

**GYPSY AND TRAVELLER TEMPORARY SITE PROVISION IN THE DISTRICT
REPORT OF THE GYPSY AND TRAVELLER SITE PROVISION WORKING
GROUP**

COUNCIL MEETING – 24 NOVEMBER 2022

Foreword by Councillor Susan Hobson, Chair of the Working Group

I would like to introduce this report by reiterating that the District Council acknowledges its duty as the Housing Authority to provide accommodation to those specific Traveller families with an accepted local connection to the Derbyshire Dales. This Working Group was established to provide political leadership in identifying potential solutions to an issue that has gone unresolved for far too long.

The Council tasked this Working Group with developing proposals for temporary site provision for Gypsies and Travellers with a limited timeframe. This report details the work and conclusions reached by the Members of the Working Group. Whilst the recommendations contained within this report have not received the support of every Member of the Working Group, they are supported by a majority of those Members tasked with this review.

I would like to thank those Members who have committed a lot of time to undertaking site visits and reading various plans and documents to enhance their understanding of the issues and to inform the content of this report and its proposals. Thanks must also go to those officers from Regulatory Services and Corporate and Customer Services who have not only supported this review, but also for the work that they do to manage relationships with the specific Traveller families on behalf of the Council. This work is often unseen and underappreciated, but it has been important in ensuring that the Council has not neglected those families to whom it has a legal duty. The Working Group has also had full regard to the needs and views of settled communities and businesses who have been clear in their views and expectations of the Council in meeting its duties to all.

This report does not provide long term solutions, but should be viewed as a stepping stone that moves the Council forward in identifying potential temporary sites. Whilst two sites have been recommended for designation as temporary sites, only one is suitable for all-year round designation as a temporary site. No sites in the Council's ownership have been identified presently in the south of the District, although there are other options in the southern and central areas of the Derbyshire Dales which are not in the District Council's ownership that may be feasible and require further investigation and evaluation by the Working Group with the assistance of independent consultants.

I hope that the Council will receive these recommendations and support the determination of the Working Group to find solutions that meet our duties.

**Councillor Susan Hobson
Chair of the Gypsy and Traveller Site Provision Working Group
November 2022**

Recommendations

These recommendations were endorsed for submission to Council by 9 Members of the Working Group (Councillors Jacqui Allison and Steve Flitter were not present at the meeting where these proposals were agreed and have not indicated their consent).

1. That the Council formally endorse and support the Urgent Decision taken by the Director of Corporate and Customer Services, on the recommendation of the Working Group and with the consent of the Chairman of the Council and the Leader of the Council, to designate the land at Matlock Bath Station Yard Car Park as a temporary site for use by a specific Traveller family until 31 January 2023.
2. That the Council formally designate the land at north of Derwent Way Car Park in Matlock as a temporary site for use by a specific Traveller family with an accepted local connection to the Derbyshire Dales.
3. That, subject to the designation of the site at Derwent Way Car Park, officers be authorised to install appropriate utilities for use by the specific Traveller family at that site.
4. That the Chief Executive, Director of Corporate and Customer Services or Director of Regulatory Services, in consultation with the Chairman of the Council, be authorised to instruct specific Traveller families to vacate designated temporary sites and direct to alternative temporary sites (as identified and approved by the full Council) and that Ward Members be notified of any such instructions and directions.
5. That the Working Group be authorised to continue its work to investigate and evaluate other sites that have been identified in the southern and central areas of the Derbyshire Dales that are not in the ownership of the District Council, engage with the specific Traveller families and report its findings and recommendations to a meeting of the Council in January 2023.
6. That authority be delegated to officers to appoint consultants for the purpose of supporting the working group in determining whether other sites outside of the Council's ownership in the southern and central areas of the Derbyshire Dales are viable and suitable for recommendation to the Council for development as temporary sites for use by Gypsies and Travellers.
7. That the need for the Council to identify an additional temporary site to be utilised from 31 January 2023 and the legal implications of failing to designate an additional temporary site within that timeframe be noted.
8. That, having considered the views of Town/Parish Councils, local residents, businesses and Ward Members, the following sites not be considered as suitable for designation by the Council as potential temporary sites for Gypsies and Travellers with a local connection to the Derbyshire Dales:

- i. Auction Close Car Park, Ashbourne
- ii. Leisure Way Car Park, Ashbourne
- iii. Clifton Road Coach and Car Park, Ashbourne
- iv. Cokayne Avenue Recreation Ground, Ashbourne
- v. Cokayne Avenue Car Park
- vi. Shawcroft Car Park, Ashbourne
- vii. Fish Pond Meadow Overspill Car Park, Ashbourne
- viii. Fish Pond Meadows Playing Fields, Ashbourne
- ix. Playing Field, Ashes Avenue, Hulland Ward
- x. Old Station Close Car Park, Rowsley
- xi. Land north west of Middleton Cemetery, New Road, Middleton
- xii. Land adjacent to 26 Griggs Gardens, Wirksworth
- xiii. Land to South East of Hopton Works, Middleton Road, Wirksworth
- xiv. Arc Leisure Car Parks, Morledge
- xv. Temple Walk Car Park, Matlock Bath
- xvi. Artist Corner Car Park, Dale Road, Matlock Bath
- xvii. Huntsbridge Recreation Ground, Alfreton Road, Tansley
- xviii. Town Hall Rear Car Park, Edgefold Road, Matlock
- xix. High Tor, Matlock
- xx. Land at Harrison Way, Northwood
- xxi. Monsal Head Car Park, Ashford
- xxii. Land to the south of 59 Yeld Close, Bakewell
- xxiii. Car Park at Agricultural Way, Bakewell
- xxiv. Nether End Car Park, Baslow
- xxv. Hawkhill Road Car Park, Eyam
- xxvi. Parsons Croft Car Park, Mill Lane, Hartington
- xxvii. Land to the rear of Edge View, Stoney Middleton

*This would not preclude third parties from approaching the Council in respect of these sites or submitting planning applications for the development of these sites. This decision would not indicate predetermination in respect of any future deliberation in respect of these landholdings of the Council.

1. Introduction

- 1.1 This report has been prepared by a cross party, Member-led working group to make recommendations to the Council proposing the designation of locations in the District as being suitable for temporary occupation by Gypsy and Traveller families to whom the District Council has a statutory homelessness duty.
- 1.2 The working group was established by the Council at its meeting on 29 September 2022 with the following remit:
 - (a) Considering the viability of options against the criteria established in Policy HC6 of the Derbyshire Dales Local Plan
 - (b) Undertaking site visits to any location under consideration to gain an appreciation of the issues associated
 - (c) Recommending proposals for the development of temporary sites to the Council for approval.
- 1.3 The Council also mandated the working group to report its conclusions and recommendations back to an extraordinary meeting of the Council before 24 November 2022.
- 1.4 The cross party working group was chaired by Councillor Susan Hobson and had the following membership representing all political groups:

Councillor Jacqueline Allison	Councillor Stuart Lees
Councillor Jason Atkin	Councillor Tony Morley
Councillor Sue Burfoot	Councillor Mike Ratcliffe
Councillor Tom Donnelly	Councillor Alasdair Sutton
Councillor Steve Flitter	Councillor Colin Swindell

1. Gypsies and Travellers

- 1.1 'Traveller' is a generic term used to describe groups of people whose lifestyle or culture is rooted in a nomadic way of life.
- 1.2 Gypsies and Travellers are a part of British life and have been so for many centuries. They make up a very small minority of the wider population. Some Gypsies and Travellers live in caravans or other vehicles and follow a lifestyle that is nomadic, or semi-nomadic, in that it involves travel for at least part of the year.
- 1.3 Gypsies of Romany origin (English, Welsh, Scottish and European Travellers) and Irish Travellers live in Derbyshire, or use many parts of Derbyshire as traditional stopping places and have done so for hundreds of years. Other Travellers are also found within the County.

- 1.4 Romany Gypsies are an indigenous ethnic minority group, which is thought to have originated in India. Their language is Romanes. Irish Travellers are an indigenous, nomadic ethnic minority group found in Ireland and Britain. Their language is Cant or Gammon, although they predominantly speak English.
- 1.5 New Travellers are former house-dwellers who now travel. They are not a recognised ethnic group. Many New Travellers have been travelling for a number of years and some have children who have only ever known a travelling lifestyle.
- 1.6 Travelling Show People are people who organise and run fairgrounds. A Show Person will often refer to him/herself as a Traveller. However, the term Show People is used to differentiate people who organise fairgrounds from other travelling communities

2. Statutory Duties on Local Authorities

- 2.1 Under section 175(2) of the Housing Act 1996, applicants are homeless if the accommodation available for their occupation is a caravan, a houseboat or other movable structure and they do not have a place where they are entitled, or permitted, to put it and live in it. These circumstances are particularly relevant in the case of Gypsies and Travellers. Where a duty to secure accommodation arises but an appropriate site is not immediately available, the Housing Authority may need to provide an alternative temporary solution until a suitable site, or some other suitable option, becomes available. Some members of the Gypsy and Travelling Community may have a cultural aversion to the prospect of 'bricks and mortar' accommodation and, in assessing such cases, the Housing Authority should seek to provide suitable accommodation which is suitable for the person to whom the duty is owed.
- 2.2 A Gypsy or Traveller can ask the Local Authority for help with housing if they live in a caravan or mobile home and there is nowhere they are legally allowed to park it. As with any resident, when Gypsies or Travellers approach the Council to make a homelessness application, there are 5 legal tests. These tests are:-
 - i. Homeless - a person will be considered legally homeless if he / she has no accommodation which is available and reasonable for him / her to live in or, for example, nowhere legal to park a caravan.
 - ii. Eligibility - certain people who arrive in this Country or who are returning from a period living abroad do not qualify for housing under homelessness law.
 - iii. Priority Need - homeless applicants are only entitled to housing assistance if they are in priority need. To be in priority need, an applicant will need to show (for example) that he / she is living with a

dependent child or vulnerable due to age, physical or mental illness or disability.

- iv. Intentionality - an applicant may be considered 'intentionally homeless' if he / she has deliberately done something which has resulted in the loss of their home. The definition of 'intentionally homeless' is complex and the Local Authority must look at each case individually, taking all circumstances into account.
- v. Local Connection - an applicant would usually be expected to have lived in the area for at least 6 months during the previous year, or for not less than 3 years during the previous 5 year period, work or have family links to have a local connection. If an applicant has no local connection to any area the duty to help secure accommodation lies with the housing authority that received the application.

2.3 If Gypsies or Travellers are legally homeless the Local Authority must offer them suitable accommodation. Suitable means suitable accommodation for the person to whom that duty is owed. Local Authorities must consider that there are cultural aversions to conventional bricks and mortar housing and that there is a positive obligation to act so as to facilitate the Gypsy and Traveller way of life, without being under a duty to guarantee it in any particular case. If a Gypsy or Traveller was offered conventional housing rather than a pitch or was offered a pitch when conventional housing was required he or she could seek to challenge this offer under homelessness law.

2.4 The National Planning Policy Framework (NPPF) establishes that local planning authorities, through their Local Plans, should identify and meet objectively assessed housing needs based upon adequate, up-to-date and relevant evidence. Furthermore, there is a requirement for local planning authorities to have a clear understanding of housing needs in their areas and to address the need for all types of housing, including Travellers' housing needs.

2.5 In August 2015, the then Department for Communities and Local Government (DCLG) revised the 'Planning Policy for Traveller Sites (PPTS)'. For the purposes of this 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 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 show people or circus people travelling together as such'.

2.6 The Government's overarching aim is to ensure fair and equal treatment for Travellers, in a way that facilitates the traditional and nomadic way of life of Travellers while respecting the interests of the settled community. To help achieve this, Government's aims in respect of Traveller sites are:

- That Local Planning Authorities make their own assessment of need;

- That Local Planning Authorities working collaboratively, develop fair and effective strategies to meet need through the identification of land and sites;
- That Local Planning Authorities plan for sites over a reasonable timescale;
- To promote more private traveller site provision;
- That plan making and decision-taking should aim to reduce the number of unauthorised developments and encampments and make enforcement more effective;
- For Local Planning Authorities to ensure that their Local Plans include fair, realistic and inclusive policies;
- To increase the number of traveller sites in appropriate locations, to address under provision and maintain an appropriate level of supply;
- To reduce tensions between settled and Traveller communities in plan making and planning decisions;
- To enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure;
- For Local Planning Authorities to have due regard to the protection of local amenity and the local environment.

2.7 The Derbyshire and East Staffordshire Gypsy and Traveller Accommodation Assessment (GTAA) undertaken in 2014/2015 indicated that 9 pitches were required in Derbyshire Dales in order to meet the needs of the Gypsy and Traveller community over the Local Plan period. That requirement is broken down such that 6 pitches are required to be provided within the first 5 years and then 1 pitch every subsequent 5 years. The GTAA is being updated presently, although the document is yet to be published.

2.8 Therefore in order to comply with the requirements of Planning Policy for Travellers Sites the Derbyshire Dales Local Plan made provision for 6 pitches over the first 5 years of the Plan period of 2013-33, as well as identifying the approach to addressing the needs beyond that 5 year period. The first 5 years of the Plan period have passed and as yet no pitches have been provided.

3. Local Context

3.1 At its meeting on 29 September 2016, the Council formally accepted its duties and responsibilities towards Gypsies and Travellers under housing and planning legislation. In particular the Council recognised its duties under Homelessness legislation towards specific Traveller families, who have been resident within the district for many years, but who did not have a site(s) on which they could legally place their caravans.

3.2 Since that time in 2016 the Council has not designated either permanent or temporary sites within the District for use by these specific Traveller families. The working group has not concerned itself with the identification of a permanent site in accordance with the remit set by the Council on 29 September 2022.

- 3.3 Geographically the counts of unauthorised encampments consistently show the highest numbers of Traveller caravans on unauthorised sites in the Eastern, Southeast and Southwest regions of England. Very generally the patterns reflect traditional areas of resort for Gypsies and Travellers and work opportunities in various contracting (e.g. aspects of the building trade, garden and tree work), trading (e.g. carpets and furniture) and seasonal agricultural work. Within the Derbyshire Dales the number of encampments is generally low and this is a relevant consideration for Members in finding potential solutions and needs to be reiterated when engaging with settled communities and business.
- 3.4 The most recent attempt to reach a decision on potential temporary sites on 28 July 2022 did not result in a definitive way forward, but rather the Council made a request for officers to take on board the feedback provided during a debate on 133 sites across the district and bring forward developed proposals for consideration by the Council. The decision taken on 28 July 2022 did not rule in or rule out any of the 133 sites reported to that meeting. This position was confirmed by the Council's Monitoring Officer.
- 3.5 In establishing the working group, the Council recognised its previously stated commitment to meeting its statutory duty to two homeless Traveller families with a local connection to the Derbyshire Dales. One family has been located at Derwent Way Car Park in Matlock since 7 December 2020. Another Traveller family have occupied Council owned land in Doveridge earlier in 2022 and have been at Clifton Road Coach and Car Park in Ashbourne since 8 July 2022. At the time of writing the report both families remain in situ on Council owned land in Ashbourne and Matlock.
- 3.6 The particular circumstances of these families are such that they wish to access permanent sites within the District on which to live. At the present time no such site is available and as a consequence they also travel around the District, moving from site to site. Given their circumstances these families' encampments are often lengthier than those of Travellers who are 'passing through' and they often occur on land that is administered or owned by the District Council.
- 3.7 In the absence of currently available permanent sites the District Council has a legal duty to accommodate the homeless Travellers on one or more temporary sites. The term used to describe a site on which Travellers may be sited temporarily is a negotiated stopping place. At the present time Derbyshire Dales District Council has not identified any such sites.

4. Methodology

- 4.1 Following the establishment of the working group, officers used their professional insight to identify available and workable options within the Council's ownership from the 133 sites that were reported to the Council meeting held on 28 July 2022. These sites were:

Local Plan Site ID	Location
DDDC1	Auction Close Car Park, Ashbourne
DDDC2	Leisure Way Car Park, Ashbourne
DDDC3	Clifton Road Coach and Car Park, Ashbourne
DDDC4	Cokayne Avenue Recreation Ground, Ashbourne
DDDC5	Cokayne Avenue Car Park
DDDC6	Shawcroft Car Park, Ashbourne
DDDC7	Fish Pond Meadow Overspill Car Park, Ashbourne
DDDC8	Fish Pond Meadows Playing Fields, Ashbourne
DDDC9	Playing Field, Ashes Avenue, Hulland Ward
DDDC10	Old Station Close Car Park, Rowsley
DDDC11	Land north west of Middleton Cemetery, New Road, Middleton
DDDC12	Land adjacent to 26 Griggs Gardens, Wirksworth
DDDC13	Land to South East of Hopton Works, Middleton Road, Wirksworth
DDDC14	Arc Leisure Car Parks, Morledge
DDDC15	Temple Walk Car Park, Matlock Bath
DDDC16	Station Yard Car Park, Dale Road, Matlock Bath
DDDC17	Artist Corner Car Park, Dale Road, Matlock Bath
DDDC18	Huntsbridge Recreation Ground, Alfreton Road, Matlock
DDDC19	Derwent Way Car Park, Matlock
DDDC20	Town Hall Rear Car Park, Edgefold Road, Matlock
DDDC21	High Tor, Matlock
DDDC22	Land at Harrison Way, Northwood
PDNPA1	Monsal Head Car Park, Ashford
PDNPA2	Land to the south of 59 Yeld Close, Bakewell
PDNPA3	Car at Agricultural Way, Bakewell
PDNPA4	Nether End Car Park, Baslow
PDNPA5	Hawkhill Road Car Park, Eyam
PDNPA6	Parsons Croft Car Park, Mill Lane, Hartington
PDNPA7	Land to the rear of Edge View, Stoney Middleton

- 4.2 The suggested sites within the Derbyshire Dales Local Plan area have been considered against Policy HC6 Gypsy and Traveller Provision of the [Adopted Local Plan 2017](#). The policy indicates that 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.
- 4.3 Site visits by Planning Policy officers were undertaken in September 2022. In order to assist the Working Group, an impact scale of red-amber- green was applied and the criteria can be found at Appendix 1 of this report.
- 4.4 The suggested sites that are situated within the Peak District National Park Plan Area (Site ID PDNPA 1 to 7) have for consistency, been assessed using the criteria in the Derbyshire Dales District Council Local Plan.
- 4.5 Members of the working group were clear that this review could not rely solely on the professional assessments of officers against policy criteria. It was therefore agreed that site visits would be undertaken by Members to understand the wider implications for each site, as well as being able to have regard to the local knowledge of ward councillors on the viability and suitability of sites and their potential impact on nearby settled communities or businesses.
- 4.6 It was initially agreed that Members would visit all sites that did not have a Red RAG rating within the officer assessment, but Members soon concluded

that it would be appropriate to visit all sites. Site visits took place during October 2022 in groups or on an individual basis.

- 4.7 Having undertaken site visits Members then sought the views of Ward Members on options that may have been considered viable according to policy HC6 and in their collective opinion. Significant weight has been attached to the views of ward Members in sharing their knowledge of the communities that they represent.
- 4.8 Members also sought to identify additional options, particularly in the south of the district to respond to the specific needs of one Traveller family with a local connection to the Derbyshire Dales. Five potential options have been identified which will require further work, assessment and potential negotiation with third parties before any recommendations can be made by the working group.

5. Assessment of Options

- 5.1 There are no perfect or easy solutions available to the District Council in identifying sites. If there had have been, they would have been identified and delivered a long time ago to ensure that the commitment of the authority in the Local Plan could be delivered and families that are accepted as homeless could be accommodated according to their needs.
- 5.2 The challenge to the working group was to identify what could be considered the “least worst” options from the sites within the authority’s ownership for determination by all Members of the Council. The assessment of the sites by officers against Policy HC6 was a helpful indicator of what may have potential. The breakdown of the officer analysis of the sites can be found at Appendix 2 of this report.
- 5.3 The assessment of sites by Members left two sites available for designation as being suitable for temporary occupation by Traveller families – Derwent Way Car Park in Matlock and Matlock Bath Station Yard Coach Park, albeit only during winter months until 31 January 2023. These sites were recommended on the basis of their current and previous occupations, the distance from residential properties and businesses and access to amenities for the Traveller families that will use the sites.

6. Consultation

- 6.1 Members recognised that there was a tight timeframe to undertake their assessment of sites and make recommendations back to the Council by 24 November 2022. They also recognised that some limited consultation would be necessary on sites that may have potential prior to reporting back to the Council.
- 6.2 This consultation took place with the Ward Members for those sites, providing the elected community leaders at district council level with the opportunity to share their thoughts on the suitability and viability of a site in

the context of existing use and relationships with the settled community and businesses.

- 6.2.1 Ward Members for Matlock All Saints and Matlock St. Giles were represented on the working group (Councillor Sue Burfoot and Councillor Steve Flitter) and regard was had to their views on the current occupation of **Derwent Way Car Park in Matlock**. They indicated that the settled community and businesses of Matlock had been caused inconvenience through the occupation of the site, although they did note that the use of the car park was reduced presently due to the closure of Derwent Way during the flood defence works on the River Derwent. They recognised that the Traveller family maintained the site to a good standard and considered that it may have potential to be designated as a formal temporary site with the installation of appropriate utilities.
- 6.2.2 Councillors Dawn Greatorex and Peter Slack were approached for their views on the viability of the **land on Middleton Road in Wirksworth and adjacent to the cemetery in Middleton**, which had previously been indicated as being a possibility for use on a temporary basis during the Council meeting held on 28 July 2022. Both ward councillors, along with Councillor Mike Ratcliffe who is a Member of the Working Group, considered that the sites would not be suitable for designation under any circumstances given their proximity to settled communities and businesses. In the case of the land adjacent to the cemetery at Middleton it was also noted that this site was particularly exposed to the elements and would not be suitable for occupation during winter months.
- 6.2.3 The views of Councillor Purdy in his role as a Ward Member for Masson were sought, especially in view of his comments at the Council meeting on 29 September 2022 concerning the feasibility of sites at Matlock Bath – namely **Temple Walk Car Park and Matlock Bath Station Yard Car Park**. Reservations were expressed in respect of the suitability of the Temple Walk Car Park given its proximity to a primary school. Whilst it was acknowledged that the site was otherwise sufficiently far away from settled communities, Councillor Purdy considered that this made the site unsuitable. With regard to the Station Yard Car Park off Dale Road in Matlock Bath, Councillor Purdy indicated that there was precedent for this site to be occupied by Travellers during winter months whilst the number of tourists and visitors to local attractions were reduced. He indicated that the working group should only consider this site to be suitable from the period beginning with the end of the Matlock Bath Illuminations at the beginning of November until the end of January.
- 6.3 The working group was already aware of the strength of feeling expressed by various town and parish councils in respect of any potential development of permanent or temporary sites for use by Gypsies and Travellers. These views have been expressed in written and oral representations to Council meetings in recent years and it is understood that the position of those local councils will not have changed.

- 6.4 Similarly, the views of the public are well documented in respect of the sites under consideration. Settled communities and businesses have previously written to the Council and made direct appeals to Members at meetings of the Council in respect of their objections to any options previously considered by the authority. The concerns of the public are valid and must be heard and taken into account in any decision making process. The Working Group has recommended that the Council attach weight to these views and representations by not further considering the remaining sites listed beyond those recommended by the Working Group.
- 6.5 At the same time significant weight needs to be attached to the views of the Traveller families with a local connection to the Derbyshire Dales. Whilst there is a duty to identify sites for them, there is little point in identifying sites and causing disruption where the sites are not suitable or unlikely to be occupied on the basis of legitimate concerns. The views of Traveller families and/or their representatives are important and will need to be heard as part of this process. At the time of preparing this report it has not be possible for representatives of the Working Group to meet with the Traveller families or their representatives. Whilst they will have the opportunity to make their views known to the Council meeting, the Working Group is clear in its commitment to meeting with them so that due regard can be had to their views.

7. Other Issues

- 7.1 Whilst this report confirms the Council's statutory duty to those Traveller families with an accepted local connection to the Derbyshire Dales, there are other matters which are relevant considerations and are raised with Members by their constituents on a regular basis. This part of the report seeks to address those concerns and dispel some myths.
- 7.2 The Council has already made allocations in its budget for the provision of services and utilities required by Travellers, which includes provision for portaloos and fencing. There is also a budget for other general works that are required for the establishment of sites for use by Travellers. For example, the Council has spent £10,500 on portaloos associated with Traveller sites in the current financial year to date. It has also spent £3,239 on general expenses, which would include fencing, during the current financial year. Until such a time as permanent sites with utilities are established there will continue to be a need for such provision in the Council's budgets in supporting the homeless families. Travellers are not charged for the use of these facilities. Managing unauthorised sites requires a lot of officer time from the District Council and it is estimated that it has taken up 10% of the time worked by four officers in Regulatory Services alone. Legal Services have also been engaged in supporting Members and officers and this has cost £710 in fees in total over the last three financial years. £9,150 has been spent in the same period hiring Enforcement Officers associated with the eviction of unauthorised encampments.

- 7.3 In the event that the Council establishes permanent sites or designates temporary sites with access to electric and water utilities, then all Gypsies and Travellers living on that site would be expected to pay council tax, rent, gas, electricity and other charges measured in the same way as other houses. Those who lives on unauthorised sites do not generally pay for utilities or council tax. The Derbyshire Gypsy Liaison Group has indicated that it would expect Travellers to pay for services if they were installed on sites. It is all worth noting that like all residents in the UK, Travellers pay tax on their purchases, petrol and road tax.
- 7.4 One issue that became a cause for concern for Members of the Working Group, which was echoed by Ward Members in Ashbourne, was the need to improve the quality of fencing provided at any temporary site designated for use by Travellers. The present encampment at Clifton Road Coach and Car Park is surrounded by heras fencing that does not fit well with the surrounding environment and is not effective in providing privacy to the Traveller family. The working group would recommend that the Council instruct officers to identify and install stronger fencing that provides greater privacy and reduces any noise impact from nearby roads or generated on the site itself. Such an approach will improve the quality of life of Traveller families and will also be appreciated by nearby settled communities and businesses. Furthermore it will go a long way to demonstrate that the Council is providing the best service it can. Whilst this report has yet to be considered by the Council, officers have sought quotes and feasibility assessments in respect of a contractor for the installation of fencing.
- 7.5 The Working Group has been restricted to reviewing sites within the Council's ownership to date. During the course of its work, Members identified other sites that may have some potential for development as temporary sites. Some of these sites are not in the Council's ownership and another site owned by the Council requires further assessment as to the operational requirements associated with it. On this basis, the working group would recommend to the Council that its remit be continued beyond the original timeframe of the end of November 2022 to enable it to continue to examine potential options for development as temporary sites.
- 7.6 At various meetings of the Council over the years where this matter has been discussed reference has been made to a ban on Gypsies and Travellers in the Peak District National Park Authority area, which forms part of the Derbyshire Dales District Council area. The Working Group has sought clarification on this and can confirm that there is no ban in the Peak District National Park Authority area. Members recognised that providing a permanent or temporary site in the Peak District National Park Authority area will not address the District Council's Gypsy and Traveller Accommodation Assessment (GTAA) or Local Plan requirement to provide a site(s). Officers have advised that discussions are continuing at the Derbyshire and East Staffordshire Gypsy and Traveller Accommodation Assessment Working Group which could share the responsibility for designating sites in local plans between the District Council and the Peak District National Park Authority. If this did occur, it would mean that the issue

can be better addressed through updated policies and potentially through site allocation to consider the entirety of the Derbyshire Dales from a planning policy perspective. However, the District Council's statutory responsibilities as the Housing Authority remain and it must address the homelessness of two specific Traveller families with an accepted local connection to the Derbyshire Dales.

8. Conclusions and Next Steps

- 8.1 The working group has undertaken the task it was allocated by the Council at pace and with determination to find temporary solutions to enable the authority to meet its statutory obligations to the two Traveller families with a local connection to the Derbyshire Dales. It has held meetings on a weekly basis during October and the first week of November, as well as undertaking site visits over a number of days, in order to prepare a report and recommendations for consideration by the Council.
- 8.2 The Working Group has had regard to the protected characteristics of Gypsies and Travellers in considering and evaluating sites. In addition, whilst they cannot be discussed in detail within this report, regard has been had to other protected characteristics for individuals within the specific families. The proposals emerging from the Working Group's deliberations acknowledge that certain sites are not suitable on this basis of equalities needs not being met. The Council should have full regard to its equality duty in considering these recommendations and the range of protected characteristics to be considered:
- The needs of disabled residents
 - The needs of different racial groups
 - Provision for children and young people
 - Consideration of the needs of the Traveller women – specifically related to their roles as parents and carers
 - The needs of the Traveller families as a group of religious believers
 - The importance of building community cohesion

The proposals of the working group are considered to not have any negative implications for those with protected characteristics. However, it is recognised that the need for additional sites will strengthen the authority in meeting its equalities duties. There are misconceptions about aspects of Gypsy and Traveller life that manifest in discriminatory behaviour towards them. Members recognise that work must be done to promote good relations between Gypsies and Travellers and the local settled communities. Members are clear that Gypsies and Travellers are welcome members of our community and all discrimination should be condemned.

- 8.3 Derbyshire Dales District Council does not own huge plots of land that immediately lend themselves to the development of permanent or temporary sites for use by Gypsies and Travellers. If this were the case, the working group would not have been tasked to identify suitable sites. Having reviewed the sites considered most suitable and viable by officers from 133 sites

reported to the Council meeting on 28 July 2022, Members feel that the majority of these sites are not appropriate for temporary occupation by Travellers.

8.4 There are two sites that are recommended for designation as temporary sites for use by specific Traveller families with an accepted local connection to the Derbyshire Dales:

- **Derwent Way Car Park, Matlock** – this site has been occupied by a specific Traveller family with a local connection to the district for over a year. The occupied site has limited impact on the local settled community and businesses and has clearly met the needs of the Traveller family to a point. The working group considers that the designation of this site as a temporary site should be accompanied by the installation of utilities, such as water and electricity, which will enable the site to be comfortable and meet the basic humanitarian standards that should be available to all.
- **Matlock Bath Station Yard Car Park, Matlock Bath** – this site scored the highest in the officer evaluation against Policy HC6 and Members recognised that there were clear advantages to this site which would make it suitable for designation as a temporary site for use by Travellers with an accepted local connection to the Derbyshire Dales. In making this recommendation to the Council, it is recommended that this designation is limited annually to the period from 1 November until 31 January so that the use of the car park is not limited during the peak periods for tourists and visitors to come to Matlock Bath. The working group considers that the designation of this site as a temporary site should be accompanied by the installation of high quality fencing to provide privacy to the specific Traveller family that is expected to be resident at the site, along with the provision of portaloos.

8.5 The Council has previously reserved all powers to itself in respect of the designation of sites for use by Gypsies and Travellers. Given the sensitivities around this issue, Members continue to hold the view that this should remain a function of the full Council until such a time as Members have identified and agreed permanent and further temporary sites. However, from a practical perspective, there is a need to consider the formal delegation of powers to officers to move Travellers with an accepted local connection to the Derbyshire Dales around designated temporary sites as required. This power should be delegated to the Chief Executive, Director of Corporate and Customer Services and Director of Regulatory Services and should be exercised in consultation with the Chairman of the Council, with Ward Members being notified of any proposed movement from one site to another. The use of this power is contingent on Members identifying a further temporary site(s).

8.6 Should the Council accept the recommendation to designate the land at Matlock Bath Station Yard Car Park until 31 January, there remains a need

to designate other sites that could potentially be occupied by the Traveller family that is anticipated to move from Ashbourne to Matlock Bath. The Working Group has alternative sites to consider, which are not in the ownership of the District Council and would seek to work with Independent Consultants to receive advice on the viability of developing those sites and making recommendations to the Council in respect of those sites as potential temporary sites. The sites are located in the southern and central areas of the Derbyshire Dales but cannot be named in this report for commercial reasons.

- 8.7 On this basis, the Council is recommended to authorise the Working Group to continue its work to identify alternative sites, which may or may not be in the Council's ownership, for occupation by the specific Traveller family after the end of January 2023. It is important to note that the Courts will not consent to an eviction order for a Traveller family to whom the Council has a statutory homelessness duty unless the authority has designated an alternative site to where they can relocate. Unless this work continues and the Council determines an alternative site, officers will not be able to progress an eviction from the recommended site at Matlock Bath so there is a burden on Members to continue to work at pace and with determination to find suitable alternatives. If the Council were to instruct officers to evict from the Matlock Bath site at the end of January 2023 without identifying a suitable site and adopting a reasonable approach in its decision making then there will be a high risk of legal challenge.
- 8.8 Having reviewed the other sites listed, there was a majority view that these locations would not be suitable for use as a temporary site by Travellers. Whilst some of the sites scored well from the policy perspective provided by officers, there were issues associated with those locations that local Ward Members were aware of and able to share with the Working Group. Members are also familiar with the views expressed by town/parish council, the public and businesses in respect of various sites that have previously been considered by the Council and due weight should be given to these representations. If the Working Group had been tasked with undertaking a mere technical exercise then it would be likely that a number of sites would be recommended to the Council that are not appropriate in the opinion of the majority of Members of the Working Group. The full Council may take a different view on this, but the majority of Members of the working group (9 out of 11 Members, not including Councillors Allison and Flitter) would recommend that the following sites be removed from any future consideration for use as sites for Gypsies and Travellers:

Local Plan Site ID	Location
DDDC1	Auction Close Car Park, Ashbourne
DDDC2	Leisure Way Car Park, Ashbourne
DDDC3	Clifton Road Coach and Car Park, Ashbourne

Local Plan Site ID	Location
DDDC4	Cokayne Avenue Recreation Ground, Ashbourne
DDDC5	Cokayne Avenue Car Park
DDDC6	Shawcroft Car Park, Ashbourne
DDDC7	Fish Pond Meadow Overspill Car Park, Ashbourne
DDDC8	Fish Pond Meadows Playing Fields, Ashbourne
DDDC9	Playing Field, Ashes Avenue, Hulland Ward
DDDC10	Old Station Close Car Park, Rowsley
DDDC11	Land north west of Middleton Cemetery, New Road, Middleton
DDDC12	Land adjacent to 26 Griggs Gardens, Wirksworth
DDDC13	Land to South East of Hopton Works, Middleton Road, Wirksworth
DDDC14	Arc Leisure Car Parks, Morledge
DDDC15	Temple Walk Car Park, Matlock Bath
DDDC17	Artist Corner Car Park, Dale Road, Matlock Bath
DDDC18	Huntsbridge Recreation Ground, Alfretton Road, Tansley
DDDC20	Town Hall Rear Car Park, Edgefold Road, Matlock
DDDC21	High Tor, Matlock
DDDC22	Land at Harrison Way, Northwood
PDNPA1	Monsal Head Car Park, Ashford
PDNPA2	Land to the south of 59 Yeld Close, Bakewell
PDNPA3	Car at Agricultural Way, Bakewell
PDNPA4	Nether End Car Park, Baslow
PDNPA5	Hawkhill Road Car Park, Eyam
PDNPA6	Parsons Croft Car Park, Mill Lane, Hartington
PDNPA7	Land to the rear of Edge View, Stoney Middleton

In making this recommendation, Council should formally rescind its decision to designate the land at Harrison Way, Northwood as a temporary site for a specific Traveller family. In doing so, the Council should acknowledge the anxiety that the designation of that site has caused to the specific Traveller family and to the local settled community and businesses in Northwood. There are lessons to be learned about the way in which the Council makes such decisions in future and the approach of this Working Group is one that is recommended to be followed.

- 8.9 Best practice guidance from other local authorities suggests that the local authority has a role in facilitating dialogue and addressing issues that may occur between Travellers and the settled community. Derbyshire Dales District Council has managed much of its work to support Travellers on an informal basis over the years. Whilst this has enabled the authority to undertake its duties, the future approach should incorporate a focus on building relationships and understanding between those Traveller families with a local connection to the Derbyshire Dales and those communities settled in houses across the District. Communities in Ashbourne, Bakewell and Matlock Bath over the years have interacted with Travellers who have been resident in those towns, but there has never been a formal means of developing and nurturing positive relations. This will be key to the success of any future temporary and permanent sites in the District and it is recommended that approaches to this be developed so as to engage settled communities, town/parish councils and other public services – the role of Ward Members as community leaders will be vital in making this a success.
- 8.10 This working group was established to make recommendations to the full Council in a transparent way regarding any potential sites for use by Travellers. Whilst the group has worked well to develop its recommendations it has not been able to agree these proposals on a unanimous basis. Councillors Jacqui Allison and Steve Flitter were not present at the meeting of the Working Group on 2 November 2022 where it was agreed to make these proposals. These Members will be able to state their own views on the proposals and other options to the Council meeting where this report is to be considered.
- 8.11 This report should be viewed as an interim report as the Working Group considers that there is more work to be done in identifying and evaluating potential sites. Should the Council consent to this request, the Working Group considers that it will be of value to hold further discussions with the specific Traveller families and representatives of the Derbyshire Gypsy Liaison Group, as well as with relevant Ward Members, in order to bring forward proposals that will enable the Council to agree longer term solutions in respect of temporary site provision in the Derbyshire Dales.

Appendix 1 – Methodology Matrix Policy HC6

HC6 Policy criteria		Source
a	<p>Green no adjacent residential land use, minimal impact on neighbouring land uses.</p> <p>Amber Potential impact on neighbouring residential amenity or neighbouring land use, mitigation measures may be possible.</p> <p>Red Significant impact on neighbouring residential amenity or neighbouring land use.</p>	Site assessment
b	<p>Green Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area</p> <p>Amber Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved however it would marginally increase the level of traffic generation.</p> <p>Red Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network cannot be achieved and would result in a level of traffic generation which is inappropriate for roads in the area</p>	Desk top mapping & site visit
c	<p>How far are local services and amenities?</p> <p>Green <10 mins walk (<800m)</p> <p>Amber 10- 20mins walk (800-1600m)</p> <p>Red >20mins walk (>1600m)</p>	Desk top mapping - standards in line with the Strategic Housing and Employment Land Availability Assessment

HC6 Policy criteria		Source
d	<p>Green 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;</p> <p>Amber the site may be capable with further works/mitigation of providing adequate on site services for water supply, mains electricity, facilities for recycling and waste disposal and foul and surface water drainage;</p> <p>Red Adequate on site services for water supply, mains electricity, facilities for recycling and water disposal and foul and surface water drainage cannot be achieved</p>	Not considered by Planning Policy, advice should be sought from Estates and Facilities Manager
e	<p>Green the site is currently used as a car park indicating that access can be achieved. The site has adequate access, for example; double gates with no obstruction.</p> <p>Amber access can be achieved with minimal adjustments</p> <p>Red the site is accessible but would be extremely difficult for the type, size and number of vehicles involved in the proposed temporary use</p>	Desk top mapping – site visit
f	<p>Green Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year.</p> <p>Amber Zone 2: This zone comprises land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding or 1 in 200 and 1 in 1,000 annual probability of sea flooding in any year.</p>	<p>THE SRFA (November 2021) determines the current and future risk from all sources of flooding, as well as the risks to and from surrounding areas;</p> <p>https://www.derbyshiredales.gov.uk/images/600728_DDC_Level1_SFRA_3.0.pdf</p>

HC6 Policy criteria		Source
	<p>Amber Zone 3a: This zone comprises land assessed as having a greater than 1 in 100 annual probability of river flooding or a greater than 1 in 200 annual probability of flooding from sea in any year.</p> <p>Red Zone 3b: This zone comprises land where water has to flow or be stored in times of flood (the functional floodplain). The SFRA identified this Flood Zone as land which would flood with an annual probability of 1 in 20 years, where detailed modelling exists. In the absence of detailed hydraulic model information, a precautionary approach has been adopted with the assumption that the extent of Flood Zone 3b would be equal to Flood Zone 3a. For this reason, Flood Zone 3b may not be visible in some of the maps presented in this Appendix. Extents of detailed modelling are shown within the Level 1 SFRA report within Chapter 5. If development is shown to be in Flood Zone 3a, further work should be undertaken as part of a detailed site specific flood risk assessment to define the extent of Flood Zone 3b.</p>	

HC6 Policy criteria		Source
g	<p>Note: The temporary nature of the suggested sites means that this criteria cannot be fully assessed as the layout and soft landscaping is not known. This is therefore a partial assessment based on the scale of proposed occupancy within the context of the surrounding natural and built environment.</p> <p>Green Minimal impact on the appearance of the local area, the landscape, areas of nature conservation value or heritage asset.</p> <p>Amber Marginal impact on the appearance of the local area, the landscape, areas of nature conservation value or heritage asset that can be ameliorated with mitigation measures.</p> <p>Red Significant impact on the appearance of the local area, the landscape, areas of nature conservation value or heritage asset.</p>	<p>Desk top assessment using the Local Plan database of protected sites, conservation Areas, WHS, and heritage assets.</p> <p>Site visit to assess impact on the appearance of the local area and landscape.</p>
h	<p>The suggested site is to accommodate one family consisting of approximately five caravans and associated vehicles. No utility blocks and a portaloo.</p> <p>Green the site is capable of providing adequate levels of privacy and residential amenity for site occupiers</p> <p>Amber The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.</p> <p>Red The site is not capable of providing adequate level of privacy and residential amenity due to proximity and type of adjacent land uses.</p>	<p>Desk top and site assessment</p>

HC6 Policy criteria		Source
i	<p>Green no known contaminants, ground conditions and stability are fit for purpose</p> <p>Amber contaminants may be present but requiring further investigation, mitigation measures are possible, ground conditions and stability have known issues that can be overcome with minor works.</p> <p>Red contaminated land, ground conditions and stability are such that they cannot be overcome.</p>	Site visit.

Appendix 2: Officer Assessment against Policy HC6

Parish	Record No	Address	Land Type	Area	A. Significant detrimental impact on neighbouring residential amenity or other land uses	B. 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. Suitable location in terms of local amenities and services including schools, shops, health services, and employment opportunities to allow access by sustainable means;	D. 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. 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. 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.
Ashbourne	DDDC1	Car Park, Auction Close, Ashbourne	Car Park	0.21	Red – Significant impact on neighbouring residential amenity, overlooked by properties to the W/NW	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year.	Green - Minimal impact on the appearance of the local area due to current use as a car park in an urban setting.	Red - The site is not capable of providing adequate level of privacy and residential amenity due to proximity and type of adjacent land uses and slope.	Amber – contaminants may be present due to current use as a car park, requires further investigation.

Ashbourne	DDDC2	Car Park, Leisure Way, Ashbourne	Car Park	1.53	Amber – Potential impact on neighbouring use of the Leisure centre, and access to Tissington Trail. Mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Amber - Zone 3a: This zone comprises land assessed as having a greater than 1in 100 annual probability of river flooding or a greater than 1 in 200 annual probability of flooding from sea in any year.	Amber – Marginal impact on the appearance of the local area, the landscape, areas of nature conservation value or heritage asset that can be ameliorated with mitigation measures. Wildlife site DD419 falls within western boundary.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.
Ashbourne	DDDC3	Clifton Road Coach and Car Park, Ashbourne	Car Park	0.36	Green – no adjacent residential land use, minimal impact on neighbouring residential amenity.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Amber - Zone 3a: This zone comprises land assessed as having a greater than 1in 100 annual probability of river flooding or a greater than 1 in 200 annual probability of flooding from sea in any year.	Amber – Marginal impact on the appearance of the local area, the landscape, areas of nature conservation value or heritage asset that can be ameliorated with mitigation measures. Part of site lies in local wildlife site (DD419 Henmore Brook Complex)	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.

Ashbourne	DDDC4	Recreation Ground, Cokayne Avenue, Ashbourne	Parks and Open Space	8.15	Amber – Potential impact on neighbouring residential amenity, and use of the recreation ground, mitigation measures may be possible. Dependant on the position of the site within this large open recreation space.	Amber - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network may be achieved depending on the location within the recreation ground.	Green - <10 mins walk (<800m)	Not known	Amber – access can be achieved with minimal adjustments, however dependant on the location of the site within the Recreation Ground.	Amber - Zone 3a: This zone comprises land assessed as having a greater than 1 in 100 annual probability of river flooding or a greater than 1 in 200 annual probability of flooding from sea in any year.	Red – Significant impact on the appearance of the local area, the landscape. Monument Listed grade 2 Bust of Catherine Mumford, situated in War Memorial Park	Amber – Dependant on the siting of the site within the large open recreation ground, the site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber - ground conditions and stability have known issues that can be overcome with minor works.
Ashbourne	DDDC5	Car Park, Cokayne Avenue, Ashbourne	Car Park	0.34	Red – The site is surrounded on all sides by recreational and education uses and accessed on all sides for these purposes, therefore significant impact on neighbouring residential amenity or neighbouring land use.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Green - Minimal impact on the appearance of the local area due to current use as a car park in an urban setting and screen provided by trees between adjacent land uses.	Red – The site is not capable of providing adequate level of privacy and residential amenity due to proximity and type of adjacent land uses and access required to them.	Amber – contaminants may be present due to current use as a car park, requires further investigation.

Ashbourne	DDDC6	Shawcroft Car Park, Park Road, Ashbourne	Car Park	0.71	Red – The site is surrounded on all sides by retail, commercial and residential uses and accessed on all sides for these purposes, therefore significant impact on neighbouring residential amenity or neighbouring land use.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Amber - Zone 3a: This zone comprises land assessed as having a greater than 1in 100 annual probability of river flooding or a greater than 1 in 200 annual probability of flooding from sea in any year.	Red – Significant impact on the appearance of the local area, as the positioning in the large urban car park setting means that screening would be difficult to achieve.	Red – The site is not capable of providing adequate level of privacy and residential amenity due to proximity and type of adjacent land uses and access required to them.	Amber – contaminants may be present due to current use as a car park, requires further investigation.
Ashbourne	DDDC7	Fish Pond Meadow Car Park	Car Park	0.39	Amber – Potential impact on neighbouring residential amenity or neighbouring land use, mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Amber - Zone 3a: This zone comprises land assessed as having a greater than 1in 100 annual probability of river flooding or a greater than 1 in 200 annual probability of flooding from sea in any year.	Green - Minimal impact on the appearance of the local area due to current use as a car park in an urban setting and screen provided by trees between adjacent land uses.	Amber – The site would require mitigation measures for example screening to the road boundary in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.

Ashbourne	DDDC8	Fish Pond Meadow Playing Fields, Ashbourne	Parks and Open Space	6.33	Amber – Potential impact on neighbouring residential amenity, and use of the Fishpond playing fields, mitigation measures may be possible. Dependant on the position of the site within this large open recreation space.	Red - Safe and satisfactory vehicular access to the surrounding principal highway network cannot be achieved without significant works being undertaken.	Green - <10 mins walk (<800m)	Not known	Red – the site is accessible for mowing and maintenance purposes but would be extremely difficult for the type, size and number of vehicles involved in the proposed temporary use.	Red - Zone 3b: This zone comprises land where water has to flow or be stored in times of flood (the functional floodplain). The SFRA identified this Flood Zone as land which would flood with an annual probability of 1 in 20 years, where detailed modelling exists. In the absence of detailed hydraulic model information, a precautionary approach has been adopted with the assumption that the extent of Flood Zone 3b would be equal to Flood Zone 3a. For this reason, Flood Zone 3b may not be visible in some of the maps presented in this Appendix. Extents of detailed modelling are shown within the Level 1 SFRA report within Chapter 5. If development is shown to be in Flood Zone 3a, further work should be undertaken as part of a detailed site specific flood risk assessment to define the extent of Flood Zone 3b.	Red – Significant impact on the appearance of the local area, the landscape.	Amber – Dependant on the siting of the site within the large open recreation area, the site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – no known contaminants present. Ground conditions and stability have known issues that can be overcome with minor works.
Hulland Ward	DDDC9	Playing Field, Ashes Avenue, Hulland Ward	Parks and Open Space	1.87	Amber – Potential impact on neighbouring residential amenity, and use of the playing fields depending on the location within the site, mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m) note to limited village amenities	Not known	Amber – Access can be achieved with minimal adjustments.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Amber – Marginal impact on the appearance of the local area, the landscape, depending on the location within the playing field that can be ameliorated with mitigation measures.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – no known contaminants present. Ground conditions and stability have known issues, grassland maintained for recreational use that can be overcome with minor works.

Rowsley	DDDC10	Old Station Close, Rowsley	Land	2.92	Green – no adjacent residential land use.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Red - >20mins walk (>1600m) note there is a bus stop in close proximity.	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: The site is elevated from the adjacent river. This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Green - Minimal impact on the appearance of the local area due to current use as a car park in an urban setting and screen provided by trees between adjacent land uses.	Green - If the upper car park was used then the site is capable of providing adequate levels of privacy and residential amenity for site occupiers with limited screening at the access point.	Amber – no known contaminants present. Ground conditions and stability have known issues that can be overcome with minor works.
Middleton	DDDC11	Land to North West of Cemetery, New Road, Middleton	Land	0.86	Green – no adjacent residential land use.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Red - >20mins walk (>1600m) note there is a bus stop in close proximity.	Not known	Amber – Access can be achieved with minimal adjustments.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Red – Significant impact on the appearance of the local area, the landscape due to the exposed nature of the site and field boundaries being low stone walls.	Red - The site is not capable of providing adequate level of privacy and residential amenity due to proximity and type of adjacent land uses. Surrounding land uses are agriculture and the site is mostly bounded by low stone walling.	Amber – no known contaminants present. Ground conditions and stability have known issues that can be overcome with minor works.

Wirksworth	DDDC12	Land Adjacent to 26 Griggs Gardens	Land	0.25	Amber – Potential impact on neighbouring residential amenity or neighbouring land use, mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m) to GP surgery and school, potentially <20 minute walk to main Wirksworth shops.	Not known	Amber – Access can be achieved with minimal adjustments.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Amber – Marginal impact on the appearance of the local area, the landscape that can be ameliorated with mitigation measures.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – no known contaminants present. Ground conditions and stability have known issues that can be overcome with minor works.
Wirksworth	DDDC13	land to South East of Hopton Works, Middleton Road	Land	0.45	Amber – Potential impact on neighbouring residential amenity or neighbouring land use, mitigation measures may be possible.	Red - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network cannot be achieved	Green - <10 mins walk (<800m) to GP surgery and school, potentially <20 minute walk to main Wirksworth shops.	Not known	Red – the site is accessible but would be extremely difficult for the type, size and number of vehicles involved in the proposed temporary use.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Amber - Minimal impact on the appearance of the local area, in terms of the landscape. However, it lies within the RIGS Designation 88 – Middlepeak Quarry and Wildlife site- DD549 Stony wood partly falls in site and this will need to be considered in terms of whether mitigation can be achieved, if not Red .	Green - the site is capable of providing adequate levels of privacy and residential amenity for site occupiers	Amber – contaminants may be present requiring further investigation, ground conditions and stability have known issues that can be overcome with minor works.

Darley Dale	DDDC14	Arc Leisure Car Parks, Morledge	Car Park	0.84	Amber – no immediate adjacent residential land use visible from top car park, use of lower car park may impact on leisure centre users.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Amber - 10-20mins walk (800-1600m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Green - Minimal impact on the appearance of the local area due to current use as a car park in an urban setting and screen provided by trees between adjacent land uses.	Green - If the upper car park was used then the site is capable of providing adequate levels of privacy and residential amenity for site occupiers with limited screening at the access point.	Amber – contaminants may be present due to current use as a car park, requires further investigation.
Matlock Bath	DDDC15	Temple Walk Car Park, Matlock Bath	Car Park	1.37	Amber – Potential impact on those accessing the school by foot (neighbouring land use), if located in the upper car park, or church (neighbouring land use) by car via the lower car park mitigation measures may be possible. No residential neighbouring uses noted.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Amber - Minimal impact on the appearance of the local area, the landscape due to mature trees surrounding the site. However designations RIGS (86 Matlock Tufa Deposits) DDCTPO/025/W15 & DDCTPO/025/W16 lie within the boundary. Situated within the Conservation Area (woodland and top car park) impact on the CA will need to be considered.	Green - If the upper car park was used then the site is capable of providing adequate levels of privacy and residential amenity for site occupiers with limited screening at the access point.	Amber – contaminants may be present due to current use as a car park, requires further investigation.

Matlock Bath	DDDC16	Station Yard Car Park, Dale Road, Matlock Bath	Car Park	1.11	Green – no adjacent residential land use, If the main car park was used then this would be amber due to the impact on the visitors using the station and accessing the Heights of Abraham.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Green - Minimal impact on the appearance of the local area due to current use as a car park in an urban setting and screen provided by trees between adjacent land uses. The main car park falls within the Conservation Area, use of this area would change the assessment to Amber .	Green - If the overflow car park or coach car park were used then the site is capable of providing adequate levels of privacy and residential amenity for site occupiers with limited screening at the access point. An assessment of the level of usage/disruption of the adjacent land use to the overspill car park -a rifle range should be undertaken and the findings may change this conclusion to amber .	Amber – contaminants may be present due to current use as a car park, requires further investigation.
Matlock Bath	DDDC18	Artist Corner Car Park, Dale Road, Matlock Bath	Land and Buildings	1.8	Amber – Potential impact on neighbouring residential amenity (opposite side of the road) or neighbouring land use, mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Amber - Zone 3a: This zone comprises land assessed as having a greater than 1in 100 annual probability of river flooding or a greater than 1 in 200 annual probability of flooding from sea in any year.	Red – Significant impact on the appearance of the local area, due to the exposed site boundary with the main road through Matlock Bath, the site is situated in a Conservation Area and SSSI – Masson Hill falls in part of site (opposite 138 dale Road) .	Amber – Dependant on the siting of the site within the open car park, the site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.

Matlock	DDDC19	Huntsbridge Recreation Ground, Alfreton Road, Matlock	Parks and Open Space	0.43	Amber – Potential impact on neighbouring land use, scout hut, mitigation measures may be possible.	Amber - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network might be achieved depending on the location within the recreation ground and the agreement reached with the Scout car park.	Green - <10 mins walk (<800m)	Not known	Amber – Access can be achieved as the area is mowed and maintained, however through a constrained car park to the front of the adjacent scout hut.	Red - Zone 3b: This zone comprises land where water has to flow or be stored in times of flood (the functional floodplain). The SFRA identified this Flood Zone as land which would flood with an annual probability of 1 in 20 years, where detailed modelling exists. In the absence of detailed hydraulic model information, a precautionary approach has been adopted with the assumption that the extent of Flood Zone 3b would be equal to Flood Zone 3a. For this reason, Flood Zone 3b may not be visible in some of the maps presented in this Appendix. Extents of detailed modelling are shown within the Level 1 SFRA report within Chapter 5. If development is shown to be in Flood Zone 3a, further work should be undertaken as part of a detailed site specific flood risk assessment to define the extent of Flood Zone 3b.	Amber – Marginal impact on the appearance of the local area and landscape, depending on the location within the playing field that can be ameliorated with mitigation measures. Note. On the boundary of a Conservation Area.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers, due to the adjacent land uses and the footpath.	Amber - ground conditions and stability have known issues that can be overcome with minor works.
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Matlock	DDDC20	Car Park, Derwent Way, Matlock	Land and Buildings	1.35	Green – no adjacent residential land use, If the main car park was used then this would be amber due to the impact on the visitors using the bus and train station...	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area, this is subject to an agreement being reached with the railway as at present the gate is locked at 4:30	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Green - Minimal impact on the appearance of the local area due to current use as a car park in an urban setting. Note Grade 2 listed building Former Station Masters House, Station Yard Conservation area (Station House) Any permanent siting would need to take the setting of the Listed Building into consideration.	Amber – Dependant on the siting of the site within the open car park, the site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.
Matlock	DDDC21	Town Hall Rear Car Park, Edgefold Road, Matlock	Car Park	0.2	Amber – Potential impact on neighbouring land use, mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Amber – Possible impact on the appearance of the Dale Road Conservation Area, this may be ameliorated with mitigation measures and will depend on scale and siting within the car park.	Amber – Dependant on the siting of the site within the open car park, the site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.

Matlock	DDDC23	High Tor, Dale Road, Matlock	Parks and Open Space	13.2	Amber – Potential impact on land use as open access recreational space, mitigation measures may be possible.	Red - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network cannot be achieved	Red - >20mins walk (>1600m) note there is a bus stop in close proximity.	Not known	Red – the site is accessible for mowing and maintenance purposes but would be extremely difficult for the type, size and number of vehicles involved in the proposed temporary use.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Red – Significant impact on the appearance of the local area, the landscape due to the exposed nature of the only available site with the High Tor boundary, situated within the Matlock Dale Conservation area. Scheduled Monument Policy PD2.	Amber – Dependant on the siting of the site within the open car park, the site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber - ground conditions and stability have known issues that can be overcome with minor works, however the sloping nature of the site may mean that this is impossible to achieve which would result in a red .
Northwood	DDDC24	Land at Harrison Way, Northwood	Land	4.58	Green – no adjacent residential land use.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area, this is subject to an agreement being reached with the railway as at present the gate is locked at 4:30	Amber - 10-20mins walk (800-1600m) to local services, red if consider access to Matlock necessary	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Amber - Zone 2: This zone comprises land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding or 1 in 200 and 1 in 1,000 annual probability of sea flooding in any year.	Green - Minimal impact on the appearance of the local area due to current use as a car park in an urban setting.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers, given the proximity of the railway sidings.	Amber – contaminants may be present due to current use as a car park, requires further investigation.

Ashford	PDNPA1	Monsal Head Car Park, Ashford	Car Park	0.53	Amber – Potential impact on neighbouring residential amenity or neighbouring land use, mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Red - >20mins walk (>1600m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Amber – Marginal impact on the appearance of the local area, the landscape, depending on the location within the car park that can be ameliorated with mitigation measures.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.
Bakewell	PDNPA2	Land to South of 59 Yeld Close, Bakewell	Land	0.17	Red – Significant impact on neighbouring residential amenity, overlooked by properties	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Amber - 10-20mins walk (800-1600m) to local services, red if consider access to Matlock necessary	Not known	Red – the site is accessible for maintenance purposes but is currently occupied and used with a variety of livestock on site.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Amber – Marginal impact on the appearance of the local area, the landscape, depending on the location within the field that can be ameliorated with mitigation measures.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – no known contaminants present. Ground conditions and stability have known issues, grassland maintained for recreational use that can be overcome with minor works.

Bakewell	PDNPA3	Car Park, Agricultural Way, Bakewell	Car Park	3.11	Amber – Potential impact on neighbouring residential amenity or neighbouring land use, mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Red - Zone 3b: This zone comprises land where water has to flow or be stored in times of flood (the functional floodplain). The SFRA identified this Flood Zone as land which would flood with an annual probability of 1 in 20 years, where detailed modelling exists. In the absence of detailed hydraulic model information, a precautionary approach has been adopted with the assumption that the extent of Flood Zone 3b would be equal to Flood Zone 3a. For this reason, Flood Zone 3b may not be visible in some of the maps presented in this Appendix. Extents of detailed modelling are shown within the Level 1 SFRA report within Chapter 5. If development is shown to be in Flood Zone 3a, further work should be undertaken as part of a detailed site specific flood risk assessment to define the extent of Flood Zone 3b.	Amber – Marginal impact on the appearance of the local area, the landscape, depending on the location within the car park that can be ameliorated with mitigation measures.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.
Baslow	PDNPA4	Nether End Car Park, Baslow	Car Park	0.36	Amber – Potential impact on neighbouring residential amenity or neighbouring land use, mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Amber - Zone 2: This zone comprises land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding or 1 in 200 and 1 in 1,000 annual probability of sea flooding in any year.	Amber – Marginal impact on the appearance of the local area, the landscape, depending on the location within the car park that can be ameliorated with mitigation measures.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.

Eyam	PDNPA5	Hawkhill Road Car Park, Eyam	Car Park	0.15	Amber – Potential impact on neighbouring residential amenity or neighbouring land use, mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Amber – Marginal impact on the appearance of the local area, the landscape, depending on the location within the car park that can be ameliorated with mitigation measures.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.
Hartington	PDNPA6	Parsons Croft Car Park, Mill Lane	Car Park	0.26	Amber – Potential impact on neighbouring residential amenity or neighbouring land use, mitigation measures may be possible.	Green - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network can be achieved and would not result in a level of traffic generation which is inappropriate for roads in the area	Green - <10 mins walk (<800m)	Not known	Green – the site is currently used as a car park indicating that access can be achieved.	Green - Zone 1: This zone comprises land having a less than 1 in 1,000 annual probability of river or sea flooding in any year	Amber – Marginal impact on the appearance of the local area, the landscape, depending on the location within the car park that can be ameliorated with mitigation measures.	Amber – The site would require mitigation measures for example screening in order to provide adequate levels of privacy and residential amenity for site occupiers.	Amber – contaminants may be present due to current use as a car park, requires further investigation.

Stoney Middleton	PDNPA7	Land to Rear of Edge View, Stoney Middleton	Land	3.22	Amber – Potential impact on neighbouring residential amenity or neighbouring land use, mitigation measures may be possible.	Amber - Safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network may be achieved depending on the location within the field.	Green - <10 mins walk (<800m)	Not known	Amber – Access can be achieved as the area is maintained, however through a constrained entrance and gateway with variable ground conditions on site.	Red - Zone 3b: This zone comprises land where water has to flow or be stored in times of flood (the functional floodplain). The SFRA identified this Flood Zone as land which would flood with an annual probability of 1 in 20 years, where detailed modelling exists. In the absence of detailed hydraulic model information, a precautionary approach has been adopted with the assumption that the extent of Flood Zone 3b would be equal to Flood Zone 3a. For this reason, Flood Zone 3b may not be visible in some of the maps presented in this Appendix. Extents of detailed modelling are shown within the Level 1 SFRA report within Chapter 5. If development is shown to be in Flood Zone 3a, further work should be undertaken as part of a detailed site specific flood risk assessment to define the extent of Flood Zone 3b.	Amber – Marginal impact on the appearance of the local area, the landscape, depending on the location within the field that can be ameliorated with mitigation measures.	Green - the site is capable of providing adequate levels of privacy and residential amenity for site occupiers	Amber – no known contaminants present. Ground conditions and stability have known issues that can be overcome with minor works.
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