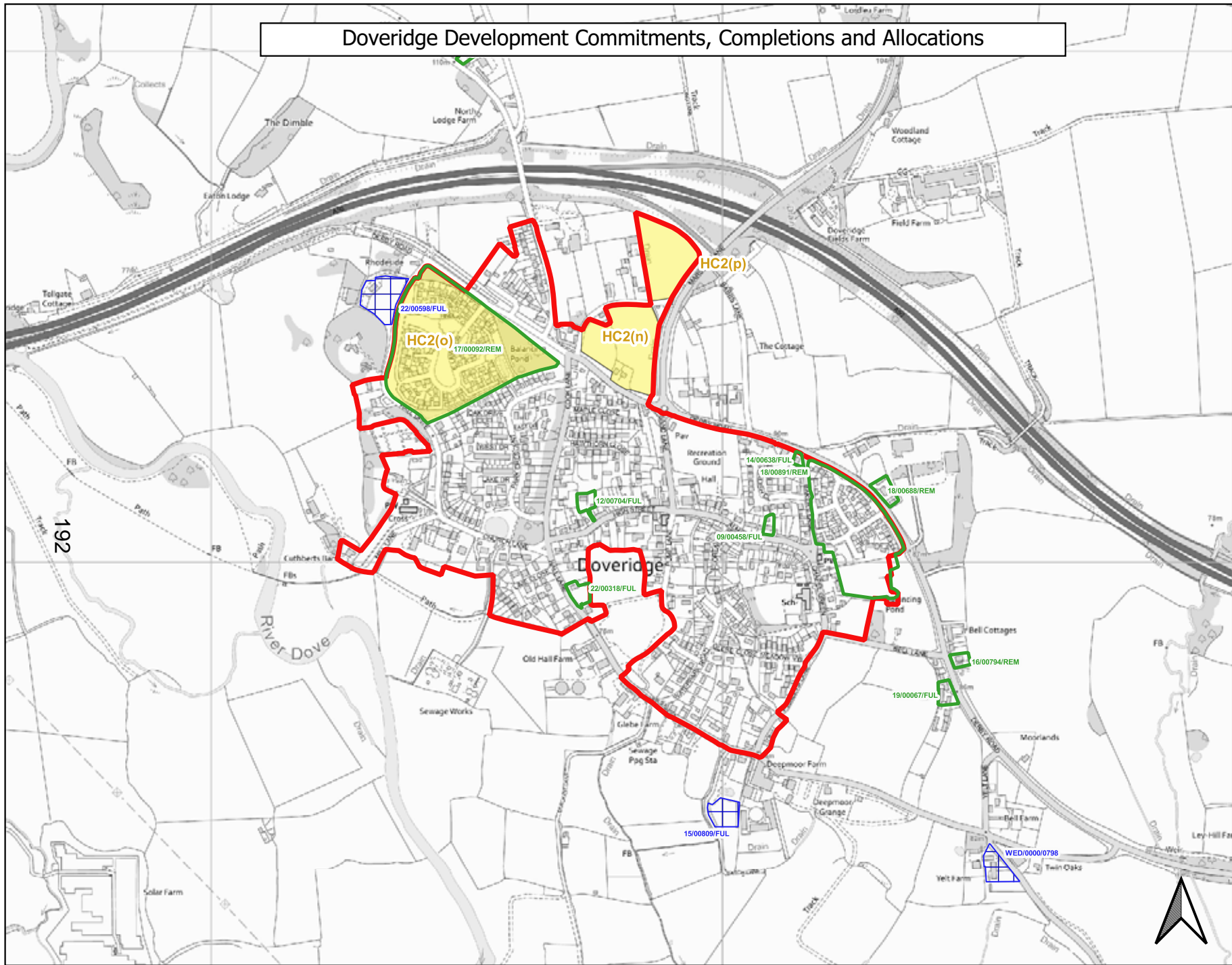
Darley Bridge Development Commitments, Completions and Allocations



- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations



Doveridge Development Commitments, Completions and Allocations



- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations

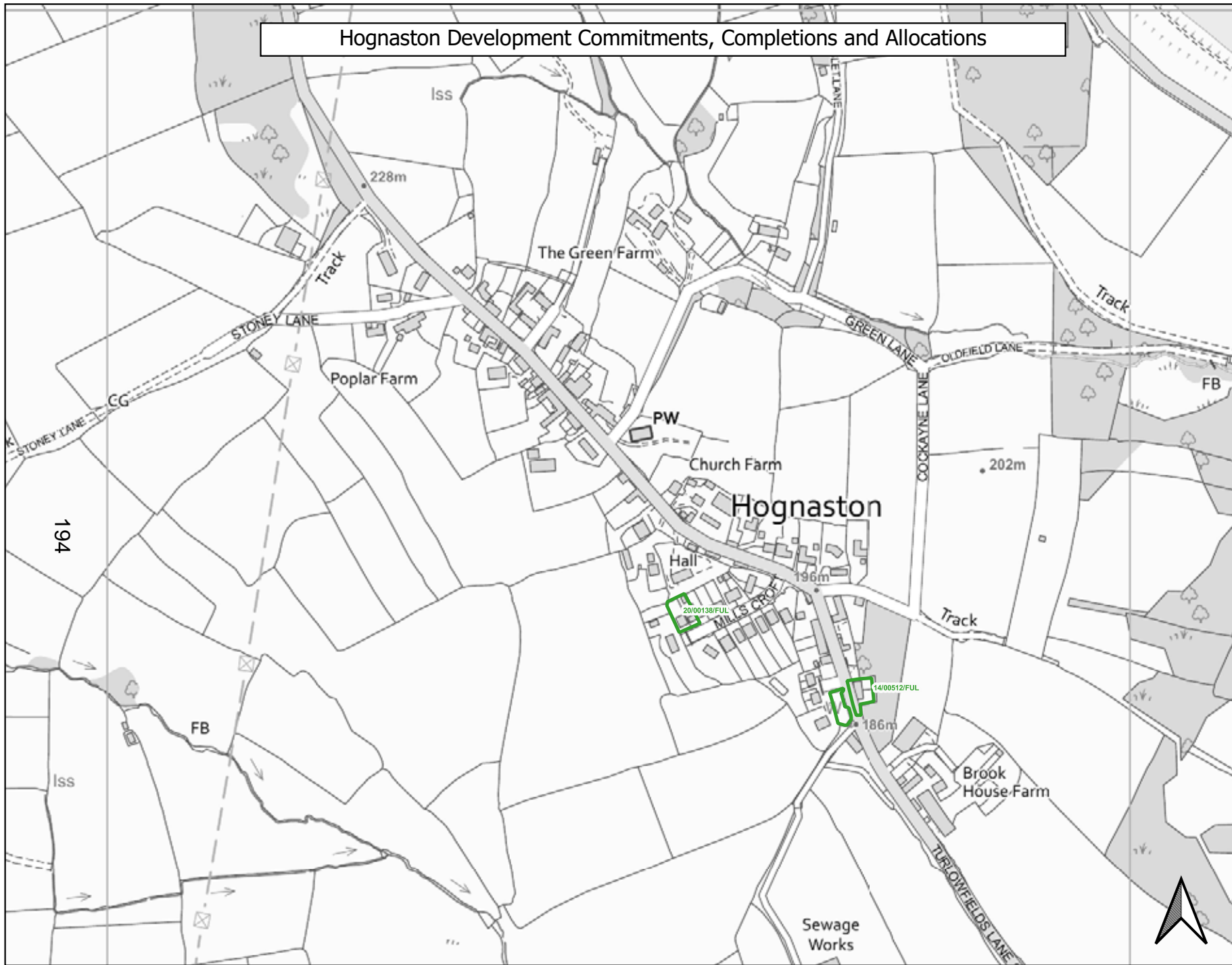
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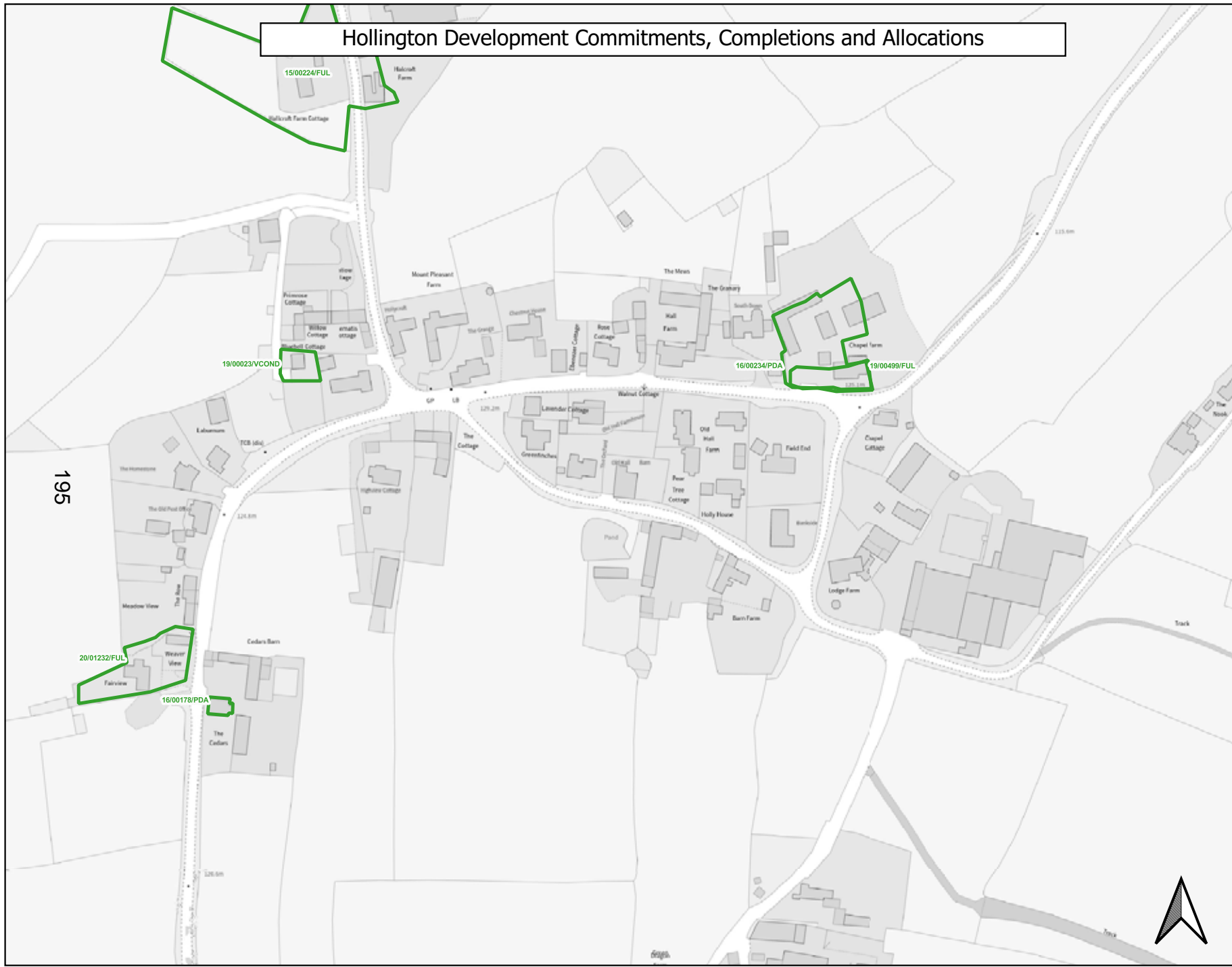
**Settlement
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Hognaston Development Commitments, Completions and Allocations

-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations



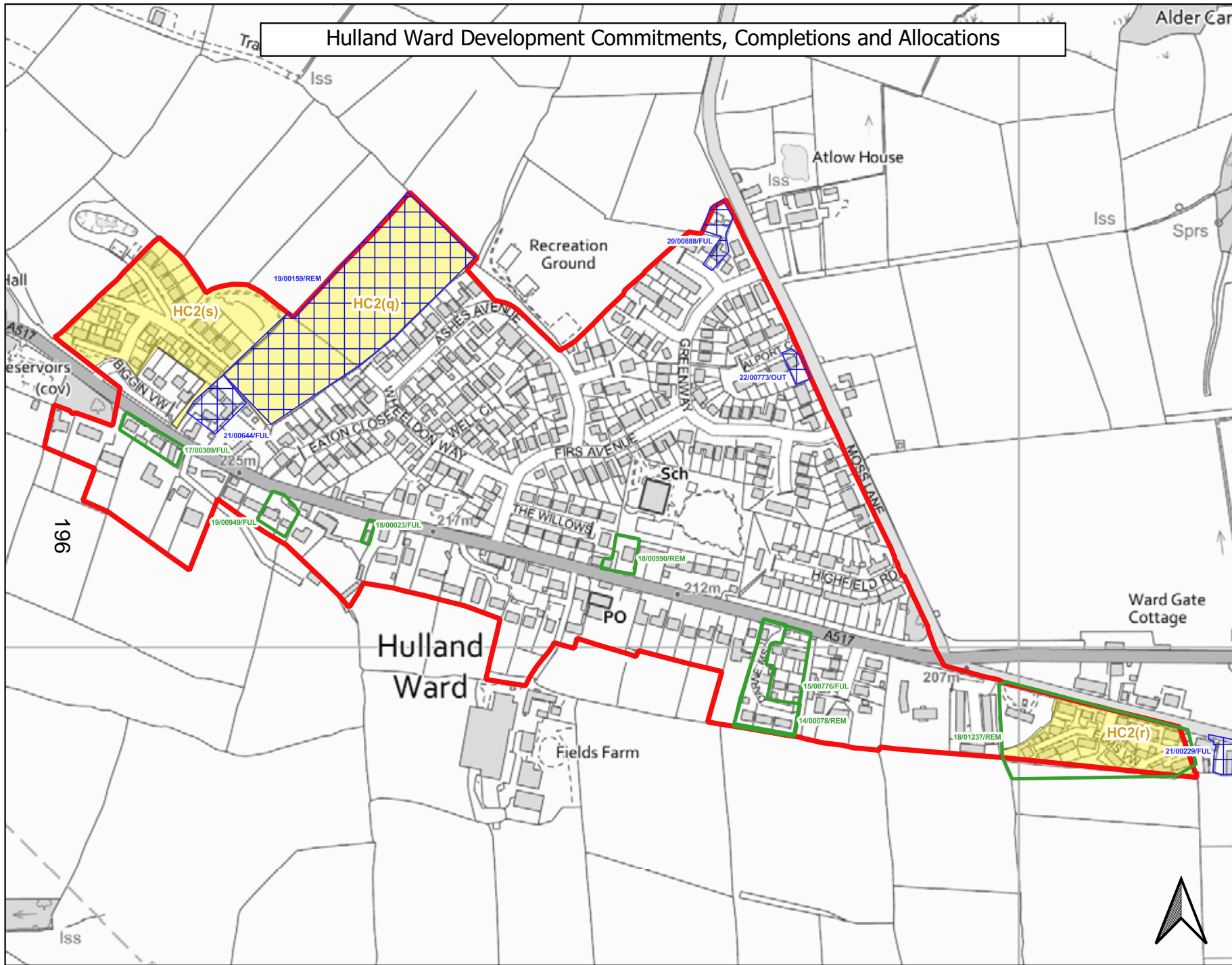
Hollington Development Commitments, Completions and Allocations



-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations

Hulland Ward Development Commitments, Completions and Allocations

-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations

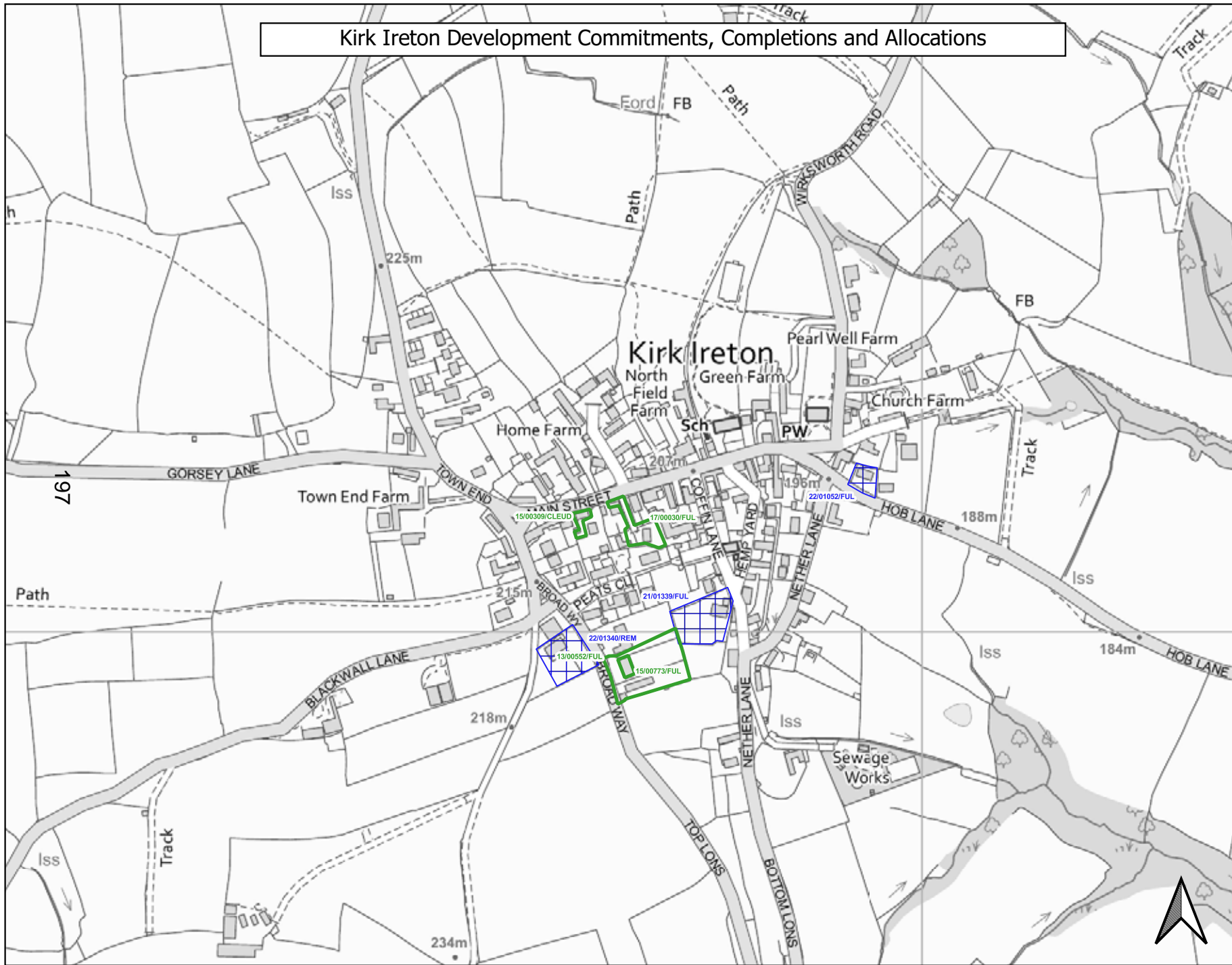


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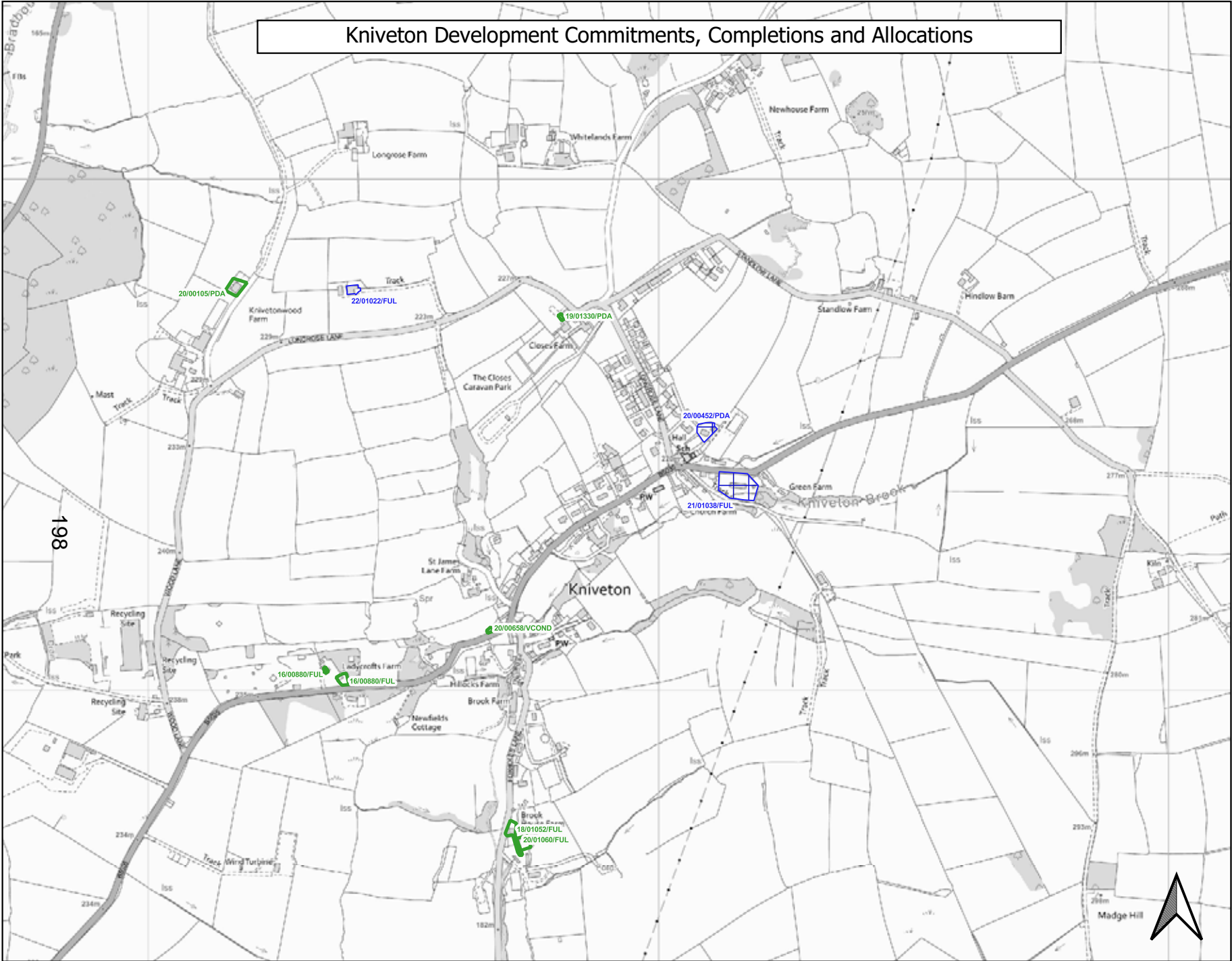


Kirk Ireton Development Commitments, Completions and Allocations

- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations



Kniveton Development Commitments, Completions and Allocations



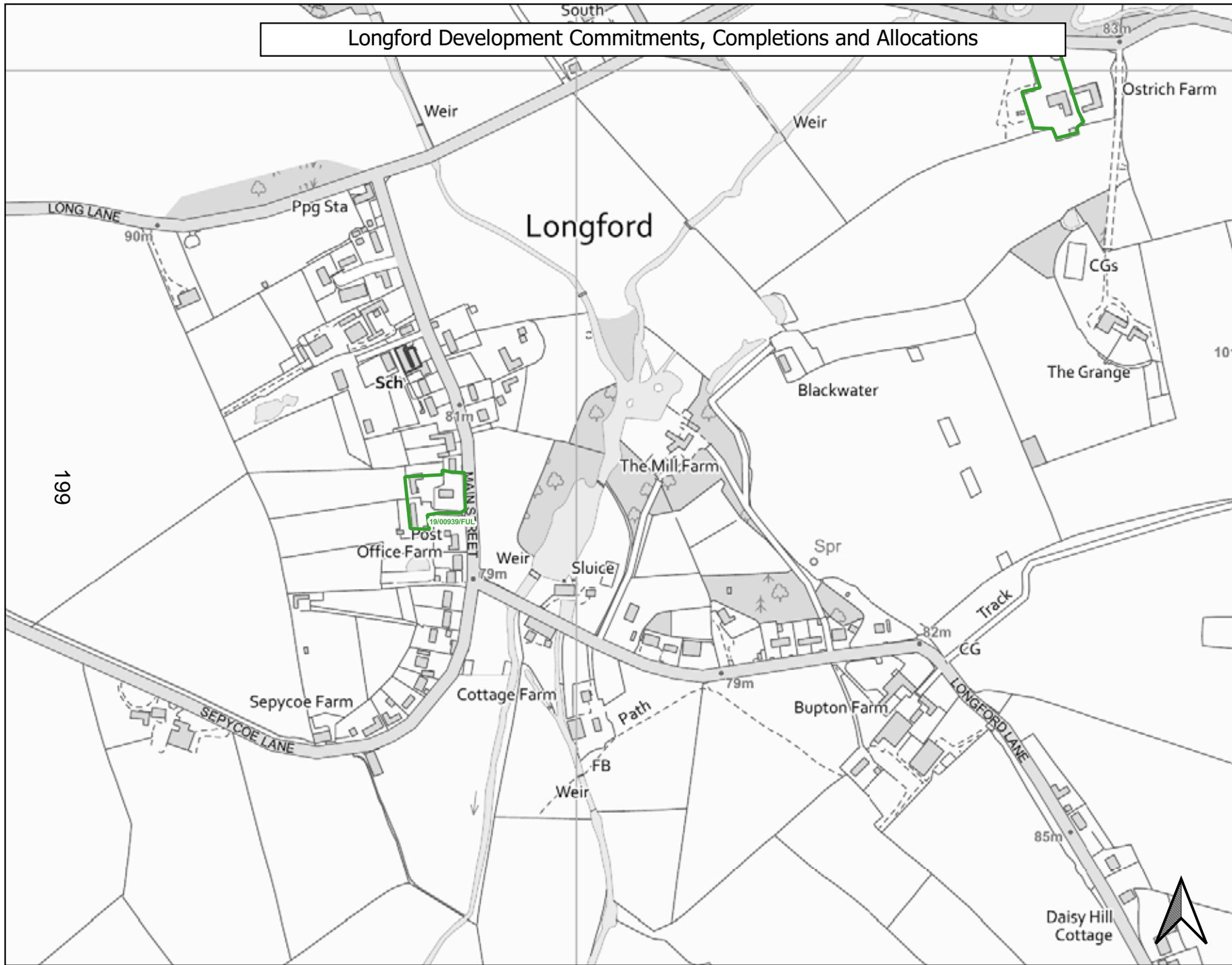
-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations

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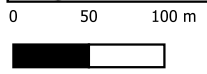


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Longford Development Commitments, Completions and Allocations

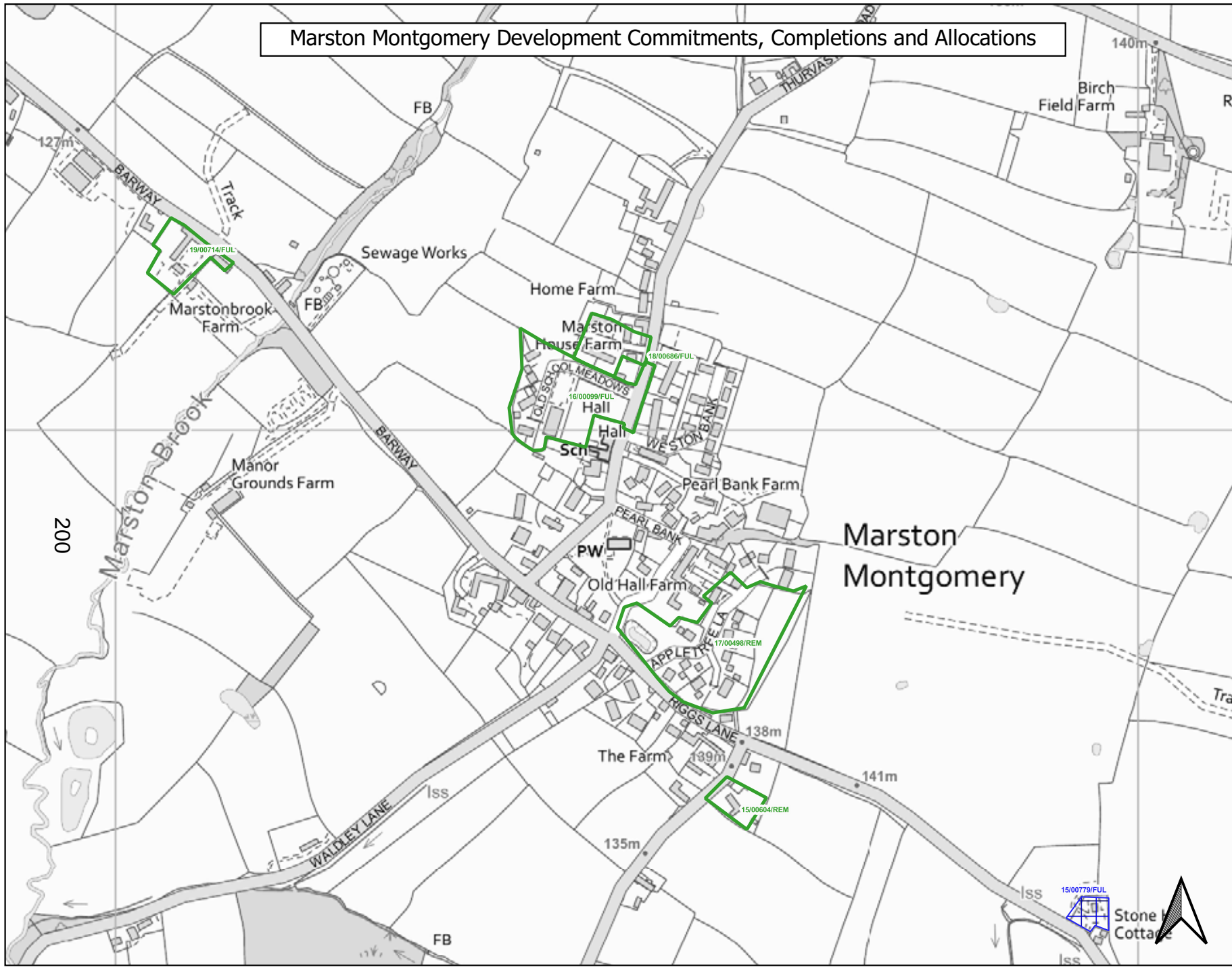


-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations



Marston Montgomery Development Commitments, Completions and Allocations

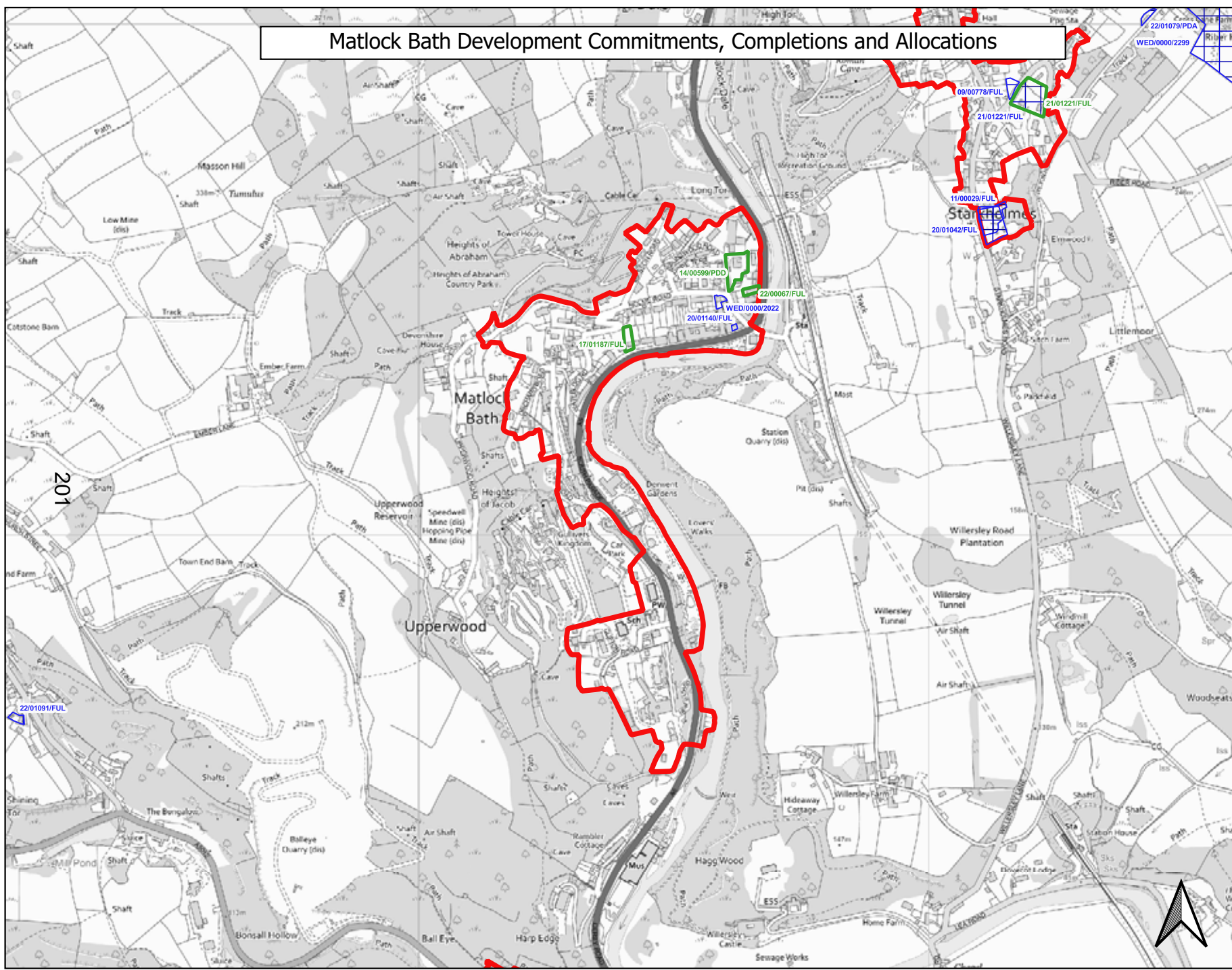
-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations



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Matlock Bath Development Commitments, Completions and Allocations



- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations

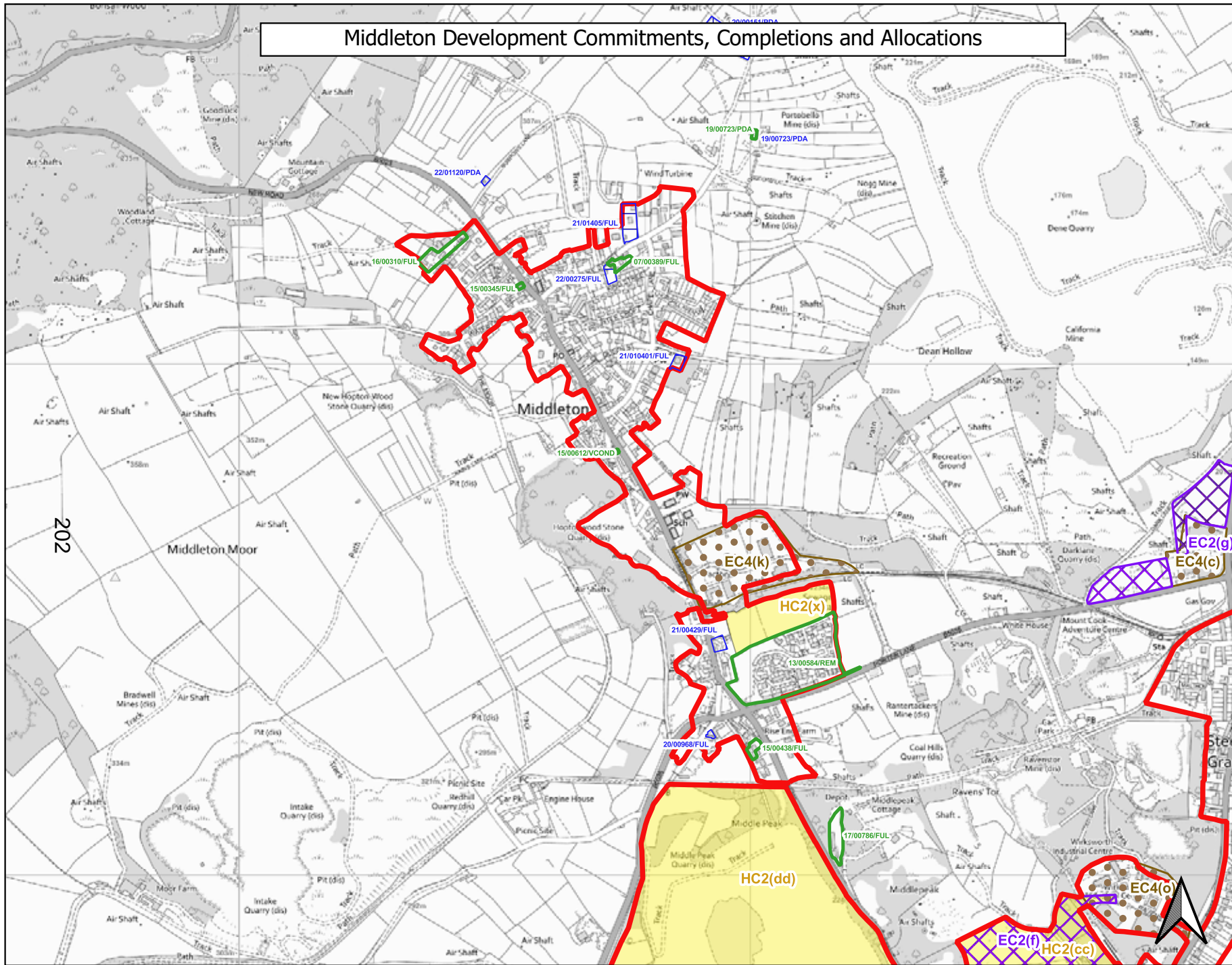
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Middleton Development Commitments, Completions and Allocations



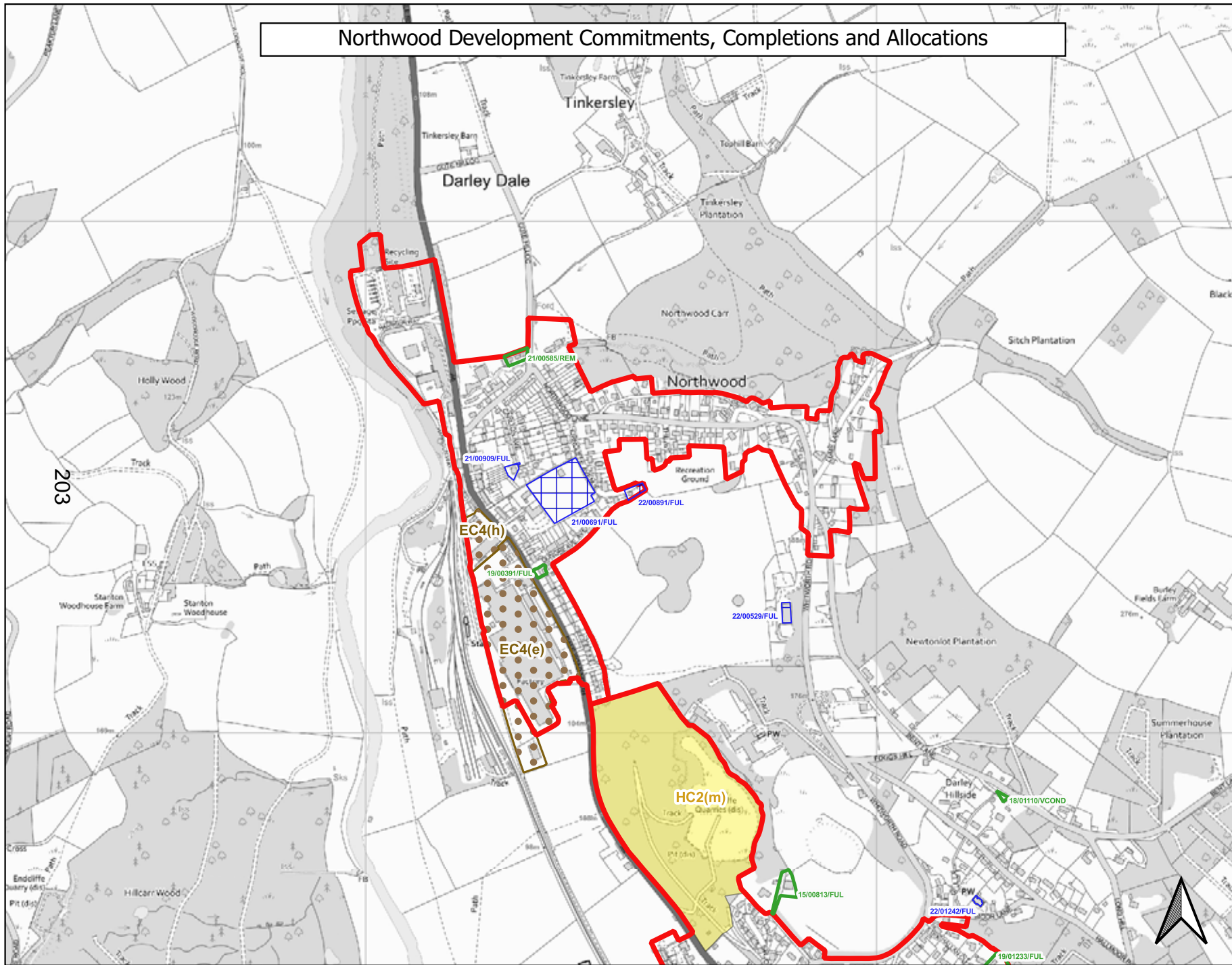
- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations

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Northwood Development Commitments, Completions and Allocations



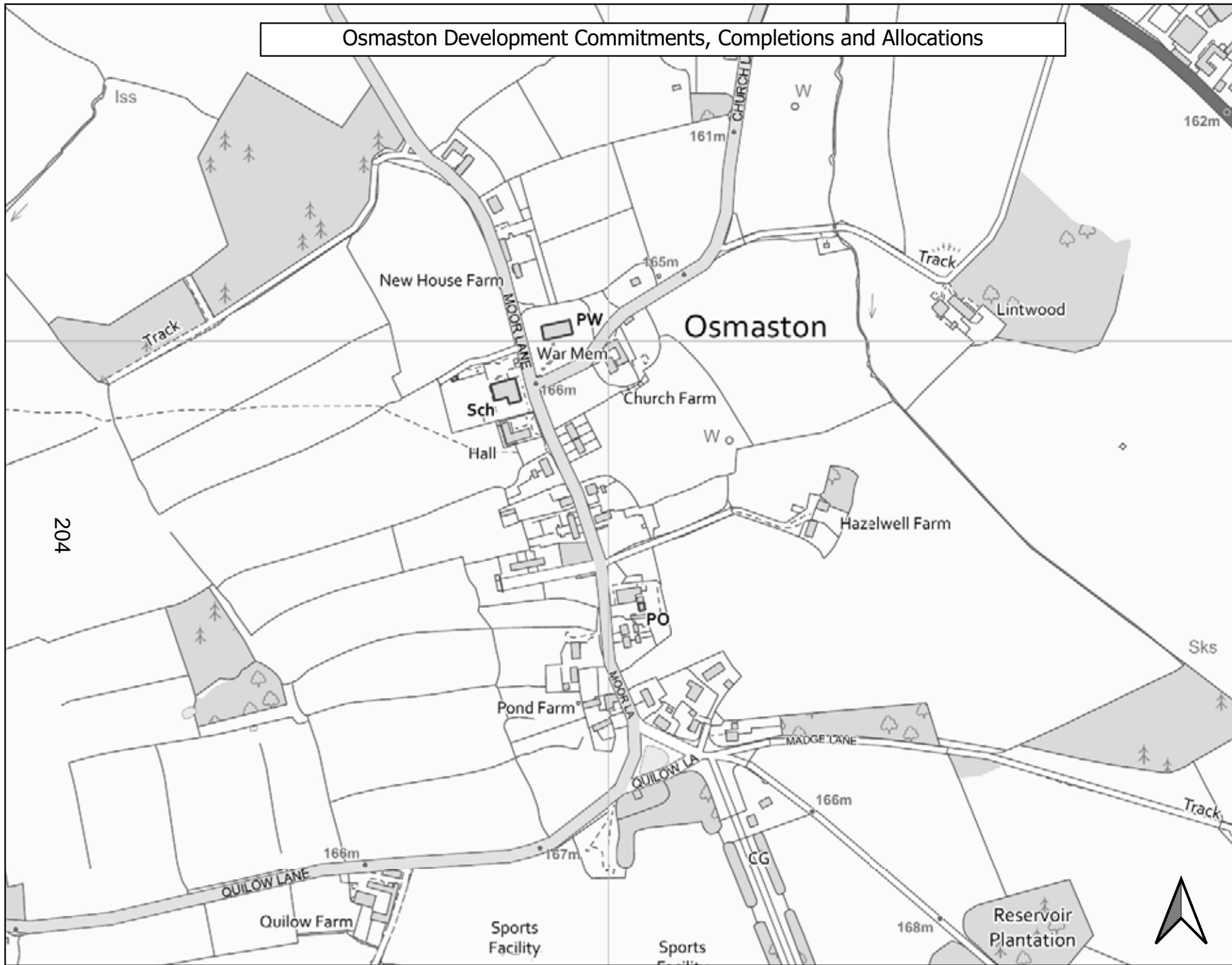
- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations

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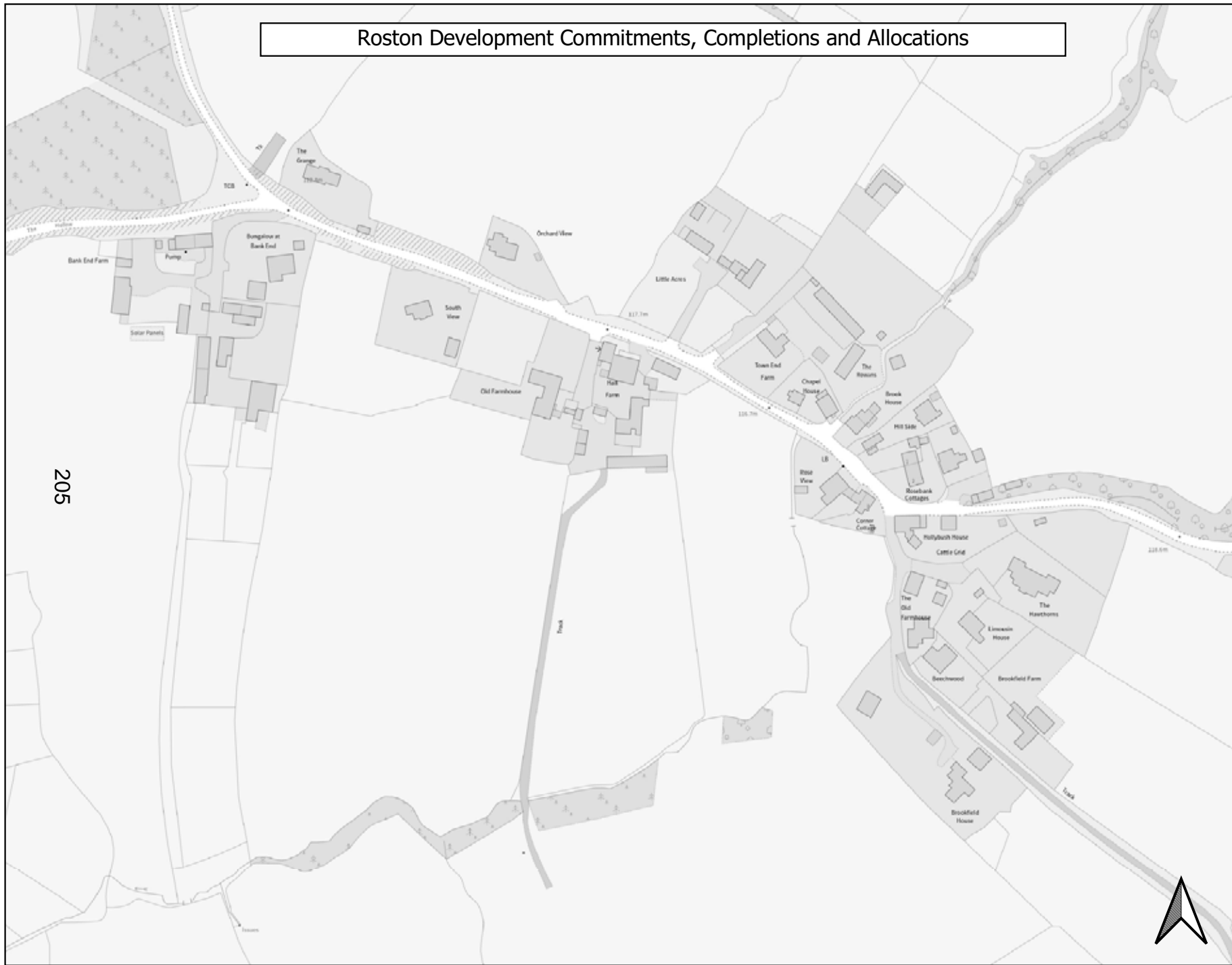
Osmaston Development Commitments, Completions and Allocations



-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations

Roston Development Commitments, Completions and Allocations

-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations



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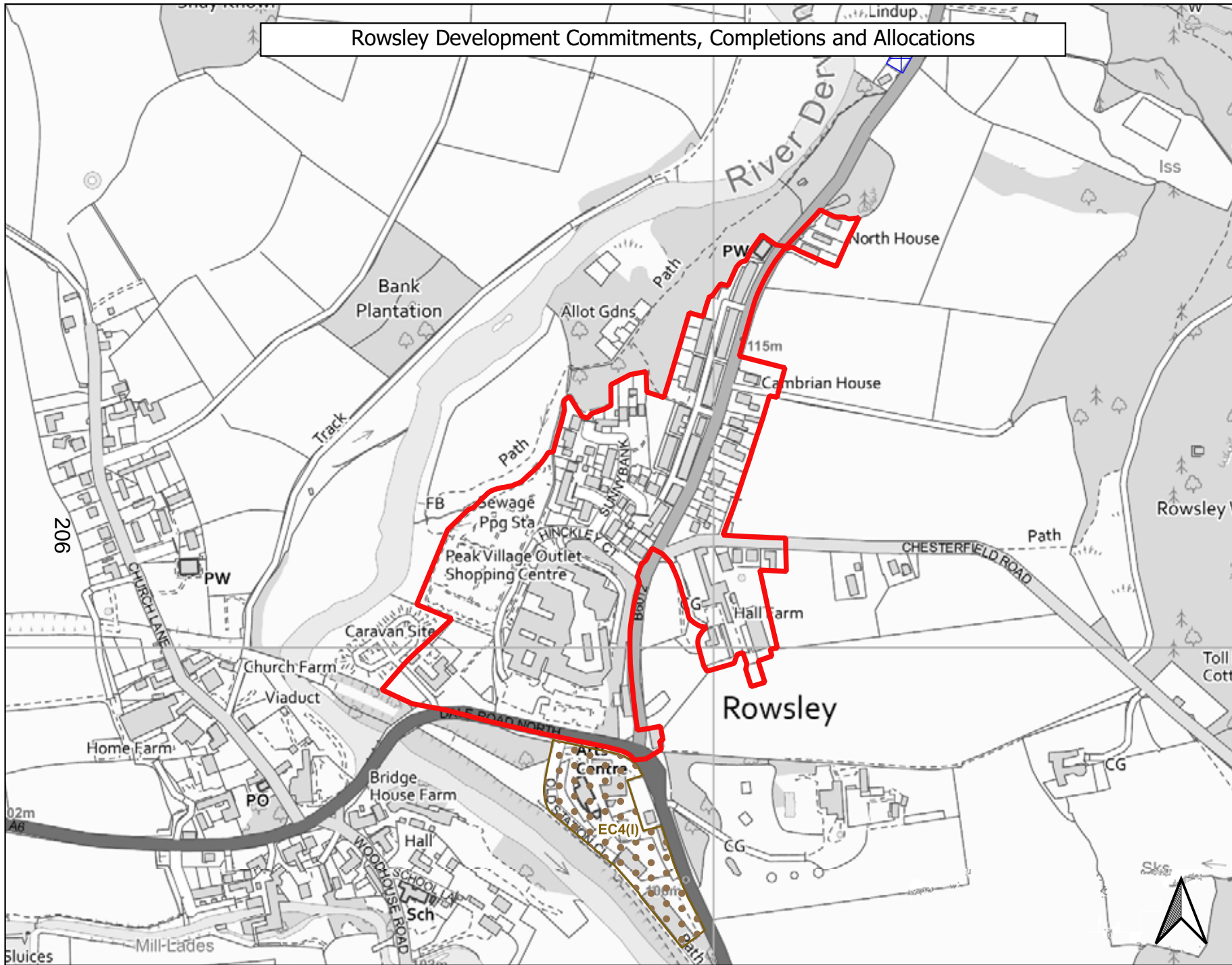
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Rowsley Development Commitments, Completions and Allocations

- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations



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Shirley Development Commitments, Completions and Allocations



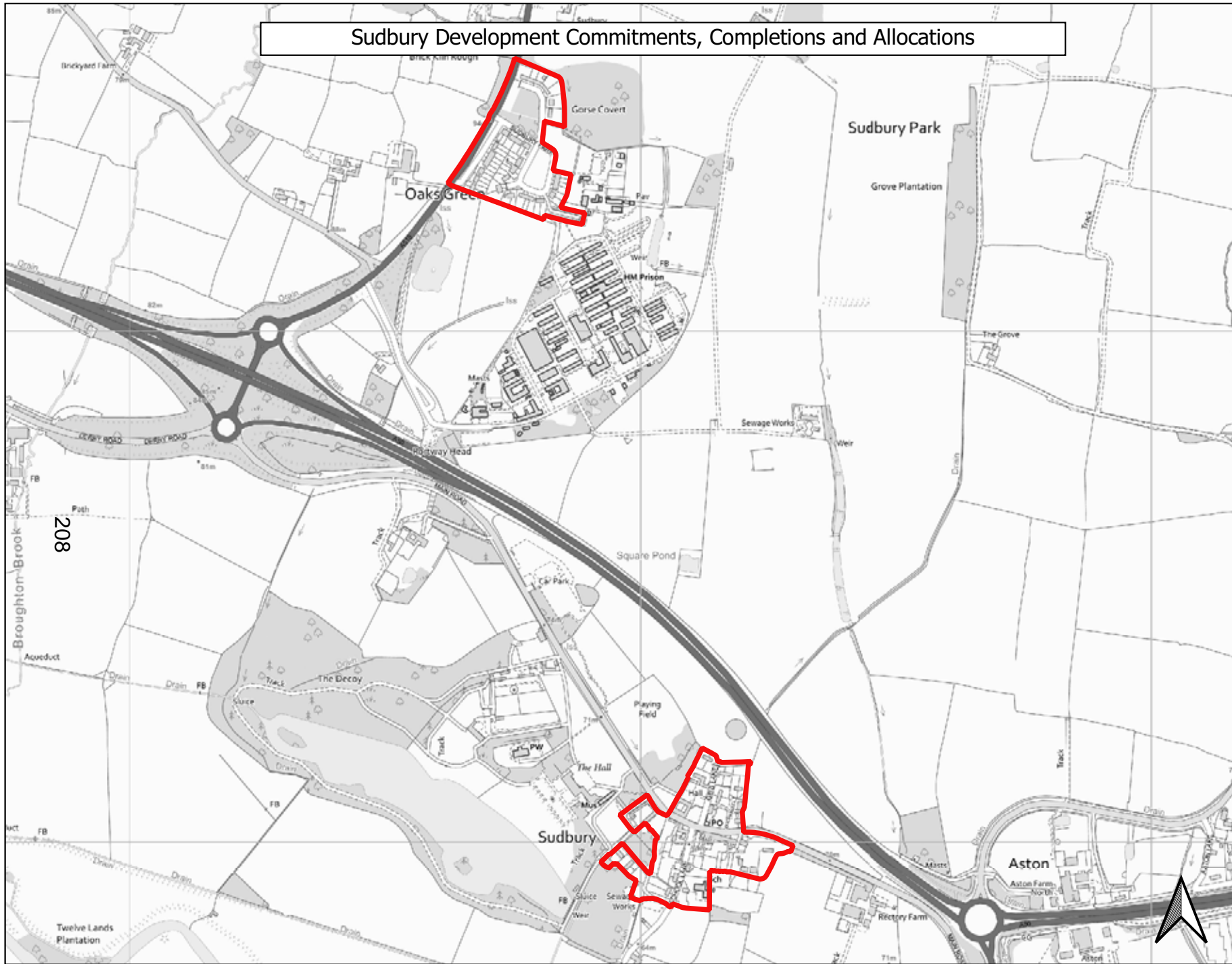
-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations



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Sudbury Development Commitments, Completions and Allocations

- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations

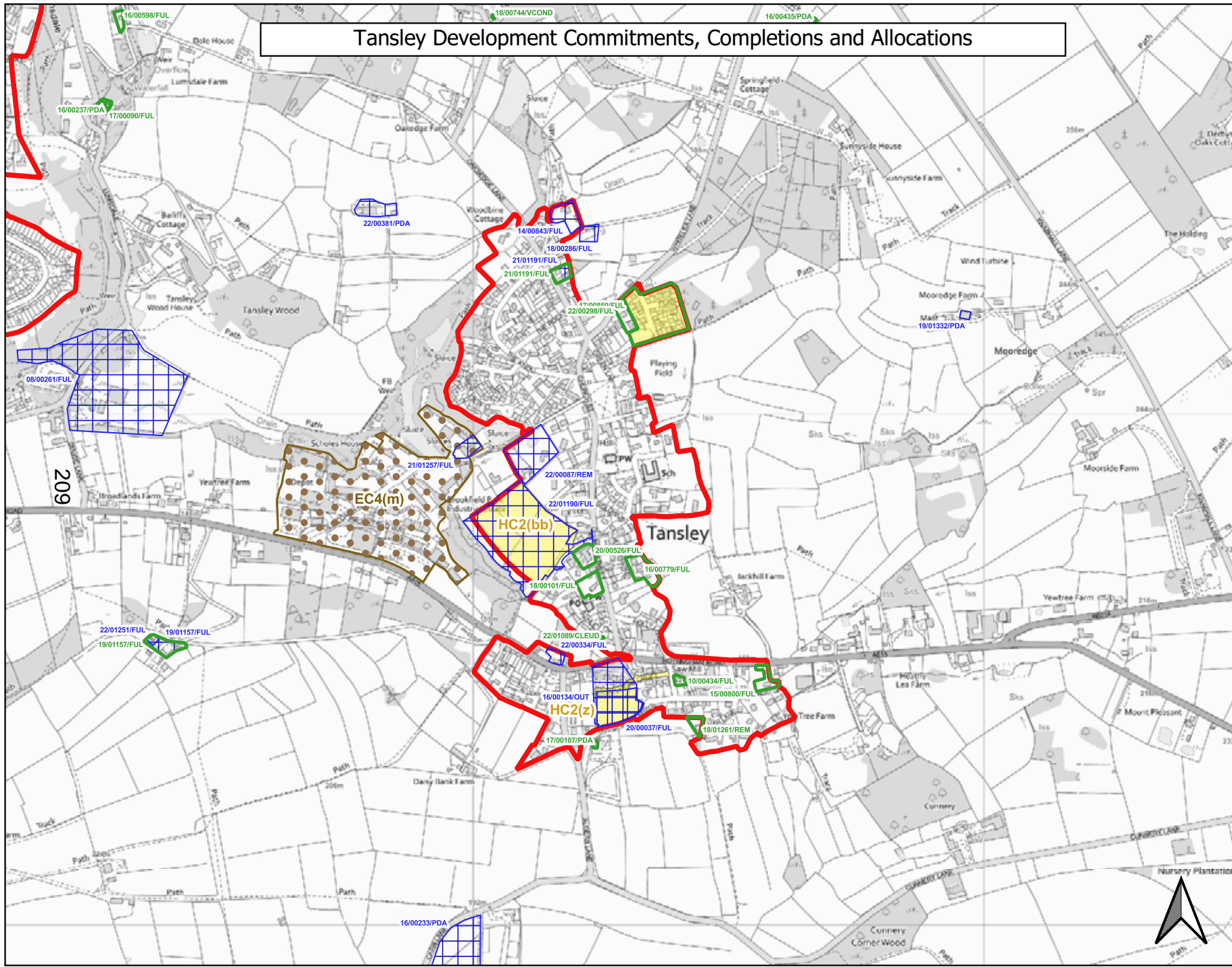


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Tansley Development Commitments, Completions and Allocations



- S3 - Settlement Framework Boundaries
- Existing Completions at 31st March 2023
- Residential Completions
- EC2 - Employment Sites Allocations
- EC4 - Existing Employment Sites
- HC2 - Housing Site Allocations

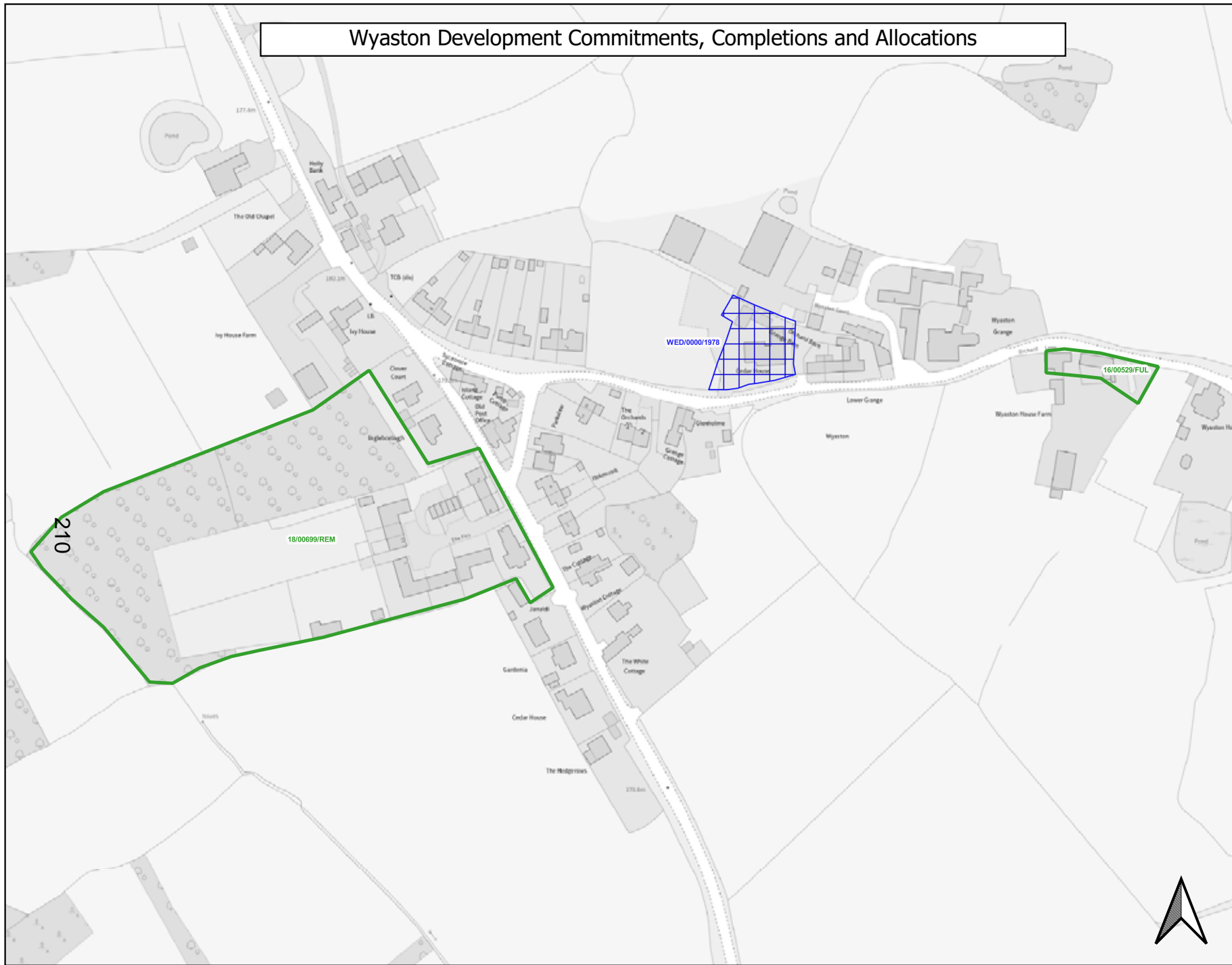
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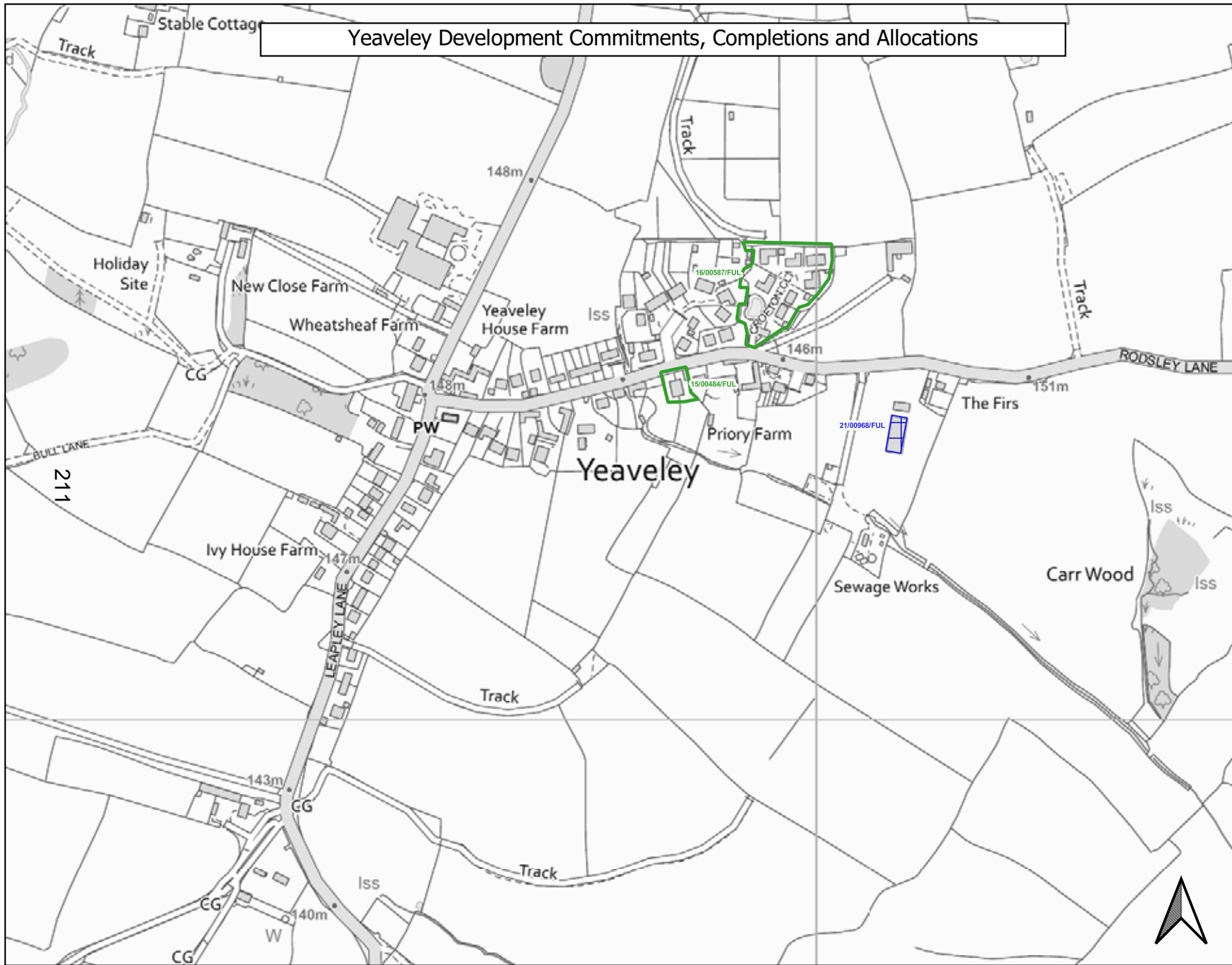
Wyaston Development Commitments, Completions and Allocations

-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations

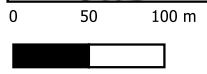


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Yeaveley Development Commitments, Completions and Allocations



-  S3 - Settlement Framework Boundaries
-  Existing Completions at 31st March 2023
-  Residential Completions
-  EC2 - Employment Sites Allocations
-  EC4 - Existing Employment Sites
-  HC2 - Housing Site Allocations



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APPENDIX E: BUSINESSES PROVIDING EMPLOYMENT IN ASSESSED SETTLEMENTS

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN BRADLEY			
Nº	Name of Business	Address	Business Activity
1	Bradley Primary School	Yew Tree Lane	Education

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN BRAILSFORD			
Nº	Name of Business	Address	Business Activity
1	Brailsford Golf Club/Four Seasons Golf Centre	Pools Head Lane, off Hall Lane	Golf Club, driving range, and club house
2	W Jones & Sons Family Funeral Service	Main Road	Funeral Services/Directors
3	Rose and Crown Public House	Main Road	Public House
4	The Garage Brailsford 'RGM'	Main Road	Garage, Sales and Repairs
5	Henry's Pine Furniture and Interiors	Bullock Lane, off Main Road	Pine Furniture – manufacture and sales
6	Brailsford Ironcraft	Saracens Head Workshops, Main Road	Iron gates, railings, homewares
7	Radar Finance	Saracens Head Workshops, Main Road	Finance and leasing company
8	Saracens Yard Arts Crafts and Gifts	Saracens Head Workshops, Main Road	Arts Crafts and Gift Sales
9	Brailsford C of E Primary School	Main Road	Education
10	Brailsford Stores and Post Office	Main Road	Convenience Store and Post Office
11	Clarke Interiors	Main Road	Furnishings and Upholstery business
12	Brailsford and Hulland Medical Practice	The Green	GP's and prescription dispensary
13	Rhodes Wealth Management	Express Court Yard, Luke Lane	Financial Services
14	White Barn Company Clothing	Saracens Head Workshops Main Road	Clothing
15	Beauty Barn	Saracens Head Workshops Main Road	Hair and Beauty Salon

16	Buttermilk	Main Road	Coffee House, Tasting Restaurant, Bistro and events
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BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN BRASSINGTON

Nº	Name of Business	Address	Business Activity
1	Brassington Primary School	School Hill	Education
2	Brassington Pre School	Village Hall, Dale End	Education
3	Miners Arms	Miners Hills	Public House
4	Ye Olde Gate Inn	Well Street	Public House
5	Miners Hill Garage	Unit 4& 5 Miners Hill	Motor Repairs
6	Old Farmhouse Furniture	Unit 8, Miners Hill.	Furniture

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN BONSTALL

Nº	Name of Business	Address	Business Activity
1	Auto Engineering	18 Yeoman Street	Garage
2	Barley Mow	The Dale	Public House
3	Chicken foot Brewery	The Dale	Brewery
4	Fountain Tea Rooms	1 Yeoman Street	Cafe
5	Fountain Shop	Rear 1 Yeoman Street	Convenience Shop
6	Hollies Farm and Plant Centre	Abel Lane, Uppertown	Garden Centre
7	Kings Head	62 Yeoman Street	Public House
8	Bonsall Primary School	Church Street	Education
9	R C Taylor and Son	Penmaric, Town Head	Aggregate Supplier
10	H. Strange and Son	The Fountain, The Dale	Electrical Contractors & Plant Haulage
11	Cascades Gardens & Nursery	Clatterway	Meditation Garden and refreshments

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN CARSINGTON

Nº	Name of Business	Address	Business Activity
1	Carsington & Hopton Church of England Primary School	School Lane, Carsington, DE4 4DE	Education
2	The Miners Arms	The Miners Arms, Main Road, Carsington DE4 4DE	Public House
3	Hopton Hall	Hopton Hall, Main Road, Hopton DE4	Private Hall with tourist accommodation and

		4DF	seasonal open gardens with catering
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BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN CLIFTON

N°	Name of Business	Address	Business Activity
1	Cock Inn	Cock Hill	Public House
2	Clifton Primary School	Cross Site	Education
OTHER SIGNIFICANT EMPLOYERS/ EMPLOYMENT PREMISES NEARBY			
	Fairways Garden Centre	Off A515, DE6 2GN	Retail
	Aldi	Carnation Way, Ash	Retail
	Travelodge	Carnation Way, Ash	Hotel
	Stepping Stones Public House	Carnation Way, Ash	Public House
	McMurty and Harding	Clifton Road, Ashbourne	Veterinary Service

BUSINESSES/ORGANISATIONS WITH PREMISES PROVIDING EMPLOYMENT IN CROMFORD

No	Name of Business	Address	Business Activity
1	Scissors and Co	24 Water Lane	Hairdressers
2	P.Gould Cromford Garage (Air con/Service/ Bike MOTS)	Wather Lane	Garage
3	Walker's Garage	27 Water Lane	Garage
4	Millpond Community Hall playgroup (8-5pm Mon-Friday)	Water Lane	Community
5	Antiques Shop	Water Lane	Retail
6	Home Products Basketware	16-18 Water Lane	Retail
7	Scarthin Books	Scarthin	Retail
8	Post Office	Scarthin	Post Office
9	Boat Inn	Scarthin	Public House
10	Tapas Bar	16/18 The Market Place	Restaurant
11	Huntley and Green Delicatessen	14 Market Place	Retail-food
12	Robinsons of Cromford fish and chips	22 Market Place	Take Away
13	Collectors Corner, Vintage Toys & Games	Market place	Retail
14	Mystical Crystals	36 Market Place	Retail
15	The Greyhound PH & Hotel	Market Place	Public House
16	Parks Eatery Restaurant	<u>15-13 Market Place</u>	Café
17	Country Cottage	15-13 Market Place	Retail
18	Elements Beauty	17-19 Market Place	Beautician

19	Taylor Wilde Chocolatier	Unit 3 11-13 Market Place	Retail-food
20	Cromford Studio and Gallery	Unit 4 Market Place E	Art Gallery
21	Q Eye	24 Market Place	Retail
22	Malcolm David Smith Handmade Contemporary Furniture (body repairs & Spray Garage)	Studio & Attic Gallery, 29 Market Place	Garage/ workshop
23	Arkwright General Store & Off Licence	39 Market Place	Retail
24	Cromford News Agent	41 Market Place	Retail
25	Fun for All	The Hill	Retail
26	Community Hall – Scouts	The Hill	Community
27	Bell Inn	<u>47 The Hill</u>	Public House
28	Cromford C of E Primary School	North Street	School
29	Oakhill Hotel, bar and Dining Events	Intake Lane	Hotel
30	Cromford Play Park	Off Intake Lane	Play Area & Playing Fields
31	Community Allotments	Off North Street	Allotments
32	Cromford Hill Hand Car Wash	The Hill	Car Wash
33	Slinter Mining Company	Chestnut House, 183 The Hill	Mining
34	La Farge Tarmac	Dene Quarry, The Hill	Tarmac
35	Tor Cafe	A6	Cafe
36	Fox & Baker	Mill Road	Function Rooms
37	The Mill Shop & Visitor Information Centre	Cromford Mill	Retail
38	Weave Knit	Cromford Mill	Retail
39	Polka dot florist	Cromford Mill	Retail
40	Arkwrights Attic	Cromford Mill	Retail
41	Heritage Antiques	Cromford Mill	Retail
42	Countryside Books	Cromford Mill	Retail
43	Arkwrights Repair Shop	Cromford Mill	Retail
44	Cromford Mill Cheese Shop	Cromford Mill	Retail
45	Heritage Antiques	Cromford Mill	Retail
46	YES Bridal Studio	Cromford Mill	Retail
49	Arkwrights Café	Cromford Mill	Café
50	The Counting House Coffee Shop	Cromford Mill	Café
52	Wheatcroft's & Sons Shop	Cromford Mill	Retail
53	Mill Yard Restaurant	Cromford Mill	Restaurant
54	Willersley Castle Activity Centre	Mill Lane	Holiday Accommodation
55	Cromford Train Station	Lea Road	Transport

BUSINESSES/ORGANISATIONS WITH PREMISES PROVIDING EMPLOYMENT IN DARLEY BRIDGE

No	Name	Address	Business
1	Square and Compass	Main Road	Public House
2	Three Stage Head	33 Main Road	Public House
3	B.J. Waters	Bridge Garage, Main Road	Garage/Haulage
4	South Darley Primary School	Darley Bridge	Education
5	Ivanbrook Nursing	Eversleigh Rise	Nursing Home

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN DOVERDIDGE

Nº	Name of Business	Address	Business Activity
1	Cavendish Arms	Derby Road, Doveridge	Public House
2	Doveridge Primary School	Chapel Green	Education
3	Steve Foster Cranes	Cavendish Lodge, Derby Road	Crane Hire
4	Voyage Care	Dove House, Derby Road	Specialist Residential
5	Doveridge Village Store and Post Office	26 High Street, Doveridge	Convenience Store and Post Office Post Office Opening Monday 0 Saturday 8am-5pm Sunday 8am-12pm
6	Small Oaks	High Street, Doveridge DE6 5NA	Childcare/Nursery

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN EDNASTON

Nº	Name of Business	Address	Business Activity
1	Yew Tree Inn	Ednaston, Ashbourne DE6 3AE	Public House

BUSSINESES/ ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN HOGNASTON

No	Facility	Address	Business Activity
1	Red Lion Inn	Main Street, Hognaston, DE6 1PR	Public House

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN HOLLINGTON			
Nº	Name of Business	Address	Business Activity
1	Red Lion Public House	Main Street, Hollington	Public House
2	Derby Day Care	Unit 1 Lodge Farm Commercial Units, Back Lane, Hollington	Mobile Mechanic
3	Flooring Direct	Units 2-4 Lodge Farm Commercial Units, Back Lane, Hollington	Online flooring distributor
4	Midland Construction	Unit 7 Lodge Farm Commercial Units, Back Lane, Hollington	Building contractors
5	T. Gerraghty	Unit 8 Lodge Farm Commercial Units, Back Lane, Hollington	Building contractors
6	Heldreich	Main Street, Hollington	French Polishers and Upholstery

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN HOPTON			
No	Name of Business	Address	Business Activity
1	Hopton Hall	Hopton Hall, Main Road, Hopton DE4 4DF	Private Hall with tourist accommodation and seasonal open gardens with catering

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN HULLAND WARD			
No	Name of Business	Address	Business Activity
1	Black Horse Public House	The Black Horse, Ashbourne Road, Hulland Ward, Ashbourne DE6 3EE England	Public House
2	Naggs Head Public House	The Naggs Head, Main Road, Hulland Ward, Ashbourne DE6 3EF	Public House
3	Hulland Ward Primary School	Hulland C of E Voluntary Controlled Primary School, Firs Avenue, Hulland Ward, ASHBOURNE, Derbyshire, DE6 3FS	Education

4.	Farm Shop	Hulland Ward Ashbourne DE6 3BE	Retail
5	Hulland Ward Garage	Main Rd, Hulland Ward, Ashbourne , DE6 3EF	Mechanic
6	Garage Fuel and general store	Hulland Ward General Store Main Road, Ashbourne, DE6 3EA	Garage forecourt and retail
7.	Car Mechanic	To the rear of Hulland Ward General Store Main Road, Ashbourne, DE6 3EA	Mechanic

**BUSINESSES/ORGANISATION WITH PREMISES PROVIDING
EMPLOYMENT IN KIRK IRETON**

N°	Name of Business	Address	Business Activity
1	Kirk Ireton Church of England Primary School	Main Street, Kirk Ireton, Ashbourne, Derbyshire, DE6 3LD	Education
2	The Barley Mow	Main Street, Kirk Ireton, DE6 3JP DE6 3JP	Public House
3	The Stable Shop	Main Street, Kirk Ireton, Derbyshire, DE6 3JP	Community Shop

**BUSINESSES/ORGANISATION WITH PREMISES PROVIDING
EMPLOYMENT IN KNIVETON**

N°	Name of Business	Address	Business Activity
1	Red Lion Public House	Main Street	Public House
2	Kniveton Primary School	Longrose Lane	Education

**BUSINESSES/ORGANISATION WITH PREMISES PROVIDING
EMPLOYMENT IN LONGFORD**

N°	Name of Business	Address	Business Activity
1	Longford Primary School	Main Street	Education
2	Robert J. Wakefield	Thurvaston Road	Haulage
3	Matthew Montague Architects	The Cheese Factory, Long Lane, Longford	Architects

**BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT
IN MARSTON MONTGOMERY**

N°	Name of Business	Address	Business Activity
1	The Crown Inn	Riggs Lane, Marston Montgomery DE6 2FF	Public House
2	Marston Montgomery	Thurvaston Road Marston	Education

	Primary School	Montgomery Ashbourne DE6 2FF.	
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BUSINESSES/ORGANISATIONS WITH PREMISES PROVIDING EMPLOYMENT IN MATLOCK BATH

No	Name of Business	Address	Business
1	Working Textile Museum	Masson Mills	Museum
2	Masson House	86 Derby Road	Care Home
3	High Tor	170 Dale Road	Hotel
4	Paxton Lodge Staycation	224 Dale Road	Holiday
5	Ardean Garage	<u>246 Dale Road</u>	Garage
6	Matlock Bath Balti & tandoori Restaurant	256-260 Dale Road	Restaurant
7	Heights of Abraham	Dale Road	Tourist attraction
8	Train Station	Dale Road	Train station
9	Canvas Hairdressing Unisex	Holme Road	Hairdresser
10	The Midland	<u>1 North Parade</u>	Public House
11	Fig Coffee House	2 North Parade	Café
12	Fabric Design	10-12 North Parade	Retail
13	Vacant	14 North Parade	Vacant
14	Kindred Gifts & Homewares	16A North Parade	Retail
15	Tuckers Fish & Chips	16 North Parade	Restaurant
16	Gorgi Porgi	18 North Parade	Bar
17	Taste of the Waves Fish & Chips	20 North parade	Restaurant
18	Truly Scrumptious	26 North Parade	Retail
19	The Coven	The George Centre	Retail
20	Photo Studio	The George Centre	Retail
21	A2B Model Railways	The George Centre	Retail
22	The Seafood Cave & Grill Restaurant	The George Centre	Restaurant
23	Wine Vault	The George Centre	Bar
24	Tattoo Studio	The George Centre	Retail
25	Scent Apothecary	The George Centre	Retail
26	Outcast Co	The George Centre	Café
27	Curious inspiration gifts	42-42 North Parade	Retail
28	Old Bank	44 North Parade	Public House
29	The Old Bank Note	48 North Parade	Public House
30	The Ladybird Shopping Village	North Parade	Retail
31	The Apothecary	52-42 North Parade	Retail

	Shop		
32	Heathers Café & Bar	56 North Parade	Café
33	Forget me Not café	58-62 North Parade	Café
34	Derwent Amusements	64-70 North Parade	Amusements
35	Aquarium Amusements	122 North Parade	Amusements
36	Ashdale Guest House	North Parade	Holiday Accommodation
37	The Hermitage	North Parade	Holiday Accommodation
38	Halls of Derbyshire	118 South Parade	Amusements
39	The Promenade Fish Bar	120A South Parade	Restaurant
40	The Promenade Fish Bar	120b South Parade	Restaurant
41	The Promenade Fish Bar – Burgers & Hot Chocolate	138-142 South Parade	Takeaway Bar
42	Kostats Fish bar Restaurant & takeaway	South Parade	Restaurant
43	Halls Traditional Fish & Chips	120 South Parade	Café
44	Riva Rose Cottage	124 South Parade	Restaurant
45	Vacant	148 South parade	Vacant
46	Hodgkinsons Hotel	<u>150 South Parade</u>	Hotel
47	Spire Leathers	152 South Parade	Retail
48	Matlock Moto	168 South Parade	Retail
49	Evans Family Amusements	178 South Parade	Amusements
50	Charles Café & B&B	170-172 South Parade	Café
51	Matlock Fish Bar	180 South Parade	Cafe
52	Halls of Derbyshire Ice cream Parlour	182A South Parade	Retail
53	Equatorial	186A South Parade	Retail
54	China Rose Restaurant/ Noodle Inn Takeaway	190 South Parade	Restaurant
55	Café	191 South parade	Café
56	Wiffle Waffle	192 South parade	Café
57	196 Coffee Lounge	198 South Parade	Cafe
58	Halls of Derbyshire	200 South Parade	Retail & Amusements
59	Fishpond	202 South Parade	Pub
60	Restoration Café	South Parade	Cafe
61	The Pavillion Peak District Mining Museum	South Parade	Museum
62	Matlock Bath Boats	Riverside	Leisure

63	Riverside Kiosk	The Riverside	Kiosk
64	Bajman Motorbike Pin Badges	The Riverside	Retail
65	Roly's Fudge Pantry	The Riverside	Retail
66	Electric Delights of Serendipity	The Riverside	Retail
67	Dinky Doughnuts	The Riverside	Takeaway
68	Riverside Restaurant Fish & Chips	The Riverside	Restaurant
69	The Temple Hotel	Temple Walk	Hotel
70	New Bath Hotel	New Bath Road	Hotel

BUSINESSES/ORGANISATIONS WITH PREMISES PROVIDING EMPLOYMENT IN MIDDLETON

No	Name of Business	Address	Business Activity
1	Nelson's Arms	The Green, Main Street	Public house
2	Duke Street Garage	16 Chapel Lane	Garage
3	Rising Sun	Rise End	Public house
4	Petts Stonemasons	The Workshop, Chapel Lane	Stonemasons
5	Middleton Community Primary School	Main St	School
6	Derbyshire Wildlife Trust	Main Street	Nature Conservation Charity
7	Hopite Sales	Main Street	Retail/ Furniture Warehouse
8	Lowes Marble & Granite Works	Hill top/ New Road	Retail/Industrial
9	Prolex Garage	Porter Lane	Garage
10	Café adj SL Auto Electrical	Sandyhill Park	Retail
11	SL Auto Electrical	Sandyhill Park	Garage
12	DC PC Services	Sandyhill Park	Business – Computer repair
13	Lymers Assist	Sandyhill Park	Industrial – Transportation Service
14	Leisure rentals direct	Sandyhill Park	Retail – campervan hire
15	R D Geeson (Derby) Ltd	Sandyhill Park	Industrial
16	Birchover Reclamation	Sandyhill Park	Industrial- stone supplier

BUSINESSES/ORGANISATIONS WITH PREMISES PROVIDING EMPLOYMENT IN NORTHWOOD			
No	Name of Business	Address	Business Activity
1	Household Waste and Recycling Centre	Harrison Way	Waste Disposal
2	Gas Compound	Harrison Way	Utility
3	Northwood Depot (District Council)	Harrison Way	Local government
4	Ashbrook Roofing and Supplies	Harrison Way	Warehouse
5	Shalimar	Dale Road North	Restaurant
6	Russells New Holland Agriculture	Dale Road North	Retail
8	Kems Auto	Brooklands Dale Road North	Garage
9	Matlock Transport	Cote Hilloc	Haulage
10	Strutt Engineering	Dale Road North	Engineering
11	Fabric Furnishings & Solutions	Unit 1, 2 & 3 Villas Dale Road North	Retail
12	Claire Dobinson School of Dance	Church, Dale Road North	Studio/ Hall
13	Peak Rail (Office and Café)	Rowsley South Station Harrison Way	Retail/ Commercial
14	UK Tyres Direct Limited	Unit 3 Unity Complex, Dale Road North	Motor sales and repairs
16	Black Rocks Valeting	Unit 2 Unity Complex Dale Road North	Motor Services
17	Darley Dale Garage MOT Centre	Unit 1 Unity Complex Dale Road North	Motor repairs
18	Unity Coach Works	Unit 8 Unity Complex Dale Road North	Commercial vehicle repair
19	Forged Solution Ltd	Dale Road North	Industrial
20	Patchwork Direct (Heirs and Graces)?	Dale Road North	Patchwork Supplies

N.B. Alloa site (formely Firth Rixson) accounted for separately

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN OSMASTON			
Nº	Name of Business	Address	Business Activity
1	The Shoulder of Mutton	Moor Lane, Osmaston, Ashbourne DE6 1LW	Public House
2	Osmaston Post Office	Osmaston Post Office at The Shoulder of Mutton, Osmaston, Ashbourne DE6 1LW	Post Office
3	Osmaston Church of England Primary School	Moor Lane, Osmaston DE6 1LW	Primary School

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN ROSTON			
Nº	Name of Business	Address	Business Activity
1	Roston Inn	Mill Lane, Roston, Ashbourne DE6 2EE	Public House
2	Norbury and Roston Church of England Primary School	2 Lid Lane, Roston, Ashbourne, DE6 2EG	Education

BUSINESSES/ORGANISATIONS WITH PREMISES PROVIDING EMPLOYMENT IN ROWSLEY			
No	Name of Business	Address	Business Activity
1	The Grouse & Claret	Bakewell Road	Public House
2	The Peacock	Bakewell Road	Public House
3	Rowsley CE Primary School	School Lane	School
4	Haddon Estate Building & Forestry Department	Bridge House Farm, School Lane	Offices/ Light Industry
5	TW Auto Engineers	Unit 2, the Old Dairy, Station Close	Industrial
6	Tyre Specialists	Unit 3 The Old Dairy, Station Close	Garage
7	Stanton Furniture Makers	Old Station Close	Storage & Distribution
8	Natural Stone Sales Ltd	Old Station Close	Storage & Distribution
9	First Movement, The Level Centre	Old Station Close	Storage & Distribution
10	Peak Tractors	Old Station Close	Storage & Distribution
11	TA Drilling	Old Station Close	Storage & Distribution
12	Tech 4 Test Lubricants	Wye Bridge Garage, Old Station Close	Garage
13	East Lodge Events	Dale Road North	Function Rooms, weddings, conferences
14	Country Store (Closed?)	Chatsworth Road	Retail
15	Gallery Top	Chatsworth Road	Retail
16	Derwent Garage	Chatsworth Road	Workshop
17	Chatsworth Road Fireplace Centre	Chatsworth Road	Retail
18	Caudwells Craft Centre Mills	Off A6	Various Retail and workshops
19	Baggage Factory	Unit 1 Peak Village	Retail
20	The Works	Unit 2 Peak Village	Retail
21	Regetta Outdoors	Unit 3 Peak Village	Retail
22	Craighoppers	Unit 4 Peak Village	Retail

23	Pavers Shoes	Unit 5 Peak Village	Retail
24	Denby Pottery	Unit 6 Peak Village	Retail
25	Peak Village Management Suite	Unit 7 Peak Village	
26	Vacant unit	Unit 8 Peak Village	Vacant
27	Vacant Unit	Unit 8a Peak Village	Vacant
28	Weird Fish	Unit 9 Peak Village	Retail
29	Coghlan's Wine and Food Experience	Unit 10 Peak Village	Retail
30	Cotton Traders	Unit 11 Peak Village	Retail
31	Grape Tree	Unit 12 Peak Village	Retail
32	The Derbyshire Makers pop up shop	Unit 13 Peak Village	Retail
33	Big Top Cards & Toys	Unit 14,15 Peak Village	Retail
34	Bamford Auctioneers	Unit 16, 17, 18 Peak Village	Retail
35	Dr Derbyshire's Spirit Emporium	Unit 19 Peak Village	Retail
36	Wild Olive	Unit 20 Peak Village	Retail
37	Lamb's Cakes & Bakes	Unit 20a Peak Village	Retail
38	Dotique	Unit 26 Peak Village	Retail
39	The Woolroom	Unit 25 Peak Village	Retail
40	Barks & Co dog Shop	Unit 24 Peak Village	Retail
41	Clare Dobinson School of Dancing	Unit 29 Peak Village	Studio
42	Peak Adventure	Unit 28b Peak Village	Indoor Play Centre
43	Chatsworth Kitchen Café/ Garden shop	Unit 28a Peak Village	Retail
44	Ashgate Hospice	Unit 27 Peak Village	Retail
45	Gift Company	Unit 21a Peak Village	Retail
46	Peak Ice cream World	Unit 21b Peak Village	Retail
47	Peak Village Garden World	Unit 22 Peak Village	Retail
48	Café Mosserellas	Unit 23 Peak Village	Retail

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN SHIRLEY

Nº	Name of Business	Address	Business Activity
	<i>None</i>		

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN SUDBURY

Nº	Name of Business	Address	Business Activity
1	Metwood Forge	School Lane	Ironworks
2	Sudbury Hall (National Trust)	Main Road	Tourist Attraction
3	Vernon Arms	Main Road, Sudbury DE6	Public House

		5HG	(Currently closed for refurbishment – date for reopening unconfirmed)
4	HM Prison	DE6 5HW	Prison
5	Dove River Practice and Pharmacy	Gibb Lane	Health. Dispensary Monday – Friday 8.30-11am 3pm – 6pm closed Thursday afternoon
6	Tweak	Sudbury Courtyard, Main Road Sudbury	Antique and Vintage Furniture arts and gifts
7	Sticky Fingers	Sudbury Courtyard, Main Road, Sudbury	Gifts and Crafts for sale
8	Hot House Ceramic	Sudbury Courtyard, Main Road, Sudbury	Pottery Gift Shop
9	Rix and Co	Sudbury Courtyard, Main Road, Sudbury	Wood Carver/rocking horse manufacture and repair
10	Courtyard Cafe	Sudbury Courtyard, Main Road, Sudbury	Cafe
11	Flagstaffs	Sudbury Courtyard, Main Road, Sudbury	Wine and Beer retailer
12	Srb Accountancy	Lower Stables at Sudbury Courtyard, Main Road, Sudbury	Accountancy and Financial Services
13	JS Hair and Beauty	Main Road, Sudbury	Hair and Beauty Salon
14	The Gasworks	School Lane, Sudbury	Event Space and venue hire for wedding and local events and exhibitions
15	The Nest	School Lane Sudbury	Activity to be confirmed – food preparation/meeting space part of school?
16	Sudbury Primary School	School Lane, Sudbury	Education
17	Sudbury Season Shop	School Lane, Sudbury	Gift and homewares shop
18	Wellies Project	Main Road, Sudbury	Community project/adult learning group
19	Growing Rural Enterprise	Main Road, Sudbury	Business start up and advice
20	Donna Marie Florists	Sudbury Courtyard, Main Road Sudbury	Florist

BUSINESSES/ORGANISATIONS WITH PREMISES PROVIDING EMPLOYMENT

IN TANSLEY			
No	Name of Business	Address	Business Activity
1	The Gate Inn	The Knoll	Public House
2	The Tavern PH	Nottingham Road	Public House
3	Tansley Primary School	Gold Hill	Education
4	Lots of Pots	Alfreton Road	Garden Centre
5	Charles Gregory and sons	Tansley Sawmills Nottingham Road	Timber merchants
6	The Tavern	Nottingham Road	Pub
7	Fosters	Holly Lane	Commercial Refrigerator

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN WYASTON			
No	Name of Business	Address	Business Activity
1	Wyaston Plant nursery and reclamation yard	Wyaston Nursery, Ashbourne, Derbyshire, England. DE6 2DR	Plant Nursery and reclamation yard
2	The Shire Horse	The Shire Horse Wyaston, Ashbourne DE6 2DQ	Public House – open drinks only at weekends

BUSINESSES/ORGANISATION WITH PREMISES PROVIDING EMPLOYMENT IN YEAVELEY			
No	Name of Business	Address	Business Activity
1	Yeaveley Estate	Yeaveley Ashbourne DE6 2DT	Shooting school, fishing and conference centre
2	Yeaveley Arms	Rodsley Lane, Yeaveley, Ashbourne, DE6 2DT	Public House
3	Stydd House Equestrian	Yeaveley, Ashbourne, DE6 2DU	Equestrian centre

APPENDIX F (a): SCHOOL CAPACITY DATA & SCORING METHODOLOGY

The local Primary School is often at the heart of village life and a key factor in influencing decisions made by young families over where to live. In addition to education, schools often provide a valuable facility for community and leisure activities. The presence of a local primary school provides an opportunity to reduce the need to travel by car and may be used in the evening or out of term time as a community facility. A number of primary schools now provide extended school services including such services as before and after school clubs and pre-school nurseries. The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities (paragraph 95 National Planning Policy Framework).

An assessment of the capacity at the Primary Schools in the settlements of the study area has been undertaken. Only publicly funded schools have been considered as they are available to all children. Information regarding the capacity of Primary Schools has been gathered as it is considered an important indicator as to whether a settlement is supporting growth in communities.

Derbyshire County Council as Education Authority has supplied information on pupil numbers and capacity at each Primary School for 2023 and projections for future capacity to 2027. The relative and proportionate extent to which each school is either overcrowded or is currently under capacity (has surplus space) has been calculated. A number of settlements in the study area have no Primary School. The following methodology has been used to score the current capacity of Primary Schools within the study area:

School Capacity
Score 1 No Primary School present within settlement
Score 2 Significant overcrowding or significant under capacity $<>40\%$
Score 3 Considerable overcrowding or considerable under capacity $<> 20\%$
Score 4 Marginal overcrowding or marginal under capacity $<>10\%$
Score 5 Insignificant level of overcrowding or insignificant under capacity $><5\%$
Score 6 Operating on or around capacity within 2%

In order to provide a comparison the previous assessment of Primary Schools contained within the 2016 Settlement Hierarchy has been amended to reflect the revised methodology above. This has allowed a comparison to be undertaken to highlight any significant change to school capacities within the study area between 2016 when the assessment was originally undertaken and 2023, to the identify the impact of residential development

and other societal influences such as parental choice may have had on school capacities.

APPENDIX F (b) PRIMARY SCHOOL CAPACITY DATA

Settlement	Primary Schools	% Surplus / Overcrowded at 2016	% Surplus / Overcrowded at 2023	% Surplus / Overcrowded at 2027
Tier Three Settlements				
Brailsford	Brailsford CE Controlled Primary School	5.49%	-10.08%	-12.61%
Clifton	Clifton CE Controlled Primary School	-1.90%	13.33%	2.86%
Cromford	Cromford CE Primary School	43.53%	21.43%	29.76%
Darley Bridge	South Darley CE (Controlled) Primary School	30.00%	17.14%	28.57%
Doveridge	Doveridge Primary School	26.67%	27.62%	9.52%
Hulland Ward	Hulland CE (Voluntary Controlled) Primary School	17.86%	32.14%	27.38%
Matlock Bath	Matlock Bath Holy Trinity CE (Controlled) Primary School	13.56%	32.20%	8.47%
Middleton	Middleton Community Primary School	-2.38%	-5.95%	14.29%
Northwood	<i>No primary school in settlement</i>			
Rowsley	Rowsley CE Primary School	32.14%	33.33%	38.10%
Sudbury	Sudbury Primary School	38.16%	39.47%	52.63%
Tansley	Tansley Primary School	17.05%	1.14%	23.86%
Tier Four Settlements				
Bonsall	Bonsall CE (Aided) Primary School	-4.94%	49.38%	49.38%
Brassington	Brassington Primary School	18.57%	30.00%	17.14%
Carsington	Carsington & Hopton (Voluntary Aided) CE Primary School	39.02%	-7.32%	-31.71%
Kniveton	Kniveton CE (Controlled) Primary School	4.76%	14.29%	9.52%
Kirk Ireton	Kirk Ireton CE Voluntary Controlled Primary School	-3.57%	32.14%	25.00%
Marston Montgomery	Marston Montgomery Primary School	42.86%	58.57%	41.43%
Tier Five Settlements				
Bradley	Bradley CE Controlled Primary School	29.41%	42.31%	50.00%
Ednaston	<i>No primary school in settlement</i>			
Hognaston	<i>No primary school in settlement</i>			
Hollington	<i>No primary school in settlement</i>			
Longford	Longford CE (Controlled) Primary School	-4.29	28.57	30
Osmaston	Osmaston CE (Controlled) Primary School	-0.95	-19.05	-19.05
Roston	Norbury C of E School	1.79	-39.29	-42.86
Shirley	<i>No primary school in settlement</i>			
Yeaveley	<i>No primary school in settlement</i>			
Wyaston	<i>No primary school in settlement</i>			

APPENDIX G: PUBLIC TRANSPORT SERVICES IN ASSESSED SETTLEMENTS

PUBLIC TRANSPORT SERVING BONSCALL				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
158	Stagecoach Yorkshire	Bonsall – Matlock	4	6
	Derbyshire Connect Dial a Bus	Advanced bookings required	9-11am	1

PUBLIC TRANSPORT SERVING BRADLEY				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
113/114	High Peak	Ashbourne to Derby	7	5

PUBLIC TRANSPORT SERVING BRAILSFORD				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
SWI	Trent Barton	Derby – Ashbourne - Uttoxeter	14	7
X52		Nottingham – Derby, Alton Towers	4	5
	Derbyshire Connect – Dial a bus	Advanced Bookings required	AM only	1

PUBLIC TRANSPORT SERVING BRASSINGTON				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
110	Hulleys	Matlock – Wirksworth - Ashbourne	5	6
	Derbyshire Connect bus service	Advanced bookings required	As and when 7am to 7pm	5

PUBLIC TRANSPORT SERVING CARSINGTON				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
110	Hulleys	Matlock – Wirksworth - Ashbourne	5	6
111	Hulleys	Ashbourne – Carsington- Wirksworth	3	6
	Derbyshire Connect – Dial a bus service	Advanced bookings required	-	-

PUBLIC TRANSPORT SERVING CROMFORD				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
6.1	Trent Barton	Bakewell – Matlock – Wirksworth - Derby	20	7
Transpeak	High Peak	Manchester –Buxton- Bakewell – Matlock – Belper - Derby	10	7
	East Midlands Trains	Matlock - Derby	10	7
216	TM Transport	Matlock – Sainsburys – Rail Station – Cromford - Bonsall	8	6
110/111	Hulleys	Matlock – Cromford – Ashbourne	8	6
X17	Stagecoach	Wirksworth – Cromford – Sheffield	12	7
	Derbyshire Connect Bus service	7am -7pm and Saturdays 8am -7pm advanced booking required	-	6
	Dial a bus	Tuesdays to Matlock 9am – 11am advanced booking required	-	1

PUBLIC TRANSPORT SERVING CLIFTON				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
009	Diamond Bus East Midlands	Ashbourne to Sudbury	2	5

	Derbyshire Connect – Dial a bus	Advanced bookings required	-	-
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PUBLIC TRANSPORT SERVING DARLEY BRIDGE

Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
172	Hulleys of Baslow	Matlock - Bakewell	8	6

PUBLIC TRANSPORT SERVING DOVERIDGE

Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
401	Arriva	Uttoxeter - Burton	17	5
	Derbyshire Connect – Dial a bus	Advanced bookings required – Fridays	-	1

PUBLIC TRANSPORT SERVING HULLAND WARD

Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
113	High Peak	Ashbourne- Belper	12	6
114	High Peak	Ashbourne - Derby	13	6

PUBLIC TRANSPORT SERVING KIRK IRETON

Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
	Derbyshire Connect – Dial a bus	Advanced bookings as and when required	-	5

PUBLIC TRANSPORT SERVING KNIVETON

Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
110/111	Hulleys	Matlock – Ashbourne - Wirksworth	10	6

	Derbyshire Connect – Dial a Bus	Advanced Bookings required	-	5
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PUBLIC TRANSPORT SERVING MARSTON MONTGOMERY				
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Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
	Derbyshire Connect – Dial a bus	Advanced bookings required Friday mornings only	-	1

PUBLIC TRANSPORT SERVING MATLOCK BATH				
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Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
6.1	Trent Barton	Derby – Wirksworth – Matlock - Bakewell	20	7
Transpeak	High Peak	Manchester –Buxton- Bakewell – Matlock – Belper - Derby	10	7
110/111	Hulleys	Matlock – Wirksworth Ashbourne	5	6
	East Midlands Trains	Matlock - Derby	10	7
140	Derbyshire Community Transport	Alfreton - Matlock	6	6
141	Derbyshire Community Transport	Ripley - Matlock	4	6
	Derbyshire Connect	Advanced bookings required	-	-

PUBLIC TRANSPORT SERVING MIDDLETON				
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Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
6.1	Trent Barton	Bakewell – Matlock – Wirksworth – Belper - Derby	10	6
110	Hulleys	Matlock – Wirksworth Ashbourne	7	6
	Derbyshire Connect – Dial a bus	Advanced bookings required	-	-

PUBLIC TRANSPORT SERVING NORTHWOOD				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
6.1	Trent Barton	Bakewell – Matlock – Wirksworth – Belper - Derby	10	7
Transpeak	High Peak	Manchester –Buxton- Bakewell – Matlock – Belper - Derby	10	7
160	Stagecoach Yorkshire	Matlock to Rowley	8	6
	Derbyshire Connect – Dial a bus	Advanced bookings required	-	-

PUBLIC TRANSPORT SERVING ROWSLEY				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
6.1	Trent Barton	Bakewell – Matlock – Wirksworth – Belper - Derby	10	7
Transpeak	High Peak	Manchester –Buxton- Bakewell – Matlock – Belper - Derby	10	7
218	TM Travel	Matlock- Chatsworth	5	7
160	Stagecoach Yorkshire	Matlock to Rowsley	8	6
	Derbyshire connect – Dial a bus	Advanced bookings required		

PUBLIC TRANSPORT SERVING SUDBURY				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
1	Arriva	Uttoxeter - Burton	11	6
	Derbyshire Connect – Dial a bus	Advanced bookings required Fridays only	AM	1

PUBLIC TRANSPORT SERVING TANSLEY				
Service Number	Service Provider	Route	Number of Services between 8 am and 6 pm	Days a week of operation
150	DW Coaches	Clay Cross – Alfretton - Matlock	5	6

140	Derbyshire Community Transport	Matlock -Tansley - Alfreton	6	6
141	Derbyshire Community Transport	Matlock - Tansley - Ripley	4	6
	Derbyshire Connect – Dial a bus	Advanced bookings required	-	-

APPENDIX H SCORING TABLE OF CHANGES BETWEEN 2016 & 2023

Settlement	Residential Completions 2016-2023	Residential Commitments 2023	Population 2021 (adjusted figure)	Community Hall (2016)	Community Hall (2023)	General Convenience Stores (2016)	General Convenience Stores (2023)	GP Surgery (2016)
Cromford	3	2	1250	1	1	2	2	0
Rowsley	0	0	500	1	1	2	2	0
Matlock Bath	6	2	575	1	1	2	0	0
Tansley	44	76	1075	1	1	0	0	0
Sudbury	0	0	225	1	0	2	0	3
Brailsford	207	26	825	1	1	2	2	3
Doveridge	155	3	1775	1	1	2	2	0
Middleton by Wirksworth	53	5	875	1	1	0	0	0
Northwood	4	3	600	0	0	0	0	0
Clifton	0	0	300	1	1	1	0	0
Darley Bridge	4	0	575	1	1	0	0	0
Bonsall	1	2	725	1	1	2	2	0
Brassington	4	2	475	1	1	1	0	0
Carsington	1	0	125	0	1	0	0	0
Osmaston	0	0	100	1	1	0	0	0
Kniveton	3	4	250	1	1	0	0	0
Hulland Ward	41	45	850	1	1	2	0	3
Kirk Ireton	5	3	350	1	1	2	2	0
Hognaston	4	0	200	1	1	0	0	0
Bradley	0	1	75	0	0	0	0	0
Marston Montgomery	41	0	225	1	1	0	0	0
Ednaston	0	0	125	0	0	0	0	0
Wyaston	0	1	125	1	1	0	0	0
Roston	0	0	75	1	1	0	0	0
Longford	1	0	125	0	0	0	0	0
Yeaveley	13	1	225	0	0	0	0	0
Hollington	8	0	100	0	0	0	0	0
Shirley	0	0	200	0	0	0	0	0

Settlement	Public House (2023)	Public Transport (2016)	Public Transport (2023)	No. of Businesses (2016)	No. of businesses (2023)	Relationship to Employment Centres/ sites outside of settlement	Drive to nearest Town
Cromford	1	4	4	8	10	4	2
Rowsley	1	4	4	8	9	3	1
Matlock Bath	1	4	4	10	10	4	1
Tansley	1	2	2	5	5	5	2
Sudbury	0	3	2	1	3	8	1
Brailsford	1	3	3	3	3	3	1
Doveridge	1	3	2	0	1	4	1
Middleton by Wirksworth	1	3	3	1	3	3	2
Northwood	0	4	4	7	7	5	0
Clifton	1	1	1	0	0	6	2
Darley Bridge	1	2	2	0	0	6	1
Bonsall	1	2	1	1	2	1	1
Brassington	1	2	2	1	1	2	0
Carsington	1	2	2	0	0	1	1
Osmaston	1	0	0	0	0	4	1
Kniveton	1	2	2	0	0	2	1
Hulland Ward	1	2	2	1	1	1	0
Kirk Ireton	1	1	0	0	0	0	0
Hognaston	1	0	1	0	0	1	1
Bradley	0	0	2	0	0	2	2
Marston Montgomery	1	1	0	0	0	1	0
Ednaston	1	0	0	0	0	3	1
Wyaston	1	0	0	0	0	2	1
Roston	1	0	0	0	0	1	0
Longford	0	0	0	0	0	0	0
Yeaveley	1	0	0	0	0	0	0
Hollington	1	0	0	1	1	0	0
Shirley	1	0	0	0	0	0	0

Settlement	Church	Children's play area	Recreation & Lesiure	Alottments	Mobile Services	Economy Score	Social Score	Total Scores (2023)
Cromford	1	1	1	1	0	14	16	30
Rowsley	1	1	1	1	M	12	15	27
Matlock Bath	1	1	1	0	0	14	11	25
Tansley	1	1	1	0	M	10	15	25
Sudbury	1	0	1	0	0	11	10	21
Brailsford	1	1	1	0	0	6	19	25
Doveridge	1	1	1	1	M	5	13	18
Middleton by Wirksworth	1	1	1	1	M	6	15	21
Northwood	0	1	0	0	0	12	5	17
Clifton	1	1	1	0	0	6	10	16
Darley Bridge	1	0	1	1	0	6	10	16
Bonsall	1	1	0	0	0	3	9	12
Brassington	1	1	1	1	0	3	9	12
Carsington	1	1	1	0	0	1	11	12
Osmaston	1	0	1	0	0	4	8	12
Kniveton	1	0	1	0	M	2	9	11
Hulland Ward	1	1	1	0	M	2	9	11
Kirk Ireton	1	1	1	0	0	0	8	8
Hognaston	1	1	1	0	M	1	7	8
Bradley	1	0	0	0	0	2	6	8
Marston Montgomery	1	0	0	0	0	1	4	5
Ednaston	0	0	0	0	0	3	2	5
Wyaston	0	0	0	0	0	2	3	5
Roston	0	0	0	0	0	1	3	4
Longford	1	0	0	0	0	0	2	2
Yeaveley	1	0	0	0	0	0	2	2
Hollington	0	0	0	0	0	1	1	2
Shirley	1	0	0	0	0	0	2	2

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Agenda Item 6

**Local Plan Sub Committee
30th November 2023**

**Derby, Derbyshire and East Staffordshire Gypsy and Traveller
Accommodation Assessment 2023**

Report of Director of Regulatory Services and Policy Manager

Report Author and Contact Details

Tim Braund

Director of Regulatory Services

Tel 01629 761118 tim.braund@derbyshiredales.gov.uk

Mike Hase, Policy Manager

Tel 01629 761251 mike.hase@derbyshiredales.gov.uk

Wards Affected

All

Report Summary

The reports provides Members with details of the Derby, Derbyshire and East Staffordshire Gypsy and Traveller Accommodation Assessment 2023. It seeks Members endorsement of the contents of the report.

Recommendations

1. The contents of the Derby, Derbyshire and East Staffordshire Gypsy and Traveller Accommodation Assessment 2023 be endorsed.
2. That the contents of the Derby, Derbyshire and East Staffordshire Gypsy and Traveller Accommodation Assessment be taken into account in the future review of the Derbyshire Dales Local Plan.
3. A further report be brought to this Sub Committee which sets out policies and proposals that address the consequences of the Derby, Derbyshire and East Staffordshire Gypsy and Traveller Accommodation Assessment.

List of Appendices

Appendix 1 Copy of the Derby, Derbyshire and East Staffordshire Gypsy and Traveller Accommodation Assessment 2023

Background Papers

None

Consideration of report by Council or other committee

None

Council Approval Required

No

Exempt from Press or Public

No

Derby, Derbyshire and East Staffordshire Gypsy and Traveller Accommodation Assessment 2023

1. Background

- 1.1 The requirement to assess the accommodation needs of Gypsies and Travellers and Travelling Show people is established through national guidance contained in Planning Policy for Travellers (DCLG, 2015). The guidance emphasises the need for local authorities to use evidence to plan positively and manage development.
- 1.2 The Derby, Derbyshire and East Staffordshire Gypsy and Traveller Accommodation and Assessment (GTAA) research drew on a number of data sources including:
- Review of secondary information: a review of national and local planning policies and recently undertaken GTAAs, and analysis of secondary data. This included analysis of the most recently published (July 2022) Department for Levelling Up, Housing and Communities (DLUHC) Traveller Caravan Count to determine trends in the population of Gypsies and Travellers¹.
 - An online survey, and telephone interviews with key stakeholders providing qualitative data regarding the accommodation needs of Gypsies, Travellers, Travelling Showpeople and boat dwellers.
 - Extensive face-to-face and telephone surveys of Gypsies, Travellers and Travelling Showpeople, in January 2022, covering a range of issues related to accommodation and service needs
- 1.3 This updated evidence will help the District Council to determine the extent to which Gypsy and Traveller provision will need to be addressed in the future, both through its policies in the Local Plan and practically on the ground.

2. Key Issues

- 2.1 The DLUHC July 2022 Gypsy and Traveller Count indicated that there was a variation in the number of caravans in each local authority with no caravans recorded in Amber Valley, High Peak, and the Peak District National Park; only 5 caravans recorded in Chesterfield, 9 in Derbyshire Dales, 12 in East Staffordshire, 28 in Derby City, 37 in North East Derbyshire, 110 in Bolsover, and 138 in South Derbyshire. The count recorded 296 caravans on private

¹ Please note that due to Covid-19 restrictions the Traveller Caravan Count did not take place in July 2020 or January 2021.

pitches with permanent planning permission and 28 on social rented pitches. Only 15 caravans were recorded on unauthorised pitches.

- 2.2 In relation to unauthorised encampments, the assessment concluded that local authorities in the study did not keep consistent records of for example the number of vehicles involved or length of stay.
- 2.3 However, between January-March 2016 and April-June 2020 271 unauthorised encampments took place in the study area. A significant proportion of the recorded unauthorised encampments took place in Derby City and Derbyshire Dales (20% each), and around a sixth on land managed by Derbyshire County Council (15%) or in South Derbyshire (14%). Fewer unauthorised encampments were recorded in Chesterfield (7%), Bolsover (7%), North East Derbyshire (5%), East Staffordshire (4%), and Amber Valley (1%).
- 2.4 Taking all factors into account the GTAA indicates the following summary of needs for Derbyshire Dales for the period 2020 to 2040 :

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	8	7
Total 2025-30	1	1
Total 2030-35	1	1
Total 2035-40	1	1
Total 2020-40	11	10

- 2.5 These figures reflect the numbers identified within the two homeless families at the time of the survey work and are still broadly correct. The numbers in the 'ethnic definition' column are more likely to reflect the true need that requires accommodation and since the PPTS definition has been seriously called into question by the Lisa Smith Court of Appeal decision, it is recommended that the 11 pitches identified be the number that the District Council needs to work towards. The actual number of pitches required by each family will need to be further informed through direct engagement with the families going forwards.
- 2.6 The GTAA also advises that some of the accommodation need identified within the Derbyshire Dales local authority area arises from households who have occupied temporary unauthorised encampments on land that is situated within the Peak District National Park. The GTAA confirms that 18 temporary unauthorised encampments took place on land covered by the Peak District National Park between January-March 2016 to October-December 2019. These are mainly in relation to temporary unauthorised encampments occupied by two extended families.

- 2.7 Given that accommodation need arises on land covered by both Derbyshire Dales District Council and the Peak District National Park, this suggests that there is an evidence of need within both areas. The report does not, however, indicate that any of the number of pitches required across Derbyshire Dales need be provided within the National Park. As such the report indicates that all 11 pitches should be provided within the Derbyshire Dales local planning authority area.
- 2.8 The report recommends that the District Council and the Peak District National Park Planning Authority should liaise regarding how the accommodation needs of the two extended families can best be met. This, however, can be undertaken as part of the Duty to Co-operate requirements.
- 2.9 The report recommends that each local planning authority determines for itself which of the accommodation needs figures in relation to Gypsies and Travellers it chooses to prioritise in its Local Plan. It does however recommend adopting the 'ethnic' definition accommodation needs figures i.e. meeting the accommodation needs of all households who ethnically identify as Gypsies and Travellers. It is suggested that this will not only demonstrate knowledge of the overall accommodation need of all Gypsies and Travellers, but also how the accommodation needs in relation to households not meeting the PPTS definition are being addressed.

3. Options Considered and Recommended Proposal

- 3.1 None at this time, as the purpose of this report is to note and endorse the recommendations of the GTAA. It will however be necessary to reflect upon the contents of the GTAA and seek to ensure that the revised DDLP

4. Consultation

- 4.1 As set out in the GTAA extensive consultation was undertaken to establish the current and future accommodation needs of the Gypsy and Traveller community.
- 4.2 Any revision to Local Plan or other District Council policies relating to Gypsy and Travellers will be required to be subject to public consultation in accordance with the statutory requirements. At this time it is anticipated that consultation on the Local Plan will commence sometime in March.
- 4.3 It is understood that the District Council's Traveller Working Group are assessing the suitability of sites to accommodate the future gypsy and traveller needs. As such, in order to be able to incorporate the conclusions

of their work into the revised Local Plan for consultation purposes it will be necessary for their work to be expedited as soon as possible.

5. Timetable for Implementation

- 5.1 Revisions to Local Plan policy will be brought forward to a future meeting of this Committee in accordance with the Local Development Scheme (as approved by the Local Plan Sub Committee on 27th September 2023.).

6. Policy Implications

- 6.1 The evidence in the GTAA needs to be taken into account in the Derbyshire Dales Local Plan. In order to achieve a sound plan the Derbyshire Dales Local Plan will need to identify a site(s) for Gypsies and Travellers. Without such an allocation(s), the Derbyshire Dales Local Plan is unlikely to be found sound by an independent Planning Inspector and therefore not capable of being adopted to guide future development.

7. Financial and Resource Implications

- 7.1 The development of permanent Traveller sites is likely to have financial implications for the authority. Council has recently approved a process by which consultation and financial appraisal for any such development will be undertaken and these processes will ensure that the financial implications of any proposals are fully understood at the proper time.

8. Legal Advice and Implications

- 8.1 The report fulfils the requirements of Government policy that the District Council should ensure that it has an understanding of the future needs for Gypsy and Travellers.
- 8.2 The evidence from the GTAA will need to be factored into the revisions to the Local Plan and in decision making on planning applications.
- 8.3 There are 3 recommended decisions to be taken as noted at the start of this report. The legal risk for a challenge connected to the recommendations has been assessed as low.

9. Equalities Implications

- 9.1 There are likely to be Equalities implications arising from the GTAA. The District Council is required, under the Equality Act 2010, to have due regard to the need to eliminate discrimination, victimisation and harassment, advance equality of opportunity and foster good relations between different groups.

9.2 The Council is also required to consider how their policies or decisions affect people who are protected groups under the Equality Act, which specifically includes Romany Gypsies and Irish Travellers in the protected characteristic of Race. An Equalities Impact Assessment will be carried out on any policies or proposals that emanate from the conclusions in the GTAA, and where necessary identify and mitigate any Equalities implications. The detailed impact of Equalities implications would then be taken into account at the point that any decisions are required to be made on policy approaches.

10. Climate Change and Biodiversity Implications

10.1 There are no direct climate change or biodiversity implications as a consequence of the GTAA. Any decisions that the District Council may need to make in response to the findings of this research will need to take account of both climate change and biodiversity.

11. Risk Management

11.1 The development of Traveller sites carries significant levels of financial and reputation risks for the Council, particularly where the development role falls to the local authority. The processes adopted by Council at the meeting held on 28 September 2023 are intended to ensure that decision making is fully transparent and will therefore mitigate those risks.

Report Authorisation

Approvals obtained from:-

	Named Officer	Date
Chief Executive	Paul Wilson	16/11/2023
Director of Resources/ S.151 Officer (or Financial Services Manager)	Karen Henriksen	21/11/2023
Monitoring Officer (or Legal Services Manager)	Kerry France	20/11/2023

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Derby, Derbyshire, Peak District National Park Authority and East Staffordshire Gypsy and Traveller Accommodation Assessment

Report July 2023

RRR Consultancy Ltd

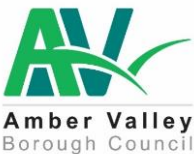
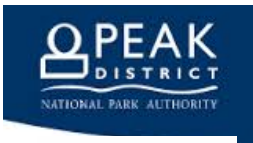


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Introduction

- S1. This report details the findings from the Derby, Derbyshire, Peak District National Park Authority and East Staffordshire Gypsy and Traveller Accommodation Assessment (GTAA). The report was commissioned by Derbyshire County Council, together with its partner authorities of Amber Valley Borough Council, Bolsover District Council, Chesterfield Borough Council, Derby City Council, Derbyshire Dales District Council, High Peak Borough Council, North East Derbyshire District Council, the Peak District National Park Authority, and South Derbyshire District Council, as well as neighbouring East Staffordshire Borough Council.
- S2. The requirement to assess the accommodation needs of Gypsies and Travellers and Travelling Showpeople is established through national guidance contained in Planning Policy for Travellers (DCLG, 2015). Throughout the report this policy will be referred to as PPTS 2015 or simply PPTS.
- S3. To achieve the study aims, the research drew on a number of data sources including:
- Review of secondary information: a review of national and local planning policies and recently undertaken GTAAs, and analysis of secondary data. This included analysis of the most recently published (July 2022) Department for Levelling Up, Housing and Communities (DLUHC) Traveller Caravan Count to determine trends in the population of Gypsies and Travellers¹.
 - An online survey, and telephone interviews with key stakeholders providing qualitative data regarding the accommodation needs of Gypsies, Travellers, Travelling Showpeople and boat dwellers.
 - Extensive face-to-face and telephone surveys of Gypsies, Travellers and Travelling Showpeople, in January 2022, covering a range of issues related to accommodation and service needs.
- S4. The consultation was undertaken in a Covid-19 safe manner i.e. it followed government guidance and restrictions. However, this meant that consultation with households was delayed and some consultation was undertaken using remote methods e.g. over the telephone.
- S5. The above provided an extensive range of quantitative and qualitative data enabling a robust and reliable assessment of accommodation needs.

¹ Please note that due to Covid-19 restrictions the Traveller Caravan Count did not take place in July 2020 or January 2021.

Policy context

- S6. In August 2015, the Government published its amended planning policy for traveller sites, which replaced the previous guidance and circulars relating to Gypsies and Travellers and Travelling Showpeople. The guidance emphasised the need for local authorities to use evidence to plan positively and manage development. Whilst it is clear that the 2015 PPTS excludes those who have ceased to travel permanently as being Gypsies and Travellers (for planning purposes), it does not explicitly state how the new definition should be interpreted in relation to other factors such as whether families travel for economic or work purposes.
- S7. Given differences in defining Gypsies and Travellers this GTAA provides two need figures: first, one based on the ethnic identity definition; and second, based on the needs of families who have *not* permanently ceased to travel (i.e. based on the PPTS 2015 definition).
- S8. The local authorities' planning policies within the study area set criteria for meeting the accommodation needs of Gypsies, Travellers, Travelling Showpeople, and boat dwellers. The updated evidence provided by the 2022 GTAA will help determine whether the local authorities' planning policies will need to be revised.

Population Trends

- S9. In January 2022 there were 195 Gypsy and Traveller pitches within the study area consisting of 167 authorised private pitches, 17 local authority managed pitches, and 11 pitches on unauthorised developments. There are also 7 Travelling Showperson's yards consisting of 36 plots in Bolsover. There are 281 recorded permanent moorings within the study area (in South Derbyshire including 260 in the process of being developed), and an estimated 200 boat dwellers who reside on boats all year within the rest of the navigable waterways within the study area. There are also 21 transit pitches in the study area including 11 transit pitches on a private site in Bolsover, 6 pitches on 2 leaseholder sites in South Derbyshire, and 4 pitches on a leaseholder site in North East Derbyshire.
- S10. There are 7 Travelling Showperson's yards consisting of 36 plots in Bolsover. It should be borne in mind that the amount of land needed for a Travelling Showpeople plot is greater than that for Gypsy and Traveller pitches because of the mixed use of the plots. For clarity, we refer to Travelling Showpeople 'plots' rather than 'pitches', and 'yards' rather than 'sites' to recognise the differences in design.

- S11. There are 260 recorded permanent moorings within the study area (in South Derbyshire – and in the process of being developed). However, there are marinas and boat yards located across the study area and moorings owned and managed by the CRT that are occupied by permanent boat dwellers, leisure boaters, and constant cruisers. The CRT manages leisure and long-term moorings and transit moorings across the study area. Based on the consultation with boat yard and marina owners and managers, CRT and NBTA, there are over 200 boat dwellers who reside on boats all year within the study area.
- S12. The 2021 national census included the category of ‘Gypsy or Irish Traveller’ in the question regarding ethnic identity. According to the 2021 Census, in March 2021 there were 877 Gypsies and Travellers residing in the study area representing around 0.08% of the usual resident population. This is lower than the average for England & Wales of 0.10%. The proportion of Gypsies and Travellers recorded in the GTAA constituent local authorities varied widely with 0.00% of the population of the Peak District National Park recorded as Gypsies or Travellers compared with 0.16% in Derby City. Derby City also recorded the largest population with 408 Gypsies and Travellers recorded by the 2021 Census.
- S13. The DLUHC July 2022 Count shows that there is some variation in the number of caravans in each local authority with no caravans recorded in Amber Valley, High Peak, and the Peak District National Park; only 5 caravans recorded in Chesterfield, 9 in Derbyshire Dales, 12 in East Staffordshire, 28 in Derby City, 37 in North East Derbyshire, 110 in Bolsover, and 138 in South Derbyshire. 296 caravans were recorded on private pitches with permanent planning permission and 28 on social rented pitches. Only 15 caravans were recorded on unauthorised pitches.
- S14. When the population is taken into account the density of caravans varies. Seven of the 10 local planning authorities are at or below the study area average of 34 caravans per 100,000 population including the Peak District National Park (0 caravans per 100,000 population), High Peak (0), Amber Valley (0), Chesterfield (5), East Staffordshire (10), Derby City (10), and Derbyshire Dales (13). Local planning authorities with densities above the study area average include North East Derbyshire (36 caravans per 100,000 population), South Derbyshire (129), and Bolsover (137).
- S15. In relation to unauthorised encampments, the study area local authorities do not keep consistent records e.g. the number of vehicles involved or length of stay. However, it can be determined that between January-March 2016 and April-June 2020 271 unauthorised encampments took place in the study area. A fifth of recorded unauthorised encampments took place in Derby City (20%), and around a sixth on land managed by Derbyshire County Council (15%) or in South Derbyshire (14%). Fewer unauthorised encampments were recorded in Chesterfield (7%), Bolsover (7%), North East Derbyshire (5%), East Staffordshire (4%), and Amber Valley (1%). Although no unauthorised encampments were recorded in either the Peak District National Park (0%) or High Peak (0%), it is apparent that they do occur.

Stakeholder Consultation

- S16. Consultation with stakeholders (service providers) was conducted to provide in-depth qualitative information about the accommodation needs of Gypsies, Travellers and Travelling Showpeople. The aim of this section of the assessment was to consider the views of service providers regarding accommodation needs within the study area. Due to Covid-19 restrictions the consultation took the form of an online survey and telephone consultation.
- S17. It was generally acknowledged that there is a lack of accommodation provision throughout the study area. Also, it was noted that whilst provision throughout the study area is uneven there was unmet demand even in those areas where provision was relatively high. It was felt that a lack of transit provision can lead to unauthorised encampments. Some stakeholders suggested that local authorities have a duty of care to support families residing on unauthorised encampments.
- S18. Although the preferred accommodation type for many Gypsy, Traveller and Travelling Showpeople families may be small sites located on land owned by themselves, the consultation acknowledged difficulties in Gypsy, Traveller and Travelling Showpeople either buying or developing land for new accommodation. This is acknowledged throughout this report.
- S19. It was noted that there can be cultural differences between Gypsies and Travellers living in bricks and mortar accommodation and members of the settled community. Local authorities should include Gypsy and Traveller categories on ethnic monitoring forms to improve data on population numbers, particularly in housing. Also, there needs to be better sharing of information between agencies which deal with the Gypsy and Traveller community.

Consultation with households

- S20. *RRR Consultancy* undertook consultation with the Gypsy, Traveller, and Showpeople families as well as site and yard managers and owners. The combination of local authority data, site / yard visits and consultation with households (and key stakeholders) helped to clarify the status of pitches and plots i.e. which provisions are occupied, vacant, overcrowded, and occupied by household members with accommodation needs. The consultation was undertaken in a Covid-19 safe manner i.e. it followed government guidance and restrictions. However, this meant that consultation with households was delayed, and some consultation was undertaken using remote methods e.g. over the telephone.

Accommodation needs

- S21. Accommodation needs in the study area were assessed using analysis of primary and secondary data. The accommodation needs calculation steps were based on a model in accordance with both previous (2007) and current Practice Guidance (2015) issued by the

Department for Communities and Local Government (DCLG). Although the 2007 guidance was withdrawn in 2016, it remains useful as a model to determine accommodation needs. It contains seven basic components; five assessing needs and two assessing supply, which are applied to each sub-group, based on primary data.

- S22. Table S1 summarises accommodation needs over the period 2020-40. There is a need of 128 pitches in relation to households who meet the PPTS definition i.e. who have not permanently ceased to travel, and an accommodation need of a further 20 pitches in relation to households who *do not meet* the PPTS definition but who are ethnically recognised as Gypsies and Travellers. This means that 128 households with accommodation needs travel, whilst an additional 20 pitches are required by households who have ceased to travel. Please note that annual pitch and plot needs relate to financial years i.e. 1 April to 31 March.

Gypsy and Traveller pitches

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	68	53
Total 2025-30	25	23
Total 2030-35	26	25
Total 2035-40	29	27
Total 2020-40	148	128

Source: GTAA 2023

- S23. Tables S2, S3 and S4 show that there is also a need for 27 additional Travelling Showpeople plots, 53 additional boat dweller moorings, and 77 additional residential caravan pitches over the same period.

Travelling Showpeople plots

Total 2020-25	8
Total 2025-30	6
Total 2030-35	6
Total 2035-40	7
Total 2020-40	27

Source: GTAA 2023

Boat Dwellers

Table S.3: Summary of accommodation needs 2020-40 (moorings)	
Total 2020-25	50
Total 2025-30	1
Total 2030-35	1
Total 2035-40	1
Total 2020-40	53

Source: GTAA 2023

Residential Caravan Dwellers

Table S.4: Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	38
Total 2025-30	13
Total 2030-35	13
Total 2035-40	13
Total 2020-40	77

Source: GTAA 2023

Transit provision

S24. In relation to transit provision, whilst recognising there are 21 transit pitches within the study area, the GTAA recommends the adoption of a negotiated stopping policy which involves caravans being sited on suitable specific pieces of ground for an agreed and limited period of time, with the provision of limited services such as water, waste disposal and toilets. It is recommended that local authorities, on an individual or collective basis, consider the development of transit sites, but with negotiated stopping place policy as the main means of addressing transit need.

Conclusions

S25. It is recommended that each study area local planning authority determines for itself which of the accommodation needs figures in relation to Gypsies and Travellers it chooses to prioritise in its Local Plan. This GTAA recommends adopting the 'ethnic' definition accommodation needs figures i.e. meeting the accommodation needs of all households who ethnically identify as Gypsies and Travellers. This will not only demonstrate knowledge of the overall accommodation need of all Gypsies and Travellers, but also how the accommodation needs in relation to households not meeting the PPTS definition are being addressed.

S26. Alternatively, the local authorities may adopt the 'PPTS 2015' definition accommodation needs figures with the difference between the PPTS 2015 figures and Ethnic' definition

being an additional need that the council(s) may choose to meet. This means that the local authorities would firstly meet the need of 127 (52 within the first 5 years) as the obligation but accept the need of a further 20 (15 within the first five years) as potential needs in the area if further applications are brought forward through windfalls. It is important to note that this only refers to Gypsies and Travellers and not Travelling Showpeople.

- S27. It is also recommended that the local planning authorities incorporate into their local plans a criteria-based policy which takes into consideration any planning applications that might materialise over the plan period from households not considered by this assessment. This could include households residing on unauthorised developments, unauthorised encampments, due to in-migration, and those residing in bricks and mortar accommodation. This accommodation needs should be considered separate to the need identified below and could be met through windfall applications.
- S28. As well as quantifying accommodation needs, the study also makes recommendations on other key issues including:

Accommodation needs:

- In relation to Gypsies and Travellers and Travelling Showpeople it is recommended that the local authorities work closely with the families to determine how their accommodation needs can best be met.
- Also, for the local authorities to provide pre-planning application advice to households who have identified land to help determine if it is suitable to address accommodation needs.
- In order to meet the accommodation needs of Showpeople it is also recommended that the local authorities work closely with yard owners to determine how the proposed land that they have already identified, and other potential land could meet their current and future accommodation needs.
- Dependent upon meeting planning requirements (etc), it is recommended that the local authorities review the sites and yards with temporary permission and consider making them permanent, and to review the unauthorised sites and yards and consider them gaining permanent status.

Planning policy:

- Implement corporate policy to provide negotiated stopping arrangements to address unauthorised encampments for set periods of time at agreed locations.
- To liaise with owners of the sites and yards to determine how they could expand the number of pitches to meet the family's accommodation needs.
- To consider how the accommodation needs can be met by expanding existing provision and/or providing new sites and yards.
- To consider alternative options for developing new sites and yards such as sites developed on a cooperative basis, shared ownership, or small sites owned by a local authority, but rented to families for their own use.

- To consider alternative site funding mechanisms such as: site acquisition funds; loans for private site provision through Community Development Financial Institutions; and joint ventures with members of the Gypsy and Traveller, Showpeople and boat dweller communities.
- Prior to action being taken against a site which is being used without planning permission, the local authority, in partnership with the landowner, occupants and relevant agencies (e.g. Showmen's Guild and National Federation of Gypsy Liaison Groups), to review its current, historic, and potential planning status.
- To consider safeguarding Gypsy, Traveller and Travelling sites and Showpeople yards with permanent planning permission for their current use unless it can be demonstrated that they are no longer required to meet accommodation needs.
- The population size and demographics of the Gypsy, Traveller, Travelling Showpeople and boat dweller communities can change rapidly. As such, their accommodation needs should be reviewed every 5 to 7 years.

Management:

- Housing organisations need to consider the type of housing allocated to Gypsies and Travellers residing in bricks and mortar in order to minimise the psychological aversion and feelings of isolation.
- Develop a holistic vision for their work on Gypsies and Travellers and embed it in Community and Homelessness Strategies, Local Plans and planning and reporting obligations under the Equality Act 2010.
- Provide training and workshop sessions with local authority and service provider employees (and elected members) to help them to further understand issues relating to the Gypsy, Traveller, and Showpeople communities.
- In liaison with relevant enforcement agencies such as the police to develop a common approach to dealing with unauthorised encampments.
- Encourage local housing authorities to include Gypsy and Traveller categories on ethnic monitoring forms to improve data on population numbers, particularly in housing.
- Better sharing of information between agencies in relation to Gypsy and Traveller, Travelling Showpeople and boat dweller communities.
- During the ongoing Covid-19 related restrictions placed on the communities, determine help and support the local authorities and other services could provide to the households

1. Introduction

Study context

- 1.1 This report details the findings from the Derby, Derbyshire, Peak District National Park Authority and East Staffordshire Gypsy and Traveller Accommodation Assessment (GTAA). The report was commissioned by Derbyshire County Council, together with its partner authorities of Amber Valley Borough Council, Bolsover District Council, Chesterfield Borough Council, Derby City Council, Derbyshire Dales District Council, High Peak Borough Council, North East Derbyshire District Council, the Peak District National Park Authority, and South Derbyshire District Council², as well as neighbouring East Staffordshire Borough Council.
- 1.2 The requirement to assess the accommodation needs of Gypsies and Travellers and Travelling Showpeople is established through national guidance contained in Planning Policy for Traveller Sites (DCLG, 2015).

Methodological context

- 1.3 To achieve the study aims, the research drew on a number of data sources including:
- Review of secondary information: a review of national and local planning policies and recently undertaken GTAAs, and analysis of secondary data. This included analysis of the most recently published (July 2022) Department for Levelling Up, Housing and Communities (DLUHC) Traveller Caravan Count to determine trends in the population of Gypsies and Travellers.
 - An online survey, and interviews with key stakeholders providing qualitative data regarding the accommodation needs of Gypsies, Travellers, Travelling Showpeople,
 - Extensive telephone, email and face-to-face surveys of Gypsies, Travellers, and Travelling Showpeople, covering a range of issues related to accommodation and service needs. This key element of the methodology provided an extensive range of data enabling future accommodation needs to be assessed.
- 1.4 The above provided an extensive range of quantitative and qualitative data enabling a robust and reliable assessment of accommodation needs. The consultation was undertaken in a Covid-19 safe manner i.e. it followed government guidance and restrictions. However, this meant that consultation with households was delayed, and some consultation was

² Please note that the accommodation needs of Gypsies and Travellers residing in Erewash Borough are being assessed as part of a separate GTAA being undertaken on behalf of Nottinghamshire local authorities.

undertaken using remote methods e.g. over the telephone. The 2022 GTAA incorporates any accommodation needs identified by previous GTAAs but not fulfilled by January 2022.

Geographical context of Derbyshire

- 1.5 The County of Derbyshire (including Derby City) has an estimated population of 1,056,880 (2021) covering an area of 262,832 hectares. Derbyshire is largely rural with a relatively low average population density. There is one city and 28 towns which play a significant role in the local economy as employment hubs and providers of services. The County includes the boroughs of Amber Valley, Chesterfield, High Peak, and Erewash and the districts of Bolsover, Derbyshire Dales, North East Derbyshire and South Derbyshire and encircles the unitary authority of Derby City. Derby City makes a significant contribution to the Derbyshire economy.
- 1.6 Derbyshire is relatively well served by nationally important roads including the M1 motorway and the A628, A52, A50, A516 and A38 trunk roads as well as regional and other locally important routes. Most of Derbyshire has good rail links to major cities including Derby, Nottingham, Leicester, London, Birmingham, Sheffield, Manchester and Leeds. The County Council area is a net exporter of commuters; Derby, Sheffield and Nottingham are the most important cities to the county in terms of the supply of labour and of jobs.
- 1.7 Derbyshire has high quality landscapes, including the majority of the Peak District National Park and part of the National Forest, and a rich and diverse cultural heritage, including the Derwent Valley Mills World Heritage Site and Creswell Crags. These are important assets to the county's economy but there is a need to ensure development contributes to the protection and enhancement of these assets. The abundance of fast flowing rivers, the main ones being the Trent, Derwent and Dove, provided the basis for water-powered industries leaving a legacy of mills and mill sites. The rivers also present a significant challenge in terms of climate change, and there are a number of existing flood risk management schemes in Derbyshire. The county's historic transport infrastructure has also contributed to the development of the area and some of these assets remain, including Swarkestone Bridge and old trade routes such as salt routes.
- 1.8 The County has experienced major change over recent years with significant job losses within the manufacturing, metals, heavy engineering, textiles and coal mining industries. However, manufacturing still makes up around a sixth of the total industry in Derbyshire, with a long history of aerospace manufacture (Rolls Royce, employing 12,000 people) and railway engineering (Bombardier, employing 3,000 people) in Derby itself. More recently, there has been significant investment in new industrial sites, such as at Markham Vale, as well as major inward investment including the Toyota plant at Burnaston. In the north west of the County, traditional quarrying and agriculture, tourism, and leisure activities all contribute to a diversifying local economy, although there is also strength in manufacturing.

- 1.9 In March 2021 the County (including Derby City) had 650,972 employees (80.6% of the population aged 16-64 years)³. The unemployment rate in December 2021 was 3.0% (including Derby City) but rates vary across the county: the lowest was in Derbyshire Dales (1.9%), the highest was in Derby City (5.5%). Youth unemployment (under 25-year-olds) in October 2021 was 5.3% compared to 4.7% in the East Midlands and 5.5% in England. It is important to consider that the lockdown and social distancing measures introduced by the UK government in response to the Covid-19 pandemic in mid-March 2020 have impacted on the county's economy and are likely to do so for the foreseeable future.
- 1.10 Around a sixth (16.8%) of employees in the County work in manufacturing including 5.4% employed in high technology manufacturing (2019) and 3.1% employed in medium-high technology manufacturing (2019). The county (including Derby City) is home to 150 large companies (employing 250 people or more) representing around a fifth of all large companies in the East Midlands.
- 1.11 Average earnings in Derbyshire are £29,596 per annum compared with £29,102 per annum in the East Midlands. However, earnings vary throughout the county with the lowest at £26,008 per annum in Derbyshire Dales, and the highest at £40,772 per annum in Derby City.

Geographical context of East Staffordshire

- 1.12 According to the draft East Staffordshire Local Plan 2012-2031 (October 2015) the Borough occupies a strategic position on the edge of the West Midlands boundary, adjacent to the East Midlands and has significant social and economic links with both. Its growth and character have been influenced by its rural location, the accessibility of the region and the existence of raw materials which have provided the basis for employment-led growth. The Borough is characterised by a mix of urban and rural areas and the principal town of Burton upon Trent dominates the housing and employment provision, supported by the smaller market town of Uttoxeter.
- 1.13 The Borough is an important crossroads for a number of strategic transport routes; Burton upon Trent is situated on the intersection of two major strategic roads, the A38 which links the town to Birmingham and M6 Toll Road (and the Greater Birmingham & Solihull Local Enterprise Partnership area) and Derby with the A50 which is an important west-east route linking the M6 and M1. Uttoxeter is also located on the A50 which provides the town with links to Stoke on Trent and Burton upon Trent. The A5121, A515, A444 and A511 local routes also serve Burton⁴.

³ Derbyshire Observatory May 2020 located at: <https://observatory.derbyshire.gov.uk/economy/>

⁴ East Staffordshire Local Plan 2012-2031 (October 2015) p.26

- 1.14 The latest population estimate (2021) of the borough is 120,977⁵ (an increase of 6.5% since 2011). In economic terms, there is a strong brewing and manufacturing legacy in the Borough which contains a number of large companies including JCB, Argos, Pirelli, Molson Coors and Fox's Biscuits, Unilever, Boots and SuperGroup⁶. The borough has a varied economic base with 4,760 VAT registered businesses.
- 1.15 Total employment in the borough is around 65,000 (2019) people⁷. Economic restructuring in recent years has seen a rapid growth of service sector industries. In particular there has been significant growth in the distribution, warehousing, hotels and restaurants sector in Burton due mainly to the town's excellent location and the availability of land.

Map of the study area

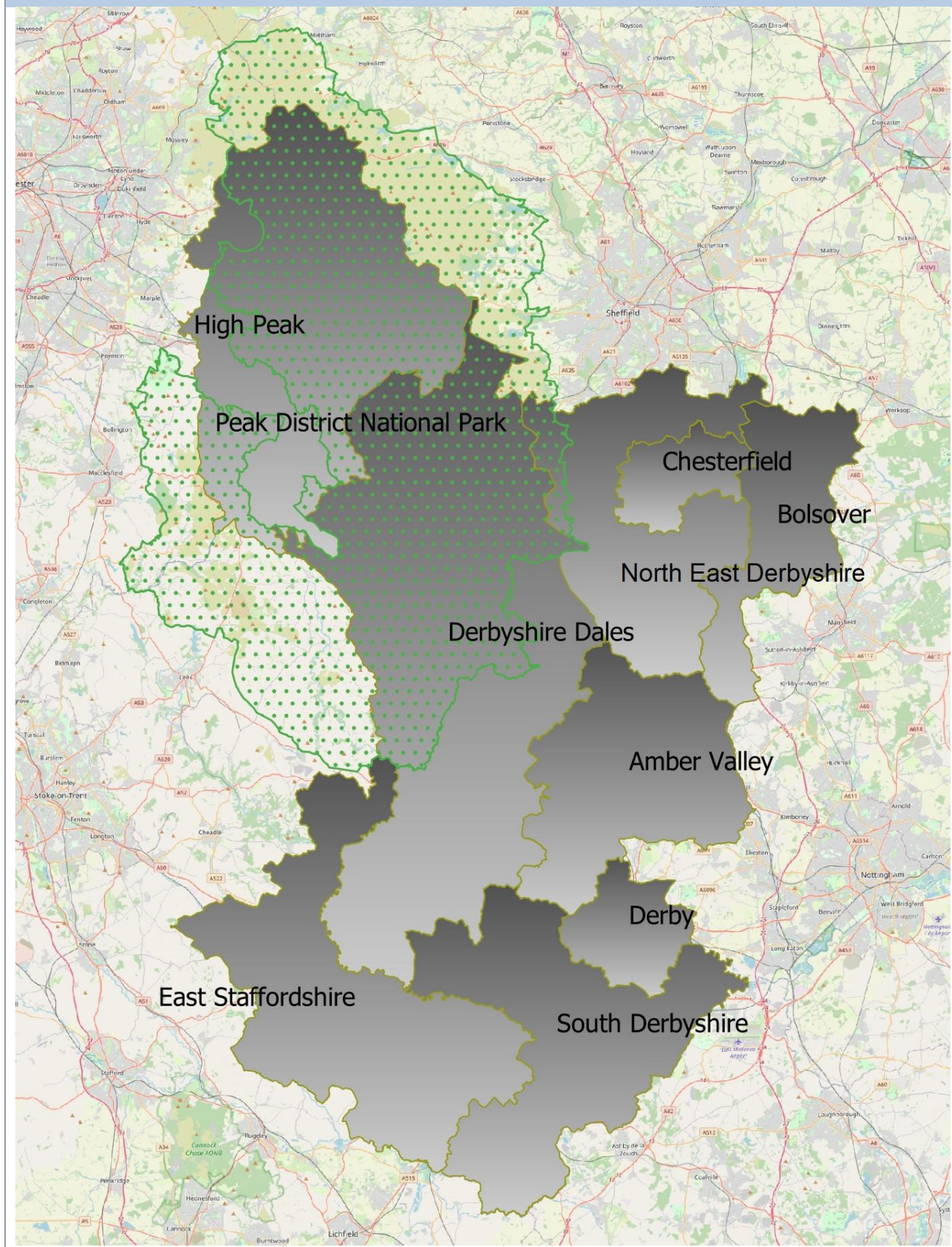
- 1.16 A map of the study area is shown below. Please note that the local authority areas are shaded in grey (with yellow boundaries), whilst the local authority areas covered by the Peak District National Park are shaded in green (with a green boundary).

⁵ Estimated 2020 population based on 2018 ONS subnational projections

⁶ East Staffordshire Local Plan 2012-2031 (October 2015) p.26

⁷ NOMIS Local authority profile June 2021.

Figure 1.1 GTAA Study Area



Source: ONS boundary data 2022

Summary

- 1.17 Planning Policy for Traveller Sites (PPTS) (August 2015) reiterates the need for local authorities to evidence the accommodation needs of Gypsies and Travellers and to determine the number, type and location of new provision.
- 1.18 PPTS (2015) amended the definition of Gypsies and Travellers for planning purposes⁸ and requires local planning authorities to set pitch targets for Gypsies and Travellers, and plot targets for Travelling Showpeople as defined in Annex 1, to address the likely permanent and transit site accommodation needs in local areas. The needs of remaining Travellers will be informed by local housing needs assessments.
- 1.19 The purpose of this assessment is to quantify the accommodation needs of Gypsies, Travellers, Travelling Showpeople, and boat dwellers in the study area between 2020 and 2040. This is in terms of permanent pitches/plots, sites/yards, and transit sites and/or negotiated stopping arrangements for Gypsies and Travellers and Travelling Showpeople, and permanent and transit moorings for boat dwellers. The results will be used as an evidence base for policy development in housing and planning.
- 1.20 To achieve the study aims, the research drew on several data sources including: a review of secondary information; consultation with organisations involved with Gypsy and Traveller, Travelling Showpeople, and boat dwellers, and extensive surveys of the traveller groups. These provided an extensive range of quantitative and qualitative data enabling a robust and reliable assessment of accommodation needs.

⁸ Please see paragraph 2.4

2. Policy context

Introduction

- 2.1 To assess the current policy context, existing national and local planning policy and guidance documents discussed below have been examined to determine what reference is made to Gypsy and Traveller, and Travelling Showpeople issues.
- 2.2 The intention is to summarise key national and local policies and examine the findings of GTAAAs recently undertaken by neighbouring authorities. Furthermore, understanding the current position will be important in the development of future strategies intended to meet accommodation needs and housing related support need among Gypsies and Travellers, and Travelling Showpeople.

National Policies

National Planning Policy Framework

- 2.3 The National Planning Policy Framework (July 2021) sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. The Framework should be read in conjunction with the Government's planning policy for traveller sites. It states that a five-year supply of deliverable sites for Travellers – as defined in Annex 1 to Planning Policy for Traveller Sites (August 2015) – should be assessed in line with the policy in that document.

DCLG Planning Policy for Traveller Sites (PPTS) (August 2015)

- 2.4 In August 2015 the Government published its amended planning policy for traveller sites, which replaced the previous guidance and circulars relating to Gypsies and Travellers and Travelling Showpeople. The guidance emphasised the need for local authorities to use evidence to plan positively and manage development. The PPTS requires local authorities to work with neighbouring local authorities to determine transit and permanent pitch and plot targets. It states that in assembling the evidence base necessary to support their planning approach, local authorities should:
- effectively engage with traveller communities
 - co-operate with traveller groups to prepare and maintain an up-to-date understanding of the likely permanent and transit/emergency accommodation needs of their areas
 - and use a robust evidence base to establish accommodation needs to inform the preparation of local plans and make planning decisions

- 2.5 There are some key differences between the March 2012 and August 2015 versions of the PPTS. One important amendment relates to the change in the definitions of Gypsies, Travellers, and Travelling Showpeople. The August 2015 PPTS changed the definition to exclude households who have permanently ceased to travel – in effect, for planning purposes, PPTS 2015 regards such households as members of the settled community.

Definition Context

- 2.6 In August 2015, the DCLG amended its definition of Gypsies and Travellers⁹, as set out below:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

In determining whether persons are "gypsies and travellers" for the purposes of planning policy, consideration should be given to the following issues amongst other relevant matters:

- a) whether they previously led a nomadic habit of life*
- b) the reasons for ceasing their nomadic habit of life*
- c) whether there is an intention of residing a nomadic habit of life in the future, and if so, how soon and in what circumstances.*

- 2.7 Unlike Gypsies and Travellers, Travelling Showpeople are not considered to be an ethnic minority. Although some Gypsies and Travellers may earn a living as 'travelling showpeople', Travelling Showpeople as a group do not consider themselves to belong to an ethnic minority¹⁰.
- 2.8 According to DCLG (August 2015) guidance on planning policy for traveller sites, the definition of Travelling Showpeople is:

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.¹¹

⁹ DCLG, Planning Policy for Traveller Sites, August 2015.

¹⁰ DCLG, Consultation on revised planning guidance in relation to Travelling Showpeople, January 2007, p. 8

¹¹ DCLG, Planning Policy for Traveller Sites, August 2015.

- 2.9 Also, for the purposes of Gypsy and Traveller Accommodation Assessments (GTAAAs), Travelling Showpeople are included under the definition of 'Gypsies and Travellers' in accordance with The Housing (Assessment of Accommodation Needs) (Meaning of Gypsies and Travellers) (England) Regulations 2006, and the draft guidance to local housing authorities on the periodical review of housing needs (March 2016). It recommends that Travelling Showpeople's own accommodation needs and requirements should be separately identified in the GTAA¹². To ensure it is following DCLG guidance, this GTAA adheres to the definition of Gypsies, Travellers and Travelling Showpeople as defined by the DCLG 'Planning Policy for Traveller Sites' (August 2015) (see above).
- 2.10 It is important to note that Gypsies and Travellers and Travelling Showpeople have separate accommodation needs requirements. Different terminology is used to distinguish between Gypsy and Traveller accommodation and Travelling Showpeople. Gypsies and Travellers occupy pitches on sites, while Travelling Showpeople occupy plots on yards. As well as space for residing quarters, Travelling Showpeople also require additional space in order to store and maintain large equipment.
- 2.11 Whilst it is clear that the 2015 PPTS excludes those who have ceased to travel permanently as being Gypsies and Travellers (for planning purposes), it does not explicitly state how the new definition should be interpreted in relation to other factors such as whether families travel for economic or work purposes.
- 2.12 One interpretation is that 'a nomadic habit of life' means travelling for an economic purpose. Previous case law e.g. *R v Shropshire CC ex p Bungay* (1990) and *Hearne v National Assembly for Wales* (1999) has been used to support this point. There is nothing within PPTS 2015 which indicates that Gypsy or Traveller status (for planning purposes) is solely derived from whether there is any employment-related travelling. Also, such case law precedes the August 2015 definition change and it is believed that there has not yet been any case law in relation to the updated definition. However, a report published by the Equalities and Human Rights Commission (EHRC) (September 2019) has critiqued reliance on the 'work interpretation' method¹³.
- 2.13 Importantly, on 31 October 2022, the Court of Appeal determined that PPTS 2015 was discriminatory in relation excluding households who had permanently ceased to travel from being recognised (for planning purposes) as Gypsies and Travellers. The case relates to Lisa Smith who resides on a site occupied by Ms Smith, her husband, their children and grandchildren. The judgment determined that PPTS 2015 characterises nomadic Gypsies and Travellers as different from Gypsies and Travellers who, as a result of age or disability,

¹² DCLG, *Planning Policy for Traveller Sites*, August 2015 and DCLG, *Draft Guidance to local housing authorities on the periodical review of housing needs (Caravans and Houseboats)* March 2016.

¹³See: <https://www.equalityhumanrights.com/en/publication-download/gypsy-and-traveller-sites-revised-planning-definition%E2%80%99s-impact-assessing>

are no longer able to travel. This creates sub-classes of an ethnicity which ‘seems to sit uneasily with the stated aim of PPTS 2015 to facilitate the “traditional” way of life” of Gypsies and Travellers, and not simply the “nomadic” way of life’. The judgement concluded that the objective of PPTS 2015 in excluding households from being defined as Gypsies and Travellers was not ‘fairness’.

- 2.14 Given the above, our approach is to use a methodology which provides first, an accommodation need figure based on ethnic identity and second, a figure based on the PPTS (August 2015). Different GTAAs reach differing conclusions on which approach / definition to adopt and it is for local authorities to decide individually which approach to take for planning purposes. It is recommended that this is kept under review in the light of evolving appeal decisions and case law. This GTAA recommends adopting the ‘ethnic’ definition accommodation needs figures i.e. meeting the accommodation needs of all households who ethnically identify as Gypsies and Travellers. This will not only demonstrate knowledge of the overall accommodation need of all Gypsies and Travellers, but also how the accommodation needs in relation to households not meeting the PPTS definition are being addressed. An alternative is the adoption of the PPTS figure and for the difference between the PPTS and ethnic based need to be covered by a criteria-based policy.

*DCLG Review of housing needs for caravans and houseboats: draft guidance (March 2016)*¹⁴

- 2.15 In March 2016 DCLG published its draft guidance to local housing authorities on the periodical review of housing needs for caravans and houseboats. It states that when considering the need for caravans and houseboats local authorities will need to include the needs of a variety of residents in differing circumstances, for example:

- Caravan and houseboat dwelling households:
 - who have no authorised site anywhere on which to reside
 - whose existing site accommodation is overcrowded or unsuitable, but who are unable to obtain larger or more suitable accommodation
 - who contain suppressed households who are unable to set up separate family units and
 - who are unable to access a place on an authorised site, or obtain or afford land to develop their own site.

- Bricks and mortar dwelling households:

¹⁴ See <https://www.gov.uk/government/publications/review-of-housing-needs-for-caravans-and-houseboats-draft-guidance>. Although it remains in draft form, correspondence to *RRR Consultancy* from the MHCLG dated 17 May 2021 confirms that the government remains committed to finalising the guidance.

- Whose existing accommodation is overcrowded or unsuitable ('unsuitable' in this context can include unsuitability by virtue of a person's cultural preference not to live in bricks-and-mortar accommodation).
- 2.16 Importantly, in respect of this report, the draft guidance states that assessments should include, but are not limited to, Romany Gypsies, Irish and Scottish Travellers, New Travellers, and Travelling Showpeople.
- 2.17 The DCLG draft guidance (2016) recognises that the needs of those residing in caravans and houseboats may differ from the rest of the population because of:
- their nomadic or semi-nomadic pattern of life
 - their preference for caravan and houseboat-dwelling
 - movement between bricks-and-mortar housing and caravans or houseboats
 - their presence on unauthorised encampments or developments.
- 2.18 Also, it suggests that as mobility between areas may have implications for carrying out an assessment local authorities will need to consider:
- co-operating across boundaries both in carrying out assessments and delivering solutions
 - the timing of the accommodation needs assessment
 - different data sources
- 2.19 Finally, the DCLG draft guidance (2016) states that in relation to Travelling Showpeople account should be taken of the need for storage and maintenance of equipment as well as accommodation, and that the transient nature of many Travelling Showpeople should be considered.

Housing and Planning Act 2016

- 2.20 The Housing and Planning Act, which gained Royal Assent on 12 May 2016, omits sections 225 and 226 of the Housing Act 2004, which previously identified 'gypsies and travellers' as requiring specific assessment for their accommodation needs when carrying out reviews of housing needs. Instead, the Act amends section 8 of the Housing Act 1985 governing the assessment of accommodation needs to include all people residing in or resorting to the study area in caravans or houseboats. However, for planning purposes, as noted above, the DCLG Planning Policy for Traveller Sites (August 2015) still requires local authorities to identify the accommodation needs of Gypsies, Travellers and Travelling Showpeople who accord with the definition in Annex 1 of the PPTS.

Police, Crime, Sentencing and Courts Bill 2022

2.21 On 28 April 2022 the 'Police, Crime, Sentencing and Courts Bill' received Royal Assent and became an Act. The Act introduces a criminal offence where:

- A person aged 18 or over resides or intends to reside on land without consent of the occupier of the land;
- They have, or intend to have, at least one vehicle with them on the land;
- They have caused or are likely to cause significant damage, disruption or distress;
- They, without reasonable excuse:
 - fail to leave the land and remove their property following a request to do so by an occupier of the land, their representative or a constable; or
 - enter or, having left, re-enter the land with an intention of residing there without the consent of the occupier of the land, and with an intention to have at least one vehicle with them, within 12 months of a request to leave and remove their property from an occupier of the land, their representative or a constable.
- Reasonable suspicion that a person has committed this offence confers power on a constable to seize their vehicle/other property for up to three months from the date of seizure or, if criminal proceedings are commenced, until the conclusion of those proceedings.

2.22 The Act also:

- amends section 61(1)(a) of the Criminal Justice and Public Order Act 1994 (CJPOA) to broaden the types of harm that can be caught by the power to direct trespassers under that provision, to include damage, disruption and distress;
- amends sections 61(4)(b), 62B(2) and 62(C) to increase the period in which trespassers directed away from the land under sections 61 and 62A must not return from 3 months to 12 months;
- amends section 61(9)(b) to enable police to direct trespassers with a common purpose of residing on land to leave land that forms part of a highway.

Local Planning Policies

2.23 The following section summarises the planning policies of the GTAA constituent local authorities in relation to Gypsies, Travellers, Travelling Showpeople and boat dwellers.

Amber Valley Borough Council

2.24 The Amber Valley Borough Submission Local Plan (March 2018) included a criteria-based policy to secure a minimum of 10 pitches to meet the specific needs to Gypsies, Travellers and Travelling Showpeople and stated that suitable sites would be identified in a Site

Allocation Development Plan Document (DPD). However, the Council resolved to withdraw the Submission Local Plan at its Annual Council meeting on 22 March 2019. In September 2019, the Council resolved to prepare a new Local Plan for Amber Valley with a plan end date of 2039 and aims for the new Local Plan to be adopted by 2023.

Bolsover District Council

2.25 Policy LC4 of the Local Plan for Bolsover District (March 2020) identifies sites allocated for a maximum number of Gypsy and Traveller pitches including:

- a) 3 Pitches at Hilcote Lane, Hilcote
- b) 2 Pitches at land adjacent 255A Shuttlewood Road, near Shuttlewood
- c) 2 Pitches at Land to the rear of 3-5 Brookhill Lane, Pinxton.

The following site is allocated for a maximum number of Travelling Showpeople's plots:

- d) 14 Plots at Beaufit Lane, Pinxton

2.26 Policy LC5 of the Local Plan for Bolsover District (March 2020) states that planning permission for new sites will be granted if the proposed development meets the following:

- a) Proposals should be within development envelopes or on other suitable development land as provided for within the Plan unless they can be shown to meet a need identified in an independent assessment.
- b) Will result in an acceptable living environment for its residents.
- c) Is located within one kilometre of a convenience food store, a primary school, and a doctor's surgery, or of access to public transport.
- d) Has safe highway access with adequate provision for parking and servicing; and in the case of sites for Travelling Showpeople has good access to the strategic highway network.
- e) Is so located, designed and landscaped that its use will not significantly detract from the character of the area or from the amenity of adjoining or nearby land and so enclosed as to prevent encroachment onto adjoining land.
- f) Is appropriate to the scale of the nearest settlement, its local services and infrastructure.
- g) Will not cause unacceptable nuisance to existing neighbours by virtue of noise and other disturbance caused by on-site activity and/or movement of vehicles to and from the site
- h) Is not within the green belt, or in areas at high risk of flooding

2.27 Policy LC6 states that existing permanent sites, listed below, will be safeguarded for use by Gypsies and Travellers, unless it is demonstrated the site is no longer suitable for such a use:

Gypsies and Travellers

- a) Land to the rear of 255 Shuttlewood Road, nr Shuttlewood – 1 pitch
- b) Blackbridge Caravan Park, nr Pleasley – area covered by planning permission (11/00118/FULMAJ)
- c) The Paddocks, nr Old Blackwell – 2 pitches
- d) Charlesworth Street, Carr Vale – 3 pitches

Travelling Showpeople

- a) Plots at Plymouth Avenue, Pinxton
- b) Plots at Guildhall Drive, Pinxton
- c) Plot at Brookhill Road, Pinxton

Bolsover Local Plan (March 2020) pp.72-74

Chesterfield Borough Council

2.28 According to Policy CLP5 of the Local Plan (July 2020) planning permission will be permitted for Traveller pitches where:

- a) the site is not located in the Green Belt
- b) there is no unacceptable impact on the function and purpose of Strategic Gaps, Green Wedges or on wildlife sites or other protected green spaces
- c) the site is reasonably accessible to community services and facilities
- d) the site provides adequate levels of amenity for users
- e) the site can be adequately serviced with drinking water and sewerage disposal facilities
- f) the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary work areas as appropriate
- g) there is satisfactory boundary treatment to ensure privacy and to maintain visual amenities.

Chesterfield Borough Local Plan (July 2020) p.33

Derby City Council

2.29 Policy CP8 of the Local Plan - Part 1 (Core Strategy) (January 2017) states that the Council will:

- a) protect existing lawful sites, plots and pitches for Gypsies, Travellers and Travelling Showpeople. Proposals that would lead to the loss of an existing Gypsy, Traveller or Showpersons sites will only be permitted where it is demonstrated that there is no

longer a need for the site or that replacement provision on a site that is of equal or better quality is provided.

- b) provide site(s) to meet the future accommodation needs of Gypsies, Travellers and Travelling Showpeople through an allocation or allocations in the Local Plan, Part 2 and/or through the grant of planning permission

2.30 In considering sites for allocation in Part 2 of the Local Plan or applications for planning permission the Council will require sites to be:

1. well related to the existing built up area, capable of having access to essential services and allow convenient access, preferably pedestrian, cycle or by public transport as well as private car, to key facilities
2. located away from areas at risk of flooding. Proposals for sites in locations other than Flood Zone 1 will be expected to demonstrate a sequential approach to site selection and be justified by a Flood Risk Assessment (FRA). Due to the highly vulnerable nature of caravans and mobile home sites in Flood Zone 3 will not be supported
3. accessed safely by vehicles from the public highway
4. located, designed and landscaped to provide a good level of residential amenity and quality of life for proposed occupiers whilst minimising the impact on the amenity of nearby residents and the character of the local area, particularly where mixed use sites are proposed
5. of sufficient size to provide amenities and facilities for the planned number of caravans; including parking spaces, areas for turning and servicing of vehicles, amenity blocks, play and residential amenity areas, access roads and temporary visitor areas
6. large enough for the storage and maintenance of rides and equipment, in the case of Travelling Showpeople; and
7. located outside of the Green Belt

Local Plan - Part 1 (Core Strategy) (January 2017) p.34

Derbyshire Dales District Council

2.31 Policy HC6 'Gypsy and Traveller Provision' of the Local Plan (December 2017) states that:

The District Council will safeguard 0.3ha of land at Watery Lane, Ashbourne as identified on the Local Plan Policies Map for at least 6 Gypsy and Traveller pitches. Provision for a further 3 pitches will be met on unallocated sites in accordance with the provisions of this policy.

The District Council will safeguard existing authorised and committed sites, for Gypsy, Traveller and Travelling Showpeople uses provided there remains a need for these uses within the Local Plan area.

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

The following considerations will be taken into account in the determination of applications for Gypsy and Traveller sites:

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

Derbyshire Dales Local Plan (Adopted December 2017) p.78

2.32 However, it should be noted that as of January 2022 the 0.3ha of land at Watery Lane, Ashbourne was no longer available for development.

East Staffordshire Borough Council

2.33 Policy 19 of East Staffordshire's Local Plan (October 2015) states that sites need to provide a safe environment for residents and to enable their integration into the wider community. The following policy will be used to assess applications for sites:

- The site affords good access to local services including schools
- The site is not at risk of flooding or adjacent to uses likely to endanger the health of occupants such as a refuse tip, sewage treatment works or contaminated land
- The development is appropriate in scale compared to the size of the existing settlement
- The development will be able to achieve a reasonable level of visual and acoustic privacy both for people living on the site and for those living nearby
- The development will provide a high-quality frontage onto the street which maintains or enhances the street scene and which integrates the site into the community
- The development will be well-laid out to provide adequate space and privacy for residents
- The development complies with relevant national planning policies
- The development complies with the other relevant policies in the Plan.

2.34 Lastly, it states that if and when need is identified, the Council will set pitch targets and/or plot targets accordingly and will identify a site or sites to meet the needs through a Development Plan Document as necessary.

East Staffordshire Local Plan (October 2015) pp.120-121

High Peak Borough Council

2.35 Policy H6 of the Local Plan (April 2016) 'Gypsies, Travellers and Travelling Show People' states that where a Gypsy and Traveller Needs Assessment identifies a need for pitch provision for Gypsies, Travellers and Travelling Showpeople within the Plan Area, the Council will work with stakeholders including other local planning authorities to ensure that the need is met.

2.36 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 or 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

High Peak Borough Council Local Plan (April 2016) p.122

North East Derbyshire District Council

2.37 Policy LC9 ('Provision for Traveller Sites') of the North East Derbyshire Local Plan (November 2021) states that:

1. The Council will seek to ensure the provision of further sufficient pitches within the District to meet the full accommodation needs of gypsies and travellers as assessed through the current Gypsy and Traveller Accommodation Assessment (or its replacement).
2. Development proposals will be granted for sites for travellers including Gypsies and Travelling Showpeople where the proposed development:
 - a. Is reasonably accessible to local amenities and services including schools, shops, health services, public transport and other community facilities;
 - b. Provides adequate space for on-site facilities, including storage, in particular for Travelling Showpeople and, where appropriate, mixed use yards to allow for on-site business use; and
 - c. Is reasonable in scale in relation to the nearest settled community or surrounding built-up area.

Peak District National Park Authority

2.38 The Peak District National Park Authority Core Strategy Development Plan (October 2011) acknowledges that although the 2008 GTAA (and later the 2015 GTAA) did not identify any need for pitches in the National Park, it retains an approach which accepts that exceptional circumstances might justify small scale provision.

- 2.39 However, it states that this is unlikely to exceed 1 or 2 pitches. Planning permission will not be permanent, and the need for sites will be kept under review. The key criteria to be met by all developments are set out in the Peak District National Park Local Development Framework Core Strategy policy GSP3 (relating to development management principles) and the Development Management Policies Part 2 of the Local Plan for the Peak District National Park policy DMC3 (relating to siting design layout and landscaping. With caravans and mobile homes, landscape impact is a key concern and assessment of this will need to take into account the variations in tree and hedgerow cover throughout the seasons.
- 2.40 Policy HC3 of the Core Strategy Development Plan (October 2011) states that Gypsy, Traveller or Travelling Showpeople's caravan or mobile home sites may be permitted only where there are exceptional circumstances of proven need for a small site that can be met without compromising national park purposes.

South Derbyshire District Council

- 2.41 South Derbyshire District Council Local Plan Part 1 (June 2016) states that the Council will set the target for new pitches and/or plots for Gypsies, Travellers and Travelling Showpeople according to the most recent needs assessment agreed by the Council. Allocations to meet identified needs will be made through a Site Allocations DPD. In identifying land for allocation or determining planning applications for required potential sites, sites will be considered suitable provided they are of an appropriate scale and character and the following criteria are met:
- i) development does not result in an unacceptable impact on the local environment, including biodiversity, heritage assets or conservation, the surrounding landscape (unless capable of sympathetic assimilation) and compatibility with surrounding land uses; and
 - ii) safe and convenient vehicular and pedestrian access to the public highway can be provided with no undue adverse impact on the highway network; and
 - iii) the movement of vehicles to and from the site will not cause undue disturbance or be inappropriate for the locality; and
 - iv) there is adequate space for parking, turning and servicing on site; and
 - v) the site is reasonably accessible to local services including health services, shops, education, public transport and other community facilities; and
 - vi) the site is not located in an area at undue risk of flooding; and
 - vii) suitable landscaping and boundary enclosures are provided to give privacy to both occupiers and local residents and minimise impact on the surrounding area; and
 - viii) the site provides a safe and acceptable living environment for occupiers with regard to noise impacts, adequate on-site facilities for parking, storage, water supply and electricity supply, drainage and sanitation.

South Derbyshire District Council Local Plan Part 1 (June 2016) pp.89-90.

Duty to cooperate and cross-border issues

- 2.42 The duty to cooperate was created in the Localism Act 2011. It places a legal duty on local planning authorities, county councils in England, and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local Plan preparation relating to strategic cross boundary matters.
- 2.43 Local authorities are required to work together to prepare and maintain an up-to-date understanding of the likely permanent and transit accommodation needs for their areas. They should also consider the production of joint development plans to provide more flexibility in identifying sites, particularly if a local planning authority has specific development constraints across its area.
- 2.44 As part of this assessment consultation in relation to Gypsies, Travellers and Travelling Showpeople was undertaken with adjoining planning and housing authorities. The findings from the consultation are discussed in detail in Chapter 4.
- 2.45 Given the transient nature of Gypsies and Travellers it is important for the GTAA to consider Gypsy and Traveller accommodation needs in neighbouring authorities. The following section discusses the results of GTAAs recently undertaken by neighbouring and nearby local authorities specifically in relation to accommodation needs and travelling patterns.

Bassetlaw GTAA 2022

- 2.46 The GTAA report, undertaken by *RRR Consultancy Ltd*, sets out Gypsy, Traveller and Travelling Showpeople accommodation needs for Bassetlaw District Council for the period 2019 to 2037. It found that there is a need for a further 40 pitches (based on PPTS 2015) over the period 2019-2037 in Bassetlaw, or 52 Gypsy and Traveller pitches (based on the ethnic identify definition). The main drivers of accommodation needs are from family units on unauthorised developments requiring residential pitches in the area, new family formations, and family units in housing but with a psychological aversion to housed accommodation. However, the accommodation needs figures are contingent on land which previously operated as an authorised private site being brought back into use.

Cheshire East, Cheshire West and Chester, Halton and Warrington GTAA August 2018

- 2.47 For the period 2017-2032 the GTAA identifies a need of 74 additional pitches for households who meet the 2015 PPTS definition, up to 96 pitches for households whose status is unknown, and 74 pitches for households who do not meet the planning definition. In relation to Travelling Showpeople, the GTAA identifies a need of 21 additional plots for households who meet the 2015 PPTS definition, up to 4 plots for households whose status is unknown, and 1 plot for households who do not meet the planning definition. The GTAA

also recommends that a new transit site of between 5-10 pitches (10-20 caravan spaces) needs to be developed in Cheshire West and Chester and Warrington.

Derby, Derbyshire, Peak District National Park Authority and East Staffordshire GTAA 2015

- 2.48 The GTAA was undertaken by *RRR Consultancy Ltd* on behalf of twelve partners and covered a wide geographical study area. The GTAA concluded that there is a need for 134 new permanent pitches and 13 plots in the study area over the 20-year period 2014-34. In relation to transit provision the GTAA recommended 4 transit sites or emergency stopping places close to the main arterial routes, including the M1 and A52. However, the geographic extent in which such facilities should be provided covered a much wider area extending into Derbyshire. (This GTAA will replace the 2015 GTAA).

Greater Manchester GTAA Update July 2018

- 2.49 The 2018 GTAA updated the 2014 GTAA. The 2018 GTAA identified a net need of 103 additional pitches under the cultural definition for the period 2017/18 to 2035/36. Although the 2014 GTAA predated the 2015 PPTS definition, it found that 42% of households would have met the definition in 2018 equating to a net need of 44 pitches over the Local Plan period. The GTAA also found a need for 204 additional Travelling Showpeople plots over the period 2017/18 to 2035/36. The GTAA recommended that the Greater Manchester Combined Authority (GMCA) considers the development of 59 transit pitches to address the short-term accommodation needs of households travelling through the Greater Manchester area.

Greater Nottingham and Ashfield GTAA 2021

- 2.50 The GTAA (undertaken by *RRR Consultancy*) assessed the accommodation needs of Gypsy and Traveller households for the period 2020-2038. It determined a need for a further 48 Gypsy and Traveller pitches (based on the ethnic identity definition), 33 pitches (based on PPTS 2015), or 20 Pitches ('work' definition) over the period 2020-2038. The GTAA also showed a need for 44 additional Travelling Showpeople plots and 50 additional boat dweller moorings over the same period. In relation to transit provision the GTAA recommended the adoption of a negotiated stopping policy which involves caravans being sited on suitable specific pieces of ground for an agreed and limited period of time, with the provision of limited services such as water, waste disposal and toilets.

Leicester City and Leicestershire GTAA 2017

- 2.51 For the period 2016-2023 the GTAA identifies a need of 21 additional pitches for households who meet the 2015 PPTS definition, 52 pitches for households whose status is unknown, and 60 pitches for households who do not meet the planning definition. In relation to Travelling Showpeople, the GTAA identifies a need of 59 additional plots for households who meet the 2015 PPTS definition, 14 plots for households whose status is unknown, and 8 plots for households who do not meet the planning definition. The GTAA also recommends transit provision of a minimum of 12 caravan spaces (or managed equivalent)

in Leicester City, and a minimum of 36 caravan spaces (or managed equivalent) spread over 2-3 sites elsewhere in Leicestershire.

Lichfield, North Warwickshire and Tamworth GTAA 2019

- 2.52 The GTAA assessed accommodation needs for the period 2019-2033/34/40 dependent on the Local Plan period of participating local authorities. At the time of the report (November 2019), the accommodation needs of North Warwickshire District Council were subject to approval and not included in the report. In Lichfield the GTAA found a need of 7 pitches for households that met the planning definition including a need for 4 pitches to accommodate teenage children in need of a pitch of their own in the next 5 years, and 3 from new household formation derived from the site demographics. The GTAA found no current or future need for pitches in Tamworth over the GTAA period to 2040. There were no Travelling Showpeople identified in Lichfield, North Warwickshire or Tamworth so there is no current or future need for any plots for the GTAA period 2019-33/34/40. The GTAA recommends that the Councils could consider the use of management-based arrangements for dealing with unauthorised encampments and could also consider the use of Negotiated Stopping Agreements, as opposed to taking forward an infrastructure-based approach.

Mansfield GTAA 2017

- 2.53 The 2017 GTAA (undertaken by *RRR Consultancy*) quantified the accommodation and housing related support needs of Gypsies, Travellers, and Travelling Showpeople in terms of residential and transit sites, and bricks and mortar accommodation for the period 2017-2033. It found that a further 3 Gypsy and Traveller pitches, 0 Travelling Showpeople plots, and 1 transit/emergency stopping place is needed over the period 2017-2033 throughout the district. It estimated that any future accommodation needs for the period 2017-2033 will consist of a new small family site or extensions to the sites required during the first 5-year period 2017-2022. This GTAA has recently undergone EiP inspection and was accepted as robust and reliable.

Sheffield GTAA 2015/16 – 2020/21

- 2.54 The GTAA was undertaken internally by the Housing Strategy and Policy section of Sheffield City Council. The GTAA found a need for 57 pitches (54 for Gypsies and Travellers and 3 for Travelling Showpeople) for the period 2015/16 – 2020/21. It also found a cumulative need for up to 60 pitches for the period 2021/22 – 2026/27, and up to 62 pitches for the period 2027/28 – 2032/33. In relation to transit provision, the GTAA identifies a need for some form of transit provision or temporary stopping places in the city. It suggests that the provision should be available near to main roads or the M1 motorway to accommodate households who are travelling through the city or visiting for an occasion.

South Yorkshire GTAA 2012-2017

- 2.55 The 2012 South Yorkshire GTAA was led by the Doncaster Strategic Housing Team, working together with the planning department and housing practitioners from Barnsley, Rotherham and Sheffield local authorities. Over 100 surveys were completed in the South

Yorkshire area. Consultation was also carried out with Travelling Showpeople. The main findings from the survey were: most households do not envisage moving in the next 12 months; affordability is a key factor in the development of new private sites; many households prefer local authority owned sites as they are well managed; households expressed a desire for more sites so that the community could stay together. The GTAA found an overall need in South Yorkshire for 134 pitches and 130 Showpeople plots.

*Newcastle-under-Lyme, Stoke-on-Trent, Staffordshire Moorlands and Stafford
GTAA 2015*

- 2.56 The GTAA found a total need of 97 additional pitches for the period 2014/15 to 2029/34. For the first 5-year period the GTAA found that Stoke on Trent had the largest requirement with a need for 22 permanent pitches for Gypsies and Travellers followed by Stafford (19), Staffordshire Moorlands (6), and Newcastle-under-Lyme (1). According to the GTAA no interviews were possible on the Travelling Showpeople yard located in Newcastle-under-Lyme and so no analysis of needs was possible. In relation to transit provision the GTAA recommended that provision for a minimum of 10 transit pitches be made across the study area as a whole with each pitch being able to contain a caravan and towing vehicle.

Summary

- 2.57 DCLG Planning Policy for Traveller Sites (August 2015) emphasises the need for local authorities to use evidence to plan positively and manage development. The Housing and Planning Act 2016 amends section 8 of the Housing Act 1985 governing the assessment of accommodation needs to include all people residing in the study area in caravans or houseboats. However, for planning purposes, as noted above, the DCLG Planning Policy for Traveller Sites (August 2015) still requires local authorities to identify the accommodation needs of Gypsies, Travellers, and Travelling Showpeople who accord with the definition in Annex 1 of the PPTS. In accordance with the 2016 Housing and Planning Act, it also assesses the accommodation needs of boat dwellers/travellers.
- 2.58 The local authorities' planning policies within the study area set criteria for meeting the accommodation needs of Gypsies, Travellers, and Travelling Showpeople. The updated evidence provided by the 2022 GTAA will help determine whether the local planning policies will need to be revised.
- 2.59 Given the cross-boundary characteristic of accommodation issues, it is important to consider the findings of GTAAs produced by neighbouring local authorities. GTAAs recently undertaken by neighbouring local authorities indicate that there remains some Gypsy, Traveller, and Travelling Showpeople accommodation needs throughout the region.

3. Trends in the population levels

Introduction

- 3.1 This section examines population levels in the GTAA study area and population trends. The primary source of information for Gypsies and Travellers (including Travelling Showpeople) in England is the Department for Levelling Up, Housing and Communities (DLUHC) Traveller Caravan Count. This was introduced in 1979 and places a duty on local authorities in England to undertake a twice-yearly count for the DLUHC on the number of Gypsy and Traveller caravans in their area. The count was intended to estimate the size of the Gypsy and Traveller population for whom provision was to be made and to monitor progress in meeting accommodation needs.
- 3.2 Although the duty to provide sites was removed in 1994, the need for local authorities to conduct the count has remained. There are, however, several weaknesses with the reliability of the data. For example, across the country counting practices vary between local authorities, and the practice of carrying out the count on a single day ignores the fluctuating number and distribution of unauthorised encampments. Also, some authorities include Travelling Showpeople in the same figures as Gypsies and Travellers, whilst others distinguish between the different groups and do not include Travelling Showpeople.
- 3.3 Significantly, the count is only of tourer and static caravans, so Gypsies and Travellers residing in bricks and mortar accommodation are excluded. It should also be noted that pitches / households often contain more than one caravan, typically two or three.
- 3.4 Despite concerns about accuracy, the count is a useful indicator because it provides the only national source of information about numbers and distribution of Gypsy and Traveller caravans. As such, it is useful for identifying trends in the Gypsy and Traveller population, if not determining absolute numbers.
- 3.5 The DLUHC Count includes data concerning both Gypsy and Traveller sites¹⁵. It distinguishes between caravans on socially rented authorised, private authorised, and unauthorised pitches. Unauthorised sites and pitches are broken down as to whether they are tolerated or not tolerated. The analysis in this chapter includes data from January 2016 to July 2022¹⁶.

¹⁵. Data regarding Travelling Showpeople are published separately by the DLUHC as 'experimental statistics'.

Population

- 3.6 The total Gypsy and Traveller population residing in the UK is unknown although the government estimate there to be between 100,000 and 300,000 Gypsy and Traveller people¹⁷¹⁸. There are uncertainties partly because of the number of different definitions that exist, but mainly because of an almost total lack of information about the numbers of Gypsies and Travellers now residing in bricks and mortar accommodation. Estimates produced for the DLUHC suggest that at least 50% of the overall Gypsy and Traveller population are now residing in permanent housing.
- 3.7 Local authorities in England provide a count of Gypsy and Traveller caravans in January and July each year for the MHCLG. Due to Covid-19 restrictions the Count did not take place in July 2020 or January 2021. The July 2022 Count (the most recent figures available) indicate a total of 25,653 caravans. Applying an assumed three person per caravan¹⁹ multiplier would give a population of 76,959 persons.
- 3.8 Again, applying an assumed multiplier of three persons per caravan and doubling this to allow for the numbers of Gypsies and Travellers in housing²⁰, gives a total population of 153,918 persons for England. However, given the limitations of the data this figure can only be very approximate, and may be a significant underestimate.
- 3.9 The 2021 national census included the category of 'Gypsy or Irish Traveller' in the question regarding ethnic identity. Table 3.1 below shows total population and Gypsy and Traveller population per local planning authority as derived from the 2021 Census. It shows that in March 2021 there were 877 Gypsies and Travellers residing in the study area representing around 0.08% of the usual resident population.²¹ This is lower than the average for England & Wales of 0.10%. The proportion of Gypsies and Travellers recorded in the GTAA constituent local authorities varied widely with 0.00% of the population of the Peak District National Park recorded as Gypsies or Travellers compared with 0.16% in Derby City. Derby City also recorded the largest population with 408 Gypsies and Travellers recorded by the 2021 Census.

¹⁷ House of Commons 'Tackling inequalities faced by Gypsy, Roma and Traveller communities' April 2019 located at: www.parliament.uk

¹⁸ The House of Lords 'Inequalities Faced by Gypsy, Roma and Traveller Communities' (25 February 2020) provides useful links regarding inequalities faced by the GRT community.

¹⁹Niner, Pat (2003), Local Authority Gypsy/Traveller Sites in England, ODPM.

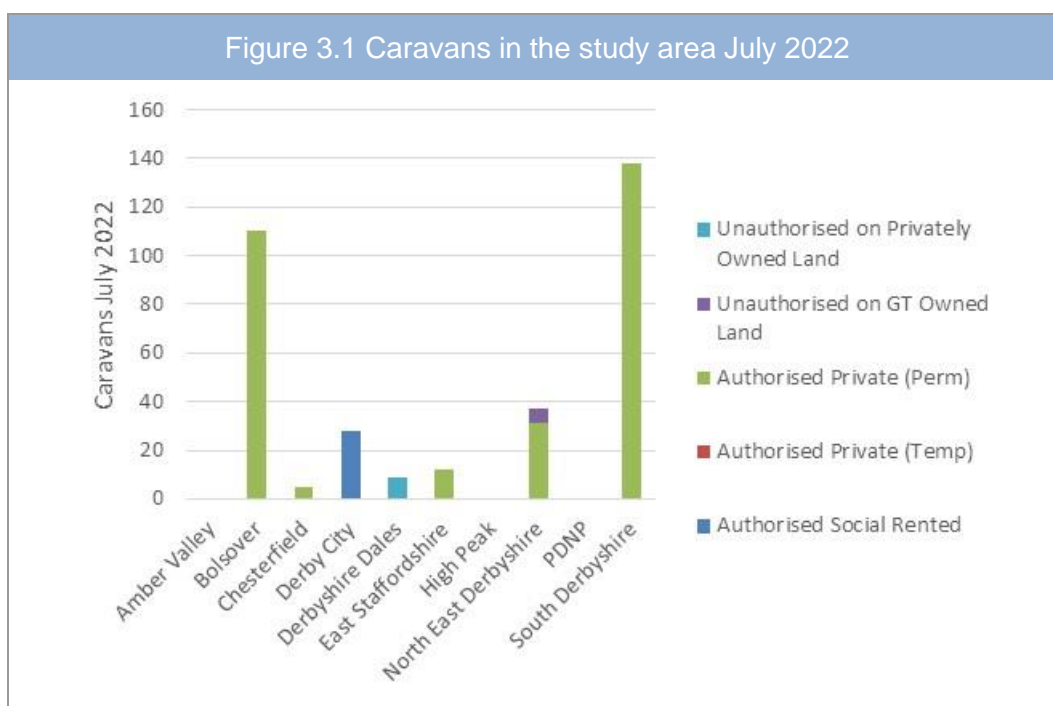
²⁰ Ibid.

²¹ See ONS 2011 Census Table KS201EW Ethnic Group located at: <http://www.ons.gov.uk/>

Table 3.1 Gypsy and Traveller Population			
	Population (no.)	G&T Pop (no.)	G&T Pop (%)
Amber Valley	126,204	66	0.05%
Bolsover	80,270	96	0.12%
Chesterfield	103,568	30	0.03%
Derby	261,364	408	0.16%
Derbyshire Dales	71,535	38	0.05%
East Staffordshire	124,021	102	0.08%
High Peak	90,935	20	0.02%
PDNP	33,957	0	0.00%
North East Derbyshire	102,003	45	0.04%
South Derbyshire	107,206	72	0.07%
Total	1,101,063	877	0.08%

Source: 2021 Census in NOMIS 2022

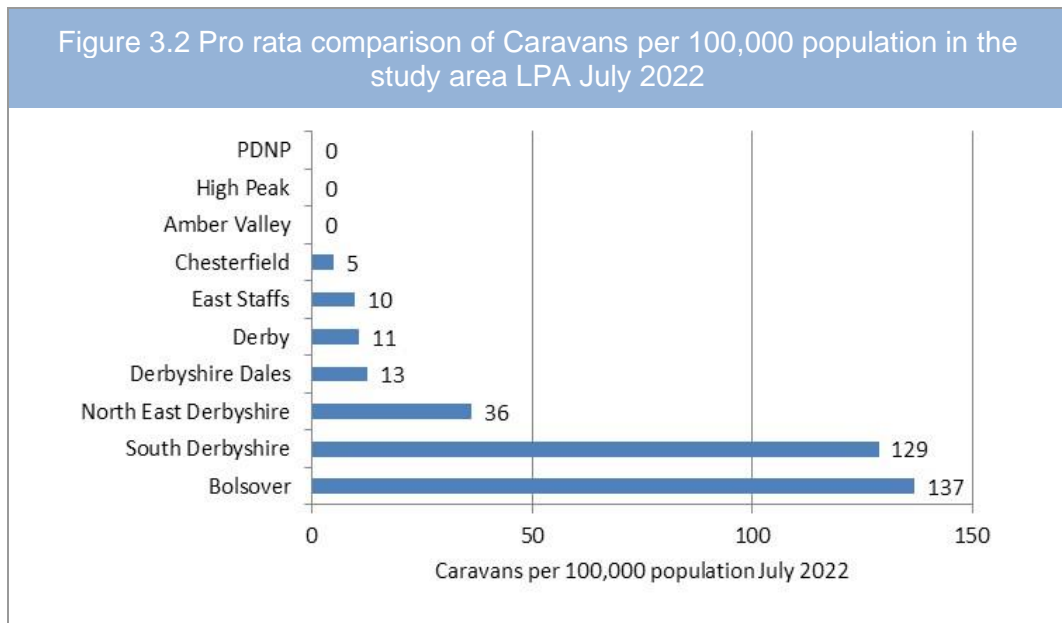
3.10 Figure 3.1 below shows the study area Councils' July 2022 Caravan Count. There is some variation in the number of caravans in each local authority with no caravans recorded in Amber Valley, High Peak, and the Peak District National Park; only 5 caravans recorded in Chesterfield, 9 in Derbyshire Dales, 12 in East Staffordshire, 28 in Derby City, 37 in North East Derbyshire, 110 in Bolsover, and 138 in South Derbyshire. 296 caravans were recorded on private pitches with permanent planning permission and 28 on social rented pitches. Only 15 caravans were recorded on unauthorised pitches.



Source: July 2022 DLUHC Traveller Caravan Count

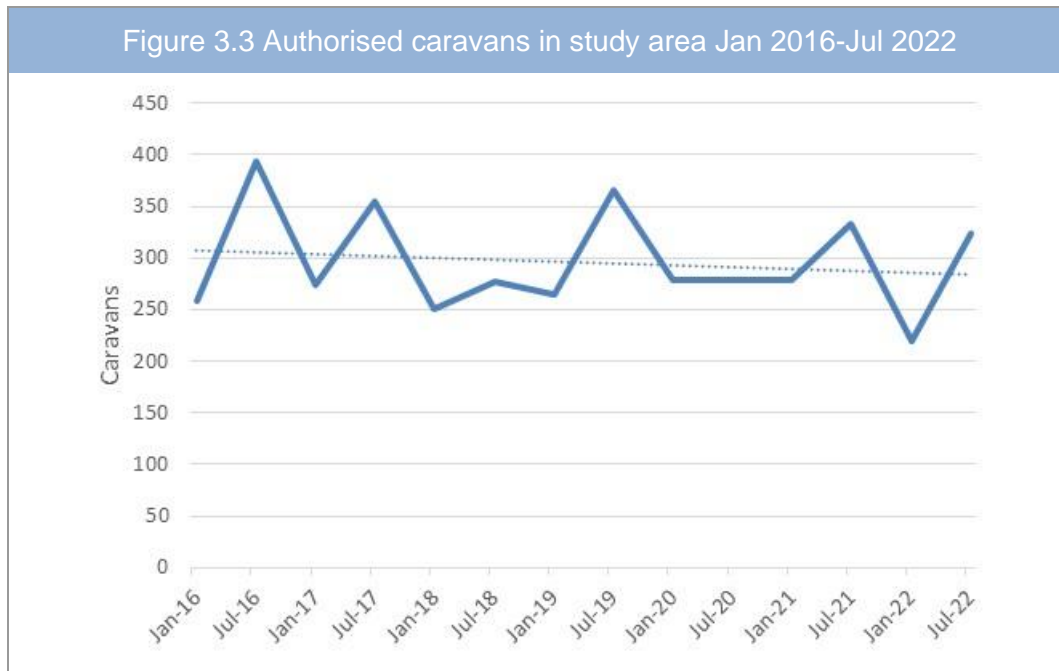
3.11 Figure 3.2 shows that when the population is taken into account the density of caravans varies. Seven of the 10 local planning authorities are at or below the study area average of

34 caravans per 100,000 population including the Peak District National Park (0 caravans per 100,000 population), High Peak (0), Amber Valley (0), Chesterfield (5), East Staffordshire (10), Derby City (10), and Derbyshire Dales (13). Local planning authorities with densities above the study area average include North East Derbyshire (36 caravans per 100,000 population), South Derbyshire (129), and Bolsover (137).



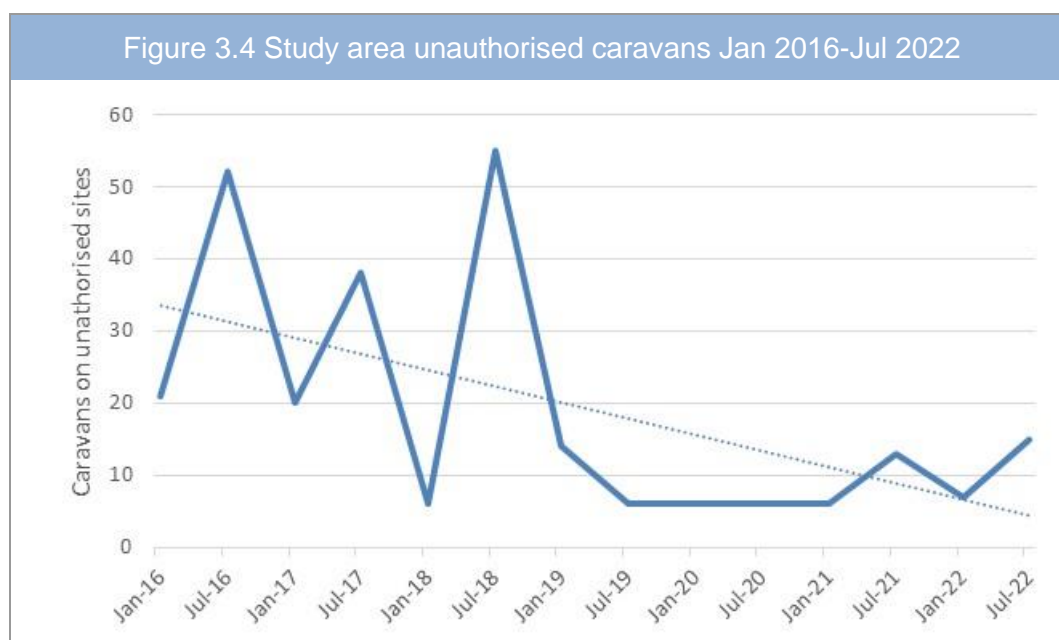
Source: July 2022 DLUHC Traveller Caravan Count

- 3.12 Figure 3.3 shows that the total number of caravans in the study area located on authorised pitches recorded by the DLUHC Traveller Count over the period January 2016 to July 2022. The DLUHC recorded a total of 258 caravans located on authorised pitches in January 2016 compared to 324 caravans in July 2022. The dotted trend line shows that over the last 6.5 years there has been a slight decrease in the number of authorised caravans in the study area.
- 3.13 On average, just over half of all authorised caravans recorded by the DLUHC count in the study area are located in South Derbyshire (51%), with smaller proportions recorded in Bolsover (25%), North East Derbyshire (12%), Derby City (7%), East Staffordshire (3%), and Chesterfield (1%) (none were recorded in Amber Valley, Derbyshire Dales, High Peak, and Peak District National Park). All the caravans recorded by the DLUHC have permanent planning permission and none with temporary planning permission.



Data on unauthorised encampments

3.14 DLUHC data on unauthorised encampments (i.e. caravans residing temporarily on ‘pitches’ without planning permission) is of limited accuracy, although it may indicate general trends. Figure 3.4 shows the number of caravans recorded on unauthorised pitches in the study area over the period January 2016 to July 2022. It shows unauthorised encampments were more likely to occur during summer months peaking at 55 caravans in July 2018 before declining to 6 caravans during the period July 2019 to January 2021. The dotted trend line shows that, on average, the number of caravans on unauthorised pitches has decreased over the period January 2016 to July 2022 although it is important to acknowledge the impact that Covid-19 restrictions may have had on travelling patterns.



Source: July 2022 DLUHC Traveller Caravan Count

Local authority data on unauthorised encampments

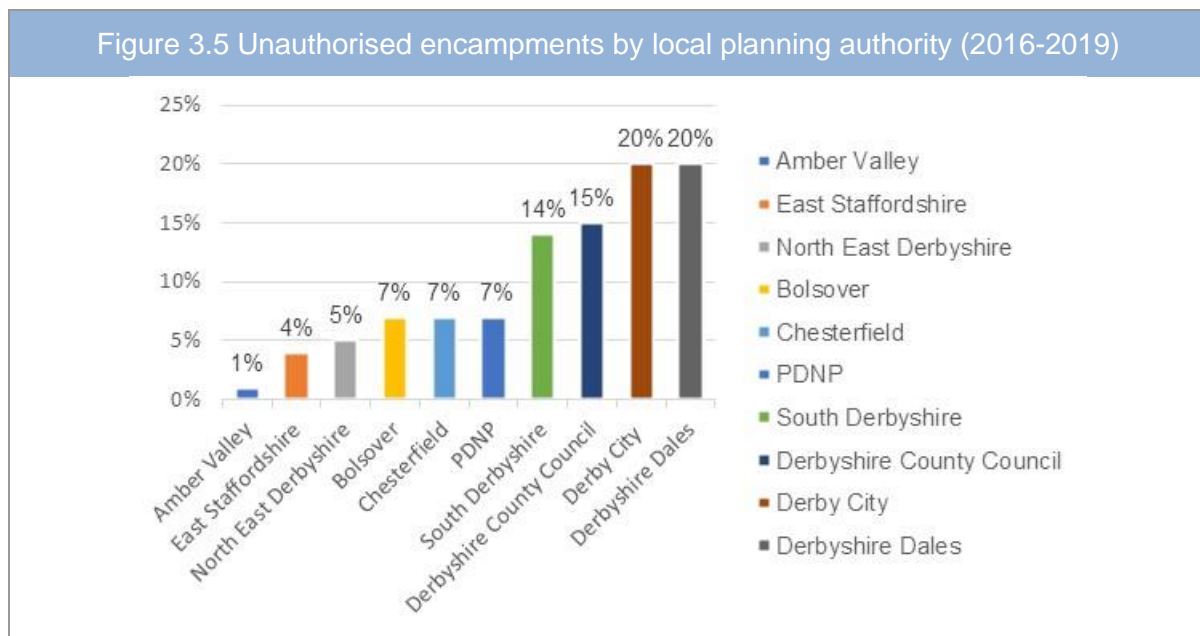
- 3.15 As previously noted, the DLUHC data on unauthorised encampments (i.e. caravans residing temporarily on 'sites' without planning permission) is of limited accuracy, although it may indicate general trends. The local planning authorities and Derbyshire County Council keep more detailed records of unauthorised encampments.
- 3.16 Table 3.2 shows the unauthorised data collected by the GTAA study area local planning authorities. There is a lack of consistency in terms of the type of data collected by the local planning authorities and periods that the data covered. In total, 301 unauthorised encampments were recorded of which 271 took place between January to March 2016 and October to December 2019. Although no unauthorised encampments were recorded in either High Peak Borough or the Peak District National Park, it is evident that they do occur. For example, in early 2020 eviction notices were served on an unauthorised encampment at the Agricultural Business Centre in Bakewell. Also, a House of Commons Hansard report from September 2018 cites High Peak MP Ruth George as stating that unauthorised encampments involving Irish Travellers had taken place in Buxton²².
- 3.17 Figure 3.5 shows that over a quarter (27%) of recorded unauthorised encampments took place in Derbyshire Dales whilst a fifth (20%) took place in Derby City. Around a sixth of recorded unauthorised encampments took place on land managed by Derbyshire County Council (15%) or in South Derbyshire (14%). Fewer unauthorised encampments were recorded in Chesterfield (7%), Bolsover (7%), Peak District National Park (7%) Derby City (20%), North East Derbyshire (5%), East Staffordshire (4%), and Amber Valley (1%).

²² House of Commons Hansard, 10 September 2018, Volume 646 columns 565-580.

Although no unauthorised encampments were recorded in High Peak (0%), it is apparent that they have occurred.

Table 3.2 Unauthorised encampments			
	From	To	No.
Amber Valley	April-June 2016	April-June 2017	2
Bolsover	July-September 2016	July-September 2019	19
Chesterfield	July-September 2016	January-March 2020	19
Derby City	2015	2019	54
Derbyshire County Council	January-March 2016	October-December 2018	41
Derbyshire Dales	January-March 2016	October-December 2019	54
East Staffordshire	January-March 2016	April-June 2020	12
High Peak	N/A	N/A	0
North East Derbyshire	April-June 2016	July-September 2019	13
Peak District National Park	January-March 2016	October-December 2019	18
South Derbyshire	January-March 2016	July-September 2019	39
Total			271

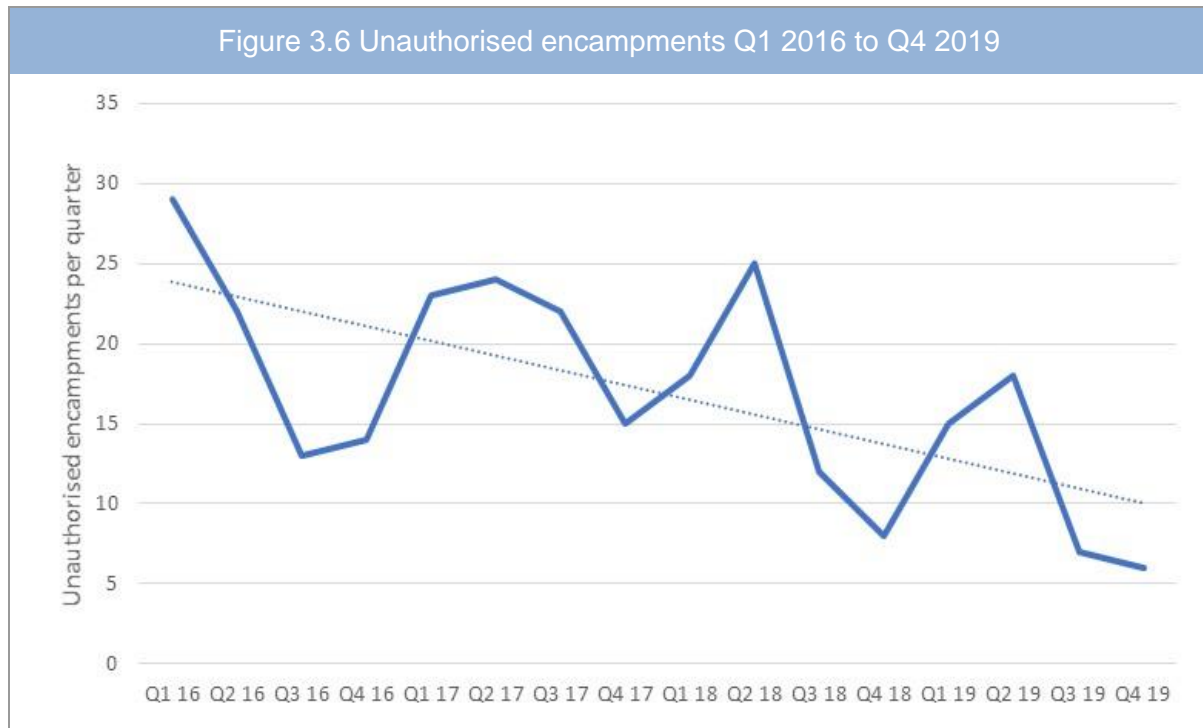
Source: GTAA study area local authorities



Source: GTAA study area local authorities

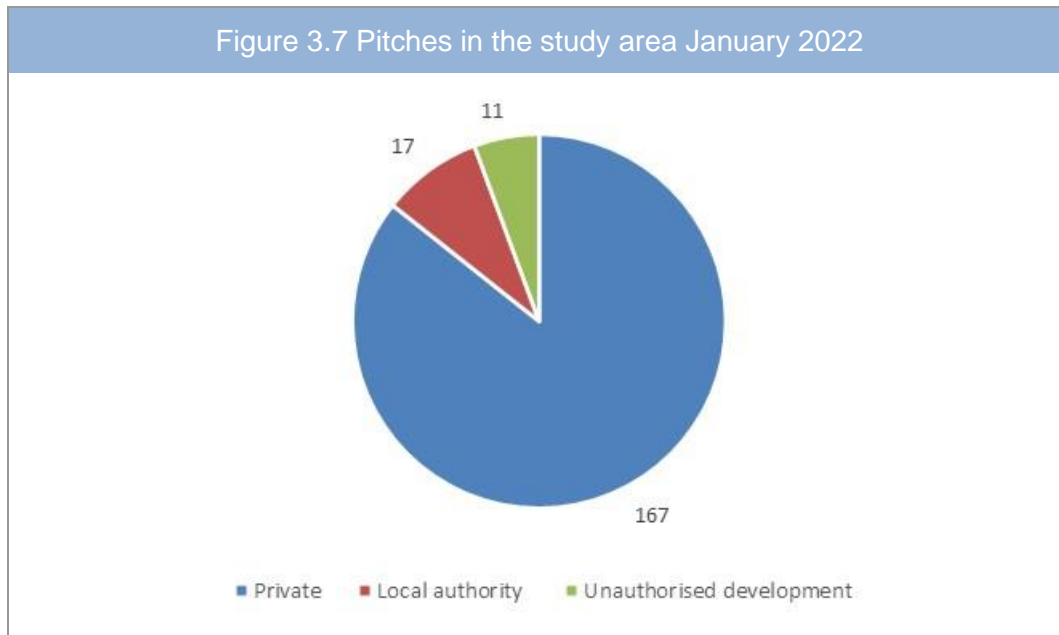
3.18 A total of 271 unauthorised encampments were recorded between Q1 (April to June) 2016 and Q4 (January to March) 2019. A peak of 29 unauthorised encampments took place at the beginning of the period Q1 (April to June) 2016 compared to an average of 19 unauthorised encampments per quarter. The dotted trend line shows that, on average, the number of unauthorised encampments has steadily declined over the 4-year period. The average length of unauthorised encampments was 18 days, although when ‘outliers’ were

removed i.e. encampments of longer than 100 days – the average is reduced to 11 days. On average, 7 vehicles were involved in each unauthorised encampment.

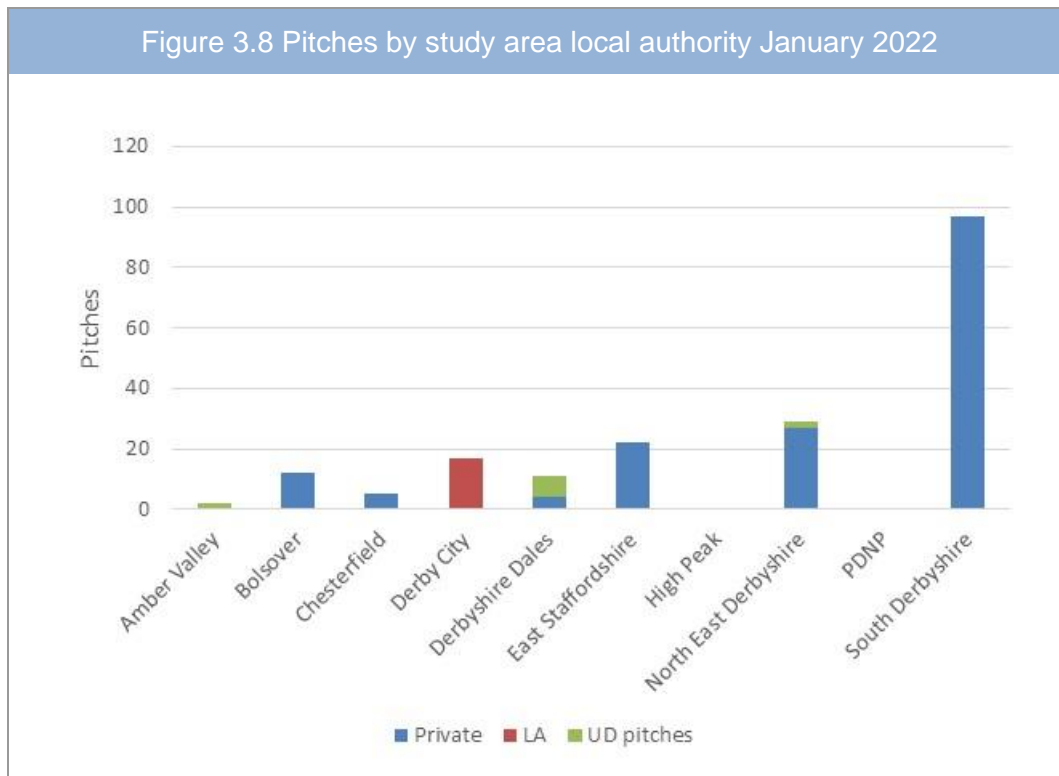


Permanent Gypsy and Traveller residential pitches within the study area

3.19 As Figure 3.7 shows, in January 2022, there were 195 Gypsy and Traveller pitches within the study area consisting of 167 authorised private pitches, 17 local authority managed pitches, and 11 pitches on unauthorised developments. Figure 3.8 shows the number of pitches per study area local authority. Half (50%) of pitches are located within South Derbyshire with smaller proportions located in North East Derbyshire (15%), East Staffordshire (11%), Derby City (9%), Bolsover (6%), Derbyshire Dales (6%), Chesterfield (3%), Amber Valley (1%), High Peak (0%), and Peak District National Park (0%).



Source: GTAA study area local authorities



Source: GTAA study area local authorities

Transit provision

3.20 There are 21 transit pitches in the study area including 11 transit pitches on a private site in Bolsover, 6 pitches on 2 leaseholder sites in South Derbyshire, and 4 pitches on a leaseholder site in North East Derbyshire.

Travelling Showpeople

- 3.21 Data from planning permissions are also available in the study area showing provision for Travelling Showpeople. The cultural practice of Travelling Showpeople is to live on a plot in a yard in static caravans or mobile homes, along with smaller caravans used for travelling or inhabited by other family members (for example, adolescent children). Their equipment (including rides, kiosks and stalls) is usually kept on the same plot.
- 3.22 There are 7 Travelling Showperson's yards consisting of 36 plots in Bolsover. It should be borne in mind that the amount of land needed for a Travelling Showpeople plot is greater than that for Gypsy and Traveller pitches because of the mixed use of the plots. For clarity, we refer to Travelling Showpeople 'plots' rather than 'pitches', and 'yards' rather than 'sites' to recognise the differences in design. Travelling Showpeople, in terms of provision and needs are assessed further in chapter 6.

Boat Dwellers

- 3.23 There are 260 recorded permanent moorings within the study area (in South Derbyshire (which are in the process of being developed)). However, there are marinas and boat yards located across the study area and moorings owned and managed by the CRT that are occupied by permanent boat dwellers, leisure boaters, and constant cruisers. The CRT manages leisure and long-term moorings and transit moorings across the study area. Based on the consultation with boat yard and marina owners and managers, CRT and NBT, there are over 200 boat dwellers who reside on boats all year within the study area.

Residential caravan sites

- 3.24 From the data gathered and consultation with site managers and owners it is determined that there are 26 residential caravan sites located within the study area, with a total of 1,266 pitches (including private family sites and registered park homes).
- 3.25 Table 3.3 shows the number of authorised residential caravan pitches within each local authority area.

Local authority	sites	pitches
Amber Valley	2	98
Bolsover	0	0
Chesterfield	5	227
Derby	4	392
Derbyshire Dales	5	207
East Staffs	2	101
High Peak	2	65
NE Derbyshire	0	0
PDNP	0	0
South Derbyshire	6	176
Total	26	1,266

Source: GTAA 2023

Summary

- 3.26 The 2021 Census suggests there were 877 Gypsies and Travellers residing in the study area representing about 0.08% of the total population. The DLUHC July 2022 Count shows that there were 339 Gypsy and Traveller caravans located in the study area. When population size is considered 3 of the 10 local planning authority areas are above the study area average of 34 caravans per 100,000 population – North East Derbyshire (36), South Derbyshire (129), and Bolsover (137).
- 3.27 The study area local planning authorities and Derbyshire County Council collect data on unauthorised encampments. In total, 271 unauthorised encampments were recorded between January to March 2016 and October to December 2019. Over a quarter (27%) of recorded unauthorised encampments took place in Derbyshire Dales whilst a fifth (20%) took place in Derby City. A peak of 29 unauthorised encampments took place April to June 2016 compared to an average of 19 unauthorised encampments per quarter over the 4-year period. On average, the number of unauthorised encampments has steadily declined over the 4-year period. The average length of unauthorised encampments was 18 days, and on average, 7 vehicles were involved in each unauthorised encampment.
- 3.28 In January 2022 there were 195 Gypsy and Traveller pitches within the study area consisting of 167 authorised private pitches, 17 local authority managed pitches, and 11 pitches on unauthorised developments. There are also 21 transit pitches in the study area including 11 transit pitches on a private site in Bolsover, 6 pitches on 2 leaseholder sites in South Derbyshire, and 4 pitches on a leaseholder site in North East Derbyshire. There are 7 Travelling Showperson's yards consisting of 36 plots in Bolsover. There are 260 recorded permanent moorings within the study area (in South Derbyshire which are in the process of being developed), an estimated 200 boat dwellers who reside on boats all year within the rest of the navigable waterways within the study area and there are 26 residential caravan sites located within the local authority area, with a total of 1,266 pitches (including private family sites and registered park homes).

4. Stakeholder consultation

Introduction

- 4.1 Consultations with a range of stakeholders were conducted to provide in-depth qualitative information about the accommodation needs of Gypsies, Travellers and Travelling Showpeople.
- 4.2 The aim of the consultation was to obtain both an overall perspective on issues facing these groups, and an understanding of local issues that are specific to the study area. The consultation took the form of an online survey and telephone interviews. In recognition that Gypsy and Traveller issues transcend geographical boundaries and the duty to cooperate in addressing the needs of Gypsies and Travellers, consultation was undertaken with officers from neighbouring authorities.
- 4.3 Key stakeholders involved in the consultation included: local authority officers with responsibility for Gypsy, Traveller and Travelling Showpeople issues, planning and planning policy officers, housing strategy officers, enforcement officers, housing officers, education service officers, police, fire and rescue services, NHS, Leicestershire Multi Agency Travellers Unit (MATU), Derbyshire Gypsy Liaison Group (DGLG), Derbyshire Traveller Issues Working Group (DTIWG), National Federation of Gypsy Liaison Groups, Canal and River Trust (CRT), National Bargee Traveller Association (NBTA), Residential Boat Owners Association (RBOA), and local and national representatives of the Showmen's Guild of Great Britain.
- 4.4 Themes covered in the interviews included: the need for additional provisions and facilities; travelling patterns; the availability of land; accessing services; and work taking place to meet the needs of Gypsy, Traveller, Travelling Showpeople, and boat dwellers. This chapter highlights the main points that were raised.

Accommodation needs

- 4.5 It was generally acknowledged that there is a lack of accommodation provision throughout the study area. It was noted that this issue is frequently raised at meetings of the Derbyshire Gypsy and Traveller Issues Working Group (DTIWG). However, it is recognised that the extent of Gypsy, Traveller, Travelling Showpeople, and boat dwellers' accommodation needs is small in comparison to general housing needs.
- 4.6 Stakeholders commented on how Derbyshire being centrally placed in the country and well connected by key arterial routes such as the M1, A61, A6, A38, A50 and A52 makes it attractive to travellers. It was also noted that whilst provision throughout the study area is uneven there is unmet demand even in those areas where provision is relatively high. Stakeholders reported differences in terms of demand for accommodation across the study area.

- 4.7 Stakeholders commented on accommodation needs in respective local authorities. It was stated that some authorities such as North East Derbyshire and South Derbyshire already accommodate considerable numbers of Gypsies and Travellers. Consequently, future demand for permanent pitches sites is likely to be greater in these local authority areas compared to those which currently have few or no Gypsy and Traveller accommodation such as High Peak. Also, it was suggested that local planning authorities may be reluctant to meet accommodation needs from neighbouring authorities.
- 4.8 Derbyshire Dales stated that accommodation needs primarily arises from an extended Gypsy family who have been in need of safe and permanent accommodation for many years and have been harassed and moved on from different potential locations. Derby City commented on how it has one permanent site which is full and has a long waiting list. As such, there is likely to be additional need for permanent accommodation within the local area.
- 4.9 It was noted that the 2015 GTAA identified that more than one third of accommodation needs is expected to arise from within existing family units on sites and that this factor is expected to remain unchanged. The drivers for accommodation needs identified by stakeholders included: new family formations and household growth; overcrowding at existing pitches; a lack of sufficient sites; households seeking pitches within the local area; and homelessness amongst the Gypsy and Traveller community.
- 4.10 According to some stakeholders it is preferable to have separate provision for Romany Gypsies, Irish Travellers, and Travelling Showpeople. However, it was acknowledged that this meant that the accommodation needs of some families may not be met if their ethnic identity differed from families already occupying a particular site. Stakeholders stressed that family sites and yards were the most favoured form of provision. However, some stated that not all households are able to develop sites or yards and there remains a need for private rented and social rented accommodation.
- 4.11 Stakeholder views differed as to whether new Gypsy and Traveller accommodation should be met in local authority areas in which it arose or shared across the study area. Whilst it was acknowledged that accommodation needs may arise in both urban and rural areas, it was agreed that new sites or yards should be situated close to services and facilities and be accessible by public or private transport routes:

“I think that location [of new sites and yards] should not just be driven by where needs arise but by where Travellers will actually want to be located to ensure that the sites meet need. This would include smaller family-run sites in more rural or edge of urban area locations with good transport connectivity and access to services (local authority officer).”

- 4.12 Whilst local authorities may have a good understanding of the number of Gypsy and Traveller pitches, or Showpeople plots, there is less information about the number of boat dweller moorings.
- 4.13 It was suggested that all boat dweller provision in the study area is privately rented. There are some transit and leisure moorings which over time have unofficially become permanent moorings. Some are located in remote spots with unlicensed boats moored on them. According to stakeholders, there are people residing permanently on moorings which are not licensed for such use. However, there is little accurate data on the number of boat dwellers permanently residing on unlicensed moorings. It was suggested that the study area local authorities review licenses and determine which moorings could be licensed for permanent residential occupation. Also, that marina owners and managers offer more flexible residency conditions.
- 4.14 It was suggested that local authorities tend to have a limited knowledge about boat dwellers. Until recently this was not regarded as an issue as there was no obligation on local authorities to specifically assess the accommodation needs of boat dwellers. Also, it was generally accepted that many boat dwellers and residential caravan dwellers reside in such accommodation due to life-style choices or the need to occupy affordable accommodation.
- 4.15 Public perceptions of boat dwellers tend to differ from that towards Gypsies and Travellers, and Showpeople. Some stakeholders suggested that this may be because the boat dweller community primarily consists of the members of the settled community.

Barriers to Accommodation Provision

- 4.16 Key barriers to new accommodation provision noted by stakeholders included: local and political opposition to new sites or yards; a lack of suitable or affordable land; competing interests for suitable land; a lack of finance; and the complexity of planning processes.
- 4.17 Gaining planning permission for a new sites or yards was regarded by stakeholders as a significant hurdle. Applicants sometimes sought planning permission for the minimum number of pitches or plots with the intention of seeking permission for further pitches at a later date. This was not problematic if the site is large enough to cope with expansion. However, the most difficult initial hurdle was gaining planning permission. It was noted that some planning permissions for new sites within the study area were initially refused but later granted on appeal. A lack of finance, both in relation to the provision of new sites and maintenance, was considered a key barrier by stakeholders.
- 4.18 Stakeholders acknowledged political barriers to new sites. In particular, national planning policy was regarded as encouraging a negative attitude to new provision. Both national and local media sometimes play a negative role in determining attitudes towards Gypsies and Travellers which can impact on public and elected members' attitudes:

“Planning applications and allocations regarding Gypsy and Traveller sites are politically sensitive and as a general rule opposed by local residents. This can lead to applications which have been recommended for approval by Planning Officers being refused at planning committee (neighbouring authority representative).”

4.19 Similarly:

“Families on established sites often want to extend them but face all sorts of difficulties to do so. If the site is adjacent to an existing settlement usually any extension plans face strong opposition from the settled community. If there is strong opposition then councillors are rather inclined to refuse any site extensions (agency representative).”

4.20 Stakeholders stated that changes in planning processes and guidance may impact on meeting accommodation needs. They commented on how focusing on travelling patterns of Gypsies and Travellers is unhelpful when families are less likely to travel much if at all, but still live the cultural life of Gypsies and Travellers and require pitches.

4.21 However, the 2015 PPTS definition of Gypsies and Travellers means that travelling is a key factor in determining an applicant’s status and rights. Stakeholders commented on how this has led to further complications to the planning process. Gypsies and Travellers have to prove that they are travelling as well as their ethnic status. It was suggested that this may contravene the human rights of Gypsies and Travellers.

4.22 Interestingly, stakeholders stated that public perceptions of Travelling Showpeople differed from Gypsies and Travellers. The former is regarded as providing a popular, cultural service and are more defined by the public by the type of work they undertake. It was suggested that the media are less likely to portray Travelling Showpeople negatively. There was some difference between stakeholders in terms of the type of accommodation required by Travelling Showpeople with some stating that yards are required all year whilst others suggested that only winter quarters (when fairs do not take place), are required.

4.23 It was acknowledged by stakeholders that the availability of land (or lack of it) is a key issue in relation to the accommodation needs of Gypsies, Travellers and Travelling Showpeople. The process of identifying suitable land was deemed problematic. According to one stakeholder:

“There is a lack of available sites and tolerated stopping locations both for travellers passing through the local authority and visiting family or friends. This leads to regular unauthorised encampments during the travelling season. There is also a lack of available sites for families to set up their own site. This is partly due to land values but also to the lack of suitable and available undeveloped sites (local authority officer).”

- 4.24 Stakeholders identified barriers to obtaining land suitable for new provision. One issue was that whilst landowners may be keen to capitalise on land values by releasing land for the development of market housing, they were more reluctant to sell it for affordable housing or Gypsy and Traveller sites.
- 4.25 Green Belt constraints and the desire to utilise brownfield sites were regarded as key issues. Sustainability is also a key issue for the selection of new sites e.g. the criteria that new sites should not be located too far away from existing communities. This can lead to opposition from Gypsy and Traveller representatives as they frequently want to live away from the settled community.
- 4.26 It was noted that Planning Policy for Traveller Sites (2015) strictly limits new site development in open countryside or too far away from existing settlements. However, planning applications for new traveller sites are often located in the open countryside and/or within protected areas such as the Green Belt or Special Landscape Areas. It was suggested that local authorities should advise local Gypsies and Travellers about the type of land more likely to be suitable for development. This would prevent them submitting planning applications to develop land unsuitable for reasons such as being prone to flooding or lack of highways access.
- 4.27 Stakeholders commented on a lack of cultural understanding and understanding of needs of Gypsies, Travellers and Travelling Showpeople. Preconceptions about Gypsies, Travellers, and Travelling Showpeople were seen to influence attitudes and that perceptions vary depending on the situation. For example, it was suggested by some stakeholders that tensions and opposition to new sites may exist in areas where unauthorised encampments have occurred, or where sites are rumoured to be proposed.
- 4.28 Gypsies and Travellers living in bricks and mortar accommodation or on permanent sites were regarded as 'settled' and, as such, less likely to be regarded as requiring support. However, it was suggested it would be worthwhile for the settled community and Gypsies and Travellers to meet in order to better understand differing perspectives. This would also help to reduce prejudice.

Transit provision and travelling patterns

- 4.29 It was acknowledged by stakeholders that a lack of transit provision can lead to high levels of unauthorised encampments. The lack of transit provision was regarded as a key issue for stakeholders across the study area and neighbouring authorities. Stakeholders commented on how this relates only to Gypsies and Travellers as Travelling Showpeople do not use unauthorised encampments and tend to travel to pre-arranged venues primarily for work purposes.
- 4.30 Gypsy and Traveller transit provision, similar to permanent sites, was regarded by stakeholders as being publically and politically sensitive. Stakeholders commented on a

lack of funding, absence of suitable or available land, and concerns regarding the management and illicit use of transit sites. It was suggested that “there is not the political appetite to allocate transit sites on top of addressing the individual authorities’ needs” (Local authority officer). Also:

“Similar to the provision of new permanent sites, it is not straightforward to identify and propose a perfectly well-situated transit site as there are many constraints and issues affecting suitability. Apart from location, constraints and issues a new transit site would need to be supported by councillors and accepted by local residents (agency representative).”

- 4.31 It was noted that the PPTS 2015 change in definition of Gypsies and Travellers may have led to more households travelling in order to prove ethnic status. This could lead to more unauthorised encampments. Alternatively, it was suggested that PPTS 2015 had not impacted on travelling patterns.
- 4.32 According to some stakeholders there is increasing emphasis on the need for negotiated stopping places rather than for new transit provision. The ‘negotiated stopping place’ model was developed by Leeds Gypsy and Traveller Exchange. It is used to describe agreed short-term provision for Gypsy and Traveller caravans. It does not describe permanent ‘built’ transit sites but negotiated agreements which allow caravans to be sited on suitable specific pieces of ground for an agreed and limited period of time, with the provision of limited services such as water, waste disposal and toilets.
- 4.33 Agreements are made between the authority and the (temporary) residents regarding expectations on both sides. This was regarded by some stakeholders as the best way forward. One stakeholder suggested that negotiated stopping agreements would need to be able to be explained to the settled community to avoid tensions.
- 4.34 Stakeholders cited the main reasons for travelling as: to be close to friends and family; for employment reasons; for holidays; to attend funerals and weddings; and for cultural reasons i.e. to reinforce cultural identity. As noted above, some households may travel in order to meet the PPTS 2015 definition.
- 4.35 Stakeholders agreed that it can be difficult to determine travelling routes although there was acknowledgment that these transcend local authority boundaries. There is a ‘north-south’ route throughout the study area although the location of current sites may impact on routes i.e. families may be attracted towards existing sites. Also, it was suggested that the M1, A38, A50, A52 and A61 are key travelling routes:

“They tend to follow the main roads in the south of the county – the A38 which runs from the M1 through Derby to Birmingham or the A50 which runs east to west from the M1 south of Derby to Stoke-on-Trent. Travelling

patterns also tend to be related to horse fairs – Appleby, Stow-on-the-Wold etc. (Local authority officer).”

- 4.36 Similarly, it was suggested that Gypsy and Traveller households tend to use the A61 and A6 including at Bakewell located in the Peak District National Park planning area.
- 4.37 In relation to boat dwellers, stakeholders commented on the need for greater flexibility regarding how long temporary moorings can be used. A lack of permanent moorings means that a large number of boat dwellers constantly move from one temporary mooring to the next. However, a large proportion of boat dwellers prefer to travel the waterways rather than reside on a permanent mooring.

Access to Services

- 4.38 Stakeholders felt that access to services was very important for all Gypsy, Traveller and Travelling Showpeople families. They spoke about how Gypsy, Traveller and Travelling Showpeople continue to face problems when accessing services and how this is sometimes due to service providers not understanding their needs:

“I am aware of some issues which affect Gypsies, Travellers and Travelling Showpeople across the country such as poor school attendance, children missing from education, discrimination and bullying of children in education, lack of access to primary healthcare, reduced life expectancy (neighbouring authority representative).”

- 4.39 Gypsy and Traveller, and boat dweller households, not having a permanent address tend to experience even more problems accessing services. Stakeholders commented on how all Gypsies and Travellers and boat dwellers may experience problems accessing services. However, families residing on unauthorised encampments find it more difficult to access services. The Derbyshire Protocol stipulates the need to assess the health and education needs of households residing on unauthorised encampments. However, it was noted local authorities are not always aware of unauthorised encampments and that a lack of staff means that health and welfare checks are not always possible. There is a need for awareness-raising and training of professionals working with families to improve access to services and break down barriers for all.
- 4.40 It was noted that the education gap between Gypsy, Traveller and Travelling Showpeople children and those from the settled community can be extensive, but is better than it used to be. According to a stakeholder:

“The Derbyshire County Council post which used to specifically deal with Gypsy and Traveller education issues no longer exists. This has made it difficult for Gypsies and Travellers to seek support regarding education. However, I am aware that the role has now been incorporated into a wider

education post, which will hopefully address this issue (agency representative).”

- 4.41 Education was regarded by stakeholders as an important factor in determining demand for accommodation. Stakeholders spoke about how areas which already contain large numbers of Travellers tend to have schools which are more aware of the educational needs of Travellers. Such schools are more likely to attract Gypsy, Traveller and Travelling Showpeople families to the area. This factor not only impacts on educational demand in area but also the need for sites.

Communication

- 4.42 In relation to issues concerning cooperation on Gypsy, Traveller, Travelling Showpeople, and boat dweller issues between different authorities and agencies, stakeholders emphasised the importance of working collectively when addressing the needs that the GTAA will identify. It was acknowledged that accommodation needs transcend local authority boundaries. As such, it was suggested that this requires a ‘joined up’ response to accommodation need and for local authorities and agencies to better share information and knowledge about Gypsy and Traveller issues.
- 4.43 Stakeholders noted ways in which they currently do and do not successfully cooperate regarding Gypsy and Traveller issues. There can be very strong working relationships with planning colleagues. However, it is more difficult to liaise over the more politically sensitive issue of Gypsy and Traveller accommodation needs. Whilst officers liaise closely the issue can sometimes be pushed down the political agenda by elected members.
- 4.44 It was acknowledged that there are political barriers to the issue of new accommodation. It was suggested that one reason is because elected members sometimes reflect the opinions of local communities who are antagonistic towards new provision in local areas. As such, it was recommended that elected members are offered awareness training on Gypsy and Traveller issues. It was suggested that allocating sites in areas where there is strong local opposition is undesirable although it was suggested that there should be greater emphasis on the positive relationship between Gypsies and Travellers and the settled community and between Gypsy, Traveller, Travelling Showpeople, and boat dwellers, and local authorities.
- 4.45 Stakeholders commented on how departments and neighbouring authorities can work well together but this is “on an ad hoc basis, as the need arises rather than the norm”. They also commented on how through the recent inter-agency protocol, there is potential for better local authority/inter-agency working. They commented how they are grateful that the County Council manages the process of updating the GTAA, although it would be helpful if district councils and the County Council were to work together more closely at other times.

- 4.46 The Derbyshire Traveller Issues Working Group (DTIWG) was regarded by stakeholders as the key tool in bringing agencies and local authority departments together. It is made up of all the local authorities, some neighbouring authorities, and partners such as the NHS, police, fire service, and the Derbyshire Gypsy Liaison Group. It was referred to by stakeholders as an invaluable network in relation to working with Gypsy, Traveller, Travelling Showpeople, and boat dwellers.
- 4.47 Derbyshire County Council Planning Department manages and leads on DTIWG meetings, which take place regularly. Some stakeholders commented on how some partners need to take on more responsibility and more active roles. For example, “the Inter-Agency Guidance needs updating, but that is difficult when Gypsy and Traveller issues do not form a large proportion of most people's work” (agency representative).

Summary

- 4.48 The stakeholder consultation has offered important insights into the main issues faced by Gypsy, Traveller, Travelling Showpeople, and boat dwellers within the study area. It was generally acknowledged that there is a lack of accommodation provision throughout the study area. Also, it was noted that whilst provision throughout the study area is uneven there was unmet demand even in those areas where provision was relatively high.
- 4.49 Stakeholders reported differences in terms of demand for accommodation across the study area. One reason, as discussed in Chapter 1, is that Gypsy, Traveller, Travelling Showpeople, and boat dweller families tend to ‘cluster’ around certain localities. Also, it should be acknowledged that those areas with most current provision are more likely to attract Gypsy, Traveller, Travelling Showpeople, and boat dweller families.
- 4.50 It was felt that a lack of transit provision can lead to unauthorised encampments. Some stakeholders suggested that local authorities have a duty of care to support families residing on unauthorised encampments. It was suggested that local authorities may want to adopt the ‘negotiated stopping’ model, but not necessarily as formal as that adopted by Leeds City Council. This would allow caravans to be sited on suitable pieces of ground for an agreed and limited period of time, and if necessary, with the provision of limited services such as water, waste disposal and toilets.
- 4.51 Although the preferred accommodation type for many Gypsy, Traveller and Travelling Showpeople families may be small sites located on land owned by themselves, the consultation acknowledged difficulties in Gypsy, Traveller, Travelling Showpeople, and boat dwellers either buying or developing land for new accommodation. This is acknowledged throughout this report.
- 4.52 It was noted that there can be cultural differences between Gypsies and Travellers living in bricks and mortar accommodation and members of the settled community. Local authorities should include Gypsy and Traveller categories on ethnic monitoring forms to improve data

on population numbers, particularly in housing. Also, there needs to be better sharing of information between agencies which deal with the Gypsy and Traveller community.

- 4.53 The stakeholder consultation acknowledged many of the barriers faced by Gypsy, Traveller, Travelling Showpeople and boat dwellers. Some stakeholders suggested that public attitudes towards Gypsy, Traveller, Travelling Showpeople, and boat dweller people had hardened in recent years. Stakeholders discussed how changing attitudes takes time. It was discussed how many people only get the negative news and how this adds to problems. There is a need for education on the needs of these communities and to foster better relations between families and the settled community. This should involve working more closely with the Derbyshire Gypsy Liaison Group (DGLG), the Showmen's Guild and with other relevant service providers regarding the specific needs of these communities.
- 4.54 To summarise, the consultation provided a wealth of qualitative data on the accommodation needs of Gypsy, Traveller, Travelling Showpeople, and boat dweller families. There is evidence that accommodation needs within the study area has not yet been fully met although there was agreement about the need for smaller sites and negotiated stopping agreements, rather than transit sites. Despite barriers it is apparent that there is a need to consider the means of providing Gypsy, Traveller, Travelling Showpeople, and boat dweller accommodation.

5. Gypsies and Travellers consultation

Introduction

- 5.1 This chapter provides a snapshot of households residing in the study area at the time of the survey (January 2022) and an analysis of need for current and future pitches across the study area. In doing so, it examines the key findings derived from the consultation with Gypsy and Traveller families (the accommodation needs of Travelling Showpeople are discussed in Chapter 6).
- 5.2 Table 5.1 below lists the number of authorised sites and pitches, unauthorised sites and pitches, and potential pitches (there are no pitches with temporary planning permission in the study area). Table 5.2 further below demonstrates the response rate for the consultation carried out with the households on the known sites. Every known authorised (both private and local authority) and unauthorised site was visited, and consultation with the households has taken into consideration the accommodation needs of every known pitch and site. Due to Covid-19 restrictions, a combination of direct consultation with households and proxy consultation with members of the community (including site owners, neighbours and relatives) was undertaken, some of which was by telephone. This resulted in a 98% response rate and data concerning accommodation occupancy confirmed that of all known pitches and sites.
- 5.3 Data in relation to transit provision was gathered by visiting the sites and consulting with the managers / owners of sites. Data regarding unauthorised developments (sites without planning permission but where the occupants have consent from the owners of the land to reside there) were gleaned using similar methods.

Table 5.1 Gypsy and Traveller sites and pitches per authority

	Sites	Pitches	Occupied Pitches	Potential Pitches	Vacant Pitches	UD Sites	UD Pitches
Amber Valley	0	0	0	0	0	2	2
Bolsover	5	12	10	2	0	0	0
Chesterfield	1	5	3	2	0	0	0
Derby City	1	17	16	0	1	0	0
Derbyshire Dales	1	4	4	0	0	2	7
East Staffordshire	2	22	22	0	0	0	0
High Peak	0	0	0	0	0	0	0
NE Derbyshire	4	27	22	5	0	1	2
Peak District	0	0	0	0	0	0	0
South Derbyshire	18	97	86	11	0	0	0
Total	32	184	163	20	1	5	11

Source: Study area local authorities

- 5.4 In relation to consultation undertaken on authorised, occupied permanent pitches, the response rates are as follows:

Table 5.2 GTAA Survey response rates				
	Occupied Permanent Pitches	Authorised Pitches	No. Surveyed	Response rate %
Amber Valley	NA	NA	NA	NA
Bolsover	10	10	10	100%
Chesterfield	3	3	3	100%
Derby City	16	16	16	100%
Derbyshire Dales	4	4	4	100%
East Staffordshire	22	22	22	100%
High Peak	NA	NA	NA	NA
NE Derbyshire	22	22	22	100%
Peak District	NA	NA	NA	NA
South Derbyshire	86	82	82	95%
Total	163	159	159	98%

Source: GTAA 2023

- 5.5 The consultation included questions regarding a number of issues such as family composition (per pitch), accommodation and facilities, the condition, ownership, management and suitability of current sites and pitches (including facilities and services), occupancy of existing pitches (including the number of, and reasons for, vacant and / or undeveloped pitches and future plans for pitches), travelling patterns, health, education and employment, and accommodation needs.
- 5.6 The number and location of pitches were determined using local authority data. Households were consulted on key issues regarding accommodation needs. The consultation was undertaken between Summer 2021 and January 2022. The combination of local authority data, site visits and consultation with households helped to clarify the status of pitches (i.e. which pitches are occupied by Gypsies and Travellers, vacant pitches, overcrowded pitches, pitches occupied by household members with a need for separate accommodation, and hidden households, amongst other needs issues).
- 5.7 Attempts were made to access households residing in bricks and mortar accommodation. However, it was not possible to consult with households residing in bricks and mortar accommodation. As such, an alternative method for determining the accommodation needs of households residing in bricks and mortar accommodation has been applied (see step 15 below). The methods used in attempting to contact households residing in bricks and mortar accommodation included:
- Asking households residing on sites if they were aware of any relatives or friends residing in bricks and mortar accommodation;
 - Contacting key stakeholders to request help to access Gypsies and Travellers living in bricks and mortar; and
 - Seeking information about the location of households residing in bricks and mortar accommodation through the stakeholder interviews

Consultation

- 5.8 Most households were satisfied with the condition and location of their respective sites. Although most commented on experiencing varying levels of racism, they spoke about feeling part of the local community. They stated that it is important to reside on family sites with sufficient space and good facilities. Owning the land they reside on, with family residing close by was regarded by households as ideal. Residing on rental land was the preferred alternative if owning land is not possible. Households owning private sites were more likely to be satisfied than households renting sites, as the former felt more in control of site conditions.
- 5.9 Households residing on unauthorised developments felt unable to invest in their sites due to not having permanent planning permission. Some households residing on permanent sites commented on wanting to make improvements to their sites, but being unable to do so due to a lack of finance or space restraints.
- 5.10 As well as having sufficient space and facilities on site, good access to local services including education, health, and retail facilities was also important to the households. They spoke about how having a support network involving services such as health and education is essential for both the adult members of the household and children. The support network is an important reason as to why a family prefers to remain in the local area.
- 5.11 Access to other types of services and facilities such as shops were also regarded as important. However, households stated that it is not important that these are in close proximity as long as they are accessible by car. Access to services for households without access to transport (e.g. due to age or health issues) was deemed problematic although such households were usually supported by family or neighbours. Households deemed it more important to reside on a site and for family members to reside close together than to have access to any particular service.
- 5.12 Education was regarded as an important element of life for the families. They spoke of how this was becoming more important amongst Gypsy and Traveller communities, including learning to read and write, and gaining skills and qualifications. They also spoke of the importance of every generation learning the culture and skills linked to their way of life, and the importance of keeping their culture whilst at the same time gaining a good education. The families on the sites without permanent planning permission commented on how their children's education was one reason why they would prefer to reside on a permanent site.
- 5.13 Employment was also regarded as important. Households spoke of how Gypsies and Travellers travel more if they are unable to gain sufficient employment locally. Households were primarily self-employed with some occupants employed locally, unemployed, or

retired. With Covid-19 restrictions in place, self-employed households or those who travel for work have struggled to find work.

- 5.14 Gypsy and Traveller households in the study area regard travel primarily for cultural and social reasons. Some households also travel for work purposes including the buying and selling of horses, building and construction work, and garden and maintenance work. Some households spoke about how Gypsies and Travellers do not travel as much as they used to. This is because they may be employed locally, or children may attend local schools. Households suggested that it can be difficult to travel due to limited stopping places, being moved on, and the increasing costs of travelling. One commented on how travelling is only part of their culture.
- 5.15 Households recognised the importance of transit provision in the study area (some households with land are interested in developing new transit provision). However, negotiated stopping agreements were also regarded as an effective way of meeting the transit needs of visiting Gypsies and Travellers and minimising unauthorised encampments. This would involve caravans being sited at suitable locations for an agreed and limited period of time, with possible provision of limited services. Also, households residing permanently on sites would like to be able to accommodate visiting family and friends for an agreed period of time.

Accommodation needs

- 5.16 Additional accommodation needs derive from households residing on unauthorised pitches (including tolerated unauthorised sites but without full planning status), and pitches with temporary planning permission requiring permanent permission; households residing on authorised sites requiring more space to meet current or future needs; and new family formations. Accommodation needs also derives from households residing in bricks and mortar accommodation. Households residing on sites and stakeholders commented on how it is important to acknowledge and determine this component of accommodation need.
- 5.17 Households with accommodation needs stated their desire to stay with or close to family. No households residing on sites expressed an interest in residing in a house. Some owners of sites with space to accommodate their own additional needs are considering applying for planning permission to develop additional pitches.
- 5.18 Whilst some local authority sites have waiting lists, this assessment does not include them in the accommodation needs calculations as they are unreliable indicators of needs. For example, households registered on several waiting lists for pitches could lead to double-counting.

- 5.19 Some sites with additional accommodation need have the capacity to accommodate further pitches. Household members with accommodation needs but residing on sites without space for expansion would prefer to reside close to existing family sites.

Requirement for residential pitches 2020-2025²³

- 5.20 The need for residential pitches in the study area is assessed according to a 15-step process, based on the model suggested in DCLG (2007) guidance and supplemented by data derived from the survey. The results of this are shown in Table 5.3 below, while the subsequent section contains explanations of the sourcing and calculation of figures for each step. There are slight differences between the individual authority data (shown in the appendices) and the study area figures due to rounding. However, the overall needs figures remain the same.
- 5.21 This GTAA provides two accommodation needs figures: first, based on ethnic identity ('Ethnic' column); and second, based on PPTS 2015 ('PPTS' column). The 'ethnic' column contains the accommodation needs of all households identified as Gypsies and Travellers (whether they travel or not), whilst the PPTS column only includes the accommodation needs of households who meet the PPTS 2015 definition i.e. who have not permanently ceased to travel. Table 5.3 shows that there is an accommodation need for 68 additional pitches in the first 5-year period using the 'ethnic' definition, and 53 additional pitches using the 'PPTS' definition. This means that 53 households with accommodation needs travel, whilst an additional 15 pitches are required by households who have ceased to travel. Please note that the annual pitch needs relate to financial years i.e. 1 April to 31 March.

²³ Please note that due to rounding column totals may differ slightly from row totals

Table 5.3 Estimate of the need for permanent residential site pitches 2020-2025

	Ethnic	PPTS
1) Current occupied permanent residential site pitches	163	163
<i>Additional residential supply</i>		
2) Number of unused residential pitches available	1	1
3) Number of existing pitches expected to become vacant through mortality	6	6
4) Net number of family units on sites expected to leave the area in next 5 years	0	0
5) Number of family units on sites expected to move into housing in next 5 years	0	0
6) Residential pitches planned to be built or to be brought back into use	20	20
Total Additional Supply	27	27
<i>Additional residential needs</i>		
7) Seeking permanent permission from temporary sites	0	0
8) Family units (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	9	9
9) Family units on transit pitches requiring residential pitches in the area	0	0
10) Family units on unauthorised encampments requiring residential pitches	0	0
11) Family units on unauthorised developments requiring residential pitches	11	11
12) Family units currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging family unit in step 8	24	23
13) Net new family units expected to arrive from elsewhere	0	0
14) New family formations expected to arise from within existing family units	31	27
15) Family units in housing but with a psychological aversion to housed accommodation	20	10
Total Needs	95	80
<i>Balance of Need and Supply</i>		
Total Additional Pitch Requirement	68	53
Annualised Additional Pitch Requirement	13	10

Source: GTAA 2023

Requirement for residential pitches 2020-2025: steps of the calculation

5.22 Information from local authorities and the census plus evidence from the survey was used to inform the calculations including:

- The number of Gypsies and Travellers housed in bricks and mortar accommodation
- The number of existing Gypsy and Traveller pitches
- The number of families residing on unauthorised encampments requiring accommodation (and surveyed during the survey period)
- The number of unauthorised developments (during the survey period)
- The number of temporary pitches
- The number of vacant pitches
- The number of planned or potential new pitches
- The number of transit pitches

5.23 The remainder of this chapter describes both the process and results of the Gypsy and Traveller accommodation needs calculations.

Supply of pitches 2020-2025

5.24 Supply steps (steps 1 to 6) are the same irrespective of which definition of accommodation needs is used.

Step 1: Current occupied permanent site pitches

5.25 Based on information provided by the councils and corroborated by site visits and household surveys, there are currently 163 occupied authorised Gypsy and Traveller pitches in the study area.

Step 2: Number of unused residential pitches available

5.26 There is currently 1 vacant pitch in the study area.

Step 3: Number of existing pitches expected to become vacant 2020-2025

5.27 This is calculated using mortality rates as applied in conventional Housing Needs Assessments. However, the figures for mortality have been increased in accordance with studies of Gypsy and Traveller communities suggesting a life expectancy approximately 10 years lower than that of the general population.²⁴ This results in the supply of 6 pitches.

Step 4: Number of family units in site accommodation expressing a desire to leave the study area

5.28 As there are no family units with a desire to leave the study area, this resulted in the supply of 0 pitches.

Step 5: Number of family units in site accommodation expressing a desire to live in housing

5.29 This is determined by survey data. It was assumed that all those currently residing on sites planning to move into housing in the next five years (step 5), or preferring to move into housing from an overcrowded pitch (step 11), would be able to do so. This resulted in a supply of 0.

Step 6: Residential pitches planned to be built or brought back into use, 2020-2025

5.30 This is determined by local authority data and from an assessment of sites during visits. Such pitches are referred to as 'potential'. This means that the pitches have been granted

²⁴ E.g. L. Crout, *Traveller health care project: Facilitating access to the NHS*, Walsall Health Authority, 1987. NB: For Travelling Showpeople, the standard mortality rate is used.

planning permission but have not yet been developed. Potential pitches include those which have been partly developed or which were previously occupied but are currently not occupied and in need of redevelopment. There are 20 pitches in the study area that are expected to be built or brought back into use in the study area during the period 2020-2025.

Need for pitches 2020-2025

- 5.31 This needs assessment provides two accommodation needs figures: first, based on ethnic identity ('Ethnic' column); and second, based on PPTS 2015 ('PPTS' column).

Step 7: Seeking permanent permission from temporary sites

- 5.32 This is determined by local authority data. It is assumed that families residing on pitches whose planning permission expires within the period 2020-2025 will still require accommodation within the study area. The pitches are removed from supply rather than added to accommodation needs in order to emphasise that they form part of the supply until temporary planning permission expires. However, as there are currently no pitches with temporary planning permission located in the study area this does not impact on accommodation needs.

Step 8: Family units on pitches seeking residential pitches in the study area 2020-2025

- 5.33 This is determined by survey data. These family units reported that they 'needed or were likely' to move to a different home in the next five years, and wanted to stay on an authorised site, or that they were currently seeking accommodation.
- 5.34 This category of accommodation needs overlaps with those moving due to overcrowding, counted in step 12, and so any family units which both are overcrowded and seeking accommodation are deducted from this total. This generates a total need of 9 pitches in the study area (for both categories).

Step 9: Family units on transit pitches seeking residential pitches in the study area 2020-2025

- 5.35 This is determined by survey data. These family units reported that they required permanent pitches within the study area in the next five years. There was 0 need resulting from this source.

Step 10: Family units on unauthorised encampments seeking residential pitches in the study area

- 5.36 Guidance (DCLG 2007) indicates that it should be considered whether alternative accommodation is required for families residing on unauthorised encampments. Using survey data, it has been calculated how many families on unauthorised encampments

want residential pitches in the study area. Please note that only Gypsies and Travellers requiring permanent accommodation within the study area have been included in this calculation – transiting Gypsies and Travellers are included in separate calculations. There were 0 households surveyed on unauthorised encampments within the study area during the survey period.

Step 11: Family units on unauthorised developments seeking residential pitches in the study area

5.37 From consultation and data from the councils, there are 11 unauthorised developments (including 2 pitches regarded by the local authority as tolerated in Amber Valley). This will result in the need of 11 residential pitches over the period 2020-2025 ('ethnic definition'), and 11 pitches ('PPTS' definition).

Step 12: Family units on overcrowded pitches seeking residential pitches in the area

5.38 There is a need for 24 new households requiring residential pitches over the period 2020-2025 ('ethnic definition'), and 23 pitches ('PPTS' definition).

Step 13: New family units expected to arrive from elsewhere

5.39 In the absence of any data derivable from primary or secondary sources (beyond anecdotal evidence) on the moving intentions of those outside the study area moving into the area, as in the case of those moving out of the area, it is assumed that the inflow of Gypsies and Travellers into the area will be equivalent to the outflow.

Step 14: New family formations expected to arise from within existing family units on sites

5.40 The number of individuals needing to leave pitches to create new family units was estimated from survey data. Allowing for those planning to leave the area, and for estimated rates of marriages to both Gypsies and Travellers and non-Gypsies and Travellers. This will result in the formation of 29 new households requiring residential pitches over the period 2020-2025 ('ethnic definition'), and 25 pitches ('PPTS' definition).

Step 15: Family units in housing with a psychological aversion to housed accommodation

5.41 Whilst not a medical condition, 'psychological aversion' is a term that is accepted as part of accommodation assessments in encapsulating a range of factors that demonstrate an aversion to residing in bricks and mortar accommodation (see DCLG October 2007)²⁵. The factors concerned can include feelings of depression, stress, sensory deprivation, feeling trapped, feeling cut off from social contact, a sense of dislocation with the past,

²⁵ DCLG, Gypsy and Traveller Accommodation Needs Assessments, October 2007.

feelings of claustrophobia. Proven psychological aversion to residing in bricks and mortar accommodation is one factor used to determine accommodation needs.

5.42 This was determined firstly by estimating the number of houses occupied by Gypsies and Travellers. Work undertaken by Shelter (2005) estimates that between one-half to two-thirds of the Gypsy and Traveller population reside in bricks and mortar accommodation. From previous GTAAs undertaken by RRR Consultancy Ltd, it is estimated that around 10% of Gypsies and Travellers residing in bricks and mortar accommodation experience psychological aversion and require accommodating on sites. This was based on previous GTAAs undertaken by RRR Consultancy including Central Lincolnshire (2013 and 2020), South Kesteven and Rutland (2016), and Bassetlaw (2019). Local Plan examinations already undertaken have found these GTAAs to be sound. In relation to the local planning areas without any authorised pitches i.e. Amber Valley, High Peak, and the Peak District National Park, the number of Gypsy and Traveller households recorded by the 2011 Census was used as the base – 21 households, 5 and 0 respectively. Ten per cent of households experiencing psychological aversion leads to a need of 2 pitches in relation to Amber Valley, 1 in relation to High Peak, and 0 in the Peak District National Park.

Balance of Needs and Supply

5.43 From the above the Total Additional Pitch Requirement is calculated by deducting the supply from the needs.

Table 5.4: Summary of Gypsy and Traveller pitch needs 2020-25		
	Ethnic	PPTS
Supply	27	27
Needs	95	80
Difference	68	53

Source: GTAA 2023

Requirement for residential pitches 2020-2025 per authority

5.44 The breakdown of the supply and needs for each of the local authorities which form the study area are provided in Appendix 1. It is for the study area partner authorities to collectively decide how they address their respective needs (i.e. either on a cross boundary and shared basis or on an individual authority basis).

Requirement for residential pitches 2025-2040

5.45 Considering future accommodation needs it assumed that those families with needs stemming from psychological aversion to residing in houses, overcrowding, unauthorised developments and encampments will move onto sites within a 5-year period. As such, only natural population increase (same as step 15 above), mortality, and movement into and out of the study area accommodation needs to be considered. The base figures

regarding the number of pitches on sites at the end of the first 5-year period are shown in Table 5.8 below. Please note that the 2020 base figures include both authorised occupied and vacant pitches, whilst the 2025 base figures assume that any potential pitches have been developed.

- 5.46 2025 pitch base figures are determined by a number of factors including:
- the number of occupied pitches in 2020 (as determined by the household survey)
 - the number of vacant pitches in 2020 (as determined by the household survey)
 - the number of potential pitches (as determined by local authority data)
 - accommodation needs for the period 2020-2025 (as determined by the GTAA)
- 5.47 It is assumed that by 2025 vacant pitches will be occupied, potential pitches will have been developed and occupied, and any additional needs has been met by new supply.
- 5.48 In March 2014 Brandon Lewis (Parliamentary Under Secretary of State within the Department for Communities and Local Government) confirmed that the 3% household growth rate for Gypsy and Traveller households does not represent national planning policy.
- 5.49 In relation to this accommodation assessment, analysis of the current population indicates that an annual household growth rate of 2.38% per annum (compound) equating to a 5-year rate of 12.49% is more appropriate. This is based on an analysis of various factors derived from the surveys including current population numbers, the average number of children per household, and marriage rates. It is assumed that these rates are likely to continue during the period 2025-2040.

The Study Area

Period	Ethnic definition	PPTS 2015 definition
Total 2025-30	25	23
Total 2030-35	26	25
Total 2035-40	29	27

Source: GTAA 2023

Requirements for transit pitches / negotiated stopping arrangements

- 5.50 In relation to transit provision, it is recommended that all of the local authorities within the study area adopt a negotiated stopping policy. This involves caravans being sited at a suitable location for an agreed and limited period of time, and if necessary, with the

provision of services such as waste disposal and toilets. Whilst it is important that all local authorities adopt the negotiated stopping place policy, it could be implemented on an individual local authority, across the study area, or countywide basis.

- 5.51 The term ‘negotiated stopping’ is used to describe agreed short-term provision for transient Gypsies and Travellers. Caravans on negotiated stopping places are allowed to stay for an agreed amount of time. This could be on private or public land providing the encampment does not cause any danger, problems or nuisance to its occupants or local community. The arrangement is between the local authority, police, the transient households (and landowner if situated on privately owned land). The location of a negotiated stopping place could be where the transient household is located at the time they are identified. If not appropriate, the household could be moved on to an appropriate alternative location.
- 5.52 It is important for local authorities to respond to the temporary accommodation needs of transiting households within the local authority area rather than simply directing them to neighbouring authorities. Also, local authorities should consider allowing households visiting family or friends who reside on permanent sites in the local authority area to temporarily reside on the site for an agreed amount of time. If and where possible, it is recommended that local authorities, either on an individual or collective basis, consider the development of transit sites

Summary

- 5.53 This chapter has provided both quantitative and qualitative data regarding key characteristics of respondent households residing on Gypsy and Traveller sites. The tables below show the accommodation needs arising from the study area as a whole and the ten partner local authorities. It should be noted that any identified land in local plans will contribute towards meeting needs and subsequently reduce the level of needs.

Study Area

Table 5.6: Summary of accommodation needs 2020-40 (pitches)

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	68	53
Total 2025-30	25	23
Total 2030-35	26	25
Total 2035-40	29	27
Total 2020-40	148	128

Source: GTAA 2023

Amber Valley

Table 5.7: Summary of accommodation needs 2020-40 (pitches)

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	4	3
Total 2025-30	0	0
Total 2030-35	0	0
Total 2035-40	0	0
Total 2020-40	4	3

Source: GTAA 2023

Bolsover

Table 5.8: Summary of accommodation needs 2020-40 (pitches)

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	8	7
Total 2025-30	2	2
Total 2030-35	2	2
Total 2035-40	2	2
Total 2020-40	14	13

Source: GTAA 2023

Chesterfield

Table 5.9: Summary of accommodation needs 2020-40 (pitches)

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	2	2
Total 2025-30	1	1
Total 2030-35	1	1
Total 2035-40	1	1
Total 2020-40	5	5

Source: GTAA 2023

Derby City

Table 5.10: Summary of accommodation needs 2020-40 (pitches)

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	7	6
Total 2025-30	2	2
Total 2030-35	2	2
Total 2035-40	3	3
Total 2020-40	14	13

Source: GTAA 2023

Derbyshire Dales

Table 5.11: Summary of accommodation needs 2020-40 (pitches)

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	8	7
Total 2025-30	1	1
Total 2030-35	1	1
Total 2035-40	1	1
Total 2020-40	11	10

Source: GTAA 2023

East Staffordshire

Table 5.12: Summary of accommodation needs 2020-40 (pitches)

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	8	7
Total 2025-30	3	3
Total 2030-35	3	3
Total 2035-40	4	3
Total 2020-40	18	16

Source: GTAA 2023

High Peak

Table 5.13: Summary of accommodation needs 2020-40 (pitches)

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	1	0
Total 2025-30	0	0
Total 2030-35	0	0
Total 2035-40	0	0
Total 2020-40	1	0

Source: GTAA 2023

North East Derbyshire

Table 5.14: Summary of accommodation needs 2020-40 (pitches)

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	10	7
Total 2025-30	4	3
Total 2030-35	4	4
Total 2035-40	4	4
Total 2020-40	22	18

Source: GTAA 2023

Peak District National Park

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	0	0
Total 2025-30	0	0
Total 2030-35	0	0
Total 2035-40	0	0
Total 2020-40	0*	0*

Source: GTAA 2023

- 5.54 Some of the accommodation need identified within the Derbyshire Dales local authority area arises from households who occupy temporary unauthorised encampments on land that is covered by the Peak District National Park. As shown in Table 3.2, 18 temporary unauthorised encampments took place on land covered by the Peak District National Park between January-March 2016 to October-December 2019. These are mainly in relation to temporary unauthorised encampments occupied by two extended families.
- 5.55 Given that the accommodation need arises on land covered by both Derbyshire Dales District Council and the Peak District National Park, there is clear evidence of need within both areas. It is therefore recommended that Derbyshire Dales District Council and the Peak District National Park liaise regarding how the accommodation needs of the two extended families can best be met.

South Derbyshire

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	20	14
Total 2025-30	12	11
Total 2030-35	13	12
Total 2035-40	14	13
Total 2020-40	59	50

Source: GTAA 2023

6. Travelling Showpeople consultation

Introduction

- 6.1 As described in Chapter 1, this GTAA considers the accommodation needs of Travelling Showpeople. Unlike Gypsies and Travellers, Travelling Showpeople are not considered to be an ethnic minority and, as such, are not protected by the Equality Act 2010. Nonetheless, government guidance (DCLG Planning Policy for Traveller Sites August 2015) indicates that local authorities should consider the accommodation needs of Travelling Showpeople families. As such, they have been included in this report.
- 6.2 Table 6.1 below lists the number of authorised plots, plots on unauthorised developments (UDs), and plots with temporary planning permission per study area planning authority (primarily based on data provided by the local authorities). There are 7 authorised yards with a total of 36 plots. A section on the Guild's yard is available for short-term use (managed by the Guild). There are also 14 potential plots due to be developed in the next 5 years. However, there are concerns about this development and uncertainty if it will be completed.

Table 6.1 Gypsy and Traveller sites and pitches per authority						
	Yards	Plots	UD yards	UD plots	Temp yards	Temp plots
Amber Valley	0	0	0	0	0	0
Bolsover	7	36	0	0	0	0
Chesterfield	0	0	0	0	0	0
Derby City	0	0	0	0	0	0
Derbyshire Dales	0	0	0	0	0	0
East Staffordshire	0	0	0	0	0	0
High Peak	0	0	0	0	0	0
NE Derbyshire	0	0	0	0	0	0
Peak District	0	0	0	0	0	0
South Derbyshire	0	0	0	0	0	0
Total	7	36	0	0	0	0

Source: Study area local authorities

- 6.3 In relation to consultation undertaken on authorised, occupied permanent plots, the response rates are as follows:

Table 6.2 GTAA Survey response rates			
	Occupied Authorised Permanent Plots	Consultation	Response rate %
Amber Valley	0	0	0
Bolsover	36	36	100%
Chesterfield	0	0	0
Derby City	0	0	0
Derbyshire Dales	0	0	0
East Staffordshire	0	0	0
High Peak	0	0	0
NE Derbyshire	0	0	0
Peak District	0	0	0
South Derbyshire	0	0	0
Total	36	36	100%

Source: GTAA 2023

- 6.4 Consultation was undertaken in relation to all (100%) known plots being taken into account in the assessment. Due to Covid-19 restrictions, consultation was undertaken with the assistance of the Showmen's Guild of Great Britain. The consultation included questions regarding issues such as: family composition (per plot), occupancy of existing plots (including number of and reasons for vacant and /or undeveloped plots and future plans for plots), management and suitability of current yards and plots (including facilities and services), and accommodation needs.

Consultation

- 6.5 Travelling Showpeople households residing on study area yards and plots are involved in differing activities including running circuses, fairgrounds, and concession stands. Some households consisted of retired Travelling Showpeople. Most households had worked in the study area (and beyond) for generations. Three generations of the same family are residing on some plots leading to overcrowding and the needs for separate accommodation for some newly forming households.
- 6.6 Household size on each plot varied between 1 and 14 persons. The age of individuals ranged from a new-born to retirement age. Some individuals and households reside on yards all year round, whilst others use the yards as a base. Since March 2020, Covid-19 restrictions have led to more Showpeople residing on plots all year leading to overcrowding. Also, Showpeople yards needs may need to accommodate long- and short-term employees.
- 6.7 The yards primarily have good access to services such as education, health, and retail facilities. However, the need for additional space in which to store and maintain equipment, and to accommodate growing families, was highlighted as a key concern.
- 6.8 Showpeople regard education as an important element of life for the families. Also, the importance of managing a good balance between their children gaining a good education and learning the culture and tradition of the families.

- 6.9 The Showpeople households residing on study area yards travel mainly for work. However, households tend to travel less often and, generally, not as far as they used to. This is because a larger proportion of families mainly work at local events and venues, or at least within a reasonable distance which enables them to travel to and from yards. Covid-19 restrictions meant that many families were unable to travel or work during 2020 and 2021. Many households are concerned that the same Covid-19 related issues will have a similar impact on work throughout 2022.
- 6.10 When the yards were initially developed there was sufficient space for both accommodation and equipment. However, an increasing number of people occupying the yards and larger equipment means that the yards are no longer large enough for both accommodation and storage.

Calculation of Accommodation Needs

- 6.11 The need for permanent plots for Showpeople in the study area is based on the model suggested in DCLG (2007) guidance and supplemented by data provided by the local authorities. It provides a calculation of accommodation needs for the period of 2020-2040 in 5-year periods.
- 6.12 As discussed in Chapter 2, there are differing interpretations of the PPTS (August 2015) definition of Travelling Showpeople. However, all households travel and all meet the PPTS definition.

Requirement for residential plots 2020-2025

- 6.13 The need for residential plots in the area is assessed according to a 14-step process, based on the model suggested in DCLG (2007) guidance and supplemented by data derived from the survey. The results of this are shown in Table 6.3 below, while the subsequent section contains explanations of the sourcing and calculation of figures for each step.
- 6.14 As discussed in Chapter 2, there are differing interpretations of the PPTS (August 2015) definition of Travelling Showpeople. However, all of the households travel and all meet the PPTS definition. Please note that the annual plot needs relate to financial years i.e. 1 April to 31 March.

Table 6.3 Estimate of the need for permanent residential plots 2020-2025

1) Current occupied permanent residential site plots	36
<i>Current residential supply</i>	
2) Number of unused residential plots available	0
3) Number of existing plots expected to become vacant through mortality	1
4) Net number of family units on sites expected to leave the area in next 5 years	0
5) Number of family units on sites expected to move into housing in next 5 years	0
6) Residential plots planned to be built or to be brought back into use	14
Total Supply	15
<i>Current residential needs: Plots</i>	
7) Seeking permanent permission from temporary plots	0
8) Family units (on plots) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12	3
9) Family units on transit plots requiring residential plots in the area	0
10) Family units on unauthorised encampments requiring residential plots in the area	0
11) Family units on unauthorised developments requiring residential plots in the area	0
12) Family units currently overcrowded (or hidden family members) on plots seeking residential plots in the area, excluding those containing an emerging family unit in step 8	10
13) Net new family units expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing family units on sites	10
Total Needs	23
<i>Balance of Needs and Supply</i>	
Total Additional Plot Requirement	8
Annualised Additional Plot Requirement	2

Source: GTAA 2023

Requirement for residential plots 2020-2025: steps of the calculation

6.15 Information from local authorities and evidence from the survey was used to inform the calculations including:

- The number of existing plots
- The number of families residing on unauthorised encampments requiring accommodation (and surveyed during the survey period)
- The number of unauthorised developments (during the survey period)
- The number of temporary plots
- The number of vacant plots
- The number of planned or potential new plots
- The number of transit plots

6.16 The remainder of this chapter describes both the process and results of the Travelling Showpeople's needs calculations.

Supply of plots 2020-2025

Step 1: Current occupied permanent plots

6.17 Based on information provided by Bolsover District Council and corroborated by information from plot surveys, there are currently 7 authorised yards with 36 occupied authorised plots.

Step 2: Number of unused residential plots available

6.18 There are 0 vacant plots.

Step 3: Number of existing plots expected to become vacant 2020-2025

6.19 This is calculated using mortality rates as applied in conventional Housing Needs Assessments. It then calculates the number of plots that would become vacant as a result of mortality. This results in 1 additional plot.

Step 4: Number of family units in plot accommodation expressing a desire to leave the study area

6.20 This was determined by survey data. It was assumed that those currently residing on plots expecting to leave the area permanently in the next five years – out of choice (step 4) or due to overcrowding (step 12) – would generally be able to do so. Given that the plots are not currently occupied and that none of the intended households indicated they would be leaving the study area, this resulted in the supply of 0 plots.

Step 5: Number of family units in plot accommodation expressing a desire to live in housing

6.21 This was determined by survey data. It was assumed that all those currently residing on plots planning to move into housing in the next five years (step 5), or preferring to move into housing from an overcrowded plot (step 12), would be able to do so.

6.22 As with step 5, a supply of 0 plots in the study area were expected from this source, excluding those moving out of the study area, since these are already counted in step 4.

Step 6: Residential plots planned to be built or brought back into use, 2020-2025

6.23 These are plots with planning permission, and which have been partly developed or which were previously occupied but are now vacant and in need of redevelopment. There are 14 plots in the study area that are expected to be built or brought back into use during the period 2020-2025.

Need for plots 2020-2025

Step 7: Seeking permanent permission from temporary plots

6.24 This is determined by local authority data. It is assumed families residing on plots whose planning permission expires within the period 2020-2025 will still require accommodation within the study area. There are currently 0 plots with temporary planning permission located in the area.

Step 8: Family units on plots seeking residential plots in the study area 2020-2025

6.25 This was determined by survey data. These family units reported that they 'needed or were likely' to move to a different home in the next five years, and wanted to stay on an authorised plot, or that they were currently seeking accommodation.

6.26 This category of need overlaps with those moving due to overcrowding, counted in step 12, In order to avoid double-counting family units which both are overcrowded and seeking accommodation are counted only once. This generates a total need of 3 plots in the study area.

Step 9: Family units on transit plots seeking residential plots in the study area

6.27 This generates a total need of 0 plots as there is no transit yard in the study area.

Step 10: Family units on unauthorised encampments seeking residential plots in the study area

6.28 There were 0 households residing on unauthorised encampments interviewed during the survey period, so there is a need of 0 plots arising from this source.

Step 11: Family units on unauthorised developments seeking residential plots in the study area

6.29 There are no unauthorised plots in the study area and therefore there is a need of 0 plots.

Step 12: Family units on overcrowded plots seeking residential plots in the study area

6.30 Overcrowding on a Travelling Showpeople plot may differ to that on Gypsy and Traveller pitch due to the larger need for equipment and vehicle storage. Showpeople require more space for their equipment and vehicles as well as enough space for accommodation such as caravans (static and tourers). This generates a total need of 10 plots in the study area.

Step 13: New family units expected to arrive from elsewhere

6.31 This generates a total need of 0 plots in the study area.

Step 14: New family formations expected to arise from within existing family units on yards

6.32 This generates a total need of 10 plots in the study area.

Balance of Needs and Supply

6.33 From the above the net additional plot requirement is calculated by deducting the supply from the needs.

Table 6.4: Summary of Travelling Showpeople plot needs 2020-25

Supply	15
Needs	23
Difference	8

Source: GTAA 2023

Requirement for residential plots 2025-2040

6.34 Considering future needs, only natural population increase, mortality, and movement into and out of each borough/district needs be considered. The base figures regarding the number of plots on sites at the end of the first 5-year period are shown in Table 6.5 below.

Please note that the 2020 base figures include both authorised occupied and vacant plots, whilst the 2025 base figures assume that any potential plots have been developed.

- 6.35 In relation to this accommodation assessment, analysis of the current population indicates that an annual household growth rate of 2.38% per annum (compound) equating to a 5-year rate of 12.49% is more appropriate. This is based on an analysis of various factors derived from the surveys including current population numbers, the average number of children per household, and marriage rates. It is assumed that these rates are likely to continue during the period 2025-2040. This results in a need of:

Table 6.5: Summary of Travelling Showpeople plot needs 2020-25	
2025-2030	6
2030-2035	6
2035-2040	7

Source: GTAA 2023

Summary

- 6.36 This chapter has provided both quantitative and qualitative data regarding key characteristics of respondent households residing on Travelling Showpeople plots. Accommodation needs resulting from the calculations in the tables above are as follows:

Table 6.6: Summary of Travelling Showpeople plot needs 2020-40	
Total 2020-25	8
Total 2025-30	6
Total 2030-35	6
Total 2035-40	7
Total 2020-40	27

Source: GTAA 2023

7. Boat dweller consultation

Introduction

- 7.1 As described in Chapter 1, this GTAA considers the accommodation needs of boat dwellers. Unlike Gypsies and Travellers, boat dwellers are not considered to be an ethnic minority and, as such, are not protected by the Equality Act 2010. Nonetheless, government guidance (DCLG 2016) indicates that local authorities should consider the accommodation needs of boat dweller families. Given the presence of boat dwellers in the study area they have been included in this report.

Methodology

- 7.2 Given that the requirement to determine the accommodation needs of boat dwellers was only recently introduced by the DCLG Draft Guidance on Housing Needs (Caravans and Houseboats) (March 2016), there is no established method to determine need. As such, the need for residential moorings in the study area is assessed according to DCLG (2007) guidance and supplemented by data provided by the local authorities and consultation with stakeholders (in particular the boat dwellers). It is also in accordance with NBTA guidance. This methodology has previously been used by RRR Consultancy to undertake Boat Dweller Accommodation Assessments (BDAAs) on behalf of Oxford City Council (2018) and Wokingham Borough Council (2019), and for other authorities as part of their GTAAs.
- 7.3 Whilst households residing on boats in the study area were consulted, there was an insufficient number to base accommodation needs calculations on household consultation alone. As such, the extent of boat dweller mooring supply and needs was determined by consulting with boat dwellers, boat yard and marina owners and managers, the National Bargee Travellers Association (NBTA), the Canal and River Trust (CRT). It is also based on an analysis of secondary data including local authority data, an assessment of online data regarding marinas, yards and the waterways in the study area, and visits to different parts of the waterways.
- 7.4 The consultation led to the following: an estimated number of authorised and unauthorised, residential and transit moorings; the number of occupied and vacant moorings; the characteristics of the boat dwellers; and the need for residential and transit moorings.

Households on boats

- 7.5 The household size across the study area varied between 1 person and 5 persons with most boats occupied by 1 or 2 people. According to stakeholders and boat dwellers, very few boats within the study area are permanently occupied by families with children. The age of boat dwellers residing on residential moorings ranged from early twenties to

retirement age. Stakeholders stated that households with older children tend to seek accommodation in housing due to a lack of space and to better access health and education facilities.

- 7.6 Whilst most boats on local marinas are used for leisure purposes by households with residential accommodation elsewhere, some are being used as a form of permanent accommodation. An unconfirmed number of leisure cruisers are being occupied on a regular basis, including being used as accommodation during the week by people working in the local area, by students during term-time, and as alternative bed and breakfast facilities.
- 7.7 Boat dwellers derive from a broad range of social backgrounds with a wide range of professions, skills and interests. Some boat dwellers permanently live and work within the local area, particularly those residing on residential moorings and constant cruisers. Some boat dwellers have permanent residency elsewhere but work in the area and reside on a boat only during the working week. Similarly, some boat dwellers only access boats in the area for leisure purposes at weekends or during holidays.
- 7.8 Boats are increasingly being used as student accommodation. Some parents who may have previously purchased a house to accommodate their children whilst at university or college are purchasing boats as a more affordable option. A preferred option is narrow boats. However, some student boat dwellers do not reside on residential moorings and are continuously cruising.
- 7.9 Some boat dwellers are retired whilst others are unemployed. A small number of local boat dwellers have special needs including substance misuse issues, and / or experience mental health issues. There are also boat dwellers who previously resided in a house but are separated from partners and reside on boats due to a lack of alternative or affordable accommodation. This enables them continued access to their children and employment. There is an increasing number of people residing on boats as an alternative form of accommodation, which increases demand for moorings.

Accommodation needs

- 7.10 Whilst many boat dwellers permanently reside on boats due to a desire to live an alternative lifestyle, some do so due to a lack of affordable accommodation. The cost of buying or renting housing in the study area was regarded by stakeholders as leading to boat dwelling as an affordable alternative. However, potential mooring locations are restricted by land ownership and/or are not suitable for development as new moorings e.g. limited access.
- 7.11 It is recommended that study area local authorities work closely with the Canal and River Trust (CRT), and organisations such as the National Bargee Traveller Association (NBTA),

and existing marinas to address accommodation need. This is particularly important in relation to the CRT who are planning to develop additional permanent and transit moorings in the study area.

Requirement for residential moorings 2020-2025

- 7.12 There are 260 recorded permanent moorings within the study area (in South Derbyshire) which are currently in the process of being developed. However, there are marinas and boat yards located across the study area and moorings owned and managed by the CRT that are occupied by permanent boat dwellers, leisure boaters, and constant cruisers. The CRT manages leisure and long-term moorings and transit moorings across the study area.
- 7.13 Based on the consultation with boat yard and marina owners and managers, CRT and NBTA, there are over 200 households who reside on boats all year within the study area. They estimate that of the 200 around 50 households have need of a permanent mooring i.e. one mooring per household. The remainder require transit rather than permanent moorings.
- 7.14 This need does not include South Derbyshire, as there is sufficient provision in the local authority area to address need. However, this is dependent on the potential moorings that are in the process of being developed being available for residential moorings on a full calendar year basis (as per data held by the council). It is recommended that that remaining need for additional moorings is shared amongst the other study area local authorities.

Requirement for residential moorings 2020-2040

- 7.15 It is assumed that by 2025 vacant residential moorings will be occupied, potential moorings will have been developed and occupied, and any additional need has been met by new supply. This includes the shortfall in relation to vacancies where moorings are awaiting occupation / resale have been addressed.
- 7.16 The residential boat dweller accommodation needs for the period 2025-2040 are determined by applying a mortality rate of 0.4% per annum (equating to 2% over a 5-year period), and a population growth rate of 0.6% per annum (equating to 3% over a 5-year period). This equates to a net population growth of 1% during each 5-year period.
- 7.17 The residential moorings accommodation needs for the period 2025-2040 are shown in Table 7.1 below. Boat dwellers tend to have a lower mortality rate and smaller household size compared to Gypsy and Traveller households. As such, the household formation rate is lower.

Table 7.1: Summary of Accommodation Needs 2025-40 (Moorings)

Total 2025-30	1
Total 2030-35	1
Total 2035-40	1
Total 2025-40	3

Source: GTAA 2023

Requirements for transit moorings: 2020-2040

7.18 It is evident that in addition to the need for additional permanent moorings in the area, there is also evidence of need for more transit moorings. In particular, constant cruisers have need for additional and more flexible transit moorings. There are currently over 200 transit moorings, but there needs to be more flexible lengths of time boat dwellers can stay.

Summary

7.19 It is estimated that there are over 200 boat dweller households residing on their boats in the study area without an authorised permanent mooring. This is a combination of those who choose to be constant cruisers and those who would prefer a permanent authorised mooring. From this it is estimated that there is a need for 53 additional permanent moorings. It is recommended that the local authorities liaise with marina and boat yard owners, and agencies such as the NBTA and CRT, to help determine how boat dweller accommodation needs can be met. It is also recommended that, except for South Derbyshire who have already have sufficient potential residential moorings, the accommodation need is shared by the remaining study area local authorities (all of which have navigable waterways).

Study Area

Table 7.2: Summary of accommodation needs 2020-40 (moorings)

Period	Need
Total 2020-25	50
Total 2025-30	1
Total 2030-35	1
Total 2035-40	1
Total 2020-40	53

Source: GTAA 2023

8. Residential Caravan Dwellers

Introduction

- 8.1 As described in Chapter 1, this chapter considers the accommodation needs of permanent residential caravan dwellers who do not consider themselves to be Gypsies, Travellers or Travelling Showpeople. Unlike Gypsies and Travellers, residential caravan dwellers are not considered to be an ethnic minority and, as such, are not protected by the Equality Act 2010. However, recent Government guidance (March 2016) and paragraph 124 of the Housing and Planning Act 2016 indicates that local authorities should consider the accommodation needs of residential caravan dwelling households.

Methodology

- 8.2 This methodology is similar to that previously used by *RRR Consultancy* to undertake Residential Caravan Accommodation Assessments on behalf of Norwich, South Norfolk, North Norfolk, Broadlands, Broads Authority and Great Yarmouth (2016), and Broads Authority and Great Yarmouth (2021).
- 8.3 Statistical data was provided by each of the authorities regarding the number of caravan pitches and sites, and holiday and mixed-use data in each local authority area. The local authority also provided addresses for sites and desk-based research confirmed contact details for the sites. Attempts were made to contact identified sites to confirm number of residential pitches with permission, occupied, vacant and potential.
- 8.4 Each local authority provided data on known locations. Not all data was complete and not all data confirmed the number of pitches that were licenced and had planning consent for permanent residential use. It was subsequently analysed and checked against online data, other council data, and through consultation with site managers and key stakeholders. Not all sites consulted have permanent pitches or people who permanently reside in caravans on sites. However, some sites without permanent residential pitches acknowledged that there are occupants who reside on site for 12 months of the year even when the pitch is not for permanent use.

Existing Supply

- 8.5 The following provides the known overall number of authorised residential pitches (including private family sites and registered park homes) per authority for the local authority area as a whole. From the data gathered and consultation with site managers and owners it is determined that there are 26 residential caravan sites located within the local authority area, with a total of 1,266 pitches.

- 8.6 Table 8.1 shows the number of authorised residential caravan pitches within each local authority area.

Local authority	sites	pitches
Amber Valley	2	98
Bolsover	0	0
Chesterfield	5	227
Derby	4	392
Derbyshire Dales	5	207
East Staffs	2	101
High Peak	2	65
NE Derbyshire	0	0
PDNP	0	0
South Derbyshire	6	176
Total	26	1,266

Source: GTAA 2023

Calculation of Accommodation Need

- 8.7 Given that the requirement to determine the accommodation needs of residential non-Gypsy or Traveller caravan dwellers was only recently introduced by the DCLG Draft Guidance on Housing Needs (Caravans and Houseboats) (March 2016), there is no established method to determine need. The need for permanent residential pitches in the local authority area is based on the model suggested in DCLG (2007)²⁶ guidance and consultation with stakeholders.
- 8.8 Whilst this guidance relates specifically to assessing needs for Gypsy and Traveller accommodation, it is considered appropriate for assessing needs for residential caravan dwellers (please note that residential caravan sites with more permanent structures are often referred to as 'mobile home parks').
- 8.9 The PPTS definition does not apply to accommodation need for residential caravan dwellers, as non-Gypsy and Traveller caravan dwellers primarily do not travel in their caravans, and a substantial proportion of the caravans they occupy are static caravans unable to move. Also, it should be acknowledged households may reside in residential caravans due to a 'lifestyle' choice or as an affordable alternative to residing in bricks and mortar accommodation.

²⁶ Although the guidance was withdrawn in December 2016 it remains useful as a model for determining accommodation need.

Requirement for Residential Pitches 2020-2025

8.10 The levels of supply and need were based on an estimation of the following:

- Number of mobile park homes / sites in the local authority area
- Total number of mobile home/park home units in the local authority area
- Number of current and potential vacant pitches
- Level of demand
- Whether these are the main residence of the occupiers or secondary/holiday accommodation

8.11 It has not been possible to determine the proportions of private rented or owner-occupied pitches, or to determine levels of affordability. It is important to note that whilst residing in a caravan is primarily a lifestyle choice for most people who opt for this form of accommodation, there are some residing in caravans due to financial issues and being unable to afford an alternative.

8.12 The following illustrates how the consultation and the other methods discussed above, have resulted in an estimated requirement for a further 38 residential caravan pitches for the period 2020 to 2025. It is based on all known residential occupancy and does not include those pitches occupied as second or holiday homes.

Table 8.2: Estimate of the need for residential pitches 2020-2025	
1) Current residential	1,266
<i>Current residential supply</i>	
2) Vacant but available for use	63
3) Expected to become vacant due to mortality	25
4) Planned to be brought back into use	0
Total Additional Supply	89
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	127
Total Additional Need	127
<i>Balance of Need and Supply</i>	
Total Additional Requirement	38

Source: GTAA 2023

Supply of residential caravan pitches 2020-2025

Step 1: Current occupied permanent residential pitches

8.13 Based on information provided by the local authority and corroborated by information from consultation there are currently 1,266 authorised residential caravan pitches within the local authority area.

Step 2: Number of unused permanent residential pitches available

8.14 From stakeholder consultation it is estimated that 95% of residential caravan pitches are occupied at any one time leading to an estimated 5% vacant pitches. This results in an additional supply of 63 pitches.

Step 3: Number of existing residential pitches expected to become vacant

8.15 This is calculated using mortality rates as applied in conventional Housing Needs Assessments. It then calculates the number of residential pitches that would become vacant as a result of the mortality. This results in an additional supply of 25 pitches.

Step 4: Permanent residential pitches planned to be built or brought back into use, 2020-2025

8.16 This can include residential pitches which have been partly developed, never developed, or which were previously occupied but are now vacant and in need of redevelopment. This results in a supply of no additional pitches.

Need for residential caravan pitches 2020-2025

Step 5: Seeking permanent permission from temporary residential pitches

8.17 This is determined by local authority data. It is assumed families residing on residential pitches whose planning permission expires within the period 2020-2025 will still require accommodation within the local authority area. There are currently 0 pitches with temporary planning permission located in the area.

Step 6: Households seeking permanent residential pitches in the local authority area

8.18 Previous studies undertaken by *RRR Consultancy* and stakeholder consultation in relation to this study have shown a demand for around 10% of total supply over a 5-year period equating to a need of 127 additional residential caravan pitches.

Balance of Need and Supply

8.19 From the above the net additional residential caravan pitch requirement is calculated by deducting the supply from the need:

Table 8.3: Summary of residential caravan pitch needs 2020-2025	
Supply	89
Need	127
Difference	38

Source: GTAA 2023

Requirement for residential pitches 2025-2040

8.20 It is assumed that by 2025 vacant residential pitches will be occupied, potential pitches will have been developed and occupied, and any additional need has been met by new supply.

This includes the shortfall in relation to vacancies where pitches are awaiting occupation / resale have been addressed. The base figures regarding the number of non-Gypsy and Traveller residential pitches at the end of the first five-year period would be 1,374 (i.e. 1,334 + 40).

- 8.21 Please note that the 2020 base figures include both authorised occupied and vacant residential pitches, whilst the 2025 base figures assume that any potential pitches have been developed.
- 8.22 The residential caravan accommodation needs for the period 2025-2040 are determined by applying a mortality rate of 0.4% per annum (equating to 2% over a 5-year period), and a population growth rate of 0.6% per annum (equating to 3% over a 5-year period). This equates to a net population growth of 1% during each 5-year period.
- 8.23 The residential caravan accommodation needs for the period 2025-2040 are shown in Table 8.4 below:

Table 8.4: Summary of accommodation needs 2025-40	
Period	Pitches
2025-30	13
2030-35	13
2035-40	13
2025-40	39

Source: GTAA 2023

Summary

- 8.24 This chapter has provided both quantitative and qualitative data regarding key characteristics of respondent households residing on residential caravan pitches. Accommodation needs resulting from the consultation and the calculations above are as follows:

Study Area

Table 8.5: Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	38
2025-30	13
2030-35	13
2035-40	13
2020-40	77

Source: GTAA 2023

Amber Valley

Table 8.6: Summary of accommodation needs 2020-40

Period	Pitches
2020-25	3
2025-30	1
2030-35	1
2035-40	1
2020-40	6

Source: GTAA 2023

Bolsover

Table 8.7: Summary of accommodation needs 2020-40

Period	Pitches
2020-25	0
2025-30	0
2030-35	0
2035-40	0
2020-40	0

Source: GTAA 2023

Chesterfield

Table 8.8: Summary of accommodation needs 2020-40

Period	Pitches
2020-25	7
2025-30	2
2030-35	2
2035-40	2
2020-40	13

Source: GTAA 2023

Derby

Table 8.9: Summary of accommodation needs 2020-40

Period	Pitches
2020-25	12
2025-30	3
2030-35	3
2035-40	3
2020-40	21

Source: GTAA 2023

Derbyshire Dales

Table 8.10: Summary of accommodation needs 2020-40

Period	Pitches
2020-25	6
2025-30	2
2030-35	2
2035-40	2
2020-40	12

Source: GTAA 2023

East Staffordshire

Table 8.11: Summary of accommodation needs 2020-40

Period	Pitches
2020-25	3
2025-30	1
2030-35	1
2035-40	1
2020-40	6

Source: GTAA 2023

High Peak

Table 8.12: Summary of accommodation needs 2020-40

Period	Pitches
2020-25	2
2025-30	1
2030-35	1
2035-40	1
2020-40	5

Source: GTAA 2023

North East Derbyshire

Table 8.13: Summary of accommodation needs 2020-40

Period	Pitches
2020-25	0
2025-30	0
2030-35	0
2035-40	0
2020-40	0

Source: GTAA 2023

PDNP

Table 8.14: Summary of accommodation needs 2020-40

Period	Pitches
2020-25	0
2025-30	0
2030-35	0
2035-40	0
2020-40	0

Source: GTAA 2023

South Derbyshire

Table 8.15: Summary of accommodation needs 2020-40

Period	Pitches
2020-25	5
2025-30	3
2030-35	3
2035-40	3
2020-40	14

Source: GTAA 2023

9. Conclusion and recommendations

Introduction

- 9.1 This final chapter draws conclusions from the evidence. It then makes a series of recommendations relating to meeting the identified need for new provision, facilities, and recording and monitoring processes.
- 9.2 The chapter begins by presenting an overview of the policy changes, followed by a review of the accommodation needs of Gypsies and Travellers, Travelling Showpeople, and boat dwellers, and concludes with key recommendations.
- 9.3 The accommodation needs calculations undertaken as part of this GTAA were based on analysis of both secondary data and primary consultation with Gypsies, Travellers, Travelling Showpeople, boat dwellers, and key stakeholders. The consultation was undertaken in a Covid-19 safe manner i.e. it followed government guidance and restrictions. However, this meant that consultation with households was delayed and some consultation was undertaken using remote methods e.g. over the telephone.

Policy Changes

- 9.4 In August 2015 the DCLG published 'Planning Policy for Traveller Sites' (including Travelling Showpeople yards). It states that for the purposes of planning policy "gypsies and travellers" means:

"Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such."

- 9.5 In determining whether persons are "Gypsies and Travellers" for the purposes of this planning policy, consideration should be given to the following issues amongst other relevant matters:
 - a) whether they previously led a nomadic habit of life
 - b) the reasons for ceasing their nomadic habit of life
 - c) whether there is an intention of living a nomadic habit of life in the future, and if so, how soon and in what circumstances.
- 9.6 In March 2016 the then Department for Communities and Local Government (DCLG) published its draft guidance to local housing authorities on the periodical review of housing needs for caravans and houseboats. It states that when considering the need for

caravans and houseboats local authorities will need to include the needs of a variety of residents in differing circumstances including, for example, caravan and houseboat dwelling households, and households residing in bricks and mortar accommodation.

- 9.7 The Housing and Planning Act, which gained Royal Assent on 12 May 2016, deletes sections 225 and 226 of the Housing Act 2004, which previously identified ‘gypsies and travellers’ as requiring specific assessment for their accommodation needs when carrying out reviews of housing needs. Instead, the Act amends section 8 of the Housing Act 1985 governing the assessment of accommodation needs to include all people residing in or resorting to the area in caravans or houseboats. However, for planning purposes, as noted above, the DCLG Planning Policy for Traveller Sites (August 2015) still requires local authorities to identify the accommodation needs of Gypsies, Travellers and Travelling Showpeople.

Accommodation needs

- 9.8 The following outlines the accommodation needs for each of the community groups for the Local Plan period of 2020 to 2040.

Gypsies and Travellers

Period	Ethnic definition	PPTS 2015 definition
Total 2020-25	68	53
Total 2025-30	25	23
Total 2030-35	26	25
Total 2035-40	29	27
Total 2020-40	148	128

Source: GTAA 2023

Travelling Showpeople

Total 2020-25	8
Total 2025-30	6
Total 2030-35	6
Total 2035-40	7
Total 2020-40	27

Source: GTAA 2023

Boat Dwellers

Table 9.3: Summary of accommodation needs 2020-40 (moorings)	
Total 2020-25	50
Total 2025-30	1
Total 2030-35	1
Total 2035-40	1
Total 2020-40	53

Source: GTAA 2023

Residential Dwellers

Table 9.4: Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	38
Total 2025-30	13
Total 2030-35	13
Total 2035-40	13
Total 2020-40	77

Source: GTAA 2023

The location of new provision

- 9.9 There is a general consensus that smaller sites are preferred by Gypsy and Travellers due to better management and maintenance of provision and security. Ongoing monitoring of provision and vacant provisions should be undertaken by the local authorities alongside discussions with different community groups, to ensure that any additional need that may arise is identified.
- 9.10 Ensuring that new provisions are located in a safe environment is important although the impact of land costs on determining feasibility must also be considered. The settled community neighbouring sites or yards should also be involved in consultations. In relation to Showpeople, the accommodation need on one yard could be met by the family purchasing adjoining land to develop additional plots.
- 9.11 In terms of identifying broad locations for new permanent sites, there are a number of factors which could be considered including:

Costs

- How do land costs impact on feasibility i.e. is it affordable?
- Implementation of services – is it possible for the new site to connect to nearby mains services e.g. electricity, gas, water or sewerage?
- Can good drainage be ensured on the new provision?

Social

- Does the proposed location of the new provision lie within a reasonable distance of school catchment areas?
- Sustainability – is the proposed location close to existing bus routes?
- Proximity of social and leisure services – is the proposed location close to leisure facilities such as sports centres, cinemas etc. or welfare services such as health and social services etc?

Availability

- Who owns the land and are they willing to sell / rent?
- Is access easy or will easements across other land be needed both for residents and services/utilities?
- Are utilities close enough to service the provision at realistic prices?

Deliverability

- Does the proposed location meet existing general planning policy in terms of residential use, (for example in relation to Green Belt, flooding and the historic environment)?
- Can the owner sell the land easily and quickly?
- Can utilities connect to the proposed provision?
- Can highways connect to the proposed provision?

9.12 Considering the evidence gathered throughout the GTAA, it is likely that the key factors determining new provision are:

- The affordability of land suitable for the development of new sites and the cost of development
- The need to ensure that new provisions are within reasonable travelling distance of social, welfare and cultural services
- The need to carefully consider the proximity of new provisions to existing provisions i.e. whether social tensions might arise if new provisions are located too close to existing provisions
- The sustainability of new provisions i.e. ensuring that they do not detrimentally impact on the local environment and do not place undue pressure on the local infrastructure

9.13 It is important that new provisions are located close to amenities such as shops, schools and health facilities or where there are good transport links or within reasonable distance for households to access the necessary facilities and amenities. DCLG (2015) guidance suggests that local planning authorities should strictly limit new Gypsy and Traveller site development in the open countryside that is away from existing settlements or outside areas allocated in the development plan. Local planning authorities should ensure that sites in rural areas do not dominate the nearest settled community and avoid placing an undue pressure on the local infrastructure. As stated in Chapter 2, the study area local

authority Local Plan policies contain locational criteria to help determine suitable locations for the development of new sites or yards.

- 9.14 The DCLG (2015) guidance states that when considering applications, local planning authorities should attach weight to the following matters:
- a. effective use of previously developed (brownfield), untidy or derelict land
 - b. sites being well planned or soft landscaped in such a way as to positively enhance the environment and increase its openness
 - c. promoting opportunities for healthy lifestyles, such as ensuring adequate landscaping and play areas for children
 - d. not enclosing a site with so much hard landscaping, high walls or fences, that the impression may be given that the site and its occupants are deliberately isolated from the rest of the community

The size of new provision

Gypsy and Traveller pitches

- 9.15 DCLG (2008)²⁷ guidance states that there is no one-size-fits-all measurement of a pitch as, in the case of the settled community, this depends on the size of individual families and their particular needs. However, they do suggest that as a general guide, it is possible to specify that an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan, (or two trailers, drying space for clothes, a lockable shed for bicycles, wheelchair storage etc.), parking space for two vehicles and a small garden area.
- 9.16 Based on DCLG guidance, it can be determined that a pitch of approximately 325 square metres would take into account all minimum separation distance guidance between caravans and pitch boundaries as stipulated in guidance and safety regulations for caravan development. A pitch size of at least 500 square metres (0.05ha) would comfortably accommodate the following on-pitch facilities:
- Hard standing for a touring caravan (enabling households to travel)
 - Hard standing for a static caravan (including double static trailers)
 - 2 car parking spaces
 - 1 amenity block
 - Hard standing for storage shed and drying
 - Garden/amenity area

²⁷ Please note that this publication was withdrawn in September 2015.

- 9.17 If granting permission on an open plan basis, permission should be given on a pitch-by-pitch equivalent basis to the above. For example, an existing pitch which has enough space to accommodate a chalet structure, 2 touring caravans and 1-2 static caravans along with 4 parking spaces, 2 blocks etc., could be counted as 2 pitches even if it is shown on plans as 1 pitch. However, this would need to be recorded for future monitoring.

Showpeople plots

- 9.18 In relation to Showpeople, new plots need to not only accommodate living space (similar to the above in relation to Gypsies and Travellers), but also space for work equipment. New plots need to accommodate structures and / or caravans designed for living quarters sufficient to accommodate the household and meet their specific requirements, and space away from the living quarters for storage and maintenance of work equipment and vehicles and domestic vehicles i.e. family car(s). Due to the need for both accommodation space and space for storage and maintenance of very large equipment, the size and space required for a Showpeople plot needs to be much larger than a standard Gypsy and Traveller pitch.

Boat Dweller Moorings

- 9.19 New provision for boat dwellers is required for permanent moorings with sufficient space and time allowed to moor for transient use. Both permanent moorings and moorings for transit use require access to necessary provisions and services, be located in safe locations with good access by emergency services. It is recommended that the councils work closely with representative organisations such as the CRT, CCT, and NBTA to ensure that any provision meets guidance (e.g. CRT 2017²⁸). The Broads Authority have provided guidance in relation to the design of new moorings²⁹.

Residential Caravan pitches

- 9.20 According to the [then] Department for Communities and Local Government (DCLG) (2008), the residential site caravan design guidance³⁰ should be applied with due regard to the particular circumstances of each case, including the physical character of the site, any facilities or services that may already be available within convenient reach and other local conditions. The boundaries of the caravan site from any adjoining land shall be clearly marked by a manmade or natural feature. No caravan or combustible structure shall be positioned within 3 metres of the boundary of the site. Every caravan must, where practicable, be spaced at a distance of no less than 6 metres (the separation distance)

²⁸ See: <https://canalrivertrust.org.uk/media/original/32800-planning-for-waterways-in-neighbourhood-plans.pdf>

²⁹ See: <https://www.broads-authority.gov.uk/planning/planning-permission/broads-planning-guides/mooring-design-guide/practical-considerations>

³⁰ CLG, Model Standards for Caravan Sites in England, 2008.

from any other caravan which is occupied as a separate residence. No caravan shall be stationed within 2 metres of any road or communal car park within the site or more than 50 metres from such a road within the site. The density of caravans on a site shall be determined in accordance with relevant health and safety standards and fire risk assessments.

Transit provision

- 9.21 Whist recognising that there are 21 transit pitches within the study area, it is recommended that the local authorities set up a negotiated stopping places policy to address transit provision. This is land temporarily used as authorised short-term (less than 28 days) stopping places. They may not require planning permission if they are in use for fewer than 28 days in a year. The requirements for emergency stopping places reflect the fact that the site will only be used for a proportion of the year and that individual households will normally only stay on the agreed location for a few days. Amenities such as portaloos and showers (or access to alternative nearby facilities) and skips or wheelie bins should ideally be made available for the duration of the agreed period.
- 9.22 Agreements could be made with households residing on sites and allowing visiting family and friends to stay for agreed periods of time. This would lead to fewer unauthorised encampments which adversely impact on the local community.
- 9.23 If and where possible, it is recommended that local authorities, either on an individual or collective basis, consider the development of transit sites.

Summary

- 9.24 There is a need of 128 pitches in relation to households who meet the PPTS definition i.e. who have not permanently ceased to travel, and an accommodation need of a further 20 pitches in relation to households *who do not meet* the PPTS definition but who are ethnically recognised as Gypsies and Travellers. This means that 128 households with accommodation needs travel, whilst an additional 20 pitches are required by households who have ceased to travel. Please note that annual pitch and plot needs relate to financial years i.e. 1 April to 31 March.
- 9.25 There is also a need for 27 additional Travelling Showpeople plots during the same period, 77 residential caravan pitches and 53 permanent moorings. It is recommended that the councils have a corporate policy in place to address negotiated stopping places for small-scale transient Gypsy and Traveller encampments, and that they work with neighbouring authorities to determine the location and size of new transit provision.
- 9.26 It is recommended that each study area local planning authority determines for itself which of the accommodation needs figures in relation to Gypsies and Travellers it chooses to prioritise in its Local Plan. This GTAA recommends adopting the 'ethnic' definition accommodation needs figures i.e. meeting the accommodation needs of all

households who ethnically identify as Gypsies and Travellers. This will not only demonstrate knowledge of the overall accommodation need of all Gypsies and Travellers, but also how the accommodation needs in relation to households not meeting the PPTS definition are being addressed.

- 9.27 Alternatively, the local authorities may adopt the 'PPTS 2015' definition accommodation needs figures with the difference between the PPTS 2015 figures and Ethnic' definition being an additional need that the council(s) may choose to meet. This means that the local authorities would firstly meet the need of 127 (52 within the first 5 years) as the obligation but accept the need of a further 20 (15 within the first five years) as potential needs in the area if further applications are brought forward through windfalls. It is important to note that this only refers to Gypsies and Travellers and not Travelling Showpeople.
- 9.28 It is also recommended that the local planning authorities incorporate into their local plans a criteria-based policy which takes into consideration any planning applications that might materialise over the plan period from households not considered by this assessment. This could include households residing on unauthorised developments not included in this assessment, unauthorised encampments, due to in-migration, and those residing in bricks and mortar accommodation. This accommodation needs should be considered separate to the needs identified below and could be met through windfall applications.
- 9.29 Some of the accommodation need identified within the Derbyshire Dales local authority area arises from households who occupy temporary unauthorised encampments on land that is covered by the Peak District National Park. Given that the accommodation need arises on land covered by both Derbyshire Dales District Council and the Peak District National Park, it is recommended that both organisations liaise regarding how the accommodation needs of the two extended families can best be met.
- 9.30 As well as quantifying accommodation needs, the study also makes recommendations on other key issues including:

Accommodation needs:

- In relation to Gypsies and Travellers and Travelling Showpeople it is recommended that the local authorities work closely with the families to determine how their accommodation needs can best be met.
- Also, for the local planning authorities to provide pre-planning application advice to households who have identified land to help determine if it is suitable to address accommodation need.
- In order to meet the accommodation needs of Travelling Showpeople it is also recommended that the local authorities work closely with yard owners to determine how the proposed land that they have already identified, and other potential land could meet their current and future accommodation needs.

- Dependent upon meeting planning requirements, it is recommended that the local authorities review the sites and yards with temporary permission and consider making them permanent, and to review the unauthorised sites and yards and consider them gaining permanent status.

9.31 As well as quantifying accommodation needs, the study also makes recommendations on other key issues including:

Planning policy:

- Implement corporate policy to provide negotiated stopping arrangements to address unauthorised encampments for set periods of time at agreed locations.
- To liaise with owners of the sites and yards to determine how they could expand the number of pitches to meet the family's accommodation needs.
- To consider how the accommodation needs can be met by expanding existing provision and/or providing new sites and yards.
- To consider alternative options for developing new sites and yards such as sites developed on a cooperative basis, shared ownership, or small sites owned by a local authority, but rented to families for their own use.
- To consider alternative site funding mechanisms such as: site acquisition funds; loans for private site provision through Community Development Financial Institutions; and joint ventures with members of the Gypsy and Traveller, Showpeople and boat dweller communities.
- Prior to action being taken against a site which is being used without planning permission, the local authority, in partnership with the landowner, occupants and relevant agencies (e.g. Showmen's Guild and National Federation of Gypsy Liaison Groups), to review its current, historic and potential planning status.
- To consider safeguarding Gypsy, Traveller and Travelling sites and Showpeople yards with permanent planning permission for their current use unless it can be demonstrated that they are no longer required to meet accommodation needs.
- The population size and demographics of the Gypsy, Traveller, Travelling Showpeople and boat dweller communities can change rapidly. As such, their accommodation needs should be reviewed every 5 to 7 years.

Management:

- Housing organisations need to consider the type of housing allocated to Gypsies and Travellers residing in bricks and mortar in order to minimise the psychological aversion and feelings of isolation.
- Develop a holistic vision for their work on Gypsies and Travellers and embed it in Community and Homelessness Strategies, Local Plans and planning and reporting obligations under the Equality Act 2010.
- Provide training and workshop sessions with local authority and service provider employees (and elected members) to help them to further understand issues relating to the Gypsy, Traveller, and Travelling Showpeople communities.

- In liaison with relevant enforcement agencies such as the police to develop a common approach to dealing with unauthorised encampments.
- Encourage local housing authorities to include Gypsy and Traveller categories on ethnic monitoring forms to improve data on population numbers, particularly in housing.
- Better sharing of information between agencies in relation to Gypsy and Traveller, Travelling Showpeople and boat dweller communities.

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Glossary

Amenity block

A small permanent building on a pitch with bath/shower, WC, sink and (in some larger ones) space to eat and relax. Also known as an amenity shed or amenity block.

Authorised site

A site with planning permission for use as a Gypsy and Traveller site. It can be privately owned (often by a Gypsy or Traveller), leased or socially rented (owned by a council or registered provider).

Average

The term 'average' when used in this report is taken to be a mean value unless otherwise stated.

Bedroom standard

The bedroom standard is based on that which was used by the General Household Survey to determine the number of bedrooms required by families. For this study, a modified version of the bedroom standard was applied to Gypsies and Travellers residing on sites to take into account that caravans or mobile homes may contain both bedroom and residing spaces used for sleeping. The number of spaces for each accommodation unit is divided by two to provide an equivalent number of bedrooms. Accommodation needs were then determined by comparing the number (and age) of family members with the number of bedroom spaces available.

Bricks and mortar accommodation

Permanent housing of the settled community, as distinguished from sites.

Caravan

Defined by Section 29 (1) of the Caravan Sites and Control of Development Act 1960 a caravan as:

"... any structure designed or adapted for human habitation which is capable of being moved from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer) and any motor vehicle so designed or adapted."

Concealed household

A household or family unit that currently lives within another household or family unit but has a preference to live independently and is unable to access appropriate accommodation (on sites or in housing).

Doubling up

More than one family unit sharing a single pitch.

Emergency stopping places

Emergency stopping places are pieces of land in temporary use as authorised short-term (less than 28 days) stopping places for all travelling communities. They may not require planning permission if they are in use for fewer than 28 days in a year. The requirements for emergency stopping places reflect the fact that the site will only be used for a proportion of the year and that individual households will normally only stay on the site for a few days.

Family Owner Occupied Gypsy Site

Family sites are seen as the ideal by many Gypsies and Travellers in England. They are also often seen as unattainable. There are two major obstacles: money/affordability and getting the necessary planning permission and site licence. While the former is clearly a real barrier to many less well-off Gypsies and Travellers, getting planning permission for use of land as a Gypsy caravan site (and a 'site' in this context could be a single caravan) is currently a major constraint on realising aspirations among those who could afford to buy and develop a family site.

Family unit

The definition of 'family unit' is used flexibly. The survey assumes that a pitch is occupied by a single household or family unit although it acknowledges that this may also include e.g. extended family members or hidden households.

Gypsy

Member of the main groups of Gypsies and Travellers in Britain. In this report it is used to describe English (Romany) Gypsies, Scottish Travellers and Welsh Travellers. English Gypsies were recognised as an ethnic group in 1988, whilst Scottish Gypsies were recognised in Scotland as an ethnic group in 2008.

Gypsy and Traveller

As defined by DCLG Planning Policy for Traveller Sites (August 2015):

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

The DCLG guidance also states that in determining whether persons are "gypsies and travellers" for the purposes of planning policy, consideration should be given to the following issues amongst other relevant matters:

- a) whether they previously led a nomadic habit of life
- b) the reasons for ceasing their nomadic habit of life
- c) whether there is an intention of residing a nomadic habit of life in the future, and if so, how soon and in what circumstances.

Household

The definition of 'household' is used flexibly. The survey assumes that a pitch is occupied by a single household or family unit although it acknowledges that this may also include e.g. extended family members or hidden households.

Irish Traveller

Distinct from Gypsies but sharing a nomadic tradition, Irish Travellers were recognised as an ethnic group in England in 2000.

Local Authority Sites

The majority of pitches on local authority owned or managed sites are designed for permanent residential use. The latest published Traveller Caravan Count undertaken in July 2021 suggests that there are a total of 4,319 permanent local authority and private registered provider pitches capable of housing 6,993 caravans.

Local Development Documents (LDD)

Local Plans and other documents that contain planning policies and are subject to external examination by an Inspector. It is important to note that Supplementary Planning Documents (SPDs) contain guidance are not subject to Examination. Planning applications are determined in relation to an adopted Development Plan which contains documents found to be sound at an External Examination.

Negotiated Stopping

The term 'negotiated stopping' is used to describe agreed short-term provision for Gypsy and Traveller caravans. It does not describe permanent 'built' transit sites but negotiated arrangements which allow caravans to be sited on suitable specific pieces of ground for an agreed and limited period of time, with the provision of limited services such as water, waste disposal and toilets. The arrangement is between the local authority and the (temporary) residents.

Net need

The difference between needs and the expected supply of available pitches (e.g. from the re-letting of existing socially rented pitches or from new sites being built).

New Traveller (formerly 'New Age Traveller')

Members of the settled community who have chosen a nomadic or semi-nomadic lifestyle. The first wave of New Travellers began in the 1980s and were associated with youth culture and 'new age' ideals. They now comprise a diverse range of people who seek an alternative lifestyle for differing reasons including personal or political convictions. Economic activities include making hand-made goods that are sold at fairs.

Newly forming families

Families residing as part of another family unit of which they are neither the head nor the partner of the head and who need to live in their own separate accommodation, and/or are intending to move to separate accommodation, rather than continuing to live with their 'host' family unit.

Overcrowding

An overcrowded dwelling is one which is below the bedroom standard. (See 'Bedroom Standard' above).

Permanent residential site

A site intended for long-stay use by residents. They have no maximum length of stay but often constraints on travelling away from the site.

Pitch

Area on a site developed for a family unit to live. On socially rented sites, the area let to a tenant for stationing caravans and other vehicles.

Plot

Area on a yard for Travelling Showpeople to live. As well as dwelling units, Travelling Showpeople often keep their commercial equipment on a plot.

Primary data

Information that is collected from a bespoke data collection exercise (e.g. surveys, focus groups or interviews) and analysed to produce a new set of findings.

Private rented pitches

Pitches on sites which are rented on a commercial basis to other Gypsies and Travellers. The actual pitches tend to be less clearly defined than on socially rented sites.

Psychological aversion

Whilst not a medical condition this is a term that is accepted as part of accommodation assessments in encapsulating a range of factors that demonstrate an aversion to residing in bricks and mortar accommodation (see DCLG October 2007). The factors concerned can include: feelings of depression, stress, sensory deprivation, feeling trapped, feeling cut off from social contact, a sense of dislocation with the past, feelings of claustrophobia. Proven psychological aversion to residing in bricks and mortar accommodation is one factor used to determine accommodation needs.

Secondary data

Existing information that someone else has collected. Data from administrative systems and some research projects are made available for others to summarise and analyse for their own purposes (e.g. Traveller Caravan Count).

Settled community

Used to refer to non-Gypsies and Travellers who live in housing.

Site

An area of land laid out and/or used for Gypsy and Traveller caravans for residential occupation, which can be authorised (have planning permission) or unauthorised. Sites can be self-owned by a

Gypsy and Traveller resident, or rented from a private or social landlord. Sites vary in type and size and can range from one-caravan private family sites on Gypsies' and Travellers' own land, through to large local authority sites. Authorised private sites (those with planning permission) can be small, family-run, or larger, privately-owned rented sites.

Socially rented site

A Gypsy and Traveller site owned by a council or private Registered Provider. Similar to social rented houses, rents are subsidised and offered at below private market levels.

Tolerated

An unauthorised development or encampment may be tolerated by the local authority meaning that no enforcement action is currently being taken.

Transit site/pitch

This is the authorised encampment option for Gypsies and Travellers travelling in their caravans and in need of temporary accommodation while away from 'home'. Transit sites are sometimes used on a more long-term basis by families unable to find suitable permanent accommodation.

Travelling Showpeople

People who organise circuses and fairgrounds and who live on yards when not travelling between locations. Most Travelling Showpeople are members of the Showmen's Guild of Great Britain.

Unauthorised development

Unauthorised developments include situations where the land is owned by the occupier, or the occupier has the consent of the owner (e.g. is tolerated /no trespass has occurred), but where relevant planning permission has not been granted.

Unauthorised encampment

Unauthorised encampments include situations where the land is not owned by the occupier, the land is being occupied without the owner's consent, and as such a trespass has occurred. An encampment can include one or more vehicles, caravans or trailers.

Unauthorised site

Land occupied by Gypsies and Travellers without the appropriate planning or other permissions. The term includes both unauthorised development and unauthorised encampment.

Amber Valley: Gypsies and Travellers

Ethnic

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	0
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	0
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	2
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	0
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	0
15) Households in housing but with a psychological aversion to housed accommodation	2
Total Needs	4
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	4
Annualised Additional Pitch Requirement	1

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	4
Total 2025-30	0
Total 2030-35	0
Total 2035-40	0
Total 2020-40	4

Source: GTAA 2023

PPTS

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	0
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	0
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	2
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	0
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	0
15) Households in housing but with a psychological aversion to housed accommodation	1
Total Needs	3
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	3
Annualised Additional Pitch Requirement	0

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	3
Total 2025-30	0
Total 2030-35	0
Total 2035-40	0
Total 2020-40	3

Source: GTAA 2023

Amber Valley: Residential Caravans

Estimate of the need for residential pitches 2020-2025	
1) Current residential	98
<i>Current residential supply</i>	
2) Vacant but available for use	5
3) Expected to become vacant due to mortality	2
4) Planned to be brought back into use	0
Total Additional Supply	7
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	10
Total Additional Need	10
<i>Balance of Need and Supply</i>	
Total Additional Requirement	3

Source: GTAA 2023

Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	3
2025-30	1
2030-35	1
2035-40	1
2020-40	6

Source: GTAA 2023

Bolsover: Gypsies and Travellers

Ethnic

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	10
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	2
Total Additional Supply	2
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	4
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	1
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	4
15) Households in housing but with a psychological aversion to housed accommodation	1
Total Needs	10
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	8
Annualised Additional Pitch Requirement	2

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	8
Total 2025-30	2
Total 2030-35	2
Total 2035-40	2
Total 2020-40	14

Source: GTAA 2023

PPTS

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	10
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	2
Total Additional Supply	2
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	4
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	1
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	4
15) Households in housing but with a psychological aversion to housed accommodation	0
Total Needs	9
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	7
Annualised Additional Pitch Requirement	2

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	7
Total 2025-30	2
Total 2030-35	2
Total 2035-40	2
Total 2020-40	13

Source: GTAA 2023

Bolsover: Travelling Showpeople

Estimate of the need for permanent residential yard plots 2020-2025	
1) Current occupied permanent residential site plots	36
2) Number of unused residential plots available	0
3) Number of existing plots expected to become vacant through mortality 2020-2025	1
4) Net number of households on plots expected to leave the area in next 5 years	0
5) Number of households on plots expected to move into housing in next 5 years	0
6) Residential plots planned to be built or to be brought back into use 2020-2025	14
Total Additional Supply	15
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary plots	0
8) Households (on pitches) seeking residential plots in the area, excluding those counted as moving due to overcrowding in step 12	3
9) Households on transit plots requiring residential plots in the area	0
10) Households on unauthorised encampments requiring residential plots	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential plots in the area, excluding those containing emerging household in step 8	10
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	10
Total Needs	23
<i>Balance of Needs and Supply</i>	
Total Additional Plot Requirement	8
Annualised Additional Plot Requirement	2

Source: GTAA 2023

Summary of accommodation needs 2020-40 (plots)	
Total 2020-25	8
Total 2025-30	6
Total 2030-35	6
Total 2035-40	7
Total 2020-40	27

Source: GTAA 2023

Bolsover: Residential Caravans

Estimate of the need for residential pitches 2020-2025	
1) Current residential	0
<i>Current residential supply</i>	
2) Vacant but available for use	0
3) Expected to become vacant due to mortality	0
4) Planned to be brought back into use	0
Total Additional Supply	0
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	0
Total Additional Need	0
<i>Balance of Need and Supply</i>	
Total Additional Requirement	0

Source: GTAA 2023

Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	0
2025-30	0
2030-35	0
2035-40	0
2020-40	0

Source: GTAA 2023

Chesterfield: Gypsies and Travellers

Ethnic

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	3
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	2
Total Additional Supply	2
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	2
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	2
15) Households in housing but with a psychological aversion to housed accommodation	0
Total Needs	4
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	2
Annualised Additional Pitch Requirement	1

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	2
Total 2025-30	1
Total 2030-35	1
Total 2035-40	1
Total 2020-40	5

Source: GTAA 2023

PPTS

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	3
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	2
Total Additional Supply	2
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	2
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	2
15) Households in housing but with a psychological aversion to housed accommodation	0
Total Needs	4
<i>Balance of Need and Supply</i>	
Total Additional Pitch Requirement	2
Annualised Additional Pitch Requirement	1

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	2
Total 2025-30	1
Total 2030-35	1
Total 2035-40	1
Total 2020-40	5

Source: GTAA 2023

Chesterfield: Residential Caravans

Estimate of the need for residential pitches 2020-2025	
1) Current residential	227
<i>Current residential supply</i>	
2) Vacant but available for use	11
3) Expected to become vacant due to mortality	5
4) Planned to be brought back into use	0
Total Additional Supply	16
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	23
Total Additional Need	23
<i>Balance of Need and Supply</i>	
Total Additional Requirement	7

Source: GTAA 2023

Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	7
2025-30	2
2030-35	2
2035-40	2
2020-40	13

Source: GTAA 2023

Derby City: Gypsies and Travellers

Ethnic

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	16
2) Number of unused residential pitches available	1
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	1
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	3
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	3
15) Households in housing but with a psychological aversion to housed accommodation	2
Total Needs	8
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	7
Annualised Additional Pitch Requirement	1

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	7
Total 2025-30	2
Total 2030-35	2
Total 2035-40	3
Total 2020-40	14

Source: GTAA 2023

PPTS

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	16
2) Number of unused residential pitches available	1
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	1
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	3
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	3
15) Households in housing but with a psychological aversion to housed accommodation	1
Total Needs	7
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	6
Annualised Additional Pitch Requirement	1

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	6
Total 2025-30	2
Total 2030-35	2
Total 2035-40	3
Total 2020-40	13

Source: GTAA 2023

Derby City: Residential Caravans

Estimate of the need for residential pitches 2020-2025	
1) Current residential	392
<i>Current residential supply</i>	
2) Vacant but available for use	20
3) Expected to become vacant due to mortality	8
4) Planned to be brought back into use	0
Total Additional Supply	28
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	40
Total Additional Need	40
<i>Balance of Need and Supply</i>	
Total Additional Requirement	12

Source: GTAA 2023

Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	12
2025-30	3
2030-35	3
2035-40	3
2020-40	21

Source: GTAA 2023

Derbyshire Dales: Gypsies and Travellers

Ethnic

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	4
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	0
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	7
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	0
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	1
15) Households in housing but with a psychological aversion to housed accommodation	0
Total Needs	8
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	8
Annualised Additional Pitch Requirement	2

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	8
Total 2025-30	1
Total 2030-35	1
Total 2035-40	1
Total 2020-40	11

Source: GTAA 2023

PPTS

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	4
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	0
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	7
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	0
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	0
15) Households in housing but with a psychological aversion to housed accommodation	0
Total Needs	7
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	7
Annualised Additional Pitch Requirement	2

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	7
Total 2025-30	1
Total 2030-35	1
Total 2035-40	1
Total 2020-40	10

Source: GTAA 2023

Derbyshire Dales: Residential Caravans

Estimate of the need for residential pitches 2020-2025	
1) Current residential	207
<i>Current residential supply</i>	
2) Vacant but available for use	10
3) Expected to become vacant due to mortality	4
4) Planned to be brought back into use	0
Total Additional Supply	14
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	20
Total Additional Need	20
<i>Balance of Need and Supply</i>	
Total Additional Requirement	6

Source: GTAA 2023

Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	6
2025-30	2
2030-35	2
2035-40	2
2020-40	12

Source: GTAA 2023

East Staffordshire: Gypsies and Travellers

Ethnic

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	22
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	1
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	1
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	5
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	0
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	2
15) Households in housing but with a psychological aversion to housed accommodation	2
Total Needs	9
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	8
Annualised Additional Pitch Requirement	2

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	8
Total 2025-30	3
Total 2030-35	3
Total 2035-40	4
Total 2020-40	18

Source: GTAA 2023

PPTS

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	22
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	1
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	1
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	5
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	0
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	2
15) Households in housing but with a psychological aversion to housed accommodation	1
Total Needs	8
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	7
Annualised Additional Pitch Requirement	1

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	7
Total 2025-30	3
Total 2030-35	3
Total 2035-40	3
Total 2020-40	16

Source: GTAA 2023

East Staffordshire: Residential Caravans

Estimate of the need for residential pitches 2020-2025	
1) Current residential	101
<i>Current residential supply</i>	
2) Vacant but available for use	5
3) Expected to become vacant due to mortality	2
4) Planned to be brought back into use	0
Total Additional Supply	7
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	10
Total Additional Need	10
<i>Balance of Need and Supply</i>	
Total Additional Requirement	3

Source: GTAA 2023

Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	3
2025-30	1
2030-35	1
2035-40	1
2020-40	6

Source: GTAA 2023

High Peak: Gypsies and Travellers

Ethnic

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	0
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	0
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	0
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	0
15) Households in housing but with a psychological aversion to housed accommodation	1
Total Needs	1
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	1
Annualised Additional Pitch Requirement	0

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	1
Total 2025-30	0
Total 2030-35	0
Total 2035-40	0
Total 2020-40	1

Source: GTAA 2023

PPTS

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	0
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	0
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	0
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	0
15) Households in housing but with a psychological aversion to housed accommodation	0
Total Needs	0
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	0
Annualised Additional Pitch Requirement	0

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	0
Total 2025-30	0
Total 2030-35	0
Total 2035-40	0
Total 2020-40	0

Source: GTAA 2023

High Peak: Residential Caravans

Estimate of the need for residential pitches 2020-2025	
1) Current residential	65
<i>Current residential supply</i>	
2) Vacant but available for use	3
3) Expected to become vacant due to mortality	1
4) Planned to be brought back into use	0
Total Additional Supply	4
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	6
Total Additional Need	6
<i>Balance of Need and Supply</i>	
Total Additional Requirement	2

Source: GTAA 2023

Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	2
2025-30	1
2030-35	1
2035-40	1
2020-40	5

Source: GTAA 2023

North East Derbyshire: Gypsies and Travellers

Ethnic

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	22
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	1
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	5
Total Additional Supply	6
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	2
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	5
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	7
15) Households in housing but with a psychological aversion to housed accommodation	2
Total Needs	16
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	10
Annualised Additional Pitch Requirement	2

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	10
Total 2025-30	4
Total 2030-35	4
Total 2035-40	4
Total 2020-40	22

Source: GTAA 2023

PPTS

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	22
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	1
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	5
Total Additional Supply	6
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	2
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	5
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	5
15) Households in housing but with a psychological aversion to housed accommodation	1
Total Needs	13
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	7
Annualised Additional Pitch Requirement	1

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	7
Total 2025-30	3
Total 2030-35	4
Total 2035-40	4
Total 2020-40	18

Source: GTAA 2023

North East Derbyshire: Residential Caravans

Estimate of the need for residential pitches 2020-2025	
1) Current residential	0
<i>Current residential supply</i>	
2) Vacant but available for use	0
3) Expected to become vacant due to mortality	0
4) Planned to be brought back into use	0
Total Additional Supply	0
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	0
Total Additional Need	0
<i>Balance of Need and Supply</i>	
Total Additional Requirement	0

Source: GTAA 2023

Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	0
2025-30	0
2030-35	0
2035-40	0
2020-40	0

Source: GTAA 2023

Peak District: Gypsies and Travellers

Ethnic

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	0
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	0
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	0
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	0
15) Households in housing but with a psychological aversion to housed accommodation	0
Total Needs	0
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	0
Annualised Additional Pitch Requirement	0

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	0
Total 2025-30	0
Total 2030-35	0
Total 2035-40	0
Total 2020-40	0

Source: GTAA 2023

PPTS

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	0
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	0
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	0
Total Additional Supply	0
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	0
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	0
15) Households in housing but with a psychological aversion to housed accommodation	0
Total Needs	0
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	0
Annualised Additional Pitch Requirement	0

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	0
Total 2025-30	0
Total 2030-35	0
Total 2035-40	0
Total 2020-40	0

Source: GTAA 2023

Peak District: Residential Caravans

Estimate of the need for residential pitches 2020-2025	
1) Current residential	0
<i>Current residential supply</i>	
2) Vacant but available for use	0
3) Expected to become vacant due to mortality	0
4) Planned to be brought back into use	0
Total Additional Supply	0
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	0
Total Additional Need	0
<i>Balance of Need and Supply</i>	
Total Additional Requirement	0

Source: GTAA 2023

Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	0
2025-30	0
2030-35	0
2035-40	0
2020-40	0

Source: GTAA 2023

South Derbyshire: Gypsies and Travellers

Ethnic

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	86
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	3
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	11
Total Additional Supply	14
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	13
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	12
15) Households in housing but with a psychological aversion to housed accommodation	9
Total Needs	34
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	20
Annualised Additional Pitch Requirement	4

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	20
Total 2025-30	12
Total 2030-35	13
Total 2035-40	14
Total 2020-40	59

Source: GTAA 2023

PPTS

Estimate of the need for permanent residential site pitches 2020-2025	
1) Current occupied permanent residential site pitches	86
2) Number of unused residential pitches available	0
3) Number of existing pitches expected to become vacant through mortality 2020-2025	3
4) Net number of households on sites expected to leave the area in next 5 years	0
5) Number of households on sites expected to move into housing in next 5 years	0
6) Residential pitches planned to be built or to be brought back into use 2020-2025	11
Total Additional Supply	14
<i>Additional residential needs</i>	
7) Seeking permanent permission from temporary sites	0
8) Households (on pitches) seeking residential pitches in the area, excluding those counted as moving due to overcrowding in step 12	0
9) Households on transit pitches requiring residential pitches in the area	0
10) Households on unauthorised encampments requiring residential pitches	0
11) Households on unauthorised developments requiring residential pitches	0
12) Households currently overcrowded (or hidden family members) on pitches seeking residential pitches in the area, excluding those containing emerging household in step 8	12
13) Net new households expected to arrive from elsewhere	0
14) New family formations expected to arise from within existing households	11
15) Households in housing but with a psychological aversion to housed accommodation	5
Total Needs	28
<i>Balance of Needs and Supply</i>	
Total Additional Pitch Requirement	14
Annualised Additional Pitch Requirement	3

Source: GTAA 2023

Summary of accommodation needs 2020-40 (pitches)	
Total 2020-25	14
Total 2025-30	11
Total 2030-35	12
Total 2035-40	13
Total 2020-40	50

Source: GTAA 2023

South Derbyshire: Residential Caravans

Estimate of the need for residential pitches 2020-2025	
1) Current residential	176
<i>Current residential supply</i>	
2) Vacant but available for use	9
3) Expected to become vacant due to mortality	4
4) Planned to be brought back into use	0
Total Additional Supply	13
<i>Current residential need</i>	
5) Seeking residential permission from temporary permission	0
6) Estimated households requiring residential provision	18
Total Additional Need	18
<i>Balance of Need and Supply</i>	
Total Additional Requirement	5

Source: GTAA 2023

Summary of accommodation needs 2020-40	
Period	Pitches
2020-25	5
2025-30	3
2030-35	3
2035-40	3
2020-40	14

Source: GTAA 2023

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Agenda Item 7

Local Plan Sub Committee – 30th November 2023

Derbyshire Dales Local Plan – Business Case for Additional Staffing Resources

Report of Director of Regeneration and Policy

Report Author and Contact Details

Mike Hase, Policy Manager

01629 761251 or mike.hase@derbyshiredales.gov.uk

Wards Affected

All outside of the Peak District National Park

Report Summary

This report seeks support for additional staffing resources for the Planning Policy team to achieve the Progressive Alliance’s ‘fresh approach’ to the Derbyshire Dales Local Plan review within the timescales required by the Government and approved in the Derbyshire Dales Local Development Scheme 2023-2026.

Recommendations

1. That the need for the appointment of additional staff within the Planning Policy team is noted.
2. That the Local Plan Sub Committee supports the appointment of a Principal Planning Policy Officer
3. That if following further review it is considered necessary, delegated authority be given to the Director of Regeneration and Policy to appoint either a Graduate Planning Policy Officer or Planning Policy Officer.
4. That Council be recommended to approve a supplementary revenue budget of £13,922 for 2023/24 for a Principal Planning Policy Officer from 1st January 2024 to 31 March 2024, to be funded from the Revenue Grants Unapplied Reserve, and to note that the estimated annual cost of £55,688 from 1st April 2024 will be built into the Medium-Term Financial Plan, financed from the Neighbourhood Planning Grant and the Custom Build Register Grant, that sit within the Revenue Grants Unapplied Reserve, until exhausted.

List of Appendices

None

Background Papers

None

Consideration of Report by Council or Other Committee

Yes – the budget will require approval by Council.

Council Approval Required

Yes – Scheduled for Council 14th December 2023

Exempt from Public or Press

No

Derbyshire Dales Local Plan – Business Case for Additional Staffing Resources

1. Background

- 1.1 In November 2020 Council approved the start of a review of the Derbyshire Dales Local Plan, adopted in 2017. Since that time work has been ongoing on the review process, including updating the evidence base; a detailed assessment of the availability of land to meet potential future housing needs; and a review of the existing policies in the adopted Plan to ensure that they are up to date and in accordance with the National Planning Policy Framework (NPPF).
- 1.2 To date the focus of the review process has been on the implications that the updated evidence base has highlighted and the identification of areas stemming from proposed changes in emphasis in national policy and local priorities expressed by Members.
- 1.3 The review of the Local Plan was considered in a report presented to Council on 19th January 2022, where it was resolved that for the purposes of the legislation the review of the Derbyshire Dales Local Plan had been completed and that a number of the existing policies required modification to ensure that they were considered up to date.
- 1.4 The new administration elected in May 2023 has made it clear that it would take a ‘fresh approach’ to the Local Plan¹.
- 1.5 The Local Plan Sub Committee on 3rd July 2023 widened the scope of the Local Plan review and resolved as follows (Minute 37/23).

1. That the scope for the Local Plan and its policies be confirmed as:

- (a) To enable and strengthen flourishing communities within Derbyshire Dales.*
- (b) To ensure that the housing need in the Local Plan arises from the geographic area it covers, and that the proposed number and type of new housing units reflects a careful consideration of the actual likely needs of local people.*
- (c) To provide social and affordable housing where it is needed.*
- (d) To accommodate the requirements of a revised Economic Plan.*
- (e) To ensure a continued improvement in the biodiversity and natural capital of Derbyshire Dales.*
- (f) To ensure rapid progress towards net zero emissions in the Derbyshire Dales within the scope of the Local Plan.*
- (g) To ensure the Derbyshire Dales character in its landscape and townscapes is protected.*
- (h) To ensure the necessary infrastructures (grey, green and blue) and services are available for planned development.*
- (i) To ensure that the Plan will enable all residents to understand how their communities will change during the period of the Plan.*

¹ <https://www.derbyshiredales.gov.uk/your-council/news-and-social-media/latest-news/new-approach-for-derbyshire-dales-local-plan-review>

2. *That progress on the review of the Derbyshire Dales Local Plan to date be noted.*
 3. *That an update to the Icen Projects Housing Needs Assessment (2021) is commissioned and the results of that exercise be reported to a future meeting of this Sub-Committee.*
 4. *That a review of the current Settlement Hierarchy be undertaken to determine the extent to which communities across the Local Plan area are 'sustainable'. The results of this review be reported to a future meeting of this Sub-Committee.*
 5. *That consultants be commissioned to prepare advice to the District Council as local planning authority on the design policies and proposals of the Local Plan, including setting out the most appropriate approach to preparing Design Codes. The results of this commission to be reported to a future meeting of this Sub-Committee.*
 6. *That the commissions identified in this report as already commissioned be completed as appropriate and reported to future meetings of this Sub-Committee as is considered necessary.*
 7. *That Members meet with the Peak District National Park to explore what options might be available to improving the delivery of housing within the Peak District National Park area of Derbyshire Dales.*
 8. *That officers meet Peak District National Park officers to explore what options might be available to improving the delivery of housing within the Peak District National Park area of Derbyshire Dales.*
- 1.6 Discussions with Leading Members from the Progressive Alliance have indicated that the review of the Local Plan is one of their highest priorities, and they would like to see the review process expedited so far as is possible.
- 1.7 The Progressive Alliance draft Strategic Framework sets many policy areas that it wishes to see within a revised Local Plan, including more focus on sustainable communities, the delivery of more affordable housing to meet local needs, more emphasis on mitigating climate change, and ensuring high quality design of new development.
- 1.8 The current Planning Policy team consists of the following 2.1 FTE posts:
- Policy Manager 0.9 FTE (Scale 13)
 - Senior Planning Policy Officer 0.6 FTE (Scale 10)
 - Casual Senior Planning Policy Officer – 0.0 FTE (Scale 10)
 - Planning Policy Officer 0.6 FTE (Scale 7)
- 1.9 The work programme envisaged by the Progressive Alliance for the review of the Derbyshire Dales Local Plan involves the following:
- Reviewing & Updating the Evidence Base
 - Enhanced Public Consultation on Issues and Options
 - Preparation of a Draft Plan
 - Statutory Consultation & Examination in Public

2. Key Issues

- 2.1 The Government has recently published its proposals for reforms to Local Plans, a report on which was presented to the Local Plan Sub Committee on 27th September 2023. This indicates that **if Local Plans currently being prepared/reviewed are not submitted to the Secretary of State by 30th June 2025 then it will necessitate a new Local Plan to be prepared under the proposed new arrangements.**
- 2.2 Whilst there may be some advantages to the preparation of an entirely new plan under the proposed new arrangements, there is also some considerable risk to substantially delaying the adoption of the Derbyshire Dales Local Plan, which would be the case if a new Local Plan were necessitated.
- 2.3 Members of the Local Plan Sub Committee were advised of the June 2025 cut-off date and, on the basis of discussions held on Thursday 17th August, have accepted that this date is both reasonable and achievable for the submission of the Derbyshire Dales Local Plan, taking account of their aspirations for a ‘fresh approach’.
- 2.4 This deadline for the submission of the Derbyshire Dales Local Plan to the Secretary of State has been included in the Local Development Scheme approved by this Committee on 27th September 2023 (Minute 134/23)
- 2.5 At this time Icen Projects have been re-engaged to undertake an assessment of the future housing needs for Derbyshire Dales, and an Officer review of the Settlement Hierarchy has commenced to address the Progressive Alliance’s aspirations in relation to ‘thriving and flourishing communities’. A report on the latter is included on the agenda for this meeting.
- 2.6 A specification for consultants to provide advice on future design policy and codes was approved by the Local Plan Sub Committee on 27th September 2023. (Minute 135/23)
- 2.7 Future work prior to the submission of the revised Local Plan to the Secretary of State will necessitate undertaking public consultation, the preparation of a draft plan, and then formal statutory consultation on its contents.
- 2.8 The extent of work that has already commenced, and is still to be completed to address the aspirations of the Progressive Alliance in regard to the review of the Local Plan is significantly more than anticipated prior to the election of the new administration.
- 2.9 As such, additional resources are now required within the Planning Policy team to enable the review of the Derbyshire Dales Local Plan to be submitted to the Secretary of State by 30th June 2025 and adoption by December 2026.

3. Options

- 3.1 Four Options, set out below, have been considered to address the resourcing issue for the Planning Policy team.

- 3.2 **Option 1** - During previous periods of work related to the production of the Derbyshire Dales Local Plan to overcome 'humps' in workloads a Graduate Planning Policy Officer has been employed on a temporary contract. This arrangement has worked well in the past, and previous incumbents have been a valuable resource for the team and gained professional planning experience which they have used to further their careers.
- 3.3 One option, therefore, would be to once again employ a Graduate Planning Policy Officer on a full-time basis for the period up to 31st December 2026.
- 3.4 Such a post would be Grade 5 with annual costs of £30,829 including on-costs.
- 3.5 Whilst a Graduate Planning Policy Officer has proved to be a valuable arrangement previously it is considered that given the necessity to move at pace on the completion of the review of the Derbyshire Dales Local Plan the time required to oversee and provide training to a new graduate is likely to be counter-productive to achieving Members' goal.
- 3.6 **Option 2** – An alternative option would involve employing an additional Senior Planning Policy Officer, on a full time basis, who would have at least five years professional planning experience. This again would be a temporary appointment for the period to 31st December 2026.
- 3.7 Whilst inevitably there would be a period of bedding-in, this option would enable a suitable candidate to be much more productive and not require the same degree of supervision as a Graduate Planning Policy Officer. This option would allow the Policy Manager to focus on servicing Members requirements more effectively and delegate some of essential work associated with the review to the three Senior Planning Policy Officers.
- 3.8 Such a post would be a Grade 10 and with annual costs of £51,368 including on-costs.
- 3.9 **Option 3** – This would be similar to Option 2 but would involve employing a Principal Planning Policy Officer on a full-time basis, who would add in supervisory responsibility for the existing staff in the Planning Policy team. This post would provide support to the Policy Manager, add in resilience within the team and provide more capacity for engagement with both Members and other stakeholders at the level required.
- 3.10 Such a post could be either a temporary appointment for up to 31st December 2026 or a permanent position. It is worth noting however that recent attempts to recruit to temporary professional posts have proved fruitless.
- 3.11 This would be a Grade 11 post with annual costs of £55,688 including on-costs.
- 3.12 **Option 4** - This could be a combination of a Senior and/or Principal Planning Policy Officer, and a Graduate Planning Officer and/or Planning Policy Officer. Both posts would be full time and for a temporary period of two years.

- 3.13 This option would allow for a newly qualified graduate or a graduate with at least three years' experience to benefit from experience within the Planning Policy team. This would allow for the Principal/Senior Planning Officer to utilise their experience to the benefit of the Local Plan review. It would also allow them to provide supervision to the lesser experienced members of the team.
- 3.14 The annual costs of this option would be one of the following:
- Principal Officer (Grade 11) & Graduate Planning Policy Officer (Grade 5); £86,517 including on-costs
 - Senior Officer (Grade 10) & Policy Officer (Grade 7): £88,092 including on-costs
- 3.15 Other Options considered but not subject to any detailed consideration include the following:
- Do Nothing – Completion of Local Plan review unlikely to be completed within the required timescales.
 - Apprentice - Whilst attractive in principle, the level of experience and skills, required makes an apprentice unsuitable for the tasks envisaged. Notwithstanding this current disadvantage, an apprentice could potentially be added to the team in future.
 - Consultants/Contractors – Whilst this would enable a relatively quick appointment, whatever level a candidate may be appointed to. However from experience the consultants/contractors costs are likely to be significantly higher than employing staff directly, and the level of experience is not guaranteed to be any better than employing staff directly.
- 3.16 Taking all factors into account it is considered that on balance the most pragmatic option for now and into the future would be the appointment of a permanent full time Principal Planning Policy Officer.
- 3.17 All other posts within the Planning Policy team would retain their current job descriptions and person specifications, and not be subject to any change of grades.
- 3.18 Whilst it is anticipated that the appointment of a Principal Planning Policy Officer would enable the completion of the review of the Derbyshire Dales Local Plan as set out in the Local Development Scheme appropriate contingency arrangements should be considered. As such, in the event that further additional resources are required further consideration should be given to the appointment of either a Graduate Planning Policy Officer or a Planning Policy Officer. It is therefore recommended that delegated authority be given to the Director of Regeneration and Policy (in conjunction with the Corporate Leadership team) to appoint either a Graduate Planning Policy Officer or a Planning Policy Officer.

4. Timetable for Implementation

- 4.1 It is considered that recruitment of the additional resources should commence as soon as possible to ensure the timetable for completion of Local Plan review is met.
- 4.2 It is however anticipated that any new post is unlikely to recruited until March 2024 at the earliest.

5. Policy Implications

- 5.1 All recruitment would be undertaken in accordance with the Recruitment policies.

6. Resources (Finance, HR, Estates and IT) Implications

- 6.1 The approach being taken by the Progressive Alliance to the review of the Derbyshire Dales Local Plan is such that there is much more direct involvement by Members in the process. This approach requires much more Officer engagement with Members than has happened previously.
- 6.2 The consequence of this is that whilst Members are much more actively involved in the Local Plan process, Officers (at the current time primarily the Policy Manager) are having to prepare for significantly more Member meetings, many of which have already been held outside of the formal nature of the Local Plan Sub Committee.
- 6.3 Paragraph 3.18 of this report states that the most pragmatic option for now and into the future would be the appointment of a permanent full time Principal Planning Policy Officer. The cost of such a Grade 11 post, including oncosts, is estimated as £55,688 a year.
- 6.4 It is suggested that funds from the Neighbourhood Planning and the Custom Build Register Grant, that sit within the Revenue Grants Unapplied Reserve totalling £135,932 be used to fund the proposals in this Business Case until exhausted. This would fund the Principal Planning Policy Officer post for more than two years (i.e. approximately to March 2026). Thereafter the cost would be funded from the General Reserve and taken into account when setting budgets for 2026/27 onwards. If approved, this would be built into the Medium-Term Financial Plan.
- 6.5 The financial risk of this report's recommendations is assessed as medium. However, the financial risks that could arise from an inadequate or delayed Local Plan could be high.

7. Legal Advice and Implications, Data Protection

- 7.1 There is a statutory duty for the District Council to prepare a Local Plan. Government proposals to reform the approach to the preparation of Local Plans as set out above. If the District Council does not have a revised Local Plan adopted by December 2026 in addition to the risk implications, there will be significant costs and time implications as a result of the delay the adoption of a new Local Plan

7.2 There are 4 decisions recommended to be taken in relation to this report. The legal risk of a challenge to the Council in taking the decisions in line with the recommendations has been assessed as low.

8. Equalities Implications

8.1 The appointment of any new post on the District Council establishment would be subject to the complying with the Public Sector Equality Duty, along with the District Council's normal recruitment policy.

9. Climate Change and Biodiversity Implications

9.1 Appointees to any of the posts set out in this paper will be responsible for reviewing and preparing the policies and proposals in the Derbyshire Dales Local Plan which seek to mitigate climate change and addressing the needs of biodiversity.

10. Risk Management

10.1 An appointment as soon as possible is required to enable the progress of the review of the Derbyshire Dales Local Plan to progress it to its final adoption. The longer that the Local Plan review takes to complete the greater the risk to the District Council that the future shape and direction of new development will not be plan-led, rather it will be determined by decisions made on un-coordinated planning applications, often on appeal.

Report Authorisation

Approvals obtained from:-

	Named Officer	Date
Chief Executive	Paul Wilson	17/10/2023
Director of Resources/ S.151 Officer (or Financial Services Manager)	Karen Henriksen	16/10/2023
Monitoring Officer (or Legal Services Manager)	Kerry France	20/11/2023

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