DERBYSHIRE INFRASTRUCTURE PLAN

June 2013

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Executive Summary

Derbyshire will develop and grow over the next twenty years. It is vital that ongoing investment in infrastructure and services is secured, to support our communities and to deliver sustainable growth and development.

The Derbyshire Infrastructure Plan focuses on strategic infrastructure including highways and transport; surface water flood management; waste; broadband; green infrastructure, libraries; children and younger adults' services; education; adult care; and public health and wellbeing. The Plan complements and provides a strategic overview for local Infrastructure Delivery Plans that are being prepared by local planning authorities.

The Plan provides evidence on the condition of and investment currently taking place in existing strategic infrastructure and services in the county (page 14). The Plan sets out Strategic Priority Projects - Delivery Schedules for future investment and Potential Sources of Funding. It has a key role in informing Local Plans, Local Infrastructure Delivery Plans, and Community Infrastructure Levies.

The Plan has been prepared in collaboration with a large number of public, private and voluntary sector partners. Reflecting this, Appendix C covers other major infrastructure provided by our partners, such as emergency services, water supply and waste water treatment, flood management and energy supply and distribution.

Strategic Priority Projects

The Plan identifies strategic priority projects that are currently taking place (current) or due to commence shortly where funding has been allocated (committed). This investment in strategic priority projects totals over £100 million and includes:

- Highway maintenance and improvements
- Improvements to public transport, walking and cycling networks
- Support for the Derbyshire Road Safety Partnership
- Provision of travel and journey planner information
- Community transport services
- Asset and property management
- Provision of additional Household Waste Recycling Centre capacity
- Countryside services and improvements to the Greenway network
- Protecting and enhancing Derbyshire's heritage and historic environment
- Improvements to existing libraries and provision of new libraries
- Children's services
- Expansion of existing schools and provision of new schools
- Adaptations to housing for older people
- Delivery of mixed-tenure Extra Care accommodation

The Plan also identifies other strategic priority projects which are required to support sustainable development in Derbyshire over the long-term but are currently only partially funded or unfunded and alternative sources of funding will need to be sought to secure their delivery. They include:

- Improvements to the highway network and new roads
- Improvements to the rail network and new or re-opened railway stations
- Expansion of household waste recycling centres and new centres
- Roll-out of superfast broadband across Derbyshire
- Habitat enhancement and Local Biodiversity Action Plan projects
- Delivery of the Derwent Valley Mills World Heritage Site Management Plan
- Development of a study and landscape strategy for the Trent Valley
- Improvements to libraries and provision of new libraries
- Expansions to existing primary and secondary schools
- Provision of new primary and secondary schools

Some of the Potential Sources of Funding for strategic infrastructure include central government departments; Local Enterprise Partnerships and the Regional Growth Fund and Growing Places Fund; County Council capital and revenue programmes; the New Homes Bonus; developer contributions (see the Developer Contributions' Protocol); and the Community Infrastructure Levy (CIL).

CIL is an area-based tariff with the amount to be paid and the types of development that will be charged to be set out in a Charging Schedule. The County Council will not have a Charging Schedule, but it can collect funds from district and borough councils and the Peak District National Park Authority (local planning authorities) if agreed in advance.

The amount that could be raised in Derbyshire will depend on local planning authorities' take-up of CIL and the rate they decide to set. In setting the CIL rate, local planning authorities should consider viability and local market conditions, as well as the cost to developers of providing affordable housing and other developer contributions.

The Community Infrastructure Levy (CIL) is one funding stream for strategic infrastructure where other sources of funding have been exhausted and the County Council expects to see the above strategic priority projects reflected in Local Plans (previously termed Core Strategies) and CIL Charging Schedules.

Monitoring and Review

This is the first Derbyshire Infrastructure Plan. Changes to key (policy) elements of the Plan (including the Vision and Strategic Priority Projects) will be reviewed annually and updated where necessary with County Council Cabinet approval. Other technical or evidential information will be regularly reviewed by County Council officers to ensure it is up to date. We will engage and notify our partners of any updates.

1 Introduction

1.1 Derbyshire will change and grow over the next twenty years. New development can have a positive effect on an area, providing new homes, jobs and economic prosperity. However, projected demographic changes within the existing population and planned economic growth and proposed housing development will place pressures on the county's infrastructure, services and facilities.

1.2 The purpose of the Derbyshire Infrastructure Plan (the Plan) is to support the delivery of strategic infrastructure and services in a timely and cost effective way across Derbyshire. It is vital that ongoing investment in infrastructure is secured, to support our communities, to deliver growth, and to accommodate change.

1.3 The Plan is aimed at County Council departments, local planning authorities, the development industry, statutory agencies, and other partners and infrastructure providers in Derbyshire. The Plan covers the administrative area of Derbyshire excluding Derby City but projects within Derby City have been reflected where these would help deliver growth in Derbyshire. The Plan:

- Helps understand current and future infrastructure provision and requirements;
- Supports the preparation of Local Plans in line with the Localism Act and the National Planning Policy Framework;
- Informs Community Infrastructure Levy Charging Schedules;
- Identifies potential funding streams and investment opportunities;
- Advises local authorities and partners on investment decisions;
- Provides evidence to support both capital and revenue funding bids;
- Supports lobbying for Central Government funding and investment.

1.4 The 2008 Planning Act and subsequent Community Infrastructure Levy Regulations define infrastructure as including roads and other transport facilities; flood defences; schools and other educational facilities; medical facilities; sporting and recreational facilities and open spaces.

1.5 The main body of the Plan focuses on strategic (county) level infrastructure and services. The list of infrastructure set out in legislation (2008 Planning Act and subsequent Community Infrastructure Levy Regulations) is not exhaustive. For the purposes of the Plan, strategic infrastructure is defined as including:

- Highways and transport - page 14
- Surface water flood management - page 23
- Local Authority collected waste – page 34
- Broadband - page 40
- Green Infrastructure - page 44
- Libraries - page 67

- Children and Younger Adults' Services - page 69
- Education - page 70
- Adult Care - page 75
- Public health and wellbeing - page 80

1.6 To avoid duplication at the local level, local green infrastructure (such as community open space and allotments), and social infrastructure (such as leisure facilities, post offices, village halls and community centres) are not covered by this Plan. It is assumed that local infrastructure and services will be covered by local planning authorities' (borough and district councils and the Peak District National Park Authority) own Infrastructure Delivery Plans and Local Plans.

1.7 The Plan is the responsibility of the Derbyshire County Council Infrastructure Group. The group comprises senior officers from each County Council department including Adult Care; Children and Younger Adults; Cultural and Community Services; Environmental Services; Chief Executives; and Corporate Resources.

1.8 The Plan draws together information from a wide range of sources including meetings and discussions with partners. A list of references is provided at Appendix A - References. A large number of organisations and bodies from the public, private and voluntary sector are involved in delivering infrastructure and services in Derbyshire including (amongst others):

District and Borough Councils
Derby City Council
Network Rail
National Grid
Environment Agency
Yorkshire Water
The Coal Authority
BT
British Waterways
Inland Waterways Association
Chesterfield Canal Partnership
Derby and Sandiacre Canal Trust
Friends of Cromford Canal
Derbyshire Biodiversity Partnership
National Forest Company
English Heritage
Natural England
The National Trust
D2N2 Local Enterprise Partnership
Peak District National Park Authority
Highways Agency
Bus and Railway Operators
Western Power Distribution
Severn Trent Water
United Utilities
South Staffordshire Water
Derbyshire Wildlife Trust
Home Builders Federation
Derbyshire Chamber of Commerce
Derbyshire NHS
East Midlands Ambulance Service
Derbyshire Fire and Rescue Service
HM Prison Service
Derbyshire Constabulary
Derbyshire Probation Trust
Derbyshire Sport
Sport England
Sheffield City Region

1.9 Appendix C summarises information regarding some of the other infrastructure and services that is provided by our partners as follows:

- Minerals at page 107
- Canals at page 109
- Water Supply at page112
- Waste Waste Water Treatment at page 115
- Water Quality, Rivers and Watercourses at page 117
- Fluvial Flood Risk and Management at page 119
- Energy Supply and Distribution at page 122
- Health, Emergency and Justice Services at page 125
- Adult and Post-16 Education at page 133

1.10 The Plan has been prepared during 2011 and 2012 at a time of uncertainty, with major proposed changes to the policy framework including the intended revocation of the Regional Strategy, the introduction of the National Planning Policy Framework, and the Localism Act. Other key changes include the introduction of Neighbourhood Plans; the New Homes Bonus; implementation of the Community Infrastructure Levy; and the creation of Local Enterprise Partnerships.

1.11 The Plan is a 'living document' and will be regularly reviewed to incorporate updated information and to reflect changing priorities, plans and investments.

2 Spatial Portrait – Derbyshire Today

2.1 As of the last census (March 2011) the county of Derbyshire (excluding Derby City) had a population of 769,700. Derbyshire is largely rural with a relatively low average population density. There are 28 towns which play a significant role in the local economy as employment hubs and providers of services. The county includes the boroughs of Amber Valley, Chesterfield, High Peak and Erewash and the districts of Bolsover, Derbyshire Dales, North East Derbyshire and South Derbyshire and encircles the unitary authority of Derby City. Derby City makes a significant contribution to the Derbyshire economy.

2.2 Derbyshire is relatively well served by nationally important roads including the M1 motorway and the A628, A52, A50, A516 and A38 trunk roads as well as regional and other locally important routes. Most of Derbyshire has good rail links to major cities including Derby, Nottingham, Leicester, London, Birmingham, Sheffield, Manchester and Leeds. The county is a net exporter of commuters; Derby, Sheffield and Nottingham are the most important cities to the county in terms of the supply of labour and of jobs.

2.3 Derbyshire has high quality landscapes, including the majority of the Peak District National Park and part of the National Forest, and a rich and diverse cultural heritage, including the Derwent Valley Mills World Heritage Site and Creswell Crags. These are important assets to the county's economy but there is a need to ensure development contributes to the protection and enhancement of these assets. The abundance of fast flowing rivers, the main ones being the Trent, Derwent and Dove, provided the basis for water-powered industries leaving a legacy of mills and mill sites. The rivers also present a significant challenge in terms of climate change, and there are a number of existing flood risk management schemes in Derbyshire. The County's historic transport infrastructure has also contributed to the development of the area and some of these assets remain, including Swarkestone Bridge and old trade routes such as salt routes.

2.4 The County has experienced major change over recent years with significant job losses within the manufacturing, metals, heavy engineering, textiles and coal mining industries. However, manufacturing still makes up nearly 20% of the total industry in Derbyshire. There has been significant investment in new industrial sites as well as major inward investment including the Toyota plant at Burnaston. In the north west of the county, traditional quarrying and agriculture, tourism, and leisure activities all contribute to a diversifying local economy.

2.5 In 2010, the County had a total of 293,600[1] employees. The unemployment rate is 3.0% (April 2013) but rates vary across the county; the lowest is in Derbyshire Dales (1.4), the highest is in Chesterfield (4.0). Employment rates improved between 2009 and 2010 and have continued to fall between 2012 and 2013.and are lower than the national average. However, youth unemployment has more than doubled since 2008. Average earnings in Derbyshire are well below the national average at £431 (Annual Survey of Hours and Earnings per week. Average wages have stayed relatively constant since 2008/9. Diversifying towards higher value added activity will bring higher skilled jobs and raise wage levels.

2.6 The county of Derbyshire has an estimated population of 769,700. According to the last census (March 2011) 16% of the population are children, 65% were of working age, and 19% were of retirement age. The county's age profile is already considerably older than the national average, and it is predicted that the county will see an increasingly ageing population in the future. This presents a challenge for service provision including the need to modernise care services and protect vulnerable people.

2.7 The 2011 census showed that there are 332,600 households in Derbyshire, which is an increase in the number of households since 2001 of 7.7%. The local housing stock consists of mainly semi-detached and detached houses. Flats and terraces account for less than one third of the total stock. Around 75% of households are owner-occupied. The social rented sector accounts for 17%; and the private rented sector accounts for 8% of households.

2.8 Average house prices vary significantly across the county from a high in Derbyshire Dales of £228,649 to a low of £107,278 in Bolsover (December 2012). Prices steadily increased during the 1990s and 2000s but as a result of global financial difficulties average house prices fell between 2007 and 2008 by 3.5%. Since 2010 house prices have stayed relativelu static. From 2001-7 house building in Derbyshire steadily increased, with the vast majority of new houses built on brownfield land. However, in 2008 and 2009 there was a sharp decline in house building of 57%. House building has started to recover but is still below pre 2008 levels. Increasingly greenfield land is being released to increase housing land supply.

2.9 Housing affordability ratios suggest housing in Derbyshire is more affordable than in the East Midlands and England. However, within Derbyshire, affordability is an issue in the High Peak and Derbyshire Dales. Parts of these districts fall within the Peak District National Park and are sought after locations to live. Using the house price to income ratio, Bolsover has the greatest affordability of all districts in the East

1 Business Register and Employment Survey (ONS) Nomis

Midlands. In 2011/12, 527 affordable homes were delivered in the county. This was a small decline from 2008/9.

2.10 In 2009 there were 2,645 repossession claims in Derbyshire, an overall fall in possessions of 22% since 2008. Mortgage possessions accounted for just under half of these, which is a decrease of 34% since 2008. Derbyshire has a relatively low rate of repossessions compared to the East Midlands and England. Within the county, Chesterfield has the highest rate, and Derbyshire Dales the lowest.

2.11 The qualification levels of adults in the county have greatly improved in recent years, although relatively few residents have higher level qualifications. There is a need to improve skill levels to enhance economic performance and attract inward investment. Young people perform well in examinations and attainment at GCSE level is in line with national averages, but varies considerably across the county.

2.12 The major causes of death in Derbyshire are cardiovascular disease and cancer. Mortality rates have declined by about 30% since the early 1990s and life expectation is in line with national rates. However, more disadvantaged areas like Bolsover and Chesterfield have persistently higher mortality rates. National figures suggest that 340,000 residents in Derbyshire have a chronic health problem and 141,108 people describe themselves as having a limiting long-term illness, with higher rates in more deprived areas.

2.13 Obesity, particularly in children, is an increasing concern. There has been a consistent increase in obesity, with higher rates in more deprived areas. Teenage pregnancy rates have decreased in recent years but remain higher in more deprived areas. Alcohol and substance misuse is also a concern, particularly in High Peak, Chesterfield, Bolsover and North East Derbyshire which have higher rates of hospital admissions resulting from alcohol/substance misuse.

2.14 Overall crime rates in Derbyshire are significantly lower than national averages but crime rates are generally higher in urban areas and towards the eastern side of the county. Fear of crime persists among local residents. Many local concerns relate to antisocial behaviour including teenagers hanging around on the streets, drug and alcohol misuse, graffiti and vandalism.

2.15 As a result of the threat from climate change, the Government has committed to a target of reducing carbon dioxide emissions by 34% by 2020 and by 80% by 2050 from 1990 levels. In 2007, carbon dioxide emissions per capita in Derbyshire were higher than in both the East Midlands and the UK. Derbyshire County Council's current target is to reduce carbon dioxide emissions by 25% by 2015.

3 Vision - The Future Role and Growth of Derbyshire

3.1 Derbyshire is going to change, grow and develop over the next twenty years. The following Vision is taken from the latest Local Plan documents prepared by local planning authorities. It should be noted that the Vision may change as plans progress. With the revocation of the East Midlands Regional Plan on the 12th April 2013, Councils now have the opportunity to adopt an evidenced based locally derived housing target and plan period**.**

3.2 The 2010 sub-national ONS population projections show that the population of Derbyshire is expected to increase from 1,012,000 in 2010 to 1,175,000 people by 2031. Work undertaken by Edge Analytics on behalf of the County Council shows that the number of households in Derbyshire is projected to increase from 429,976 in 2009 to between 475,278 and 526,572 by 2031.

3.3 The Edge Analytics work shows that the projected increase in the number households will vary across Derbyshire with the highest rate of growth being in South Derbyshire, and the lowest in North East Derbyshire. This is set out in the table below.

District or Borough Council	**Projected percentage growth in number of households 2009 – 2031**
Amber Valley	23%
Bolsover	19%
Chesterfield	18%
Derbyshire Dales	20%
Erewash	18%
High Peak	23%
North East Derbyshire	17%
South Derbyshire	33%

3.4 These projections in population and household growth are likely to result in an increasing need for additional housing, with Edge Analytics estimating an average Derbyshire requirement of between 2,157 (based on just natural change) and 4,469 (based on the national ONS migration projection) additional dwellings per year by 2031.

3.5 A number of regeneration projects are planned in Derbyshire which will strengthen economic growth. Broadband Delivery UK funding has been allocated and will be match-funded locally to help improve broadband coverage. Land will be reclaimed with funding from the D2N2 LEP Growing Places Fund and the private sector including regeneration at Markham Vale Enterprise Zone. The D2N2 and Sheffield City Region LEPs have secured funding from the Regional Growth Fund to deliver economic development projects including careers and training; business support programmes; and schemes to drive business innovation. To support inward investment, work will be undertaken by

the D2N2 LEP to assess the requirements for services and utilities, including energy and water, of strategic sites and growth areas.

3.6 Councils in Derbyshire are currently at relatively advanced stage in the preparation of their Local Plans. These Local Plans set out the scale and location of housing growth planned for in different parts of the county over the next 15 to 20 years. The plans are currently at different stages in their preparation. **The following paragraphs constitute this Plan's Vision and are drawn from the latest Local Plan documents available at the time of writing.**

3.7 In Amber Valley, the draft Local Plan will be publically consulted on in summer 2013. The draft Local Plan sets out growth of 9,000 new dwellings for the period 2008 – 2028. New growth will be concentrated on the four market towns of Alfreton, Ripley, Belper and Heanor. Some growth (600 dwellings) will be located on the edge of Derby as previously required by the Regional Strategy. Villages and rural areas will be protected from unsustainable development. More affordable housing will be provided in the borough and the housing needs of all sectors of the community will be met. It is proposed that up to 1,800 dwellings will be allocated at Denby (Cinderhill). Much of the Borough is covered by Green Belt, which will be protected from development. Some small, less sensitive areas of the Green Belt aroung Ripley and Heanor are proposed to be released for housing development. The Derwent Valley Mills World Heritage Site will bring about growth in sustainable tourism.

3.7 In May and June 2013 Bolsover undertook public consultation on their Local Plan Strategy Proposed Submission. The Local Plan covers the period 2011 to 2031 and proposes 6000 dwellings will be provided by 2031. Housing growth will be focused particularly at Bolsover, where 2,000 dwellings are proposed, including up to 800 dwellings on the Bolsover Northern Gateway site. Significant growth is also proposed at Clowne and Shirebrook. South Normanton will also see growth, but at a lesser scale and with an emphasis on town centre renewal. Local centres in the five main villages of Barlborough, Creswell, Pinxton, Tibshelf and Whitwell will be supported and all will see reasonable housing growth, apart from Barlborough which is constrained by the Green Belt. High priority will be given to providing affordable housing throughout the district and ensuring a better balance of affordable and market housing. The sustainable growth of the district's economy will be focused on four strategic employment growth zones. The area's high cultural value, including Bolsover Castle and Creswell Crags, will bring about sustainable tourism. Improvements will be made to the attractiveness of the district's former industrial sites for future business investment.

3.8 The Chesterfield Core Strategy was subject to an Examination in Public in January 2013. The Inspector's Report was received on the 19th June 2013 and found that the Core Strategy was sound subject to main

modifications. The Core Strategy covers the plan period 2011 to 2031 and proposes 7,600 dwellings. Housing growth will be focused at the Staveley and Rother Valley Corridor strategic regeneration site, Chesterfield Waterside, in and around the existing town and district centres, close to local services centres and around the Regeneration Priority areas of Barrow Hill, Duckmanton, Holme Hall, Mastin Moor, Poolsbrook and Rother Ward. Economic development will be delivered on committed sites (principally Markham Vale Enterprise Zone) and on brownfield land in existing industrial areas. The Green Belt will be maintained and the Chesterfield Canal will be restored to a navigable state along its length within the borough.

3.9 In February 2013, Derbyshire Dales consulted on its Local Plan Pre-Submission Plan. This plan covers the period 2006 to 2028 and sets out the housing growth of 4,400 dwellings for the plan period. Growth is focused on the market towns of Ashbourne, Matlock and Wirksworth. Hulland Ward, Brailsford, Doveridge, Tansley, Cromford, Darley Dale, Matlock Bath and Middleton by Wirksworth are defined as 'Larger Settlements' where more moderate development may be located. Areas of countryside will be protected and enhanced and separation between settlements, particularly Matlock and Darley Dale, will be maintained. Smaller villages and the countryside will see investment in agricultural diversification and affordable homes on rural exceptions sites. New employment space will be created in older mill and industrial complexes and redundant mining and quarry sites. The area's industrial legacy, including the Derwent Valley Mills World Heritage Site, will bring about growth in sustainable tourism.

3.10 The Erewash Core Strategy was subject to an Examination in Public in April 2013. The period the Core Strategy covers is 2011 to 2028 and proposed 6,250 dwellings over the plan period. In Erewash Ilkeston and Long Eaton will be the focus for retail, leisure, cultural and commercial opportunities. The existing housing stock will be upgraded and 7,200 new homes will be provided across Erewash. In Ilkeston, the former Stanton Ironworks will be developed and regenerated as a new sustainable neighbourhood providing 1,950 new homes and 70,000 sqm of employment uses. Housing will also be provided at Long Eaton and elsewhere through urban redevelopment. The majority of the countryside, green belt, areas of biodiversity and locations at risk from flooding will be protected. Green infrastructure will be protected and enhanced. Potential to increase tourism and make connections with the adjoining Derwent Valley Mills World Heritage Site will be realised.

3.11 High Peak consulted on their Local Plan Preferred Option Plan in Spring 2013. The plan covers the period 2006 to 2028 and sets out housing growth of 5,940 dwellings for the plan period. Growth will be focused in the market towns of Buxton, Chapel-en-le-Frith, Glossop, New Mills and Whaley Bridge. The settlements of Birch Vale, Charlesworth, Chinley, Dove Holes, Furness Vale, Hadfield, Hayfield, Peak Dale and Tintwistle are defined as 'Larger Settlements' in which

more moderate development may be located. Areas of countryside will be protected and enhanced and separation between settlements will be maintained. Smaller villages and the countryside will see investment in agricultural diversification and affordable homes on rural exceptions sites. New employment space will be created in older mill and industrial complexes and redundant mining and quarry sites. The area's industrial legacy, will bring about growth in sustainable tourism.

3.12 In North East Derbyshire 6,600 dwellings could be provided by 2031. Although the housing target has yet to be formalised in a draft Local Plan, provisionally this could be split as 50 dwellings per year in the Northern sub-area; 205 dwellings per year in the Southern sub-area, including the East of the District; and 75 dwellings per year in the Rural Western sub-area. 1,100 dwellings are proposed as part of the redevelopment and regeneration of the former Avenue Coking Works at Wingerworth. In the north of the district, where there is a significant need for affordable housing, there may be a need for a targeted review of the Green Belt. Economic development will continue at the Markham Vale Enterprise Zone.

3.13 In the Peak District National Park opportunities for enhancing the valued characteristics of the National Park will be identified and acted upon. The majority of development (around 80-90% of new homes) will be focused in Bakewell and named settlements (see adopted Core Strategy), with the remainder occurring in other settlements and the rest of the countryside. In Bakewell the Central Shopping Area will be protected; employment sites will be safeguarded and the take-up and enhancement of under-used employment sites will be encouraged; and scope for a new build hotel to serve the town and improve visitor accommodation within the National Park will be offered.

3.14 South Derbyshire is one of the fastest growing areas in the country. During October to December 2012 South Derbyshire consulted on its preferred Growth Strategy. The strategy covers the time period 2008 to 2028 and plans for growth of 12,700 new dwellings. A significant proportion of these new dwellings to the north of the District will be required to meet the future housing needs of Derby City. Growth and development will occur in existing and new urban and rural communities. The countryside and green spaces will be protected and enhanced and South Derbyshire will remain a major part of the National Forest and become an increasingly important tourist destination. New development to the south of the District will be focused on Swadlincote and the town centre will be regenerated. There will be significant development on the edge of Derby; focused particularly to the south and south-east of the City at Sinfin, Chellaston and Boulton Moor. The principles of the Nottingham-Derby and Swadlincote-Burton Green Belts will be retained.

4 Infrastructure and Services

4.1 This section takes each infrastructure category in turn and considers:

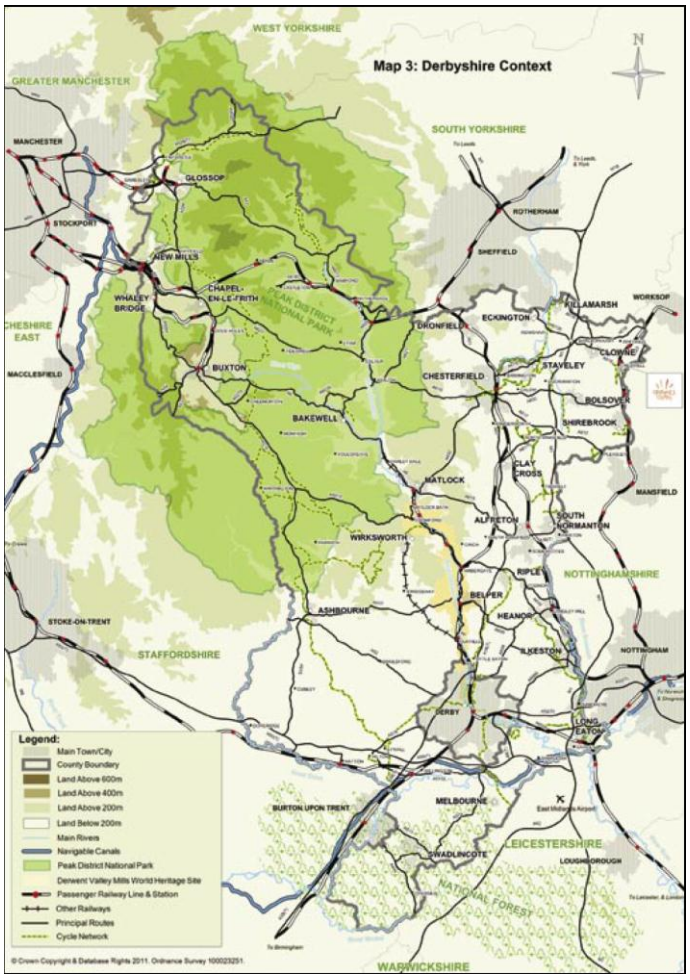
- Current provision – what is currently being delivered and any gaps
- Future investment – what else is required to support the Plan's Vision

Transport Infrastructure

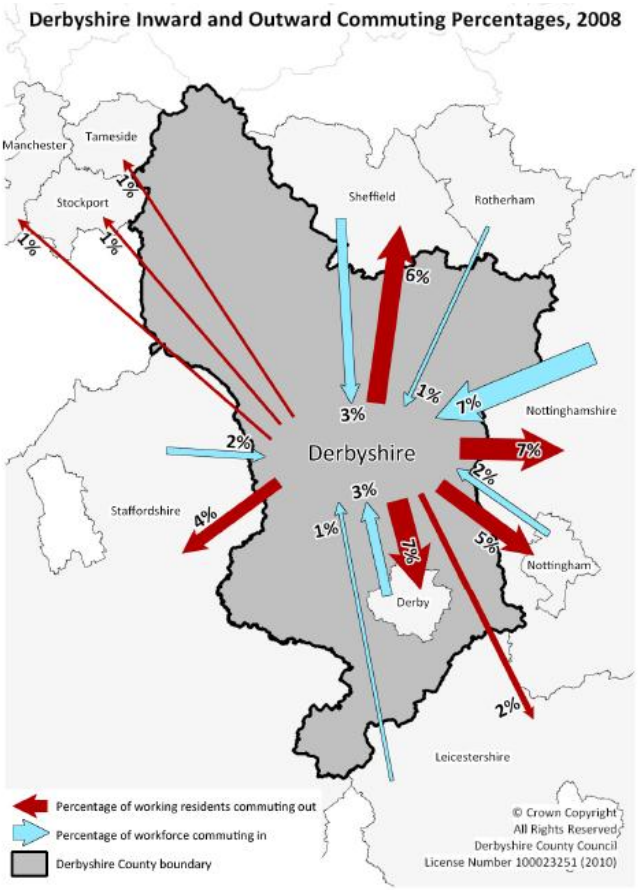
Highways and Public Transport

<u>Current Provision</u>

4.2 Derbyshire has good transport routes from surrounding areas. The M1 flanks the eastern side, whilst the A50 corridor gives access to the M6 and North West England. There are regular and frequent train services to major cities and tree major airports (Doncaster/Sheffield, Nottingham East Midlands and Manchester) are located just outside of Derbyshire. The transport network allows people to get around by driving, walking, cycling or by public transport.



4.3 Derbyshire is a net exporter of commuters. Derby, Sheffield and Nottingham are the most important cities in terms of the supply of labour and of jobs. There is a strong pull towards Sheffield in the north east of the county, towards Manchester in the north west of the county, towards Mansfield and Nottingham down the eastern side of the county, and towards Derby in the south of the county. However, within the County Chesterfield in particular is also a key employment location and net importer of commuters.



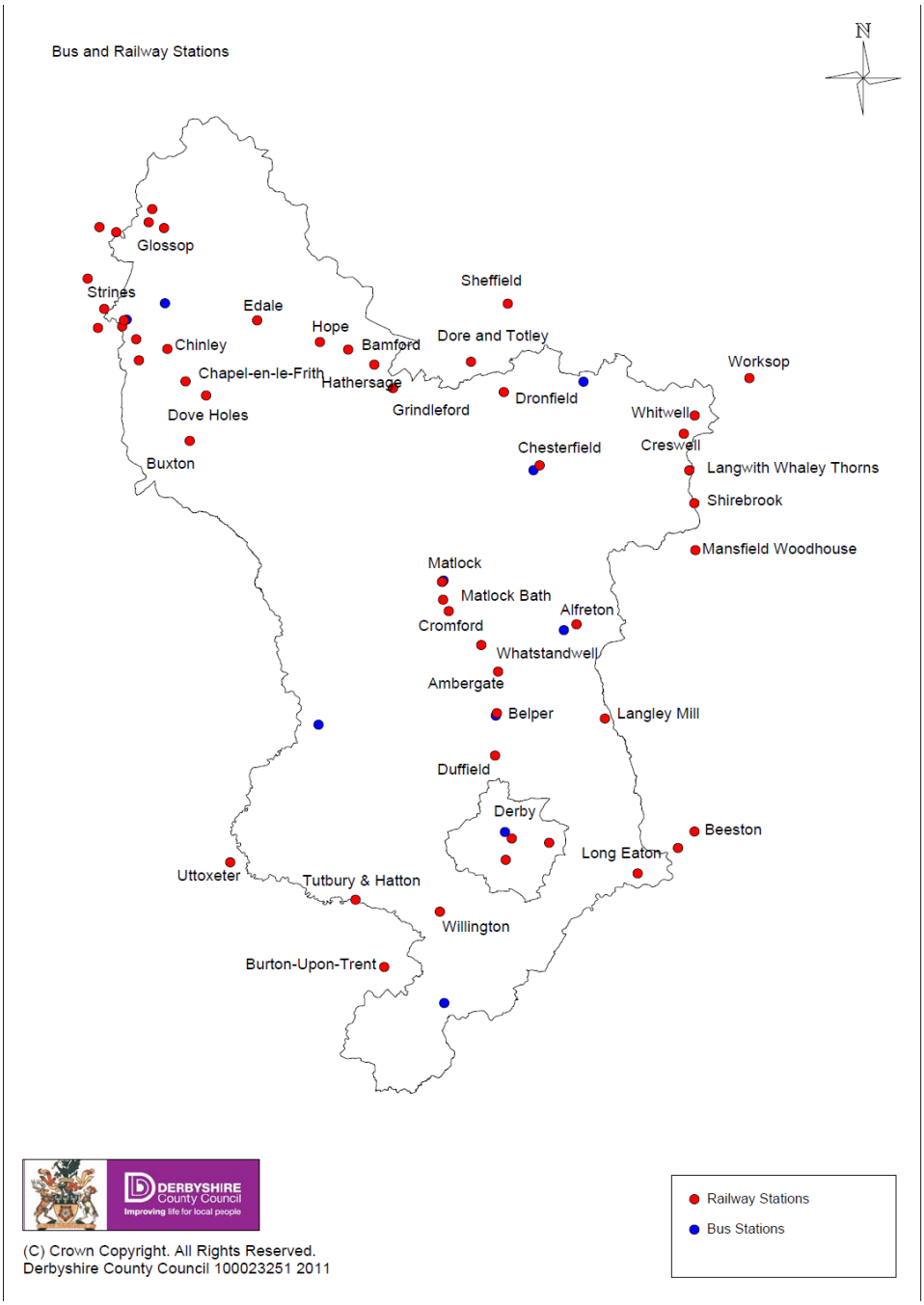
Source: Annual Population Survey, 2008, ONS © Crown Copyright
Note: Ten biggest flows (1% or above, rounded to 1 decimal place)

4.4 There are approximately 5,766 km of roads in Derbyshire of which 5,638 km of local (non-strategic) roads are managed by the County Council. The adoption of new housing estate roads and the completion of other schemes such as the Western Link Road at Markham Vale result in a gradual increase in the extent of this network. The Highways Agency is an executive agency of the Department for Transport and is responsible for operating, maintaining and improving the strategic road network in England.

4.5 Over 260 bus services operate each week in Derbyshire. Between 2003 and 2009, there has been an increase in passenger numbers of 2.7 million. Bus services can be provided either as a commercial or a subsidised route. Commercial services (90% of services in Derbyshire) are those provided without subsidy and there are no restrictions on

fares. Currently, there is a reduction in the number of supported services that the County Council is able to subsidise. These routes tend to be evening and weekend services or serving rural, isolated areas of Derbyshire.

4.6 There are 34 rail stations managed by train operating companies and a number of privately owned heritage railways. There are also freight lines and terminals located around limestone quarries in the High Peak. The map below illustrates the location of bus and railway stations.



4.7 Network Rail is a not for dividend company that owns and operates Britain's rail infrastructure. Network Rail operates under a licence which

sets certain conditions. Licence Condition 1 sets an obligation to secure the operation, maintenance, renewal and enhancement of the network in order to satisfy the reasonable requirements of persons providing services to railways and funders. This relates to the quality and capability of the network and railway service performance.

4.8 The provision of public transport information is important as it helps people to access and use transport infrastructure and services. A wide range of public transport information for bus and local rail services is provided, including phone contact numbers, an on-line journey planner, timetables, booklets and detailed information at bus stops. The County Council produces timetable booklets and leaflets for different areas.

Future Investment

4.9 For roads and highways, the majority of funding comes from the Department for Transport. Delivery is split between the Highways Agency, for maintenance and building work on all trunk roads (except toll roads), and local transport authorities, for non-trunk roads. The County Council's capital programme and Local Transport Plan 3 (LTP3) Investment Protocol (www.derbyshire.gov.uk/localtransportplan) set out plans for future investment.

The Government's National Infrastructure Plan commits to funding for the M1 Managed Motorway scheme (hard shoulder running and variable speed limits between Junctions 28 and 31). This is scheduled for completion during 2015. The County Council's 2013-14 capital programme commits £19.37 million to the management and maintenance of the local highway network, road safety and integrated transport, in line with the LTP3.

4.10 For buses, the County Council's capital programme and LTP3 Investment Protocol commit funding to the maintenance and improvement of passenger waiting facilities; bus corridors; raised boarders; replacement bus stops and layout changes.

4.11 For rail, the Government's National Infrastructure Plan includes £14 billion of funding for Network Rail to support maintenance, investment and major improvements.

4.12 In addition, the Government is committed to delivering High Speed Rail phase 2 (HS2). A High Speed Rail extension from London to Birmingham and on to South Yorkshire and Leeds is planned. Consultation on an initial route and station options will take place during 2013. The route passes through Derbyshire, with a proposed East Midlands station at Toton, adjacent to Long Eaton.

4.13 The Midland Mainline connects the East Midlands with London. It is recognised by Network Rail in its 2010 Route Utilisation Strategy as a vitally important network for passengers and freight which states that:

- There will be above average growth in peak passenger demand by 28% over the next 10 years, particularly to and from Birmingham
- The route between Chesterfield and Birmingham via Derby is one of the major drivers of performance in the East Midlands. The combination of fast and stopping passenger trains and freight services presents a major challenge for the rail network

4.14 There is a strong business case for improvements to the Midland Mainline over and above those already scheduled. Local authorities, Local Enterprise Partnerships and other interested bodies from the East Midlands and South Yorkshire are continuing to press the Government to bring these forward. The scheme is also identified in the LTP3. Assuming funding can be secured from alternative sources, Network Rail will be a key delivery partner for the project.

4.15 A new station at Ilkeston, to be served primarily by trains connecting Sheffield and Nottingham via intermediate stations, is now fully funded and expected to be open in late 2014. Early investigation is underway into the business case for a station at Gamesley, to be served by trains between Glossop and Manchester.

4.16 The extraction of coal and minerals is a significant form of development in Derbyshire. More information on the type and location of mineral extraction that occurs in Derbyshire can be found at page 109 Most of the minerals produced in Derbyshire are transported by road. Rail links are generally only viable at high volume long life quarries where the significant capital costs can be recovered. In 2007 there were three active rail facilities in Derbyshire and three inactive rail facilities. There may be a requirement for additional highway and rail capacity and/or highway and rail improvements to accommodate future minerals development. More information about potential sources of funding for infrastructure improvements required as a result of minerals development is in the Developer Contributions' Protocol.

4.17 Across Derbyshire, development will put pressure on existing highway and public transport networks, services and facilities. The following paragraphs set out the County Council's current understanding of how strategic growth in and around settlements could impact on transport infrastructure. This understanding will need to be tested further (for example through modelling and Transport Assessments) as local planning authorities progress their Local Plans. Where known, potential mitigation measures are identified as strategic priority projects. Currently, these strategic priority projects are only partially funded or are unfunded and the potential impacts and benefits of these projects will need to be tested further.

4.18 In Amber Valley, development at Ripley would probably result in a requirement for additional highway capacity although further testing is required. One way of providing additional capacity could be the 'Ripley Gateway' A610 – Codnor bypass strategic priority project although the

potential impacts of this scheme are not yet known and further testing is required. In Heanor, additional highway capacity would probably be required although further testing is needed. A potential solution could be the A610 – A6007 Link Road strategic priority project although the potential impacts of this scheme are not yet known and further testing is required. Depending on the scale and location of growth proposed, development at Alfreton and Denby (Cinderhill) would both probably result in a requirement for additional highway capacity and there could be an impact from both locations on the A38 resulting in a requirement for the A38 Derby Junctions strategic priority project.

4.19 In Bolsover, depending on the scale and location of growth proposed, development is likely to result in a need for additional highway capacity in Bolsover town and Clowne but further testing is required before potential mitigation can be identified. In South Normanton, growth is likely to impact on the A38 and M1 (junction 28) and there may be a requirement for additional strategic highway capacity. It is likely that growth can be accommodated at Shirebrook without a requirement for additional highway capacity, although this will depend on the scale and location of proposed development and proposals will need to be tested.

4.20 Chesterfield has existing highway capacity issues and problems including congestion and air and noise pollution. Development at Chesterfield is likely to worsen the situation and result in a requirement for additional highway capacity, including the A38 and M1. However this will depend on the scale and location of proposed development and further testing (modelling) will be needed. The County Council thinks that, along with demand management and sustainable travel measures, the A61 Chesterfield Inner Relief Road Junctions and the A619 Staveley – Brimington Bypass strategic priority projects should be part of a mitigation package for Chesterfield. Other strategic priority projects are the Hollis Lane Link and the A619/Queens Park/Park Road signalling improvement schemes, but the potential impact of these schemes needs to be tested. Growth at Staveley would likely result in a requirement for additional highway capacity but further testing is required before potential mitigation can be identified. It is not yet known whether growth at the Eastern Villages would require additional highway capacity and further testing is required.

4.21 The Western Link Road at Markham Vale opened during 2013. Further highway infrastructure that is required to open up further land for regeneration includes the Seymour Link.

4.22 In Derbyshire Dales growth at Ashbourne would likely result in a requirement for additional highway capacity. However, it won't be easy to provide additional capacity and, whilst a bypass for Ashbourne is a potential solution, further testing of the impacts of this scheme is needed. Any mitigation package will need to include demand management measures. Development at Matlock and Wirksworth would also probably result in a need for additional highway capacity,

although to a lesser extent than Ashbourne and further testing is required before potential mitigation can be identified. In addition, in and around the Peak District National Park demand management and sustainable travel measures should be delivered.

4.23 In Erewash, growth at Ilkeston would require additional highway capacity. This will not be easy to provide and any mitigation should therefore include demand management and sustainable travel measures and the re-opening of Ilkeston station (a strategic priority project). Long-Eaton has existing highway capacity issues and problems including congestion and air and noise pollution however it is well connected by rail. Development would result in a requirement for additional highway capacity but this will not be easy to provide and any mitigation should therefore include demand management and sustainable travel measures. Development of the strategic Stanton Ironworks site would result in a requirement for additional highway capacity. A full transport assessment is needed to further understand and identify potential mitigation measures.

4.24 In High Peak, depending on the scale and location of development proposed growth at Buxton would probably result in a requirement for additional highway capacity but further testing is required. A potential solution could be the Fairfield Link Road strategic priority project although the potential impacts of this scheme are not yet known and further testing is required. The County Council thinks that a new rail station at Gamesley (a strategic priority project) should be part of any mitigation package for High Peak. Although there is the potential for transport improvements in the area, being pursued by Tameside Metropolitan Borough Council as the Longdendale Integrated Transport Strategy, it is the view of the County Council that the Glossop area will remain very constrained by transport network capacity. This does not preclude significant development in the area, but this will need to be accompanied by innovative packages of measures influencing existing travel as well as that generated by new allocations. In addition, in and around the Peak District National Park demand management and sustainable travel measures should be delivered.

4.25 In North East Derbyshire, depending on the scale and location of development proposed, growth could require additional highway capacity including the A38 and M1. Growth at Clay Cross would probably result in a requirement for additional highway capacity but further testing is required. A potential solution could be the A61 – A617 Avenue Link Road strategic priority project although the potential impacts of this scheme are not yet known; further testing is required.

4.26 In South Derbyshire, depending on the scale and location of development proposed, growth at Swadlincote would probably result in a requirement for additional highway capacity but further testing is required. The County Council thinks that, along with demand management and sustainable travel measures, the Swadlincote-

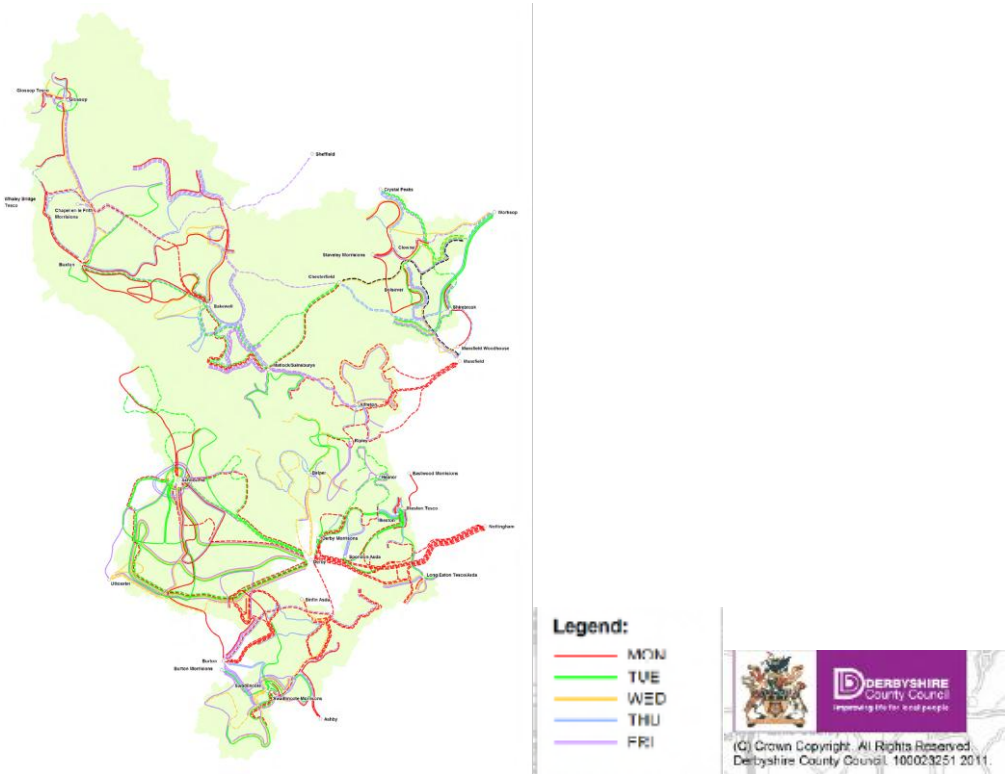
Woodville Regeneration Route strategic priority project, should be part of a mitigation package for Swadlincote. This could possibly include an extension to connect the route to the Ashby bypass, although the potential impacts of this are not yet known and further testing is required. Growth in South Derbyshire on the edge of Derby would probably require additional highway capacity and would impact on the A38 resulting in a requirement for the A38 Derby Junctions strategic priority project. It may also give rise to a requirement for the Swarkestone Bridge and Causeway alternative route, Boulton Moor Park and Ride (in Derby City), and the T12 Link Road strategic priority projects but further testing of the impacts of these schemes is needed.

4.27 In addition to strategic growth within and around settlements proposed through Local Plans there are a number of situations where investment in transport infrastructure could be important in supporting regeneration and economic development at the following strategic sites: Bakewell Riverside; Chesterfield Waterside; Bingswood, Whaley Bridge; Biwaters, Clay Cross; Markham Vale; and Hatton, South Derbyshire. The County Council will not necessarily be seeking to use its own financial resources to assist these schemes, but it will seek to help secure them through lobbying and assistance with funding applications (for example to the Growing Places Fund) where appropriate.

Community Transport

Current Provision

4.28 Derbyshire County Council supports community transport services, the routes of which are shown by the map below.



Future Investment

4.29 The County Council has committed to a contribution of £100,000 towards the purchase of new community transport vehicles to improve access to key local services where there is increasing demand or a gap or reduction in services.

Cycle and Pedestrian Facilities

4.30 See Canals and Waterways

4.149 The canals and canal routes are an important element of the County's green infrastructure, linking communities, services, home and employment and providing access to the wider countryside, particularly on foot and by bicycle. They form a significant ecosystem services function and link fragmented habitats over frequently degraded land.

4.150 Derbyshire County Council has large land and asset liabilities on the Chesterfield, Derby and Sandiacre and Cromford Canals and is the Navigation Authority for the in-water sections between Chesterfield and Staveley and at Cromford.

4.151 Work on the restoration of the Chesterfield Canal is in progress. The Chesterfield Canal Partnership to date has re-opened more than five miles of navigable waterway and is seeking to have the full length of the canal re-connected to the national network.

4.152 The Chesterfield, Derby and Sandiacre and Cromford Canals cross District and County boundaries and the conservation, renovation and restoration work has the potential for far-reaching benefits. The development of projects to support these goals will be led by the County Waterways Strategy.

4.31 Countryside - Access at page 59.

Street Lighting

Current Provision

4.32 The County Council maintains a significant network of street lights and street lit carriageways, ranging from residential to town centre and strategic routes. Many of these areas are lit for highway safety reasons, but also provide raised personal safety levels as well as improved amenity.

4.33 The County Council has, over the last 40 years, delivered significant improvements in the lighting network contributing to road safety and greater personal security. Rising costs in energy and the imposition of carbon taxes place the lighting network at risk due principally to the costs required to support it.

Future Investment

4.34 Around 40,000 of Derbyshire's 89,000 street lamps have been turned off between 12.00am and 5.30am each night from May/June 2012. A further 900 street lamps will be permanently switched off. This will save 2,000 tonnes of carbon annually and £400,000+ on energy bills.

4.35 An ongoing programme of installing low-energy lighting in existing bus shelters to reduce energy consumption is underway.

Travel Plans

Current Provision

4.36 A Travel Plan is a long term strategy produced by the developer or occupier of a site for delivering sustainable transport objectives through a variety of interventions. Travel Plans are normally dynamic documents, reflecting the current situation, and involving a continuous process of improving, monitoring, reviewing and adjusting the measures to suit changing circumstances, and to meet agreed targets. More information about travel plans can be found here: http://www2.dft.gov.uk/pgr/sustainable/travelplans/tpp/goodpracticeguidelines-main.pdf

Future Investment

4.37 Travel Plans are a cost-effective tool for encouraging behaviour change towards low carbon, healthier travel. The County Council encourages businesses, voluntarily and through the planning process, to develop travel plans. The aim is to encourage the use of more sustainable transport modes such as walking, cycling, car share and use of public transport, including use of the Rights of Way and Greenways networks. In addition, railway station travel plans also encourage more sustainable access to stations. The County Council is leading with its own travel plan and car sharing scheme which links to a wider car share scheme for the whole of Derbyshire.

4.38 In order to determine the impacts of new development, a Transport Assessment (TA) is often required as part of a planning application, particularly for large-scale development. Where a TA is required, Travel Plans will also be required.

Physical Infrastructure

Flood Risk Management

Current Provision

4.39 Derbyshire County Council (DCC) is responsible for coordinating the management of flood risk across Derbyshire. This includes flood sources arising from surface water, ground water or ordinary watercourses sources. Please note: the Environment Agency (EA) remains responsible for 'Main Rivers' and water companies are responsible for the management of flood risk relating to sewers.

4.40 In April 2010, the Flood and Water Management Act (FWMA) was transposed into UK law by the Flood Risk Regulations (2009), implementing the requirements of the European Flood Directive. The aim of the Directive is to provide an integrated approach to the management of flood risk across Europe.

4.41 Following the devastating national floods in the summer of 2007, one of the recommendations from Sir Michael Pitt's review was that "the role of local authorities should be enhanced so that they take on responsibility for leading the co-ordination of flood risk management in their areas".

4.42 The FWMA brings in new roles and responsibilities for local authorities. In particular, the FWMA defines the role of DCC as a Lead Local Flood Authority (LLFA) and therefore DCC has an overarching *lead* role for the coordination of Risk Management Authorities (RMAs) and management of flood risk across the county of Derbyshire.

4.43 The FWMA has been enacted in three stages. Currently under the FWMA, DCC's key responsibilities as a LLFA are to:

- Develop a Local Flood Risk Management Strategy (LFRMS) (Section 9 FWMA) based on the Preliminary Flood Risk Assessment (PFRA) and National Flood Risk Strategy – this is currently being developed by DCC with the support of a number of partners including the emergency planning team and highways team;
- Investigate flooding (Section 19 FWMA) to a locally derived threshold – DCC has developed policy which identified thresholds for investigation for Derbyshire; and

- Maintain a register of assets (Section 21 FWMA) affecting flood risk management. DCC is developing this using Geographical Information System (GIS) and Confirm IT systems.

4.44 Once Schedule 3 of FWMA is enacted, DCC will be designated as the Sustainable urban Drainage Systems (SuDS) Approval Body (SAB) for Derbyshire and will be responsible for approving, adopting and maintaining SuDS that meet National Standards for development. DCC will also be responsible for producing local standards for SuDS.

4.45 The FWMA also amended the following sections of the Land Drainage Act 1991 (LDA) resulting in new roles and responsibilities for DCC:

- Section 14a – This subsection introduced the role of the LLFA and its general powers to undertake works to mitigate flood risk from ordinary watercourses, surface water and groundwater;
- Section 23 – As of 6th April 2012, the responsibility for issuing flood defence consents has passed from the EA to the LLFA.
- Section 25 – DCC has permissive powers to require works to maintain the free passage of flow on ordinary watercourses.

4.46 DCC also plays a lead role in emergency planning and recovery after a flood event. To enable DCC to facilitate this role, it has set up and regularly engages with numerous key stakeholder groups as listed below:

- Strategic Flood Board (SFB) - including members from DCC, EA, Water Authorities, elected members and District/Boroughs.
- Technical Flood Risk Group – including engineers from District/Boroughs, Highways Agency, Water Companies and the EA.
- Local Resilience Forum (LRF) – including members from DCC's emergency planning team, EA, Water Authorities, Highways Agency and engineers from District/Boroughs.

DCC's Flood Risk Management team also reports to the scrutiny and improvement group.

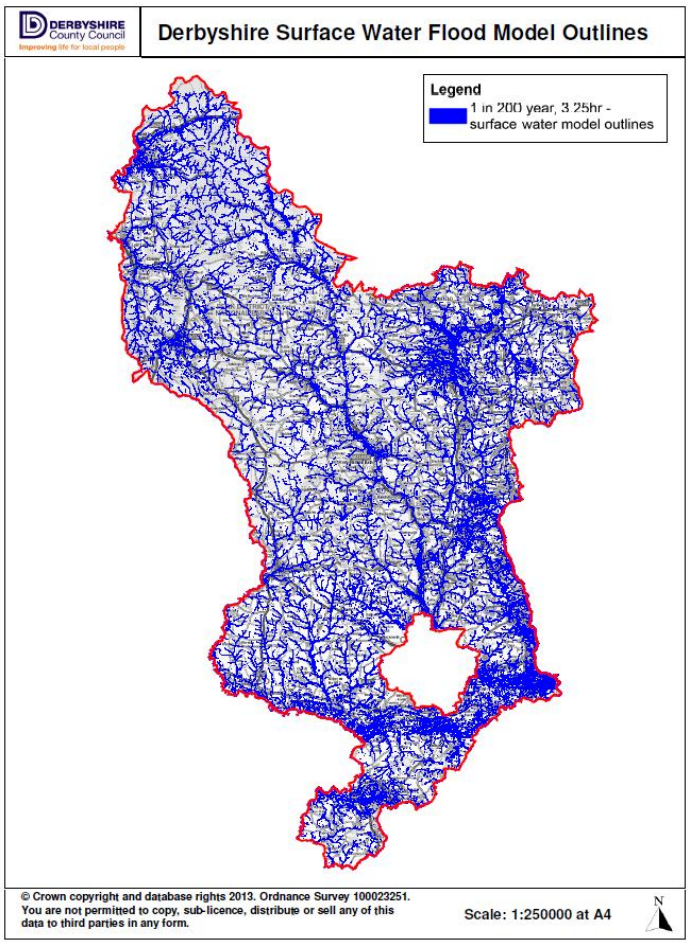
4.47 DCC has considered the resources required to meet the new legislative requirements and has appointed a team of engineers and technicians dedicated to flood risk management to undertake the new statutory duties. Central government has provided funding over the past three years to help meet this resource requirement, although the additional requirements of the forthcoming SAB will require additional resources in September/April 2014.

Data Sources Available

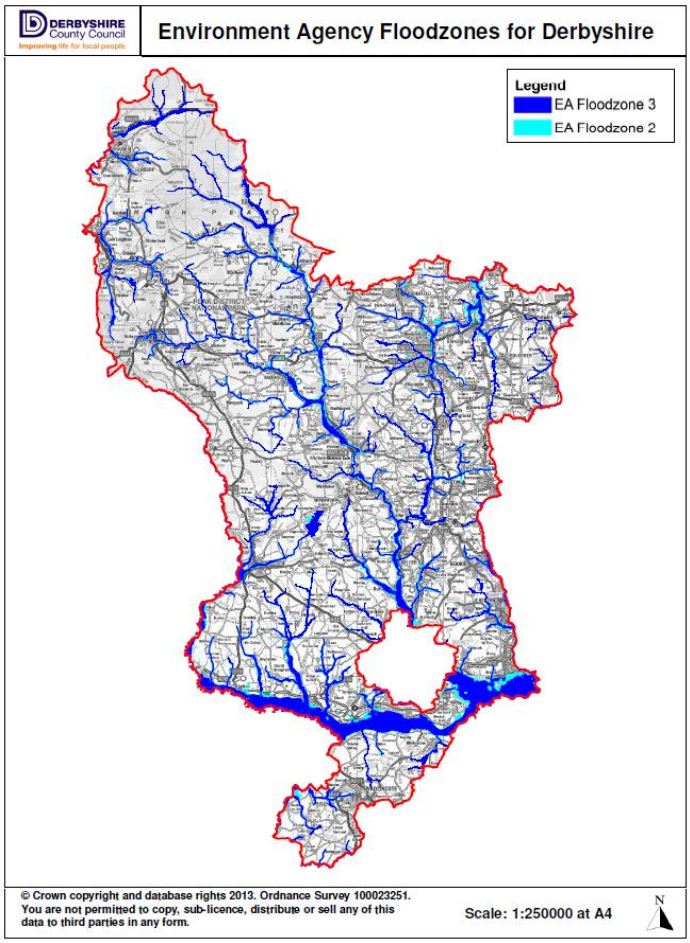
4.48 There are a number of sources of flood data available for Derbyshire. These include:

- Historical records – DCC hold a GIS table of flood incidents reported to the County Flood Risk Management and Highways teams provided from a number of sources, including district/borough engineers, county council engineers, parish councillors and/or the local community;
- Predictive model data – DCC has produced its own Flood Maps for Surface Water (FMfSW) which show a representation of conditions that could lead to surface water flooding for Derbyshire (utilising topographic information);
- British Geological Survey (BGS) data – DCC is licenced to hold BGS data for Derbyshire. The data set is a strategic overview of geological information for Derbyshire, including distance to groundwater table, likelihood of instability of ground, appropriateness of area for infiltration, SuDS etc;
- Highway drainage reports and records;
- EA Fluvial 'Main River' Flood Zones – The EA provide GIS layers of its modelled fluvial flood outlines for 'Main Rivers' in Derbyshire; and
- Water Authority data – DCC has access to Water Authority flood data.

4.49 The maps below illustrate the EA's modelled fluvial outlines for Flood Zones 2 and 3 and the outputs of DCC's surface water model for the 1 in 200 year flood event 3.25 hour duration.



Map 1 showing DCC's Surface Water Model outlines for the 1 in 200 year 3.25 hour duration storm event.



Map 2 showing the EA's fluvial outlines

Historical Flood Risk for Derbyshire

4.50 Surface water flooding can result from heavy or prolonged rainfall exceeding the capacity of natural and engineered drainage networks, generally affecting low lying areas and fluvial flow paths. Large parts of Derbyshire are predominantly rural and steep sided, resulting in large sheets of surface water runoff.

4.51 Groundwater flooding can result from water rising through underlying aquifers, resurgences, springs and mine workings also affecting areas where the water table is shallow and generally associated with heavy or prolonged rainfall. Derbyshire is littered with historic infrastructure (soughs associated with the lead mining industry), which convey water beneath the ground and can prove problematic when they fail/become blocked.

4.52 Ordinary watercourses are defined as 'a ditch, dyke or stream that conveys flow at any point of the year'. Flooding from this source can result from heavy or prolonged rainfall exceeding/overtopping the natural/engineered banks or failure of engineered spill ways. The vast majority ultimately drain to the EA defined 'Main Rivers'.

4.53 The most recent strategic flood events that have impacted Derbyshire occurred in 2000, 2002, 2007 and 2012. Impacts were as a result of flooding from a number of sources including sewers, groundwater, fluvial ('Main River' and ordinary watercourses) and pluvial. The flood events of 2000, 2007 and 2012 also impacted on a national scale.

4.54 Historically there has been widespread disruption to road and rail infrastructure across the county (particularly in 2000, 2007 and 2012) as well as internal and external flooding to commercial and residential properties and impacts on schools and hospitals. Historically livestock have also been lost as a result of flooding in Walton-on-Trent.

4.55 Following the events of 2012, DCC has received in excess of 150 enquiries relating to local sources of flooding to date. Table 1 below highlights the worst affected areas in Derbyshire in the Summer/Autumn of 2012.

Table 1: Brief description of flood events in Summer/Autumn 2012	
Summer 2012	
Date	**Area of Derbyshire**
29th April	- Clowne, Doe Lea and Bolsover
28th June	- Sudbury
5th-7th July	- Amber Valley – six communities - Bolsover - Chesterfield and Staveley - Derbyshire Dales – 5 communities - Erewash – 7 communities including Breadsall and Ockbrook - High Peak – 2 communities - North East – 4 communities including Apperknowle - South Derbyshire – 19 communities including Scropton
9th-10th July	- Eckington - Findern
25th August	- Chesterfield (impact on A617) - North Wingfield - Dronfield - Birch Vale - New Mills
Winter 2012	
21st – 28th November	- Lower Hartsay - Clowne - Ticknall - Hartshorne - Willington - Twyford - Repton - Shardlow - Swarkstone - Stretton

4.56 Within Derbyshire, there are key areas that are at risk of flooding and suffer regularly. Chesterfield has historically been impacted on numerous occasions due to its location at the confluence of numerous 'Main Rivers'. The flood risk to Chesterfield is further exacerbated by is urban nature and, during storm conditions, the positive drainage

networks are regularly overwhelmed as they ultimately drain to the 'Main Rivers'. South Derbyshire is another key area at risk due to the surrounding flat topography. The majority of South Derbyshire is located within the River Trent corridor and therefore the flood risk to the majority of this area is high from fluvial sources as well as other sources.

Assessment for Flood Risk across Derbyshire

4.57 A requirement of the Flood Risk Regulations, which implements the requirements of the European Floods Directive, was that Preliminary Flood Risk Assessments (PFRAs) were produced by LLFAs in England and Wales. DCC has produced a PFRA for Derbyshire which:

- Comprises a strategic assessment of historic flooding data (collected from parish, district and county records);
- Provides an understanding of the areas most at risk of current and future flooding from surface water and ordinary watercourses, including risk to dwellings, non-residential property, and critical services; and
- Provides an explanation of the urban/rural divide and how this reduces the risk of excluding those suffering flooding in small villages or hamlets where national thresholds may exclude them.

4.58 The EA has developed and published a national strategy for the management of coastal erosion and all sources of flood risk for England. The national strategy gives a strategic overview of all sources of flooding for England and sets out what needs to be done by all organisations involved in flood and coastal erosion risk management. As mentioned earlier, the FWMA requires a LLFA to develop, maintain, apply and monitor a strategy for local flood risk management in its area. DCC is currently drafting its LFRMS which will set out how DCC intends to coordinate the management of flood risk for Derbyshire whilst balancing the needs of local communities, the economy and the environment. This is due to be completed in early 2014.

Catchment Flood Management Plans (CFMP) have been produced by the EA and provide an overview of flood risk for each river catchment in England and Wales. The CFMPs set out a number of policies which will deliver sustainable flood risk management for the long term in order to assist all key decision makers in the catchment. Derbyshire falls within the following CFMPs:

- Don;
- River Trent; and
- Upper Mersey.

4.59 The EA have also produced a River Basin Management Plan (RBMP) for each River Basin District (RBD). The RBMPs describe the RBD, and the pressures that the water environment faces, including what

actions will be taken to address the pressures. The RBMP focuses on the protection, improvement and sustainable use of the water environment within that RBD. The RBMPs are revised every six years in line with the requirements of the Water Framework Directive (WFD).

4.60 There are a number of other documents that analyse/assess local flood risk management for Derbyshire (not mentioned already) and these include:

- District/Borough level Strategic Flood Risk Assessments (SFRA);
- DCC's Minerals and Waste SFRA;
- Site specific Flood Risk Assessments (FRA); and
- Site specific Catchment Studies.

Future Investment and Funding

4.61 Rather than implementing large and expensive flood defence or relief schemes, future management of flood risk by DCC is likely to focus on smaller-scale prevention and resilience measures, such as:

- Community engagement to increase understanding and awareness;
- Developing risk management;
- Local actions by DCC and local communities, land sacrifice schemes and small-scale water management schemes;
- Measures to improve personal resilience to events;
- Improved maintenance; and
- Sustainable drainage systems (SuDS).

4.62 As a requirement of S19 of FWMA, DCC has derived local thresholds (**bold** below) for triggering a formal flood investigation. A brief summary of these local thresholds is described below:

(a) **Number of properties internally flooded** - An event where records or anecdotal evidence shows that five or more residential properties, or two or more non-residential properties (industrial/commercial) affecting employment, have been internally flooded.

(b) **The frequency of flooding in a given location** - Where a flooding problem is recurring and is supported by records or anecdotal evidence as having occurred more than once in a ten year return period or flooding has occurred to "new build" property built within that period, then a lower property threshold of two or more residential properties or one non-residential property affecting employment should be adopted.

(c) **Depth, area or velocity of flooding** - An event where threat to life and/or threat of injury or harm has occurred will always lead to a formal investigation to establish the cause. A request from the emergency

services, particularly Derbyshire Fire and Rescue Service, will be formally referred to the Strategic Flood Board for a decision.

(d) **Demographic nature of flooded communities** - An event which affects an area or community with a concentration or high proportion of vulnerable people, e.g. an area of social housing for older people. Consultations with Social Care Departments, Community Health Services and the voluntary sector will be key in establishing a community profile.

(e) **Critical infrastructure impacted by the flood** - An event which leads to a protracted impact on a key utility service (water, sewage treatment, electricity distribution, gas distribution, telecommunications, rail network, strategic road network) in excess of 12 hours before restoration of the service.

(f) **Key local essential services impacted by the flood** - An event which leads to a protracted impact to essential services or access to their facilities (emergency services, National Health Service, Local or Central Government services), particularly if the services relate to vulnerable communities or individuals (identified as Priority 1 functions within statutory business continuity plans), in excess of 12 hours before restoration of the service or access to it.

(g) **Floods with a "known" cause** - An event where the flood is perceived as a "known" cause and a Risk Management Authority acknowledges that cause, **no** formal further investigation will be undertaken.

4.63 Some of the locations highlighted in Table 1 triggered the threshold for formal investigation and these are identified within Table 2.

Table 2: Description of S19 investigations (to date – June 2013)

Location	Date of Flooding	Brief description
Ockbrook	6th July 2012	Culvert under Cole Lane became overwhelmed by Ock Brook. Water flowed down Cole Lane and flooded properties on Cole Lane and Collier Lane. Flood waters from surface water culvert/sewer from the west under Collier Lane added to water.
Findern	10th July 2012	Intense storm on a saturated catchment overwhelmed culvert of Doles Brook under the A38 at Findern. Water spread across the carriageway onto Burton Road. This and water from a drainage ditch adjacent to Burton Road caused flooding to properties on Burton Road. A38 culvert may have been partially blocked by debris.
Breadsall	6th July 2012	Intense rainfall overwhelmed the culvert of Dam Brook under Brookside Road/Croft Lane in the centre of the village, caused flooding to a number of properties on Brookside Road. Rainfall also inundated culvert of Boosemoor

Table 2: Description of S19 investigations (to date – June 2013)		
Location	**Date of Flooding**	**Brief description**
		Brook under Rectory Lane. Flooding to a number of properties on Rectory Lane.
Scropton	Various	Water flooded from watercourse adjacent to Watery Lane. Culvert of Watery Lane brook under Leathersley Lane also flooded centre of village and back up Watery Lane. Several Watery Lane properties flooded.
Ticknall	28th June, 6th July 2012	Main Street flooded from Ingleby Lane to High Street. Details unknown.
Sapperton Lane, Church Broughton	6th July 2012	Surface water flowed down Sapperton Lane and flooded Ark Cottage (3 properties). Thought to have been caused by ineffective highway drainage. Recurrent event.
Cubley	6th July 2012	Unknown
Brookfields Industrial Estate, Etwall	6th July 2012	Water from local brook and surface water thought to have caused internal flooding of three non-residential buildings and flooding to the highway.
Station Road, Clowne (informal)	November 2012	Damaged/blocked culvert under the Biffa Waste site in Clowne was inundated by intense storm. Caused flooding in the Brookbank Road/Brookhill area.

4.64 As a result of the flood events of 2012, a number of pilot catchment studies (derived using a hierarchical approach of the worst impacted areas of Derbyshire, i.e. a number of S19 areas) were commissioned by DCC. Since then, DCC has continued to engage with these communities and presented the findings at a number of community engagement meetings.

4.65 The national funding regime is such that there is a single funding pot where government will only contribute monies if a scheme reaches a certain percentage score following a cost-benefit analysis. This pot of monies is referred to as the Flood Defence Grant in Aid (FDGiA), whereby all RMAs can bid for monies by completing a suit of forms and submitting a 'bid'. It is the responsibility of the EA and Regional Coastal Flood Committees (RFCC) for approving the bids and granting these monies.

4.66 If schemes require more funding to make them viable (i.e. tip the national average percentage score), alternative funding sources will need to be sought. It is at the discretion of RFCCs (regional bodies through which the EA carries out its work on flood risk management) to contribute local levy funding to a scheme to make it viable for FDGiA approval. Local levy is a pot of monies used to support, with the approval of the relevant RFCC, flood risk management projects that are not considered to be national priorities. The local levy allows locally important projects to be boosted and go ahead to reduce the risk of flooding within the committee area.

4.67 Partnership sources (obtained from local communities, parish or district/borough councillors, local business etc.) can also be sort as part of the bidding process and will boost the bid score.

4.68 DCC has submitted a number of schemes to this year's annual FDGiA process to seek to improve the situation for Derbyshire and a number of these bids relate to the S19 flood investigations as discussed earlier. DCC will be supporting these schemes by providing partnership funding as well as engaging with the local community to secure local monies for local bids.

4.69 As part of the FDGiA process, DCC has completed a Medium Term Plan (MTP), which is an excel spreadsheet that informs the EA of the amount of work likely to be required across Derbyshire over the next five years and the future. Once the FRMS has been completed, it will be utilised to amend the MTP and FDGiA bids submitted.

4.70 DCC has previously committed an annual Capital Programme to local flood defence schemes to help reduce/mitigate the risk of flooding and to support local studies/schemes. The future of this funding for these projects will be based upon a prioritised approach to ensure the greatest cost benefit is achieved with the limited monies available to the authority.

Climate Change and Future Risk

4.71 The impacts of climate change on future flood risk are not fully understood. United Kingdom Climate Projections 2009 (UKCP09) information has been used in the PFRA to provide an insight into the possible impacts of climate change on future flood risk within Derbyshire. By 2020, for the East Midlands region and for a medium emissions scenario, the following rainfall statistics are estimated:

- Mean winter precipitation is estimated to increase by up to 5%;
- Mean summer precipitation is estimated to decrease by up to 8%;
- Precipitation on the wettest day in winter is estimated to increase by up to 10%; and
- Precipitation on the wettest day in summer is estimated to increase by up to 10%.

4.72 The consequences are predicted to be an increase in surface water flooding due to increased levels of precipitation. During the winter months flooding may increase as a result of higher rainfall. During the summer months, with estimated increased temperatures, there is a possibility of increased convective rain storms with high intensity rainfall events. Climate changes can affect local flood risk in several ways as impacts will depend on local conditions and vulnerability. Wetter winters and more rain falling in wet spells may increase river flooding with more intense rainfall causing more surface runoff, increasing localised flooding and erosion. In turn, this may increase

pressure on drains, sewers and water quality. Storm intensity in summer could increase, even in drier summers, so there is a need to be prepared for the unexpected.

4.73 In adapting to change there is a requirement to plan ahead and understand current and future vulnerability to flooding, to develop plans for increased resilience and build capacity to adapt to achieve long-term, sustainable benefits. Local information will be invaluable in understanding climate impacts in detail, including effects from other factors, such as land use. Sustainable development and SuDS will help in adapting to climate change and managing the risk of damaging floods in future.

4.74 DCC has a vital role to play in managing the impacts of climate change on flood risk across Derbyshire. A key element within the LFRMS will be setting out how DCC intend to manage the impacts of climate change.

Local Authority Collected Waste

Current Provision

4.75 Local Authority Collected Waste (LACW) is all waste collected by the local authority and comprises mostly of that collected from households, but also includes waste from some commercial and retail premises, waste from schools and some other public institutions and non-municipal fractions such as construction and demolition waste. Derbyshire County Council's Waste Management Service is responsible for the management and disposal of municipal waste arisings. The district and borough councils are responsible for the collection of municipal waste.

4.76 In 2012/13 Derbyshire produced 374,919 tonnes of Local Authority Collected Waste. 158,379 tonnes (45.2%) was recycled or composted and 161,435 tonnes (43%) was disposed of to landfill. The Government's overarching policy to achieve sustainable waste management is to seek the management of all waste, including municipal, higher up the Waste Hierarchy, as set out below.

Source: The Revised Waste Framework Directive (2008/98/EC)

4.77 The Derbyshire and Derby City Joint Municipal Waste Management Strategy sets out the vision and framework for the development and delivery of council waste management services within Derbyshire over the next 20 years. The overall aim being to manage waste higher up the waste hierarchy with high levels of recycling/composting being achieved.

4.78 In line with European and national targets, the future of municipal waste management must increasingly rely on non-landfill methods. Such methods may include recycling and composting or treatment with energy recovery. The Government introduced a landfill tax to encourage councils and businesses to switch to more environmentally friendly and sustainable methods of waste disposal. The tax has increased to £72 per tonne from April 2013 and is set to continue to rise by a further £8 per tonne in 2014. .

Collection

4.79 District and borough councils either operate their own collection services or let contracts to private companies to undertake collections on their behalf. Each district/borough council provides their own collections service for householders. The services vary in the types of material collected and methods and frequencies of collection used. . Details of local collection services are set out in the table below. As well as kerbside collections some district and borough councils also provide bring banks at central locations where residents can recycle a variety of materials.

4.80 The district and borough councils in Derbyshire have invested heavily to improve arrangements for the collection and recycling/composting of municipal waste thus diverting valuable resources from landfill, with the aim of increasing recycling/composting performance to meet a 55% target in 2020. There are now extensive kerbside recycling/composting collection schemes and recycling centres in place throughout the County.

4.81 Details of local waste collection kerbside schemes (as of June 2013) are set out below.

Waste Collection Kerbside Schemes - Derbyshire Authorities June 2013

Authority	Residual Waste (Black Bin)	Green Waste and Food Waste Collections				Recycling Collections at Kerbside										
	Frequency	Collection Receptacle	Green Waste	Kitchen Waste	Frequency	Cans & Tins	Foil & Aerosols	Glass Bottles & Jars	Newspapers & Magazines	Cardboard	Plastic Bottles	Other Plastics	Mixed Textiles & Clothes	Bagged Batteries	Cartons (tetrapacks)	Frequency
Amber Valley Borough Council	Fortnightly (alternate weeks with recycling)	Optional Brown Bin*	Yes	-	Fortnightly	Grey Bin	Grey Bin	Grey Bin	Grey Bin	Grey Bin	Grey Bin	Grey Bin	-	-	-	Fortnightly
Bolsover District Council	Fortnightly (alternate weeks with green bin)	Green Bin	Yes	-	Fortnightly	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	-	Fortnightly
Chesterfield Borough District	Fortnightly (alternate weeks with green bin)	Green Bin	Yes	-	Fortnightly	Blue Bin	Blue Bin	Blue Bin	Blue Bin	Blue Bin	Blue Bin	Blue Bin	Bagged Separately	Blue Bin	-	Fortnightly
Derby City Council	Fortnightly (alternate weeks with green bin)	Brown Bin***	Yes	Yes	Fortnightly	Blue Bin	Blue Bin (not foil)	Blue Bin	Blue Bin	Blue Bin	Blue Bin	Blue Bin	-	-	Blue Bin	Fortnightly
Derbyshire Dales District Council	Fortnightly (alternate weeks with green lidded/blue lidded bins)	Green Lidded Bin	Yes	-	Fortnightly	Blue lidded Bin	Blue lidded Bin	Blue lidded Bin	Blue lidded Bin	Blue lidded Bin	Blue lidded Bin	Blue lidded Bin	-	-	Blue lidded Bin	Fortnightly
		Caddy	-	Yes	Weekly											

Erewash Borough Council	Fortnightly (alternate weeks with brown bin)	Brown Bin	Yes	-	Fortnightly	Green Bag or Blue Bin**	Green Bag or Blue Bin**	Green Bag or Blue Bin**	Green Bag or Blue Bin**	Green Bag or Blue Bin**	Green Bag or Blue Bin**	Green Bag or Blue Bin**	-	-	Green Bag or Blue Bin**	Fortnightly
High Peak Borough Council	Fortnightly (alternate weeks with green bin)	Green Lidded Bin	Yes	Yes	Fortnightly	Brown Bin	Brown Bin	Green Box	Brown Bin	Brown Bin	Brown Bin	Brown Bin	Red Bag	-	-	Fortnightly
North East Derbyshire District Council	Fortnightly (alternate weeks with green bin)	Green Bin	Yes	-	Fortnightly	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	Burgundy Bin	-	Fortnightly
South Derbyshire District Council	Fortnightly (alternate weeks with brown bin)	Brown Bin	Yes	Yes	Fortnightly	Green Box	Green Box	Green Box	Blue Bag	-	-	-	White Bag	-	-	Fortnightly

* One of payment of £20 for brown bin for green waste.
**Green Recycling Bags are provided free of charge, a blue 140 litre bin can be purchased for £26 or a 240 litre blue bin for £28.
*** From March 2014 brown bin for green waste will be an opt in service costing £40 a year.

Disposal

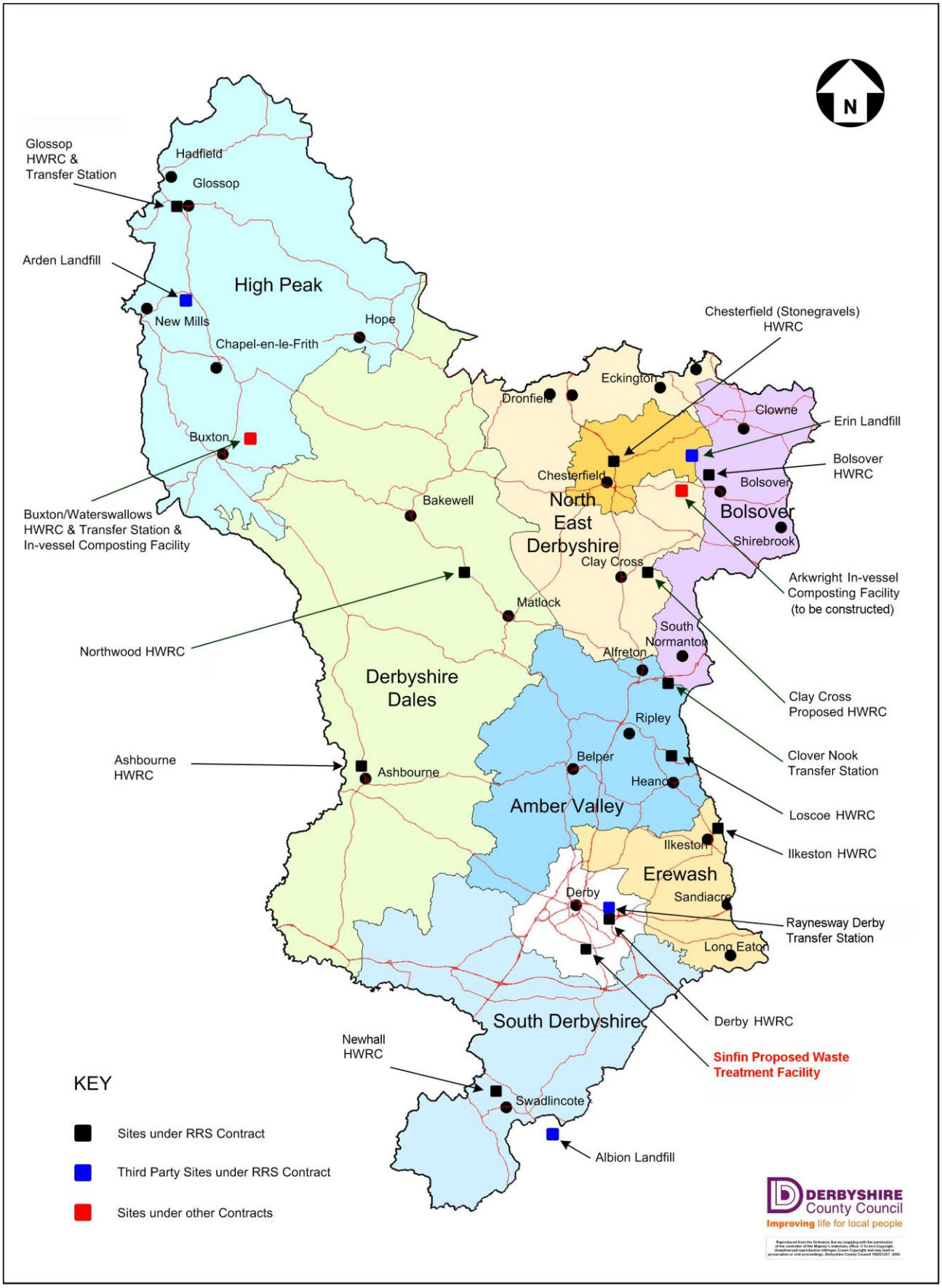
4.82 Where the local borough and district councils successfully divert waste away from landfill (i.e. recycle or compost it instead), the County Council pays the district and borough council a ‘recycling credit’ based upon the savings made in disposal costs. Recycling credit payments currently total approximately £3.8 million per year. The cost of this recycling credit payment is lower than the cost of landfill and provides a financial incentive to the district and borough councils.

4.83 Once the residual waste is collected, it is either sent straight to landfill, or is taken to a transfer station where it is bulked up. The bulked up waste is then currently sent either to landfill or to areas outside of Derbyshire for processing at treatment facilities, for example at energy from waste or mechanical biological treatment facilities. The landfill and waste treatment facilities are generally operated by third parties which are sub-contracted by the County Council’s long term waste management contractor, Resource Recovery Solutions (Derbyshire) Ltd.

4.84 Typically the district and borough councils manage the reprocessing of dry recyclables collected at the kerbside and bring sites; the County Council pays recycling credits for any of this material collected for recycling/composting. The majority of organic waste collected e.g. green waste and food waste is processed through contracts provided by the County Council with the private sector. There are two exceptions (South Derbyshire and Derbyshire Dales District Councils) where the district councils have secured organic processing capacity directly; in both cases the County Council pays recycling credits.

4.85 The County Council has invested in new and improved Household Waste Recycling Centres (HWRCs) and the provision of in-vessel composting facilities across Derbyshire. The County Council has recently developed an in-vessel composting facility in the north west of the County which processes organic waste including garden and kitchen waste collected from householders. Planning approval for the construction of a second in-vessel composting plant at Arkwright, near Chesterfield has also been granted. Construction is programmed to commence in the summer of 2013 with the facility becoming operational in 2014.

4.86 The County Council currently has 9 HWRCs. The County Council’s waste facilities are shown over the page.


N
Glossop HWRC & Transfer Station
Hadfield
Glossop
Arden Landfill
High Peak
New Mills
Hope
Chapel-en-le-Frith
Buxton
Buxton/Waterswallows HWRC & Transfer Station & In-vessel Composting Facility
Bakewell
Northwood HWRC
Ashbourne HWRC
Ashbourne
Derbyshire Dales
Matlock
Chesterfield (Stonegravels) HWRC
Eckington
Dronfield
Clowne
Erin Landfill
Bolsover HWRC
Chesterfield
Bolsover
North East Derbyshire
Bolsover
Shirebrook
Clay Cross
Arkwright In-vessel Composting Facility (to be constructed)
South Normanton
Alfreton
Clay Cross Proposed HWRC
Ripley
Clover Nook Transfer Station
Belper
Heanor
Amber Valley
Loscoe HWRC
Ilkeston
Ilkeston HWRC
Erewash
Derby
Sandiacre
Raynesway Derby Transfer Station
Long Eaton
Derby HWRC
South Derbyshire
Sinfin Proposed Waste Treatment Facility
Newhall HWRC
Swadlincote
Albion Landfill
KEY
Sites under RRS Contract
Third Party Sites under RRS Contract
Sites under other Contracts
DERBYSHIRE County Council
Improving life for local people

Future Investment

Collection

4.87 A small number of properties have a restricted recycling service, although there are known issues in some areas relating to a lack of storage for the number and range of containers used; and/or access restrictions to properties meaning residents may have to present containers some distance from their homes.

4.88 Collection services and rounds are generally based on current household numbers and are designed to support existing communities. Owing to this there is limited spare capacity in the service to accommodate additional development. Smaller developments of up to 25 dwellings can generally be absorbed into existing collection rounds, but larger developments exceeding 200 dwellings would create difficulties in delivering collection services. Additional funding would probably therefore be required to support the provision of additional collection services in areas with large scale development.

Disposal

4.89 The County Council, jointly with Derby City Council, is preparing a Waste Plan which will guide how waste is managed over the next 20 years. The plan will set out how many and what types of new facilities are needed and where they should be located. It will deal with municipal, commercial and industrial, and construction and demolition waste. The New Waste Local Plan is emerging and will replace the adopted Derby and Derbyshire Waste Local Plan (adopted March 2005). The DIP will be updated as the Waste Plan progresses.

4.89 The next table sets out the current capacity of Household Waste Recycling Centres and potential options for expansion (if required).

HWRC	Current Capacity	Vehicle Capacity	Potential for Expansion
Ashbourne	Surplus	Space for 14 parked vehicles and 31 queuing	No current requirement for expansion. If required in the future there is potential for expansion on DCC owned land to the west.
Bolsover	Surplus	Space for 24 +2 disabled parked cars and 30 queuing	No current requirement for additional capacity. If required in the future there is potential for expansion as part of Markham Vale development
Newhall	Over capacity	Parking for 8 vehicles and 40 queuing on access road	Former landfill site. Could potentially expand subject to planning and infrastructure constraints
Glossop	Over capacity	Limited parking for 6 vehicles on site and 3 outside of site	Redevelopment proposed, planning permission obtained, but access constraints to overcome
Ilkeston	Almost at capacity	Parking for 10 vehicles on site and 15 on access road. Queuing on	Some potential to expand by removing existing banking and construction a retaining wall

		highway at peak times.	
Loscoe	Over capacity	18 +1 disabled parking spaces on-site and 15 on access road. Queuing on highway at peak times.	Possibility of expansion subject to land acquisition and funding
Chesterfield	At limit of capacity	16 + 2 disabled parking spaces on-site and 6 spaces on access road. Queuing on highway at peak times.	No potential for expansion
Waterswallows	Surplus capacity	20 parking spaces on-site and 3 spaces on access road	No current requirement for expansion. If required in the future there is potential for expansion on existing footprint if capacity of the transfer station is utilised.
Northwood	Surplus capacity	16 parking spaces on-site and 48 spaces on access road	No current requirement for additional capacity.

4.90 An additional HWRC is proposed at Clay Cross. The County Council has planning permission to redevelop and enlarge the Waste Transfer Station and HWRC at Glossop. This project will progress once permanent improvements to the access road and bridge are agreed and completed.

4.91 In addition, strategic priority waste projects that are currently only partially funded or are unfunded include the provision of additional capacity at or replacement of Newhall, Ilkeston, Loscoe and Chesterfield HWRCs. The delivery of these projects may be required to accommodate development in South Derbyshire, Erewash, Amber Valley and Chesterfield.

4.92 The County Council is currently considering new policies/initiatives to deal with waste at the top end of the waste hierarchy, via the promotion of waste minimisation and prevention.

Broadband

Current Provision

4.93 Currently access to the internet is mainly through the national telephone network infrastructure. Typically, broadband service quality is affected by the proximity to the local telephone exchange; the quality and condition of cabling and connections; and the level of internet use at any one time.

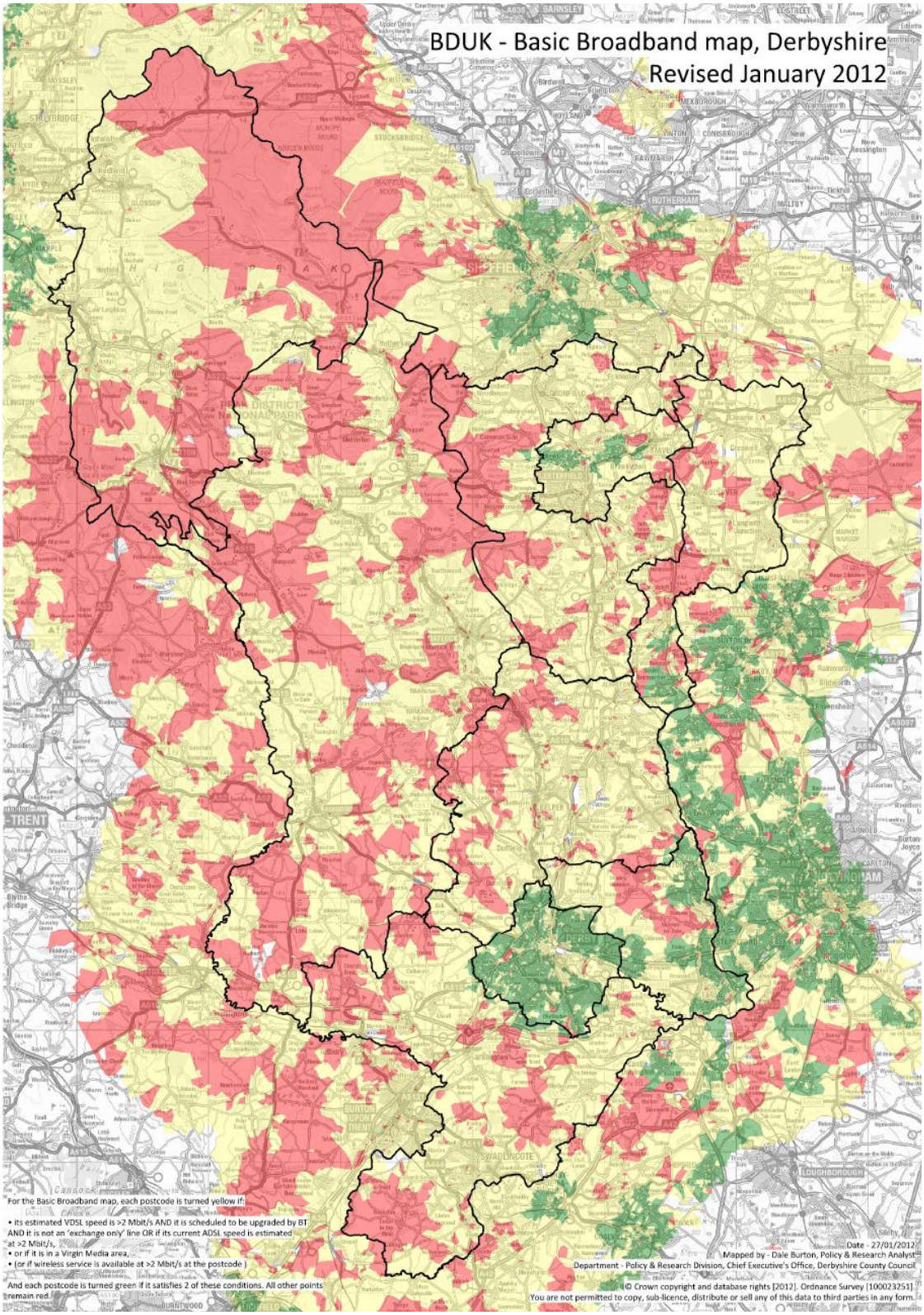
4.94 There are 74 BT exchanges in Derbyshire enabled for ADSL which currently deliver broadband provision to around 65% of Derbyshire. It is known that parts of Derbyshire, particularly rural areas, such as Bolsover, Derbyshire Dales, and South Derbyshire struggle to receive a fast and efficient service. Derbyshire Dales is reported to have the lowest levels of internet connection in the East Midlands at just 36%.

The reliability and speed of broadband service depends on proximity to the exchange and the quality of cabling.

4.95 Broadband is also supplied by other means, such as cable. Analysis of potential maximum speeds via cable shows the potential maximum download speed varies from 5.3 megabytes per second (Mbps) to 120 Mbps across the region. Cable is currently only available in urban areas with no cable facility in any rural area of Derbyshire. There are currently no plans for expansion of the cable network in Derbyshire.

4.96 Due to the distances involved and the limitations of copper based cabling, access to superfast broadband speeds in Derbyshire is limited.

4.97 The map overleaf shows the current availability of broadband.



Future Investment

4.98 Improvement to broadband connectivity is identified as a key priority in the County Council's Council Plan 2010 – 2014. The County Council aims to broaden Derbyshire's economic base and improve economic performance, and the Digital Derbyshire project is essential to this.

4.99 In August 2011 the Government committed £530 million investment in the UK's broadband network with the objective of facilitating the delivery of 90% coverage of superfast broadband and a "universal" commitment of 2 Mbps across the UK and to stimulate private sector investment to deliver the best network in Europe by 2015 including future proofing investment to enable next generation broadband.

4.100 Derbyshire County Council has secured £7.39 million, of BDUK funding following the development and approval in May 2012 of the Local Broadband Plan. A further £2.5m of European funding has been secured and a commitment from the authority to invest a further £15m in the Digital Derbyshire project.

4.101 The Council will procure a private sector partner from the BDUK national framework to invest and deploy the infrastructure across the county to achieve the government's targets for superfast broadband.

4.102 The Council will gap fund the commercial market to bring faster broadband to Derbyshire and through a partnership arrangement work with the successful private sector partner to deliver this.

4.103 The provision of communication infrastructure, such as masts, poles and exchanges, is also important. However, in some parts of Derbyshire, high value and sensitive landscapes and hilly topography, can make the installation of new masts for digital infrastructure challenging.

4.104 The Growth and Infrastructure Act (2013) addressed the expectation to make it easier for telecoms companies to roll out superfast broadband services. From the 27th June 2013 amendments to the Town and Country Planning Act (General Permitted Development) (Amendment) England (Order 2013 means that for the 5 year period from 30/05/2013 to 30/05/2018, for works on Article 1(5) land, the construction, installation, alteration or replacement of a telegraph pole, cabinet or line, in connection with the provision of fixed-line broadband, will no longer require an application to the local planning authority for a determination as to whether prior approval is required for the siting and appearance of the works (with the exception of Sites of Special Scientific Interest). This relaxation in planning legislation should support the roll out of superfast broadband.

4.105 Developers can help to anticipate the future needs of residents and businesses and prevent having to retrofit properties in the future by integrating fibre optic cabling as a fundamental requirement of all new residential and commercial development. The expectation is that when other utility services such as water or electricity are installed, or when highway improvements are carried out, works are coordinated to provide opportunities to install ducting for fibre optic based

technologies at the same time. For more information, refer to the Derbyshire Developer Contributions' Protocol.

Green Infrastructure

4.106 Green infrastructure is a strategically planned and delivered network of multi-functional green spaces which sit within and contribute to the type of high quality natural and built environment required to deliver sustainable communities. Delivering, protecting and enhancing these networks requires the creation of new assets to link with river corridors, woodlands, nature reserves, urban green spaces, historic sites and other existing assets.

4.107 Green infrastructure includes and connects the urban area to its rural hinterland. Green infrastructure is used in this document in its widest sense, to embrace not only green spaces such as parks and gardens but also landscape, biodiversity and the historic and built environment. It is crucial to delivering sustainable communities and supporting sustainable economic growth.

4.108 Green Infrastructure should:

- Contribute to the management, conservation and enhancement of landscape character and local distinctiveness
- Contribute to the protection, conservation and management of historic landscape, archaeological and built heritage assets
- Maintain and enhance biodiversity to ensure that development and implementation results in a net gain of Biodiversity Action Plan habitats
- Provide connectivity and avoid the fragmentation of habitats, sites and natural features, to increase the potential for natural regeneration and the migration of species of flora and fauna, which may be affected by changing climatic or other conditions
- Be designed to facilitate sustainable longer-term management
- Be delivered through enhancement of existing woodlands and also by the creation of new woodlands and forest areas
- Create new recreational and sustainable travel facilities particularly those that present opportunities to link urban and countryside areas
- Take account of and integrate with natural processes and systems
- Be managed and funded in urban areas to accommodate nature, wildlife and historic and cultural assets, and provide for sport and recreation
- Be designed to high standards of quality and sustainability to deliver social and economic, as well as environmental benefits
- Provide a focus for social inclusion, community development and lifelong learning.

International and national designations

4.109 Derbyshire has a number of environmental designations of international and national significance. The Peak District is designated as a National Park providing the highest level of protection to some of the finest landscape within the British Isles.

4.110 In December 2001 the Derwent Valley Mills were inscribed on UNESCO's World Heritage List on the basis of two criteria:

- That the site exhibits 'an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town planning or landscape design'
- That the site is 'an outstanding example of a type of building or architectural or technological ensemble or landscape, which illustrates a significant stage in human history'.

4.111 More information can be found in the Derwent Valley Mills World Heritage Site Management Plan. The Management Plan's mission is to conserve the unique and important cultural landscape of the World Heritage Site, to protect its outstanding universal value, to interpret and promote its assets, and to enhance its character, appearance and economic well-being in a sustainable manner. In April 2011, Creswell Crags was included in the DCMS UK Tentative List of (potential) World Heritage Sites

4.112 In Derbyshire there are five Special Areas of Conservation (internationally important wildlife sites given special protection under the European Union's Habitats Directive)

- Bee's Nest and Green Clay Pits on the south eastern edge of the Peak District
- Gang Mine on the south eastern edge of the Peak District
- Peak District Dales in the Peak District in Derbyshire and Staffordshire
- South Pennine Moors, again covering much of the Peak District
- River Mease on the border of South Derbyshire and Leicestershire

4.113 Part of Derbyshire is also designated as a Special Protection Area (SPA) as being of international importance for rare and vulnerable species of birds, designated under the 'Birds Directive 1979'.

4.114 The National Forest is a wooded landscape that includes a large part of South Derbyshire. The National Forest Company has led the creation of 6,000 hectares of woodland cover, of which around 2,000 hectares is within Derbyshire. Over the next 20 years, the National Forest Company anticipates that planting will continue at a rate of around 150-200 hectares per annum in order to meet their target of one third woodland cover.

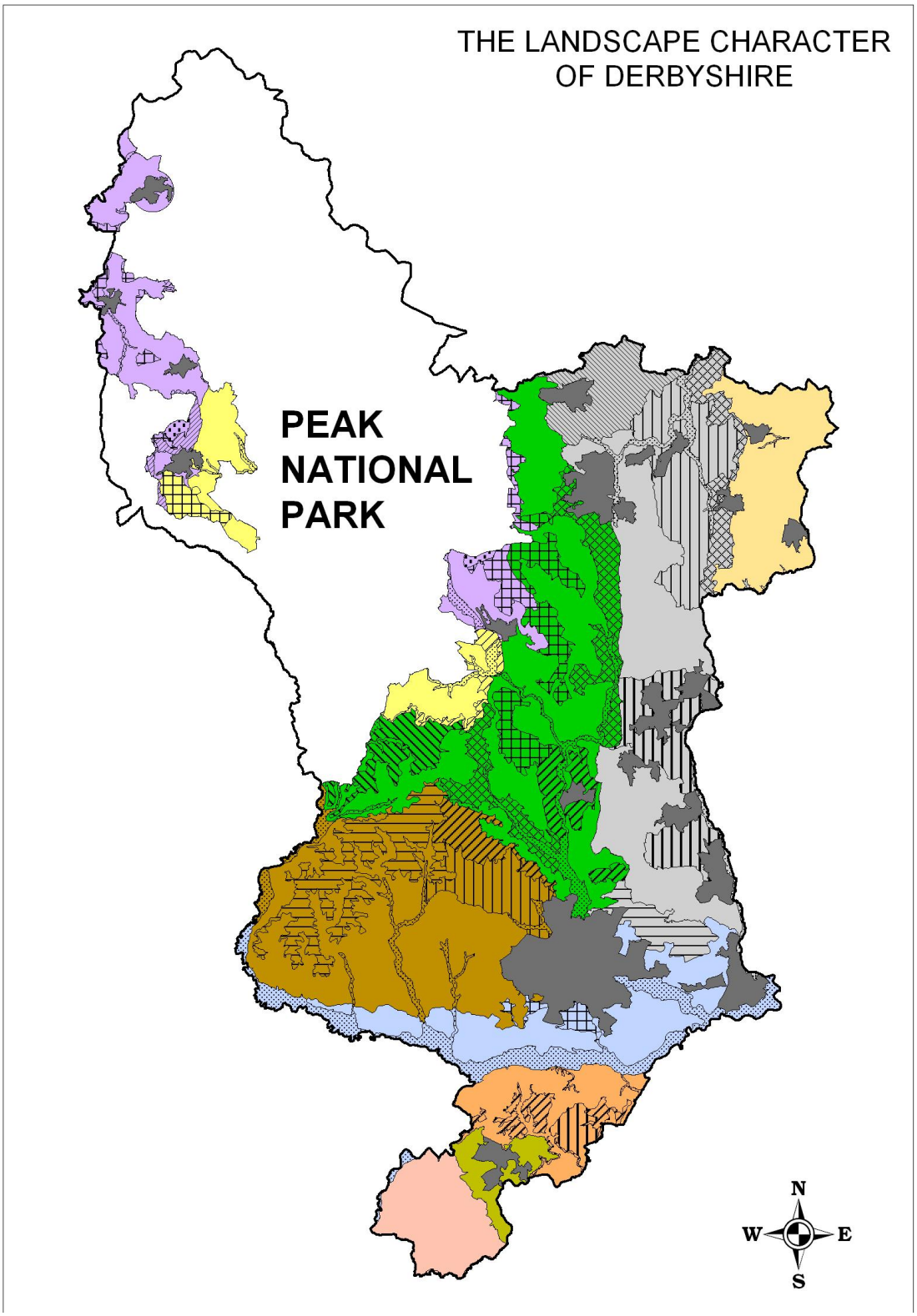
Landscape Character

Current Provision

4.115 Derbyshire has a varied and diverse landscape, from the open moors of the Peak District to the flat floodplains of the Trent valley. Derbyshire County Council and the Peak District National Park Authority have identified and described the key features and characteristics of the landscape through landscape character assessment; the process of dividing the landscape into units of land with common characteristics.

4.116 There are many characteristics that define the landscape including physical, natural and human features and processes. The identification and analysis of these characteristics goes a long way to defining the particular 'sense of place' of the various parts of the County. It also provides a framework within which a whole range of environmental issues may be considered.

4.117 Landscape character provides the framework for the protection or provision of Green Infrastructure. Derbyshire is fortunate in having, in parts, outstanding landscape qualities, for which it is famed, but the delivery of new Green Infrastructure provides the opportunity to reinforce and strengthen landscape character and local distinctiveness as part of a design led and sustainable approach to new development. More information about Derbyshire's landscape character can be found herehttp://www.derbyshire.gov.uk/environment/conservation/landscape character/default.asp. A map showing the landscape character of Derbyshire is provided over the page.


THE LANDSCAPE CHARACTER
OF DERBYSHIRE
PEAK
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Future Investment

4.118 The extraction of minerals and coal is a significant form of development in Derbyshire. More information on the type and location of mineral extraction that occurs in Derbyshire can be found at page 109 .

4.119 Mineral extraction is generally a temporary use of land. Once extraction has ceased, the site must be restored to its former use or a new use such as agriculture, wildlife or leisure. In Derbyshire, many of the current quarries have conditions requiring restoration to agriculture and/or amenity uses. Some quarries with very old planning consents have no agreed restoration scheme. For sand and gravel workings,

restoration to water uses is becoming more common. Where sites are close to airports, this has to be balanced against the risk of birdstrike.

4.120 The Trent Valley is an important resource for the minerals industry and is currently worked for sand and gravel. The Trent Valley includes parts of South Derbyshire, Erewash, Derby City and Derbyshire Dales; as well as parts of Leicestershire and Staffordshire. .

4.121 The River Trent is a major strategic river running through the north of the District. It was, and in part still is, a distinctive landscape focused on the river, rich in historical features and wildlife. It has been identified that there is and will be increasing pressures for change in the Trent Valley through Derbyshire. The need to identify further mineral sites and the allocation of land for new housing growth will place further demands on the landscape of the Trent Valley in the short and long-term, and these pressures are going to change and fragment the open agrarian landscape character of the valley in the next 50 years.

4.122 The opportunity therefore exists to shape this change to deliver a new and attractive landscape with enhanced Green Infrastructure. This approach has now been adopted and is being promoted by the Lowland Derbyshire and Nottinghamshire Local Nature Partnership (LDN LNP). The Councils have a duty to cooperate with the LDN LNP with the aim of assisting in the development of the landscape vision and strategy to deliver high quality Green Infrastructure across the Trent Valley for existing and new communities.

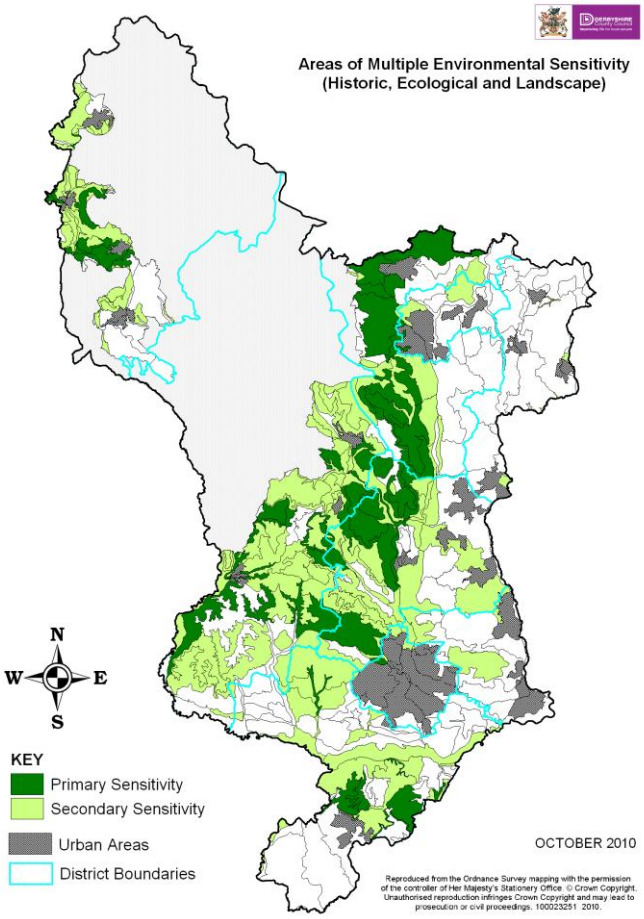
4.123 The County Council will also seek site-specific mitigation in relation to new development, including the protection, maintenance and enhancement of existing landscape value via planning conditions and developer contributions where applicable. For more information about potential sources of funding and mechanisms for dealing with the impacts of housing, economic and minerals development, please refer to the Derbyshire Developer Contributions' Protocol.

Areas of Multiple Environmental Sensitivity

4.124 This is a strategic overview of the environmental sensitivity of Derbyshire (outside the National Park - the National Park's sensitivity is already reflected in its designation). Areas of Multiple Environmental Sensitivity (AMES) are broad areas of landscape that have been identified as being sensitive with respect to a range of environmental datasets. The areas are defined using the Derbyshire landscape character assessment as a spatial framework for reviewing data relating to biodiversity, the historic environment and visual unity (the 'intactness' of the landscape). More information on landscape character can be found at page 47.

4.125 Biodiversity data relates to all ecological data held by Derbyshire County Council ranging from international and national designations such as SSSIs and Ancient Woodland to local wildlife sites as recorded by the Derbyshire Wildlife Trust. Historic data is taken from the historic landscape character assessment and the Historic Environment Record (HER) to record historic features that are considered to be most sensitive to change and almost impossible to replicate. Visual unity is data recorded in the field as part of the Derbyshire landscape character assessment and is a measure of the overall 'intactness' of the landscape relating to field enclosure pattern, and trees and woodlands.

4.126 Brought together the data defines 'Areas of Multiple Environmental Sensitivity'; areas of landscape that are most sensitive to change with respect to the environmental datasets identified above. The Areas of Multiple Environmental Sensitivity (excluding the Peak District National Park) are shown below.



4.127 Areas that are above average with respect to their ecology, historic environment and visual unity are described as having 'Primary Sensitivity' and will be most susceptible to change. These areas are already of significant value with respect to the Green Infrastructure that they provide and should be important considerations in future strategic planning.

4.128 Areas that are above average with respect to two of the environmental datasets (e.g. ecology and visual unity, etc) are described as having 'Secondary Sensitivity'. These areas will also be susceptible to significant change but are capable of being enhanced by development or new Green Infrastructure provision.

4.129 Those areas that are defined as the least sensitive are the areas that have the potential for more change and in particular change that can help to deliver a range of environmental benefits which will provide strategic Green Infrastructure and bring about enhancements for landscape character and local distinctiveness.

Biodiversity

Current Provision

4.130 Biodiversity is the word used to describe the variety of life that exists on earth. It includes animals, plants, fungi and bacteria; the complex ecosystems that they form; and the genetic diversity within and across species. It includes every living thing from rare species in remote locations to common species in local gardens and parks. Biodiversity is often used as shorthand for wildlife and habitats in a given area. Biodiversity, and conserving biodiversity and habitats, is important for:

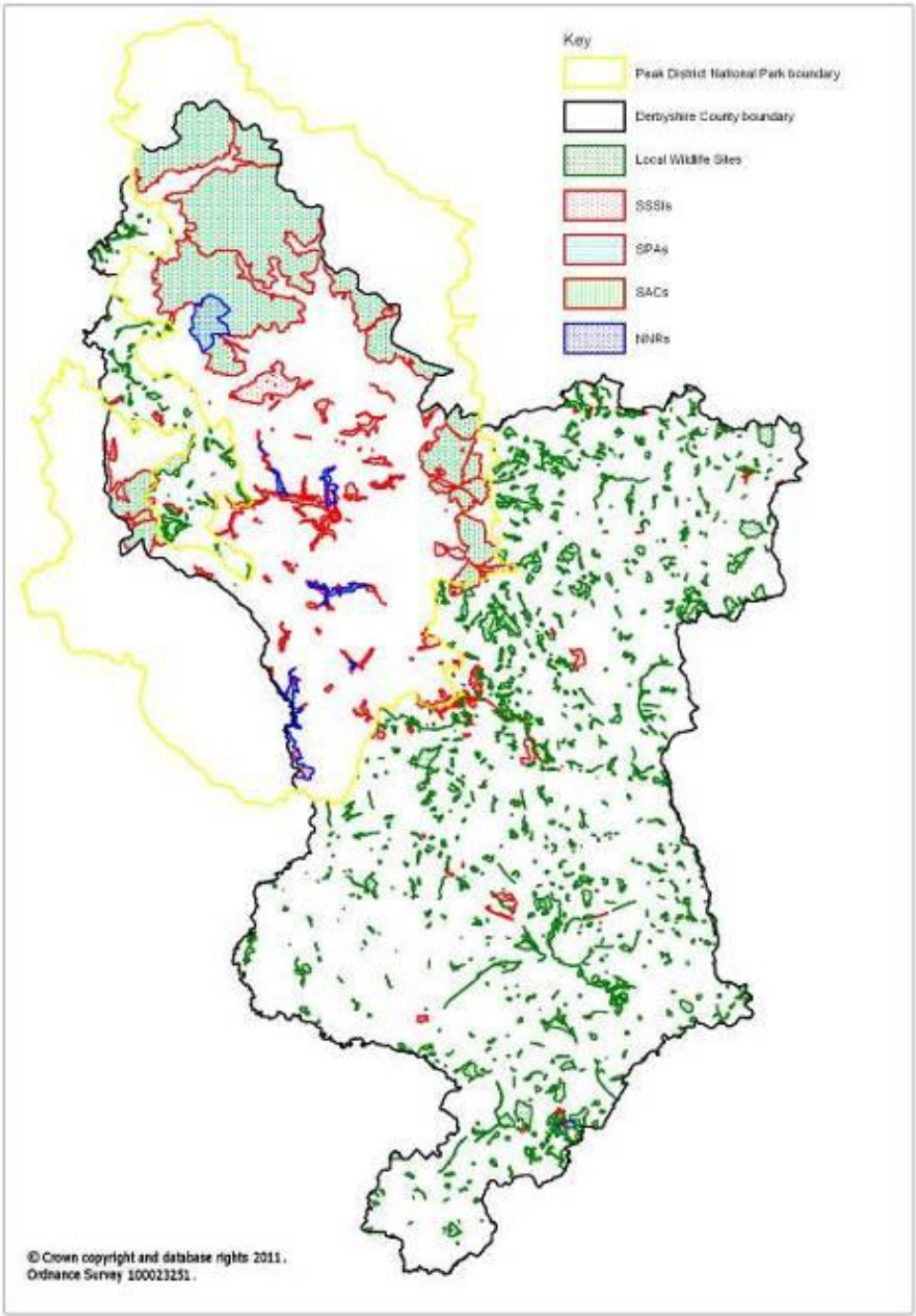
- Intrinsic value and its contribution to quality of life and wellbeing
- Opportunities for outdoor recreation and exercise
- Enhancing the variety, attractiveness and interest of the landscape
- Contribution to cultural heritage, identity and local distinctiveness
- Attracting visitors and supporting local tourism
- Supporting industries including agriculture, fisheries, forestry, food, nature and conservation sectors
- Provision of essential products including food, medicine and construction materials
- Ecosystem services including clean air and water, removal of pollution, and treatment of waste
- Protection from natural events such as flooding and storms
- Regulation of our climate, such as peat bogs acting as carbon sinks
- Moral duty of passing on a sustainable environment for future generations

4.131 The Lawton Review: 'Making Space for Nature – A Review of England's Wildlife Sites and Ecological Network' was published in September 2010. The review stressed that a step-change in nature conservation is needed, to create a more resilient natural environment. The work of voluntary and conservation organisations; national legislation such as the National Parks and Access to the Countryside Act 1949; and the designation of sites, for example Sites of Special Scientific Interest (SSSIs), has helped to improve the protection and

management of wildlife sites. However, overall, England's wildlife habitats have become increasingly fragmented leading to decline in ecosystem services and species populations.

4.132 Natural England has undertaken an assessment of the condition of units within SSSIs. In Derbyshire, 98.99% of SSSI units are meeting the Government's target to have SSSI units in favourable or recovering condition. However, the remaining proportion of SSSI units is assessed as not being conserved and/or declining. None of Derbyshire's SSSI units have been destroyed or part destroyed where the special interest of the site has been irreversibly lost. More information about the condition of SSSI units can be found on the Natural England website here:
http://www.sssi.naturalengland.org.uk/Special/sssi/reportAction.cfm?Report=sdrt13&Category=C&Reference=1010

4.133 Locally, Derbyshire is a wonderfully diverse part of the country for wildlife. In addition to international designations listed above Derbyshire contains a number of areas considered to be of national importance for nature conservation and geology. These include 87 Sites of Special Scientific Interest (SSSI) - amongst the best wildlife and geological sites in the country. Four of these (Calke Park, Derbyshire Dales, Dove Dale and Kinder Scout) have been selected as National Nature Reserves (NNRs) - outstanding examples of SSSIs which provide great opportunities for the public to experience the best wildlife sites in the country. These assets are shown on the map overleaf.



4.134 In Derbyshire there are 1144 Local Wildlife Sites covering 9476 hectares. Since 1984, 193 sites have been destroyed or damaged and have been removed from the register. A further 47 are threatened by development. The Derbyshire Wildlife Trust has published a report in line with Improved Local Biodiversity Indicator NI 197 that finds that 394 out of 1104 (or 35.7%) Local Wildlife Sites have had positive management in the last five years. Positive management includes agri-environment schemes, woodland grant schemes, land management e.g. as part of farms, or non-intervention where sites are in a favourable condition.

4.135 Wildlife and biodiversity is not only confined to designated sites, and Derbyshire supports valuable populations of national and local Biodiversity Action Plan priority species and habitats. Changes in farming over the past 50 years as well as many other pressures have resulted in loss of hedgerows, grasslands, wetlands, floodplains and many other habitat types. Priority species and habitats are those considered most in need of conservation action in the UK to halt the loss of biodiversity, and to start to redress the pattern of historic losses.

Future Investment

4.136 Nationally, the Lawton Review proposes the following solutions for biodiversity, in the following priority order:

- Improve the quality of current sites by better habitat management
- Increase the size of current wildlife sites
- Enhance connections between, or join up, sites, either through physical corridors, or through 'stepping stones'
- Create new sites
- Reduce the pressures on wildlife by improving the wider environment, including through buffering wildlife sites

4.137 The Peak District and Lowland Derbyshire Biodiversity Action Plans (BAP) identify a number of strategic priority projects that would help halt the decline of biodiversity loss, start to address historic losses, and support growth and the creation of sustainable communities in Derbyshire. For more information refer to the BAPs here: http://peakbiodiversity.wordpress.com/biodiversity-action-plan/peak-district/peak-district-targets/ and http://www.derbyshirebiodiversity.org.uk/lbaps/lowland-derbyshire.php.

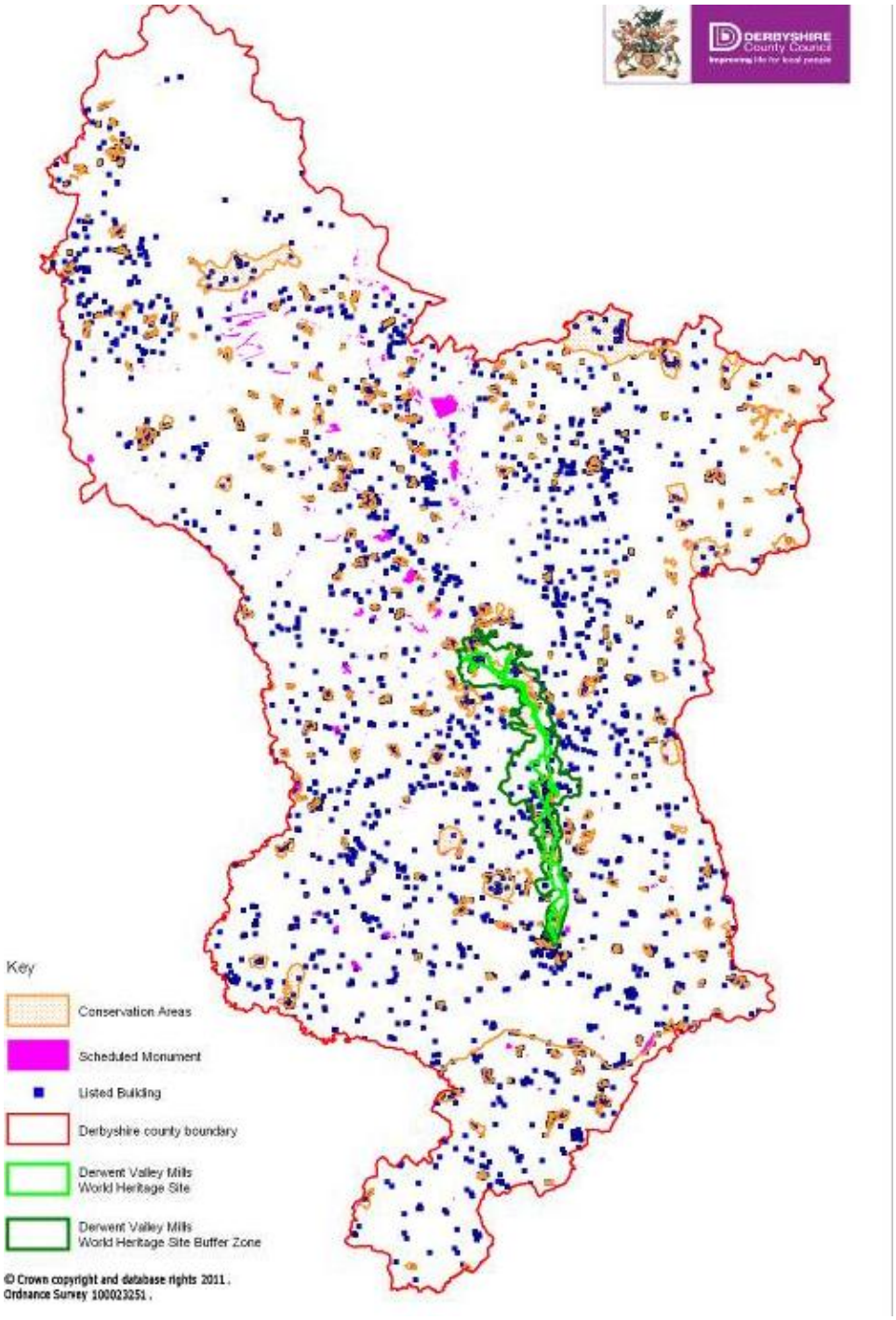
4.138 In addition to seeking funding for delivery of the BAP projects, the County Council will seek site-specific mitigation in relation to new development including protecting, maintaining and enhancing existing habitats and creating new habitats via developer contributions. For more information refer to the Developer Contributions' Protocol.

Historic Environment

Current Provision

4.139 Derbyshire has a rich and diverse heritage. In addition to the internationally designated Derwent Valley Mills World Heritage Site, it has a number of other sites which can claim international importance such as Chatsworth House and Park and Creswell Crags, which in April 2011 was included in the DCMS UK Tentative List of (potential) World Heritage Sites. These and other sites are significant tourist attractions.

4.140 In addition to World Heritage Sites, English Heritage's National Heritage List designates heritage assets including listed buildings, scheduled monuments, conservation areas, registered parks and gardens and registered battlefields. Derbyshire has 476 Scheduled Monuments; 5,941 Listed Buildings; and 486 Conservation Areas and around 9,500 historic features and sites recorded on the County Historic Environment Record. Registration on the National Heritage List is a 'material consideration' meaning that Councils must consider the impact of proposed development on the assets' wider setting and landscapes' special character. A map showing heritage assets in Derbyshire and the Peak District National Park is provided below.



4.141 In addition to sites with national designations there are over 9000 sites and features ranging from the prehistoric period to the twentieth century that are of local or regional significance. These are often held in high regard by local communities and often add to the local character of the rural, village and urban environment. Better access to information about such features, enhancement of their condition and improved access can have significant community benefit and encourage communities to care for their local historic environment.

4.142 There is a national Heritage at Risk register published annually by English Heritage which includes listed buildings, conservation areas, registered park and gardens and scheduled monuments. The care and maintenance of the tens of thousands of historic buildings is largely the responsibility of private owners and fortunately only a small proportion are seriously at risk from neglect, decay or misuse. Those known to be at risk currently (June 2013) number 273 and they are recorded on the Derbyshire County Council website as found here: http://www.derbyshire.gov.uk/environment/conservation/buildings_risk_register/default.asp

Future Investment

4.143 There are a number of projects currently being considered for inclusion in the next revision of the Derwent Valley Mills World Heritage Site Management Plan. These strategic priority projects include:

- Restoration of the Cromford Canal including dredging (£300,000 committed in Derbyshire County Council's 2012-13 capital programme)
- The restoration of the historic Cromford to Lea footpath link
- Provision of a new river bridge connecting Masson Mill and Willersley Castle Park/Lovers Walks in Matlock Bath
- Provision of a pedestrian extension to a railway bridge over the road and river at Cromford and a footpath through the Meadows
- Repair of Belper Weirs
- Conservation and restoration of historic road surfaces at Belper
- Provision of a new river bridge across the River Derwent at Milford
- Provision of a river bus service from Silk Mill to Darley Abbey in Derby city centre
- Improvements to redesign and slow traffic on Mill Road, Cromford
- Conservation and restoration of historic road surfaces at Cromford
- Repairs and energy conservation enhancements to school buildings designed by George Henry Widdows
- Funding to support Derbyshire Historic Buildings Trust to rescue historic buildings at risk
- Local partnership grant scheme for conservation areas
- Repair and restoration of historic buildings around the Cromford and High Peak railway

4.144 In addition, the County Council will seek site-specific mitigation in relation to new development including protecting, maintaining and enhancing the historic environment via developer contributions. For more information refer to the Derbyshire Developer Contributions' Protocol.

Countryside – Sites

Current Provision

4.145 Derbyshire County Council's Countryside Service provides and manages green infrastructure through a variety of countryside sites and facilities across Derbyshire. The Countryside Service is responsible for providing and promoting access to the wider countryside through the use of the extensive network of Public Rights of Way, Greenways and trails across the whole of Derbyshire (see Access section below).

4.146 The Countryside Service's vision is for a service that "manages, improves and promotes recreational opportunities and countryside access, whilst protecting and enhancing the environmental qualities of the countryside" and "strives to meet the needs and aspirations of its customers, to improve their quality of life, their health and wellbeing, and to increase awareness and enjoyment of the Derbyshire countryside."

4.147 The strategic aims of the Countryside Service are:

- To work towards an integrated, well managed and inclusive rights of way and access network
- To manage, promote and develop attractive, sustainable and safe countryside sites and facilities
- To contribute to a sustainable countryside by protecting and enhancing the environmental qualities of our landscape, heritage and biodiversity
- To promote awareness, use, enjoyment and understanding of the countryside, through participation, interpretation and promotion

4.148 The Countryside Service undertakes statutory duties concerning Public Rights of Way, Tree Preservation Orders and the management of Open Access land. Sites and facilities are managed and enhanced for countryside recreation and conservation. These sites range from large country parks to picnic sites, woodlands, wetlands, canals and reservoirs. Some of the larger sites have visitor centres and others feature historic buildings and structures which are under the care of Derbyshire County Council. A list of Countryside sites is provided in the table below.

Site	**Grid Reference**
Hayfield Countryside Centre, High Peak	SK 036 869
Mousley Bottom, High Peak	SK 994 853
Torrs Riverside Park and Millennium Walkway, High Peak	SK 996 853

Site	Grid Reference
Sett Valley Trail, High Peak	SK 014 868
Grin Low, High Peak	SK 046 720
Sherbrook Plantation, High Peak	SK 056 723
Trans Pennine Trail, High Peak	
Dinting Wood, High Peak	SK 017 945
Gamesley Sidings, High Peak	SK 015 940
Taxal Beeches, High Peak	SK 006 802
Pennine Bridleway, High Peak	
Victory Quarry, High Peak	SK 077 770
Tapton Lock Visitor Centre, Chesterfield	SK 388 729
Chesterfield Canal, Chesterfield	SK 388 729
Linacre Reservoirs, Chesterfield	SK 337 725
Trans Pennine Trail, Chesterfield	SK 438 754
Seldom Seen Engine House, North East Derbyshire	SK 420 800
Frith Wood, North East Derbyshire	SK 365 789
Unstone Line, North East Derbyshire	SK 372 774
Westthorpe Hills, North East Derbyshire	SK 455 795
Clay Cross Countryside Centre, North East Derbyshire	SL 392 634
Stockley Trail, North East Derbyshire	SK 463 705
Grassmoor Country Park, Chesterfield	SK 409 677
Five Pits Trail, Chesterfield	SK 415 630
Poulter Country Park, Bolsover	SK 525 708
Wollen Meadow, Bolsover	SK 523 747
Rowthorne Trail, Bolsover	SK 503 637
Pleasley Pit Country Park, Bolsover	SK 495 645
Pleasley Trail, Bolsover	SK 492 637
Stockley Ponds, Bolsover	SK 465 670
Doe Lea Local Nature Reserve, Bolsover	SK 460 665
Peter Fidler Reserve, Bolsover	SK 463 707
Williamthorpe Ponds, Bolsover	SK 430 665
Holmewood Woodlands, Bolsover	SK 440 660
Tibshelf Ponds, Bolsover	SK 440 600
Silverhill Greenway, Bolsover	SK 443 598
Newton Link, Bolsover	SK 440 595
Blackwell Trail, Bolsover	SK 455 578
Shaw Wood, Derbyshire Dales	SK 388 555
Middleton Top Countryside Centre, Derbyshire Dales	SK 275 552
Redhill Quarry, Derbyshire Dales	SK 275 552
High Peak Junction, Derbyshire Dales	SK 310 563
High Peak Trail, Derbyshire Dales	SK 314 560
Cromford Canal Path, Derbyshire Dales	SK 310 563
Cromford Wharf, Derbyshire Dales	SK 300 573
Leawood Pump House, Derbyshire Dales	SK 305 556
Black Rocks, Derbyshire Dales	SK 290 557
Highoredish Picnic Site, NE Derbyshire	SK 352 597
Darley Bridge Picnic Site, Derbyshire Dales	SK 266 624
Eddlestow Lot Picnic Site, NE Derbyshire	SK 323 632
The Fabrick, NE Derbyshire	SK 349 630
Shipley Country Park, Heanor, Amber Valley	SK 435 445
Sleetmoor Wood and Colliery Plantation, Amber Valley	SK 415 515
Great Northern Greenway, Erewash	SK 303 356
Breadsall Cutting (SSSI), Erewash	SK 395 398
Pewit Carr Local Nature Reserve, Erewash	SK 450 420
Cotes Park and Pennytown Plantations, Amber Valley	SK 427 545
Pinxton Wharf, Bolsover	SK 452 453

Site	Grid Reference
Riddings Wood, Amber Valley	SK 434 525
Pinxton Canal Path, Amber Valley	SK 440 525
Buckland Hollow Railway Path, Derbyshire Dales	SK 365 529
Leabrooks Railway Path, Amber Valley	SK 420 527
Cromford Canal - Golden Valley, Amber Valley	SK 425 513
Manners Plantation, Erewash	SK 475 422
Ripley Greenway, Amber Valley	SK 401 512
Cotmanhay Linear Park, Erewash	SK 465 430
Kirk Hallam Meadows and Lake, Erewash	SK 460 408
Nutbrook Trail, Erewash	SK 463 395
Derby Canal Path, Erewash	SK 483 358
Derby Canal Path, Erewash	SK 300 340
Aston on Trent Plantation, South Derbyshire	SK 413 304
Church Gresley Plantation, South Derbyshire	SK 287 185
Elvaston Castle Country Park, South Derbyshire	SK 406 330
Willington Picnic Site, South Derbyshire	SK 295 286

Canals and Waterways

4.149 The canals and canal routes are an important element of the County's green infrastructure, linking communities, services, home and employment and providing access to the wider countryside, particularly on foot and by bicycle. They form a significant ecosystem services function and link fragmented habitats over frequently degraded land.

4.150 Derbyshire County Council has large land and asset liabilities on the Chesterfield, Derby and Sandiacre and Cromford Canals and is the Navigation Authority for the in-water sections between Chesterfield and Staveley and at Cromford.

4.151 Work on the restoration of the Chesterfield Canal is in progress. The Chesterfield Canal Partnership to date has re-opened more than five miles of navigable waterway and is seeking to have the full length of the canal re-connected to the national network.

4.152 The Chesterfield, Derby and Sandiacre and Cromford Canals cross District and County boundaries and the conservation, renovation and restoration work has the potential for far-reaching benefits. The development of projects to support these goals will be led by the County Waterways Strategy.

Countryside - Access

4.153 The Definitive Map and Statement is a legal record of public rights of way, showing where paths are and what rights exist on them. It is subject to an ongoing statutory review process by which routes may be added, removed or altered based on evidence (Definitive Map Modification Orders). There is a separate process whereby changes may be made for other reasons (Public Path Orders), for example to allow development or better land management to take place or to provide a more suitable route for the public, as well as powers to create new routes. As the Surveying Authority, the County Council is

responsible for keeping the Definitive Map and Statement up to date and under review and to also make it available for public inspection.

4.154 The public rights of way across the eight districts of the county have now been accurately digitised and can be viewed on-line via the Derbyshire Mapping Portal (http://derbyshiremaps.derbyshire.gov.uk/launch_portal.asp?). This information takes account of the legal changes which have taken place since the production of the original Definitive Map and Statement. It should also be noted that no definitive map was produced for the central area of Chesterfield. The electronic data can also be supplied directly to those who need it in a variety of formats and can be kept up-to-date more easily.

4.155 Derbyshire has 9,670 public rights of way recorded on the Definitive Map and accompanying Statement. Their total length of 5,155 km (more than 3,000 miles) is equivalent to Derbyshire's road network. They represent an important means of gaining access to the countryside where they are mainly used for recreational and leisure purposes. Within built up areas the network of public rights of way not only provides links to the surrounding countryside, but is more likely to be used for everyday journeys to work, school, the shops and other local facilities. There are four types of public rights of way: Footpaths; Bridleways; Restricted Byways; and Byways Open to All Traffic. Restricted Byways have replaced routes formerly recorded as Roads Used as Public Paths (RUPPs).

4.156 The Non Classified Highway (NCH) network also provides extensive linkages to public rights of way. The legal work to establish the exact status of the NCH network is on going, although these routes can still be considered a significant asset for access to the countryside. Opportunities to enhance and protect this network should be considered if opportunities arise. The public rights of way network is shown in the tables below and overleaf.

Public Rights of Way in Derbyshire			
Type of Route	**Available to**	**Number of Routes**	**Total Length km**
Footpaths (FP)	Walkers	8953	4509
Bridleways (BW)	Walkers, horseriders and cyclists	602	557
Restricted Byways (RB)	Walkers, horseriders and cyclists and horse drawn vehicles	86	63
Byways Open to All Traffic (BOAT)	Walkers, horseriders and cyclists, horse drawn vehicles and motor vehicles	29	26
Total		**9670**	**5155**

Length of Public Rights of Way by District					
District	**FP km**	**BW km**	**RB km**	**BOAT km**	**Total km**
Amber Valley	663	47	15	0	725
Bolsover	229	43	0	0	272
Chesterfield	97	12	0	0	109

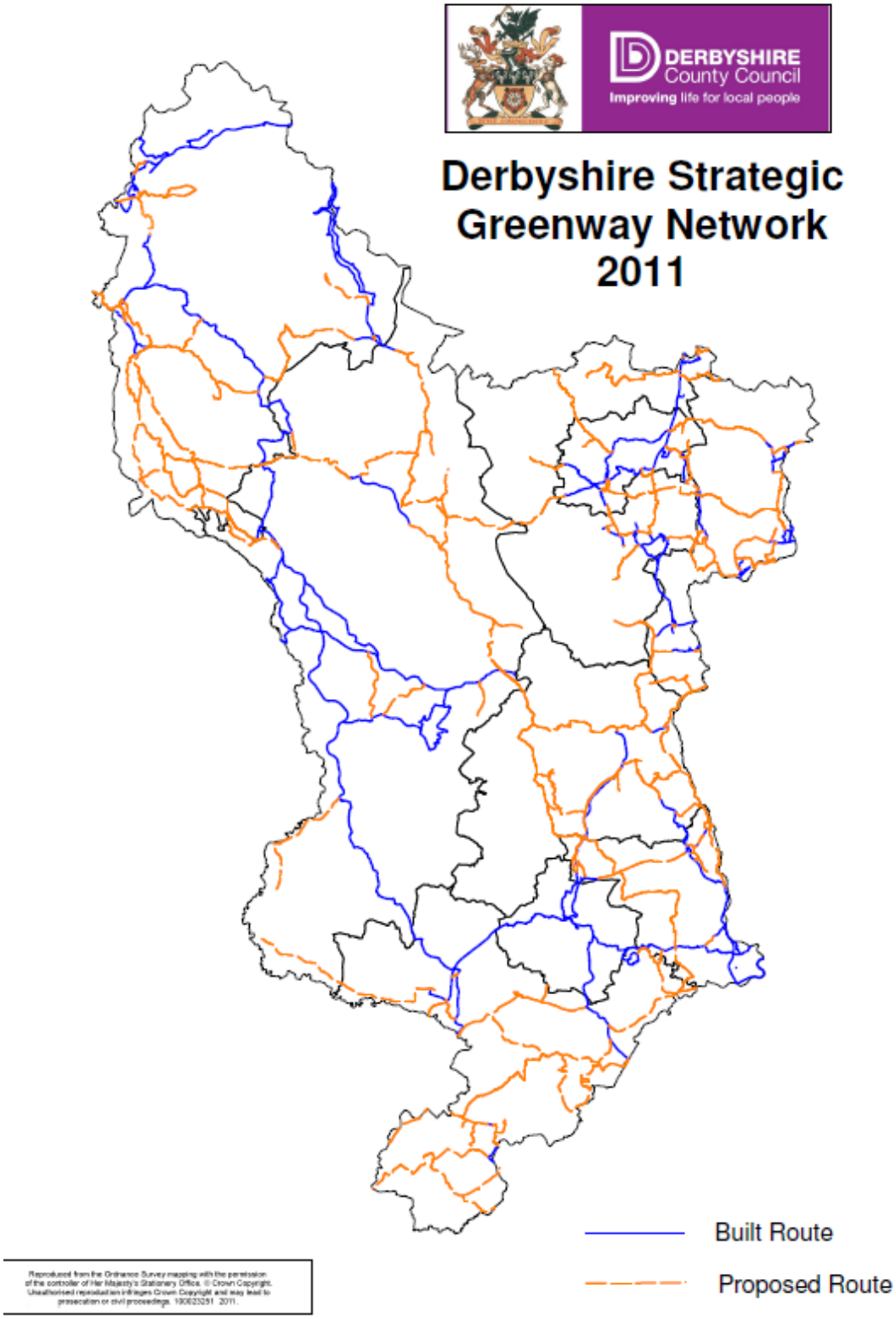
Derbyshire Dales	1464	158	17	17	1,656
Erewash	224	20	3	0	247
High Peak	798	136	18	8	960
North East	525	82	4	1	612
South Derbyshire	509	59	6		574
Total	4509	557	63	26	5155

4.157 The total length of the Derbyshire traffic free Greenway network at the time of writing is 353km. The network in Derbyshire has been developed over the past forty years with early routes such as the High Peak Trail and the Sett Valley Trail paving the way for further development. Much of the network makes use of the former railway lines, tramways and canals abandoned from previous land uses. The demise of mining operations left a legacy of transport routes to be reclaimed as green access corridors, supported by National Planning Policy Guidance and financed through the Derelict Land Grants. This network has been expanded in more recent years to connect routes and develop links directly into communities. Over the last five years 66.65km of new traffic free Greenway has been developed, an average of 13km/year.

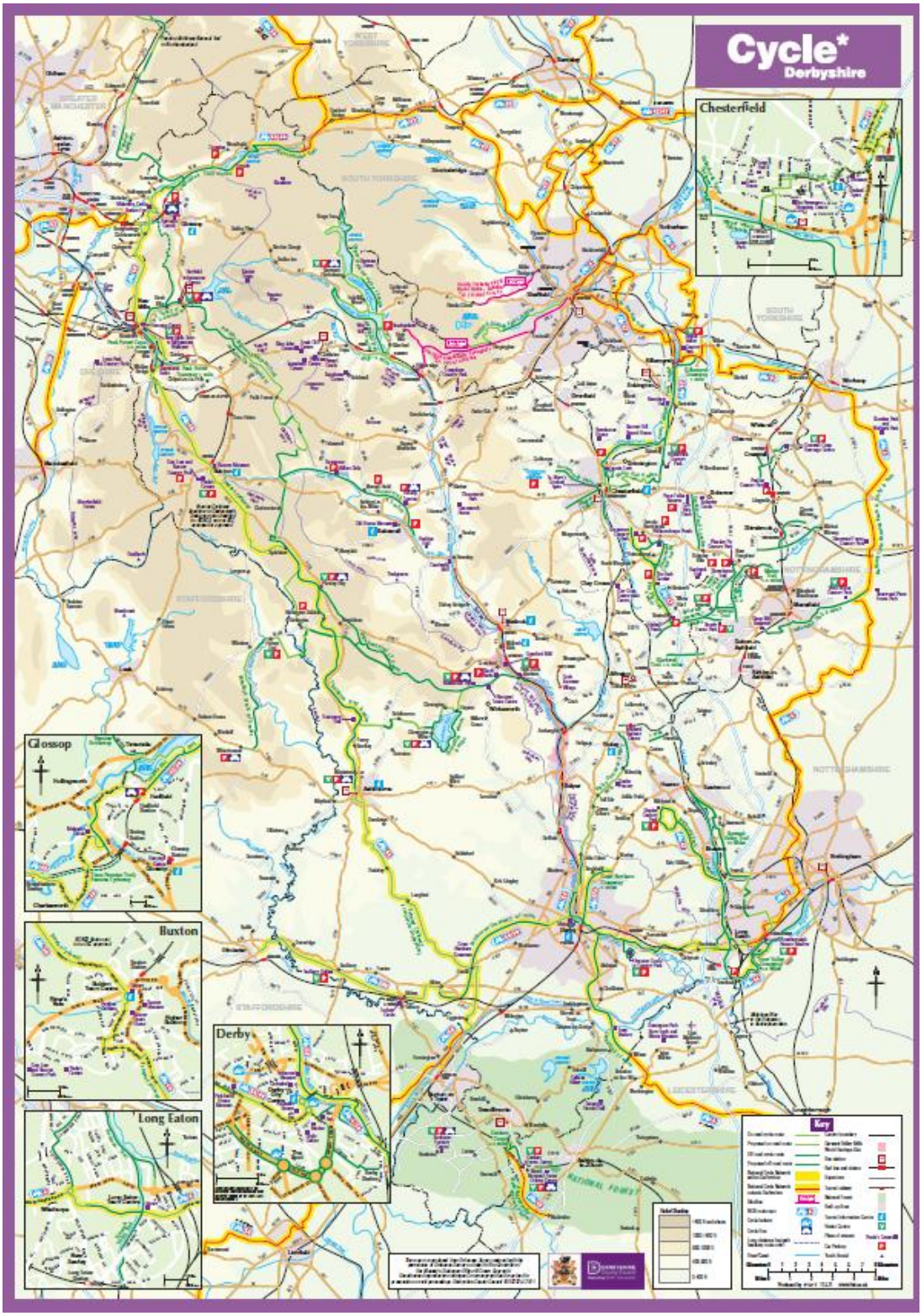
4.158 Developer contributions are a significant factor in this. Over the same period, 14.4km, amounting to 22%, of this new Greenway provision has been achieved through developer contributions. In addition to this, funds and private land have been secured to develop onward routes. Creation Agreements have also been secured to generate new public rights of way to safeguard Greenways in perpetuity.

4.159 The nature of the existing trails varies in condition and surface materials. All have an all-weather surface of either tarmac, rolled stone or recycled path material suitable for access for all, motorised scooters, cycles, prams, pedestrians and horses. Older routes are being brought up to date with modern standards to provide a sustainable network with greater longevity. Typically full multi-user Greenways are 3m wide constructed on a sub base for durability, with associated drainage and access furniture as required. Some older routes still require upgrading. Many additional community links and desirable longer distance network connections have been identified through the three Greenway Strategies.

4.160 The map overleaf shows the current and proposed Greenways network. However it should be noted that the proposed network is not fixed because opportunities may arise to add to or enhance the network that were previously unforeseen. Opportunities for securing improvements or developer contributions towards improvements are therefore not fixed or limited to the proposed network shown below.



4.161 Derbyshire County Council cycling and pedestrian networks are a key part of Derbyshire's transport and green infrastructure. It is important to provide a safe walking and cycling environment as well as a cross-county network to link villages and communities with sustainable travel routes. The map overleaf shows the Derbyshire Strategic Cycle Network.



Future Investment

4.162 The Rights of Way Improvement Plan (RoWIP) is a statutory document published by Derbyshire County Council. The RoWIP describes how the County Council will improve the management, provision and promotion of the wider rights of way and access network. The first

RoWIP related to the period 2007 – 2012 and a revised Action Plan is being issued for the period 2013 – 2017.

4.163 Three Greenway Strategies have been developed to set out the proposed opportunities for Greenway development. These are the East Derbyshire Greenway Strategy 1998, The South Derbyshire Greenway Strategy 2006 and the West Derbyshire Greenway Strategy 2008. The identified routes represent the best known opportunities at the times of writing but are constantly updated as new opportunities arise. The Strategies currently define the network based on a hierarchy of routes, Primary, Secondary and Tertiary – similar to the A, B and C road network. All carry equal weight of necessity but the primary routes show the long distance route network, the secondary routes identify connected community circuits and the tertiary routes identify desirable links from settlements onto the network.

4.164 The proposed Greenway routes are listed in the three individual Derbyshire Greenway Strategies which can be viewed separately at www.derbyshire.gov.uk/leisure/countryside/access/greenways/strategies. These have been digitised in a GIS mapping data set. All three strategies are currently in the process of being revised into a single overarching document accompanied by three sets of maps which will denote routes into two categories: existing and proposed.

4.165 Updates are constantly added to reflect changing opportunities for Greenway provision and additional needs as identified. Collectively, as of May 2013, 682km of proposed network has been identified that could be achieved across Derbyshire. Many routes have fixed locations awaiting development whilst numerous community links and network connections require further site investigation or development opportunity.

4.166 The Greenway network recognises the need for continuous routes that reach end destinations and provide connected wildlife corridors. Projects are often developed outside of Derbyshire with neighbouring councils to ensure connectivity with local destinations across political boundaries as well as with the wider regional networks.

4.167 It should be recognised that the projects suggested in the Greenway Strategies reflect a snap shot at the time of writing and do not represent a definitive list. New opportunities arise all the time and alignment options change.

4.168 The County Council's 2013-14 Local Transport Plan 3 capital programme allocates £778,000 of funding towards capital improvements to Countryside sites and facilities; the rights of way network; and access including greenways. This is used as a pump priming fund. In the past it has attracted external funding at over a 1:4 ratio to develop the Greenway network. This fund supports a

comprehensive development programme to increase walking and cycling infrastructure across all districts in Derbyshire.

4.169 Delivery of the Greenway Strategies is a County Council priority and is identified as a county-wide strategic priority project. More specifically at a local level, the County Council has been examining how sustainable travel could help to absorb the impact of new development. This has focused on identifying ways in which a network of suitable routes for leisure and commuting to work and school could be developed and how this could be integrated into the wider transport network.

4.170 The connectivity of the greenway network between communities and destinations will be established if all development sites maximise their potential for safeguarding land and where appropriate delivering constructed route that provide opportunities for onward links to be made. The County Council shall explore opportunities to deliver longer distance well connected greenways across district boundaries, out of Derbyshire into adjacent Authorities and into Derby City. The major focus for each district is given in the following paragraphs however it should be noted that there are other significant projects and aspirations identified in the Greenway Strategies that also need consideration.

4.171 In **Bolsover** the development of the Archaeological Way will provide a 21km traffic free route between Pleasley and Creswell linking seven communities and several deprived wards with a sustainable travel route. This will form the eastern leg of the Bolsover Loop which aims to provide 51km of traffic free paths when complete around the district. Another section of the Bolsover Loop will be achieved by developing the former Clowne Branch Railway Line connecting Creswell, Clowne and Staveley.

4.172 In **Chesterfield** networks of walking and cycling routes will be extended and well maintained in line with the Chesterfield Cycle Network, and the use of public transport will be prioritised. Extensions and new routes for greenways will be secured to connect Chesterfield town centre and the railway station. Strategic routes are also desired radiating out of the town centre to provide access to surrounding communities and beyond to the wider network in neighbouring districts.

4.173 In **North East Derbyshire** greenway routes shall be sought through the Avenue Site to further the National Cycle Network route 67 and establish a connection to the Five Pits Trail at Grassmoor. Additional route will be sought from the NCN67 to Clay Cross via the Biwater site. Strategic routes will also be provided between Chesterfield and Bolsover via the Arkwright Open Cast Site.

4.174 In **Amber Valley** opportunities for access improvements will enable better active travel opportunities between communities and places of work. It is desirable to extend the Ripley Greenway northwards to Swanwick and southwards to Little Eaton. Similarly, new routes shall

be identified to extend existing walking and cycling route from Ironville across to Ambergate, providing traffic free north-south and east-west commuter routes across the district.

4.175 In **Erewash**, opportunities for cycling and walking will enhance recreational opportunities and improve residents' health. The County Council aims to enhance sustainable transport infrastructure in Long-Eaton. There are also significant opportunities to promote new and improved connectivity around Ilkeston via the Stanton Ironworks site and the continued development of the Great Northern Greenway to Derby City. In addition to this, the development of a greenway on the former Little Eaton Branch Line will provide an alternative travel route between the communities of Derby City and Ripley

4.176 In **South Derbyshire** a major new development has provided a new multi-user bridge across the River Trent between Derbyshire and Leicestershire. Onward development is needed to maximise the use of this new facility by pedestrians and cyclists across the southern part of Derbyshire and northwards into Erewash. New routes are also being developed through Swadlincote to provide a well-connected circuit between neighbourhoods, employment areas and leisure facilities. An additional priority is to develop a multi user greenway between Swadlincote and Rosliston within the National Forest.

4.177 In **Derbyshire Dales** the White Peak Loop is part of a proposed multi-user route linking the High Peak, Tissington and Monsal Trails to the rail hubs of Matlock and Buxton.

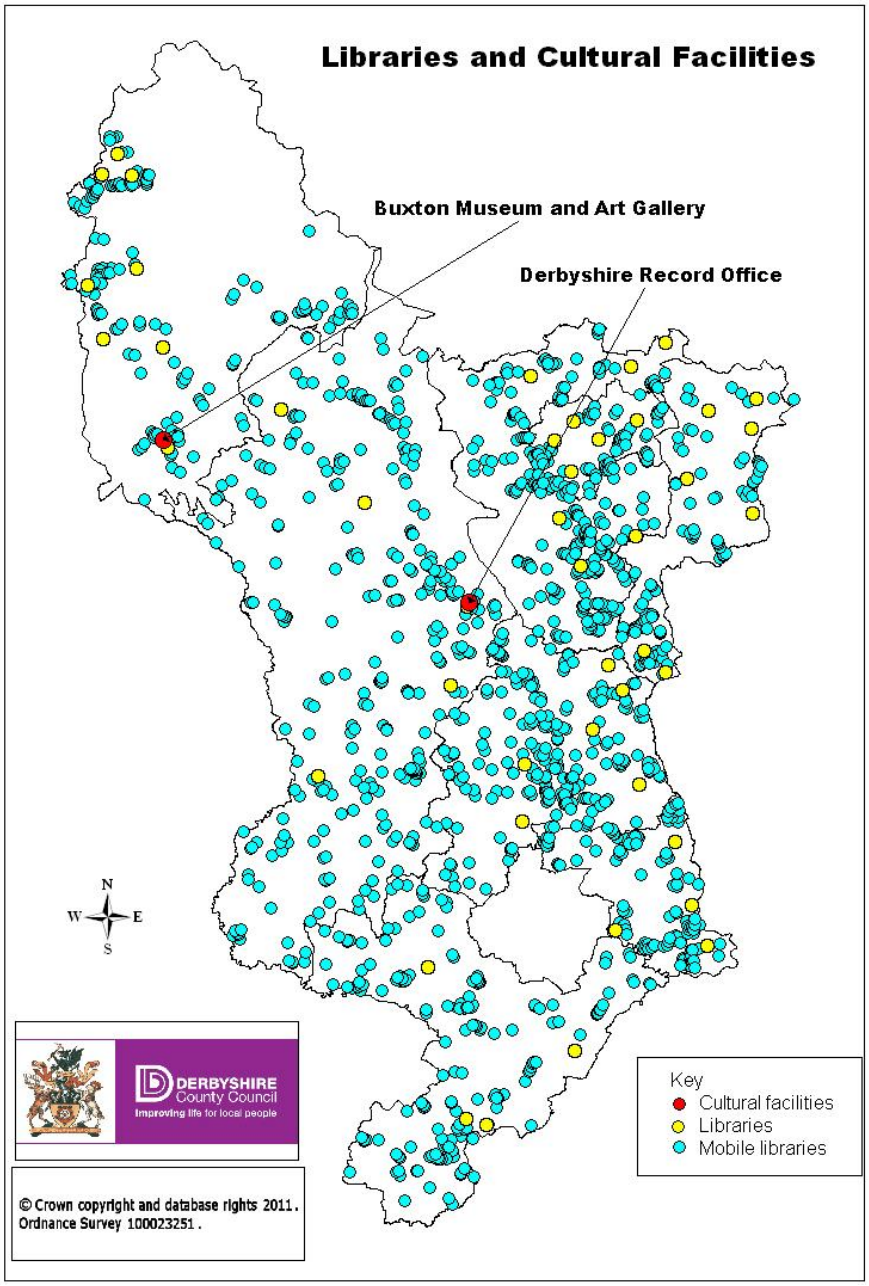
4.178 In **High Peak** the Pennine Bridleway National Trail is being developed across the High Peak and will intersect with the White Peak Loop and the Trans Pennine Trail. This will provide significant greenway opportunities around Buxton and Glossop. Sustainable travel opportunities are being investigated to provide a walking and cycling route through the Hope Valley to Hope College and also along the former Peak Forest Tramway between Whaley Bridge and Dove Holes.

Social Infrastructure

Libraries and Heritage

Current Provision

4.179 The County Council's Libraries and Heritage Division, part of the Cultural and Community Services department, plays a key role in delivering a range of services including public libraries, the Derbyshire Records Office and the Derbyshire Museum Service. The map below shows the location of libraries and cultural facilities in Derbyshire.



4.180 A local council public library building is a place which ideally provides space and quiet for reading and work. The library should be attractive, welcoming, clean, modern, bright, safe, comfortable and helpful. It should be a prominent building, conveniently located within the community with transport links to ensure they are accessible to all.

4.181 The library service in Derbyshire is delivered via 45 static libraries, 10 mobile libraries, a local studies library (located with the Derbyshire Record Office at Matlock) and the School Library Service. As a response to the current economic climate, libraries are also now providing a range of services to support job seekers and small businesses.

4.182 Many of Derbyshire's libraries are used by other partners for drop-in advice, club sessions and meetings, including Business Link; Citizens Advice Bureau; Age Concern; Energy Saving Trust; Open University; Primary Care Trusts; Colleges; Job Centre Plus; Connexions; Sure Start; Stop Smoking Clinic; Shopmobility; Alzheimer's Society; Department for Work and Pensions; Derbyshire Enterprise Agency; 50+ Forum; Community Police; and the Probation Service.

4.183 Matlock, Whaley Bridge and Clay Cross Libraries have previously been identified as Strategic Priority Projects for future capital investment.

Future Investment

4.184 For those libraries that have been identified as Strategic Priority Projects, the following actions are required:

- Matlock – The library is unfit for purpose and in the wrong location; it should be replaced and relocated into a property that has high street presence
- Whaley Bridge – The library is in a suitable location but is highly inaccessible with no visual presence. The library should be replaced and relocated to a more prominent high street position or co-located with other services.
- Clay Cross – The library should be replaced and relocated.

4.185 The provision of public libraries is a statutory duty for local councils in their role as public library authorities under the Public Libraries and Museums Act 1964. Local library services need to be continually improved to ensure they provide a responsive service that fits the needs of local communities.

4.186 Where growth impacts on those libraries priorities for capital improvements and exacerbates the problem and/or where libraries are performing well but growth creates additional pressure on service provision, funding will be sought towards improvements to existing facilities, the provision of additional facilities, and the provision of library services.

4.187 The South Normanton Hub provides a model for co-location of public services that could be applied elsewhere. Through the County Council's capital programme, £1.7 million is allocated for a new library for Belper, but a suitable site is yet to be identified. £2 million has been allocated for Glossop Library. Currently no funding has been identified for other projects to replace buildings or relocate services.

4.188 Electronic delivery is becoming a key feature of service provision and a 24 hour online library service has been provided since 2007. The County Council has provided self-service terminals in as many libraries as practical to speed up services for users and enable library staff to provide a more responsive service to those in need. Bolsover was the first library to have self-service introduced in 2009. There is also an ambition to extend access to library resources, maintain the provision of free learning opportunities for residents, and enable regular upgrading to provide communities with public access to the latest technology.

Children and Younger Adults' Services

Current Provision

4.189 Derbyshire County Council's Children and Younger Adults Department (CAYA) brings together social care and educational services for children, young people and their families. CAYA provides services from a range of establishments often working in partnership with other organisations. The County Council manages its own establishments and currently has 7 family support centres and 7 family centres; 2 outdoor residential activity centres; 11 pupil referral units; 10 residential care centres; 4 facilities providing short-breaks for disabled children; 53 children's centres and 28 youth centres.

4.190 Over 500 children and young people are currently in care in Derbyshire. Derbyshire performs well on measures relating to the health of children in care but obesity and substance misuse for these children are growing concerns. Their attainment is improving but a gap still exists between children in care and all children in Derbyshire, particularly at GCSE level. 40-50 young people leave care in Derbyshire each year. 87% of Care Leavers live in suitable accommodation and 79.2% are in education, employment or training.

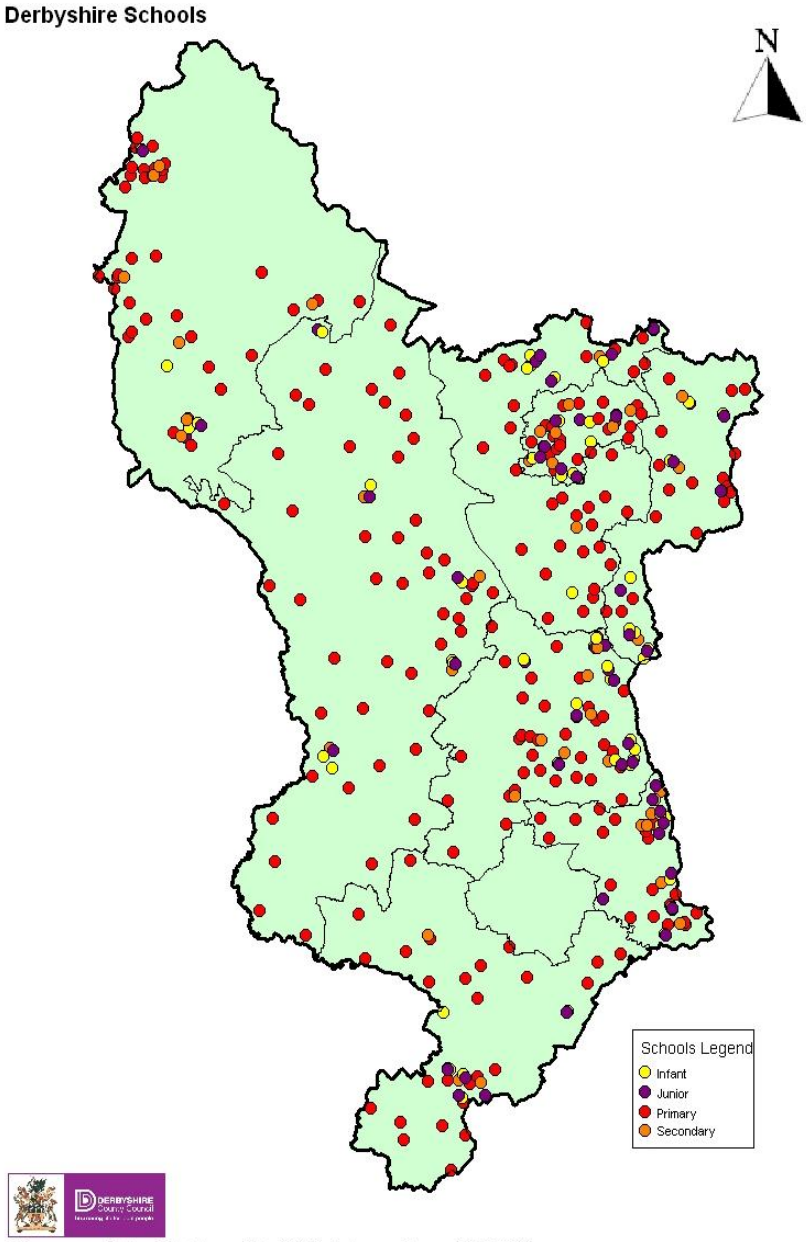
Future Investment

4.191 The County Council's revenue budget 2011-2012 committed £600,000 towards costs arising from higher numbers of Looked After Children and the roll-out of the Family Intervention Project.

Education

Current Provision

4.192 The County Council as a Local Education Authority currently has 8 nursery schools; 63 infant schools, 52 junior schools and 235 primary schools; 45 secondary schools (including Academies); 10 special schools and 8 support centres. These are shown below.



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4.194 The provision of a school place for each child of school age is based on the 'normal area' system currently. Parents have a right to express a preference for a particular school but the allocation of places will be

undertaken according to the Admissions Code. It is possible to identify which schools might be, or become, at capacity and where additional capacity may be required.

4.195 The pattern of provision reflects a general trend in the last seven years of decreasing numbers of pupils in both primary and secondary education. However, there is evidence that infant numbers are increasing and this will feed through over time to impact on junior and secondary schools. There are some specific areas which show increased demand for provision, for example the Swadlincote and Woodville areas of South Derbyshire. However, secondary schools are generally seeing a significant reduction in pupil numbers (approximately 10%) and will continue to do so for the near future.

4.196 Each year Derbyshire County Council produces pupil projection information based on the current (January) pupil census data and information provided by the Local Health Authority. When analysing an individual school's pupil projections, no account is taken in the computerised forecasting model of proposed housing development in the school's normal area (formerly catchment area) of that school. Timescales for such developments are impossible to project accurately. Such information therefore has to be considered separately for individual schools on a case by case basis.

4.197 Pupil projection information is a snapshot in time, indicative of trends which assist in planning pupil place requirements. At any time during the year, families may move into or out of a school's normal area, the Head Teacher or other staff may change, or OfSTED may publish a report which impacts on and changes people's perception of a school. These factors, amongst others, can impact on pupil numbers and this, in turn, can change projection trends. The admissions process for all schools leads to a review of numbers at the beginning of each new term and the number on roll can vary and therefore the projection data. Interpretation of this data is the role of the County Council officers (in line with the Developer Contributions Protocol).

4.198 The County Council replaced three secondary schools under the Building Schools for the Future programme, including The Bolsover School, Bolsover, Springwell Community School, Staveley and Heritage High School, Clowne. The County Council has the funding for further building projects to replace Shirebrook Academy, Shirebrook and Stubbin Wood Special School, Mansfield and to refurbish and extend Netherthorpe School, Staveley. The Building Schools for the Future programme has ended, and future investment in schools is to be under the Government project of Priority Schools Building Programme.

Future Investment

4.199 Revenue funding for mainstream primary and secondary education is taken from Derbyshire County Council grants and ring-fenced as the

Dedicated Schools Grant. Funding is allocated on the basis of expected school populations and should reflect population growth. The following current/committed projects are to be delivered by Derbyshire County Council through the 2011/12 and 2012/13 capital programmes. The County Council's Cabinet will consider which schools will receive funding from the 2013/14 capital programme in June 2013.

- Amber Valley: provision of a temporary new classroom for Alfreton Park Special School at a cost of £150,000; provision of a permanent 2 - classroom block at Leys Junior School at a cost of £575,000; office extension and fencing improvements to address safeguarding issues at Marlpool Junior School at a cost of £100,000; creation of outside learning area and canopy for reception class at Newton Primary School at a cost of £35,000; and replacement of Alfreton Grange Arts College with a new building on the same site, cost to be confirmed.
- Bolsover: a new secondary school at Tibshelf at an approximate cost of £14.9 million.
- Chesterfield: replacement of a double classroom with a new permanent extension at Westfield Infant School at a cost of £750,000; and extension to provide a classroom, toilets and small group room at Woodthorpe Church of England Primary at a cost of £425,000.
- Derbyshire Dales: Extension to provide three new classrooms and toilets to replace the existing Infant School at Darley Dale Infant School at a cost of £350,000
- Erewash: replacement of a teaching block at Dallimore Primary School at a cost of £1,950,000.
- High Peak: replacement of an existing classroom and kitchen with a new modular building at East Sterndale Primary School at a cost of £310,000; replacement of classroom with permanent extension to include disabled access toilet and SEN room at Hague Bar Primary School at a cost of £450,000.
- North East Derbyshire: Extension to provide 2 classrooms with toilets at Sharley Park Primary School at a cost of £650,000.
- South Derbyshire: provision of a temporary new double classroom for Hilton Primary School at a cost of £240,000; a new infant and nursery School to replace and expand the existing Church Gresley School at a cost of £6.6 million; and improvements to safeguarding, ICT provision and outdoor areas at Newhall Junior School at a cost of £65,000.

4.200 The County Council is committed to ensuring the adequate provision of primary and secondary school places. Until proposals for the scale and location of new development are finalised, it is difficult to anticipate what will be required in terms of delivering new or expanded schools and how much it will cost. Where rapid migration takes place or where large-scale population growth occurs, this can trigger a need for additional investment in education. Here, the County Council will generally continue to seek developer contributions towards the provision of primary and secondary school places through Section 106 Agreements. This approach will continue to provide the flexibility to assess on a case-by-case basis the level of funding required from

developers to provide primary and secondary school places. For more information on Section 106 Agreements, see the Developer Contributions' Protocol.

4.201 However, there are some locations in Derbyshire where schools are already under pressure for places and where there may be a shortfall in the future. New development in those locations will only serve to exacerbate those capacity problems. Where major new housing development is proposed the County Council expects local planning authorities' CIL Charging Schedules to reflect the cost of providing school places to accommodate this development and CIL Regulation 123 lists to identify specific facilities as spending priorities. In those areas where CIL is not implemented the County Council will continue to use S106 contributions to increase education capacity.

4.202 To give an approximate idea of costs, proposed development schemes of around 1,000 dwellings will normally require provision of a new 1-form entry primary school. Currently, a new one-form entry primary school costs approximately £5 million to build. Proposed development schemes of around 6,000 dwellings will normally require provision of a new secondary school. Currently, a new secondary school of 900 pupils costs approximately £20 million to build.

4.203 In Amber Valley, depending on the exact scale and location of growth proposed, residential development at Denby would require a new primary school and a relocated and expanded secondary school. Further residential development at Radbourne Lane would require expansion to Kirk Langley CE Primary School and the Ecclesbourne School. Residential development at Outseats Farm, Alfreton would require expansion to Copthorne Infant School and Lees Junior School. An outline permission of 500 dwellings was granted in February 2013. Attached to the permission was a S106 Agreement containing a phased education contribution. Residential development elsewhere in Amber Valley could potentially be accommodated through existing capacity and potential expansion (subject to funding) of existing schools.

4.204 In Bolsover, strategic growth of approximately 800 dwellings at Bolsover North would require an expanded junior school and a new Infant School to replace and expand the existing infant school, at an approximate cost of £6-7 million (cost to be confirmed). Strategic growth in Bolsover (town) would create pressure on secondary provision but the recently built secondary school has potential to accommodate growth through expansion. Residential development in Clowne, South Normanton, Barlborough, Creswell, Pinxton, Tibshelf and Whitwell would create additional pressure on existing primary and secondary schools and potentially require expansions to existing schools. Some residential development in Bramley Vale, Hodthorpe, Langwith/Whaley Thorns, New Houghton and Shuttlewood could

potentially be accommodated through capacity and potential expansion (subject to funding) of existing schools.

4.205 Residential development in Chesterfield could be accommodated through capacity and potential expansion (subject to funding) of existing schools.

4.206 In Derbyshire Dales, strategic growth in Ashbourne would be difficult to accommodate due to lack of capacity or potential for expansion of existing secondary schools and as such would require additional secondary capacity, including potentially a new secondary school, at an approximate cost of £20 million (cost to be confirmed). Residential development elsewhere in Derbyshire Dales would create additional pressure on existing primary and secondary schools and may potentially require expansions to existing schools.

4.207 In Erewash, strategic growth at Stanton would require a new two form primary school at an approximate cost of £6 million (cost to be confirmed). Strategic growth at Stanton would create pressure on secondary provision but existing secondary schools have (or are projected to have) capacity to accommodate some growth. Expansion of some secondary schools could be required (subject to funding) depending on timescales for this strategic development. Residential development elsewhere in Erewash would create additional pressure on existing primary and secondary schools and may potentially require expansions to existing schools.

4.208 In High Peak, strategic growth in Buxton would be difficult to accommodate due to lack of capacity or potential for expansion of existing secondary schools and as such would require additional secondary capacity, including potentially expansion to Buxton Community School (cost to be confirmed) or a new secondary school at an approximate cost of £20 million. Residential development in Glossop, New Mills and Chapel-en-le-Frith could potentially be accommodated through capacity and expansion (subject to funding) of existing secondary schools. Residential development elsewhere in High Peak would create additional pressure on existing primary and secondary schools and may potentially require expansions.

4.209 In North East Derbyshire, strategic growth at the former Wingerworth Coking Plant (The Avenue) would require a new one form entry primary school at an approximate cost of £4 million and an extension to the existing Tupton Hall Secondary School at an approximate cost of £2 million (costs to be confirmed). Residential development elsewhere in North East Derbyshire could potentially be accommodated through capacity and expansion (subject to funding) of existing schools.

4.210 In South Derbyshire, residential development at Drakelow Park would require a new one form entry primary school, to be expanded to two form entry over time, at an approximate cost of £6 million. Residential

development at Drakelow Park could potentially be accommodated through capacity and expansion (subject to funding and agreement with Staffordshire County Council) of existing secondary schools in Burton-upon-Trent. Strategic growth in South Derbyshire on the southern fringe of Derby would require additional secondary capacity, including potentially a new secondary school at an approximate cost of £20 million. Residential development at Swadlincote could potentially be accommodated through capacity and expansion (subject to funding) of existing schools. Residential development elsewhere in South Derbyshire would create additional pressure on existing primary and secondary schools and may potentially require expansions to existing schools.

Sport England

4.211 Sport England is accountable to Government through the Department for Culture, Media and Sport. Sport England is focused on helping people and communities create a sporting habit for life. Currently, 76% of sports halls, 73% of artificial pitches; 29% of swimming pools and 52% of grass pitches in England are located within educational facilities.

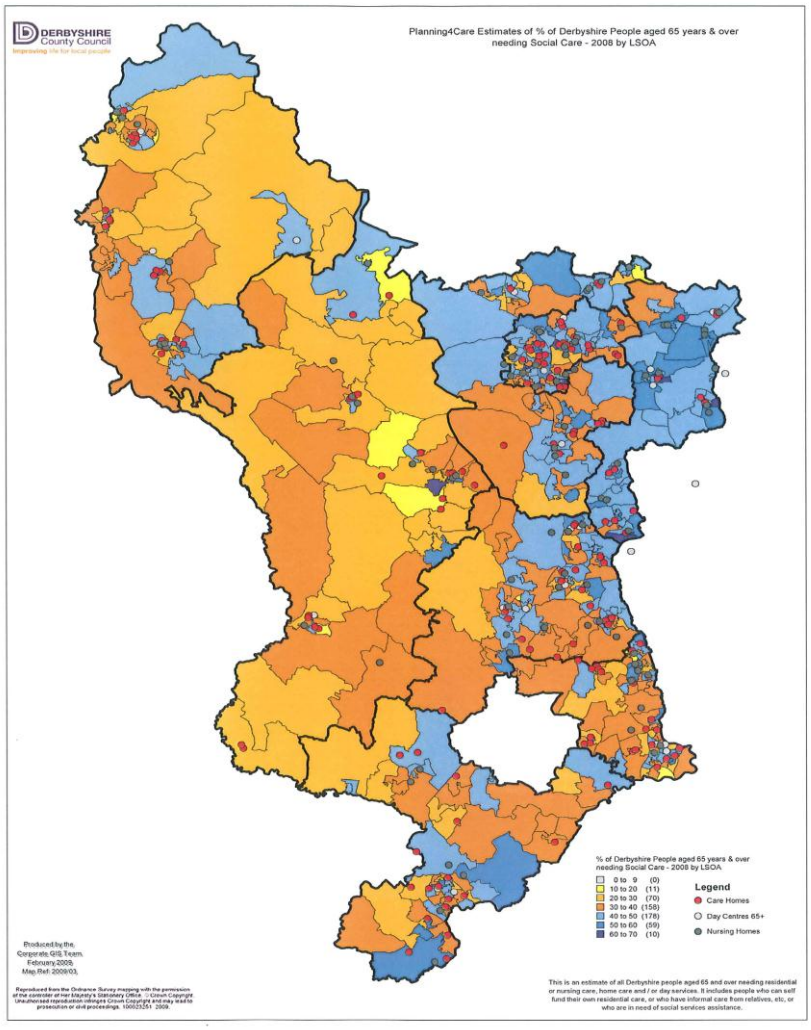
4.212 Schools therefore have a role in delivering community sport and Sport England is offering every secondary school in England a community sport club on its site. Sport England will help secondary schools to open or keep open their sports facilities for local community use. The curricular needs of pupils results in a certain level of sports facility provision where as a community use places additional requirements on space, quality and design. For example, changing rooms in a sports hall may only need pegs for pupils; but for community use lockers would be essential. Discussions around which schools in Derbyshire could help to deliver community sports are on going.

Adult Care

Current Provision

4.213 The County Council's Adult Care service delivers personal care and other support services to older and disabled people. The aim is to deliver high quality flexible services that are tailored to meet individual need.

4.214 The map below shows current social care need and provision in Derbyshire. More information about adult care needs and service provision can be found in the Joint Strategic Needs Assessment and the Derbyshire Observatory: http://observatory.derbyshire.gov.uk/IAS/.



Future Investment

4.215 Derbyshire's population tends to be older in composition compared to that of England as a whole and as the age groups are projected forward the differences between Derbyshire and England become much more marked with Derbyshire showing higher proportions of very elderly people. There is a projected 30% increase in 65-69 year olds, 36% increase in 70-74yr olds, 67% increase in 75-79 year olds, 52% increase in 80-84 year olds and 63% increase in the 85+ age group by 2025.

4.216 The Planning4 Care Project was completed in 2008. Planning4 Care uses a range of data indicators to model social care need. It then maps this need against population projections of people aged over 65. The model classifies need into one of 6 bands: No needs, low needs, moderate needs, high needs, very high needs (physical), and very high needs (cognitive). The estimates of social care need are then linked to the types of service packages and costs that may provide different levels of support.

4.217 The table below uses figures from Planning4 Care to show the number of people in each district aged over 65 who are projected to have high or very high social care needs in 2011 and 2030 and the percentage increase over that period.

	Number of people over 65 with high or very high needs 2011	Number of people over 65 with high or very high needs 2030	Percentage increase in number of people over 65 with high or very high needs 2011 -2030
Amber Valley	4390	7240	65%
Bolsover	3590	5580	55%
Chesterfield	4290	6710	56%
Derbyshire Dales	2150	3570	66%
Erewash	3470	5420	56%
High Peak	2590	4300	66%
North East Derbyshire	4160	6510	56%
South Derbyshire	2490	4710	89%
Derbyshire (total)	27139	44040	62%

4.218 For all districts in Derbyshire there is a significant increase (of at least 50%) in the number of people aged over 65 with high or very high needs over the period 2011 – 2030. The percentage increase is slightly lower in Erewash and the north of Derbyshire and particularly high in South Derbyshire. Across Derbyshire the number of people with high or very high needs is expected to increase by 62%. The proportion of people aged over 65 with high or very high care needs compared to the total number of people in that age group is expected to increase slightly from 18% to 19%.

4.219 The growth in the population of older people brings with it significant challenges in how services can be shaped to meet this growing need. These projected increases will inevitably lead to pressure on social care services within Derbyshire. It is also expected that future older people will have higher expectations in relation to the services they receive.

4.220 Recently, the adult care sector has seen a change of focus to the personalisation of services. This is about empowering people to have more choice and control in meeting their needs. The emphasis is now on promoting the individual's right to choose and giving them more control and power over the services they receive, particularly through the provision of a personal budget. The focus is also on providing re-ablement services at an early stage to help people achieve maximum independence and remain independent for as long as possible. The emphasis has also shifted from crisis response to prevention.

4.221 The changes outlined imply that in future more services will be provided to people who need support in their own homes rather than in a residential care setting. The change in older people population will mean that, unless more prevention services are put in place, there will be a need for more labour-intensive services which could be problematic as there are likely to be fewer people of working age available to provide the care. There will also be a need for some more

specialist residential and non-residential care services that can meet the needs of people with very complex needs including dementia.

4.222 The County Council is beginning to witness the impact of personal budgets on the choices that people with learning disabilities make around day services. Some people will continue to want a building-based day service whilst others will choose to organise their day time activities locally using their personal budget. With the forecast increase in the numbers of people with learning disabilities, Derbyshire County Council's Adult Care Department needs to ensure that value for money is achieved and that people's outcomes are met.

4.223 The County Council's aim is to ensure that we deliver a personalised service within an optimum mix of pre-invested services and personal budgets. For people with profound and multiple learning disabilities the County Council will continue to provide a base from which a range of stimulating and meaningful activities linked to individual person-centred plans can be delivered. The County Council will work in partnership with health to provide these services. For others we will increasingly enable people who wish, to undertake voluntary work, paid employment and leisure and educational opportunities in their local community. The County Council recognises the high importance of relationships and friendships that have built up over the years and this will be taken into account as we move forward.

4.224 The term 'Community Lives' refers to future developments and as a replacement for the term 'day services'. This reflects the important themes of personalisation and social inclusion. The County Council's work will be based on the following principles which are informed by national policy, and the experience of other local authorities which have personalised their day services for people with learning disabilities:

- Recognising that people with profound and multiple disabilities will still need a building base but reducing dependency on buildings for the majority of current day service users
- Recognising that people whose behaviour presents a challenge may not be well served by large day centres. They may be better served by small scale alternative services providing supported employment, educational and leisure opportunities
- Greater emphasis on participation in voluntary work and paid employment, including educational opportunities and skills training.
- Continuing to provide a break for carers in recognition of the contribution they make to people's well being and community life
- Person-centred approaches and outcome based commissioning should inform the type and level of support required
- Personal budgets should be available to individuals to encourage self directed support, encouraging individuals and carers to have a broader choice about how to meet their outcomes

- Developing natural supports where appropriate (such as neighbours and people with similar interests living locally) with less reliance on paid support
- Achieving an appropriate balance between the need to protect individual safety and that of enabling individuals to take informed risks in order to live a full life
- Increasing access to public transport and encouraging alternative means of transport
- Ensuring that more Changing Places are available in public buildings

4.225 The County Council plans, through public private partnerships, to invest over £200 million in a revised plan to deliver the strategy for accommodation, care and support for older people in Derbyshire. The Council plans to develop a hub and spoke model of services to support the National Dementia Pathway, with community care centres providing a county-wide access to dementia care excellence; with spokes, including Extra Care housing, providing outreach into the community.

4.226 Specialist dementia services will be consolidated into four Community Care Centres, giving optimal coverage across Derbyshire. The County Council will use geographically spread Extra Care schemes to develop enhanced services as part of a more dispersed hub and spoke model of specialist provision, particularly in some of the more rural areas. There will be an increased range of agreements with partner agencies to deliver health and wellbeing zones and other complementary commissioned services. There will continue to be provision of some traditional long term residential beds for those people for whom Extra Care or specialist care is not appropriate.

Extra Care Housing and CIL

4.227 The County Council is committed to the provision of extra care housing schemes and new community care centres to meet the current and future needs of our communities. The County Council delivers and commissions the delivery of new schemes and facilities in line with the Joint Strategic Needs Assessment (JSNA). The County Council is working with partners on the design, build, operation and maintenance of mixed tenure Extra Care schemes within Derbyshire. There are already four schemes which are fully operational.

4.228 For the next phase the County Council is working in partnership with a Registered Social Landlord (RSL) consortium to provide up to 600 units of Extra Care accommodation. Three schemes in Chesterfield, Alfreton and Clay Cross are already under construction. The RSL will act as the landlord and will allocate properties and grant tenancies and leases to residents. The County Council's Adult Care department will be involved in the allocation panel for the schemes, and will commission and fund the care and housing related support services.

4.229 The delivery of Extra Care schemes and facilities has in the past been subsidised by public sector funding. However, the level of grant funding is decreasing which is affecting the viability of schemes. The County Council recognises the marginal viability of these developments but does still wish to retain a social housing model for extra care schemes. The County Council will therefore be leasing land to the successful bidder at nil cost. In the absence of any grant input, the value of this land will be a crucial public subsidy for the scheme. Through the procurement process, the County Council has sought to achieve high quality designs, providing apartments that are affordable for rent, purchase, or shared ownership by local people.

4.230 Part 6 (49-54) of the Community Infrastructure Levy Regulations (2010) states that development that comprises social housing is eligible for relief from CIL. Where extra care schemes will consist principally of social housing (affordable and intermediate rent) units to be let by a Registered Social Landlord, are in line with the JSNA and supported by the County Council and its partners on the Commissioning Board, the County Council would expect social housing relief from CIL, in accordance with the process set out in the Regulations.

4.231 Where Local Authority extra care (use class C2) schemes are unviable or viability is marginal, the County Council would expect CIL Charging Schedules to set a nil (£0 per square metre) rate. Where necessary the County Council will provide evidence on the viability of extra care to support this. Local Authority extra care schemes are defined as schemes:

- Where the County Council provides a form of public subsidy, for example gifting of land on a long-term lease
- That are run by a Registered Social Housing Provider as the landlord
- Include 24/7 care support which includes as a minimum a personal alarm system, housing related support, and access to unplanned or emergency personal care
- Where the County Council and the local district/borough council is involved in an allocation panel for the scheme to ensure local needs are met
- Where the rent, service charge and sales prices are agreed with the district/borough council as being 'affordable' within the locality.

Public Health and Wellbeing

Current Provision

4.232 Derbyshire County NHS Primary Care Trust (PCT) and NHS Tameside and Glossop Trust provide primary care in Derbyshire. Derbyshire County PCT covers the majority of Derbyshire and has 98 General Practices (GPs), over 100 pharmacies and around 80 dental practices. More information on health services and facilities is at page 125.

4.233 Primary care is the first point of contact with health services for most people in most circumstances. It provides the gateway to a comprehensive system of care and treatment and when a patient needs to see a specialist it is the primary care clinicians that initiate the process by which patients can access that care. One of the great strengths of primary care arises from its location in the community, its understanding of the needs of individuals, families and the diverse needs of the local neighbourhood. Patients value this and the continuity of care they get from good primary care services.

4.234 With regards to secondary care, the PCT commissions the majority of hospital services for patients residing in Derbyshire from two main Foundation Trusts and other large providers. The majority of this care is provided by the Derby Hospital Foundation Trust, Derbyshire Mental Health Trust & the Chesterfield Royal Hospital Foundation Trust. The Derby Trust is undertaking a construction project to provide one new hospital for Derby based at the Derby City hospital site.

4.235 Responsibilities for public health will transfer from the Derbyshire County PCT to Derbyshire County Council in April 2013. Staff will be transferred to bases at Matlock, Buxton, Chesterfield and Ripley and the County Council will receive a public health budget of around £32 million. The County Council will be responsible for a range of services including drug and alcohol misuse services; physical activity and tackling obesity; community safety; sexual health services; accidental injury prevention; seasonal mortality; public mental health; stopping smoking services; lifestyle interventions; health at work; children's public health; social exclusion; dental public health; fluoridation; prevention and early presentation in relation to cancer; and the commissioning of health visitors.

Future Investment

4.236 Many variations in primary care provision exist, for example in the standard of premises where services are provided and the rate of referrals and unplanned admissions to hospitals and specialist services. The PCT is required to promote and maintain good health of local neighbourhoods and individuals including addressing the needs of future populations. Population densities are increasing and the number of households is growing across Derbyshire. This demographic growth and large residential developments have an impact on the availability and capacity of health care services.

4.237 The PCT supports an approach of promoting and maintaining the good health of local neighbourhoods and individuals in line with the Government's white paper 'choosing health'. This is intended to address the future needs of local populations including demand for services arising from population growth, the increasing population of older people and the need to improve access to services, especially in more deprived neighbourhoods.

4.238 The guiding principles adopted by the PCT to direct the commissioning of the Primary Care Strategy include:

- Provision of accessible, high quality services
- Improve health and reduce inequalities
- Improve commissioning and effective use of resources
- Improve the engagement of GPs in the roll out of Practice Based Commissioning
- Improve public involvement
- Improve co-ordination with social services through greater congruence of PCT and Local Authority boundaries and by promoting joint commissioning and partnership working
- Improve access

4.239 National policies introduced over recent years have led to an increase in the number of enhanced services provided within General Practice and pharmacies in particular, for example minor surgery, counselling, services for patients with long term conditions, management of long term conditions. Additional capacity will be required within Primary Care to deliver current Government policies, for example 'The Patient Led NHS' which looks to deliver care closer to patients' homes. This will lead to transferring services which have traditionally been delivered in hospitals into the community.

4.240 The PCT has developed a model in conjunction with Derby City PCT that estimates the cost of developing Primary Health Care premises. More information about this model and the approximate costs can be found in the Developer Contributions' Protocol.

4.241 The County Council will receive a public health budget of £32 million from 2013/14 and its priorities will be to:

- Improve health and wellbeing in early years
- Promote healthy lifestyles
- Improve emotional and mental health
- Promote the independence of people living with long term conditions and their carers
- Improve health and wellbeing of older people

5 Delivery

5.1 The preceding sections of the Plan set out the strategic infrastructure that is required to deliver sustainable development (as per the Plan's vision) in Derbyshire. There are a number of potential funding sources for helping to deliver this infrastructure.

Potential Sources of Funding

Central Government Departments

5.2 For transport, the majority of funding comes from the Department for Transport. Delivery is split between the Highways Agency, for maintenance and building work on all trunk roads (except toll roads), and local transport authorities, for non-trunk roads. Derbyshire County Council allocates its capital funding via the Local Transport Plan 3 (LTP3). The County Council will endeavor to secure public funding for transport infrastructure. However, where mainstream capital funding has been exhausted, alternative funding may be sought to deliver growth.

5.3 For primary and secondary schools, the majority of funding comes from the Department of Education via the Dedicated Schools Grant, to ensure adequate school provision by addressing basic needs and maintenance.

5.4 The County Council will endeavour to secure funding from mainstream funding sources for expanding existing schools or providing new schools to accommodate additional needs for education provision arising from new development. However, where other funding has been exhausted, the cost is usually the responsibility of the developer. Proposed development schemes of around 1,000 dwellings will normally require provision of a new one-form entry primary school. Currently, a new one-form entry primary school costs approximately £6 million to build. Proposed development schemes of around 6,000 dwellings will normally require provision of a new secondary school. A new secondary school of 900 pupils costs approximately £20 million.

5.5 Broadband Delivery UK (BDUK) has allocated £7.39 million to Derbyshire and Derby City to help roll out superfast broadband. The County Council has prepared a Local Broadband Plan to set out how this investment will be secured, match-funded, and delivered.

Local Enterprise Partnerships

5.6 The new Derby, Derbyshire, Nottingham and Nottinghamshire 'D2N2' Local Enterprise Partnership (LEP) received endorsement from Government in October 2010. The Sheffield City Region LEP consists of the authorities of Bolsover, Chesterfield, North East Derbyshire, Derbyshire Dales, Barnsley, Bassetlaw, Doncaster, Rotherham and Sheffield.

5.7 The LEPs can bid for funding from the Regional Growth Fund and Growing Places Fund. In February 2012 Government confirmed the allocation of the £500 million Growing Places Fund to Local Enterprise Partnerships. The fund is designed to boost economic growth by delivering infrastructure to deliver new homes, create jobs and unlock stalled development. The D2N2 LEP has been allocated £17,806,001 and the Sheffield City Region LEP has been allocated £12,547,082. The Sheffield City Region LEP is currently developing an Infrastructure and Investment Fund to determine how to spend their allocation.

County Council Funding

5.8 Projects can be funded via the County Council's capital and revenue programmes. These are reviewed annually in the autumn and are subject to approval from County Council Elected Members each February. This Plan identifies current commitments to infrastructure investment from the County Council's capital programme where relevant. The Plan and its strategic priority projects will help to inform future capital programmes and other County Council spending programmes. The County Council will endeavour to secure mainstream public funding for infrastructure. However, where this is not possible, alternative funding may be required to deliver growth.

Planning and Development

5.9 There are a number of delivery mechanisms and potential sources of funding that can be secured via the planning system and development.

New Homes Bonus

5.10 The New Homes Bonus is a scheme providing councils with an incentive to deliver housing growth. The New Homes Bonus will match fund the additional council tax potential from increases in housing stock (with an additional amount of £350 per affordable dwelling) for the next six years from the financial year 2011/12. The scheme includes conversions and empty homes brought back into use. County Councils are entitled to a minimum of 20% of the Bonus. This 80/20 split between upper and lower tier councils is a starting point for negotiation. The 2013/14 allocation is:

Amber Valley	£883,524
Bolsover	£480,297
Chesterfield	£351,413
Derbyshire Dales	£535,539
Erewash	£836,504
High Peak	£318,354
North East Derbyshire	£470,735
South Derbyshire	£1,346,9999
Derbyshire County	£1,305,841
Total	£6,259,206

5.11 The New Homes Bonus is not ring fenced and local authorities determine how to spend the revenue. To date, the New Homes Bonus has generally been absorbed into Councils' general budgets and not re-invested specifically to incentivise growth. However, some councils are now looking at how the New Homes Bonus could be used to incentivise development, and potentially it could be used to help deliver the Derbyshire Infrastructure Plan Vision and strategic priority projects.

Community Infrastructure Levy

5.12 The Community Infrastructure Levy (CIL) is a potential source of funding for delivering strategic infrastructure and service delivery. CIL is a tariff-based approach to developer contributions which will ensure that all development pays towards the cost of providing the infrastructure that is needed to support the development of the area. It will allow the cumulative impact of growth to be addressed.

5.13 The amount to be paid, and the types of development that will be charged will be set out in advance in a Charging Schedule, which will be examined by a Planning Inspector at an Examination in Public. The Charging Schedule will be assessed in terms of viability. This means that everyone will understand the costs in advance of a planning application being submitted; and it is a fairer and more transparent approach than Section 106 Agreements and other similar types of developer contributions which are negotiated on a case by case basis.

5.14 CIL should not be used to address existing problems or wholly fund infrastructure. **CIL is a gap funding mechanism and should only be used where other mainstream sources of funding have been exhausted.** The County Council will endeavour to secure funding from mainstream sources before seeking CIL as a gap funding measure. The funding gap is the cost of providing the infrastructure needed minus any other funding from mainstream sources. Setting CIL rates should be about achieving a balance between the funding gap and viability.

5.15 The County Council is not a 'charging authority' and will not have a CIL Charging Schedule. However, the County Council can be a 'collecting authority' and can collect funds from district and borough councils and the Peak District National Park Authority if agreed in advance.

5.16 The amount that could be raised in Derbyshire will depend on local planning authorities' take-up of CIL and the rate they decide to set. In setting their CIL rate, local planning authorities should have regard for viability and local market conditions including the cost to developers of contributing to affordable housing and other developer contributions.

Extra Care and CIL

5.17 The County Council is committed to the provision of extra care housing schemes and new community care centres to meet the current and

future needs of our communities. The County Council delivers and commissions the delivery of new schemes and facilities in line with the Joint Strategic Needs Assessment (JSNA). The County Council is working with partners on the design, build, operation and maintenance of mixed tenure Extra Care schemes within Derbyshire. There are already three schemes operational with a fourth in development.

5.18 The delivery of these schemes and facilities has in the past been subsidised by public sector funding. However, the level of grant funding is decreasing which is affecting the viability of schemes. The County Council recognises the marginal viability of these developments but does still wish to retain a social housing model for extra care schemes. The County Council will therefore be leasing land to the successful bidder at nil cost. In the absence of any grant input, the value of this land will be the only element of public subsidy for the scheme.

5.19 Through the procurement process, the County Council has sought to achieve the same high quality of design that would have been achieved through grant funded schemes. The County Council has also sought to achieve affordable rents, as defined by the Homes and Communities Agency, as 80% of market rents. Whilst a preferred bidder has not yet been selected, for all three schemes both bidders' propose a mix of rented and outright sale units, including shared ownership, with the vast majority being for affordable rent. An RSL is included in each of the bidders' consortia. The RSL will act as the landlord and will allocate properties and grant tenancies and leases to residents.

5.20 Part 6 (49-54) of the Community Infrastructure Levy Regulations (2010) states that development that comprises social housing is eligible for relief from CIL. Where extra care schemes will consist principally of social housing (affordable and intermediate rent) units to be let by a Registered Social Landlord, are in line with the JSNA and supported by the County Council and its partners on the Commissioning Board, the County Council would expect social housing relief from CIL, in accordance with the process set out in the Regulations.

5.21 Where Local Authority extra care (use class C2) schemes are unviable or viability is marginal, the County Council would expect CIL Charging Schedules to set a nil (£0 per square metre) rate. Where necessary the County Council will provide evidence on the viability of extra care to support this.

Planning Obligations and Planning Conditions

5.22 Developer contributions in the form of a financial sum can be secured via the use of voluntary legal agreements with developers. These agreements are often known as Section 106 Agreements, planning contributions, planning obligations, and planning gain. The use of planning obligations is restricted by the Community Infrastructure Levy

Regulations 2011 and the National Planning Policy Framework. Obligations must be:

- Necessary to make the development acceptable in planning terms
- Directly related to the development and
- Fairly and reasonably related in scale and kind to the development

5.23 Because of these restrictions, Obligations should only be used to mitigate the direct impacts of development and to deliver specific site measures. There are also restrictions on 'pooling' contributions from a number of developments over time. Obligations are secured through private negotiations between developers and planning authorities. Obligations are very useful for dealing with specific impacts or service pressures arising as a result of particular development(s). However, they are not the best tool for securing the delivery of strategic infrastructure. In addition, the negotiation process is not always transparent and the amount payable by developers is not always clear from the outset.

5.24 Developer contributions, in the form of requiring developers to directly provide facilities, services or mitigation, on or off-site (for example open space and green infrastructure, landscaping, highway improvements and community facilities) can be secured through planning conditions.

5.25 Like Planning Obligations, these conditions must also relate specifically to a particular development site and be imposed only where they will make a development acceptable in planning terms. Conditions are therefore generally used to mitigate an impact or resolve a service pressure arising as a result of a specific development proposal. Conditions are negotiated on a site by site basis and their wording differs between local planning authorities. Because they are site specific, conditions are not necessarily the best tool to deal with cumulative impacts of development or to secure the strategic infrastructure.

5.26 The County Council expects local planning authorities to name the strategic priority projects required to support growth in their Local Plans. Where the strategic priority projects are only partially funded or are unfunded (i.e. where other sources of mainstream funding have been exhausted and there is a funding gap), the County Council expects local planning authorities to identify the projects in their CIL Charging Schedules and Regulation 123 Lists.

5.27 The County Council also expects on-site mitigation measures to be delivered via developer contributions (this excludes the specific named priority projects identified in this Plan). A separate Developer Contributions' Protocol provides guidance on the County Council's expectations for developer contributions and its involvement in the Section 106 Agreement process.

Minerals Development

5.28 In the past, minerals development has provided £200,000 - £300,000 per year (a total of £2.23 million over 9 years) towards local community projects via the former Aggregates Levy for those areas most affected by aggregates extraction. There is interest from both local communities and the aggregates industry in potentially continuing a similar scheme in Derbyshire.

Strategic Priority Projects - Delivery Schedules

5.29 The Derbyshire Infrastructure Plan sets out the strategic priority projects in the delivery schedules below. These are projects that Derbyshire County Council considers are required to deliver sustainable economic growth (as per the Plan's Vision) in Derbyshire. More information about the projects in the delivery schedules can be found in the main body of this Plan by clicking on the paragraph number links provided in the tables.

5.30 The projects have been identified through a review of relevant plans and strategies and dialogue with County Council departments, local planning authorities, and other partners. The projects have been assessed through a project prioritisation process, details of which are provided at Appendix B - Project Prioritisation on page 105. The Plan will be regularly reviewed and where necessary the strategic priority projects will be revised subject to approval from the County Council's Cabinet.

5.31 Many of these strategic priority projects are 'current or committed'. That is they are either currently being delivered, funding is committed and delivery will commence shortly, or funding will be secured. These projects therefore have secured funding or have the County Council's commitment to secure funding; some of these projects are subject to contractual obligations where there would be a legal or financial risk if delivery ceases. These are summarised in Delivery Schedule 1 below.

5.32 There are also a number of strategic priority projects (set out in Delivery Schedule 2 below) that are currently only partially funded or have no confirmed source of funding. The County Council will endeavour to secure mainstream funding for these projects although it must be recognised that the availability of public funding is currently restricted.

5.33 Where other sources of mainstream funding have been exhausted and there is a funding gap, the County Council expects local planning authorities to identify these projects in their Local Plans, CIL Charging Schedules and Regulation 123 Lists. Where a local planning authority decides against adopting a CIL, the County Council will expect the local plan to be clear about how these projects will be delivered in order to support sustainable development in their area. It should be noted that the cost figures, where provided, are rough estimates based on the best information available at the time of writing and may be subject to change.

Delivery Schedule 1 - Current and Committed Strategic Priority Projects

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	RISKS OF NON-DELIVERY AND CONSTRAINTS	KEY PARTNERS
County-wide and Cross-Boundary						
High Speed Rail Extension potential route through Derbyshire 4.12	National	2032 onwards	£32 billion (national)	Department for Transport	Planning permission; potential heritage impacts	HS2 Company
Midland Mainline – network improvements, and maintenance 4.12	National	Ongoing	Unknown	Department for Transport; Regional Growth Fund	None identified	Network Rail
Managed Motorway (hard shoulder running and variable speed limits) M1 J.28-31 0	County-wide	2013 - 15	Unknown but no local contribution	Department for Transport	None identified	Highways Agency
Local Transport Plan – highways maintenance and integrated transport schemes including public transport, walking and cycling 0	County-wide	2013-14	£19,370,000	Department for Transport	None identified	County Council
Local flood defence schemes to reduce risk of surface water flooding **Error! Reference source not found.**	County-wide	2012-13	£300,000	County Council	None identified	County Council
Countryside capital investment including Public Rights of Way and Greenways 4.162	County-wide	2012-2013	£675,000	County Council	None identified	County Council
School condition improvements 4.199	County-wide	2011-2012 onwards	£3,631,000	County Council	None identified	County Council
Provision of accommodation, care and support for older people including Extra Care 4.225	County-wide	2012-2017	£200,000,000	Derbyshire County Council capital grant	None identified	County Council
Amber Valley						
Alfreton Park Special School basic needs temporary classroom & site works 4.199	Alfreton	2011-2013	£150,000	Department for Education	None identified	County Council
Croft Infant School basic needs – permanent extension providing new classroom 4.199	Croft	2011-2013	£450,000	Department for Education	Listed building with difficult access	County Council
Marlpool Junior School – office extension and	Heanor	2012 - 2013	£100,000	Department for	None identified	County Council

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	RISKS OF NON-DELIVERY AND CONSTRAINTS	KEY PARTNERS
fencing improvements 4.199				Education		
Newton Primary School – creation of outside learning centre and canopy for reception 4.199	Newton	2012 - 2013	£35,000	Department for Education	None identified	County Council
Alfreton Grange Arts College – replacement new building on same site 4.199	Alfreton	2012 - 2013	Unknown	Department for Education	None identified	County Council
Bolsover						
Development of the Archaeological Way to provide a 21km traffic free route between Pleasley and Creswell 4.171	Creswell	2012	Unknown	County Council	None identified	County Council
New secondary school at Tibshelf 4.199	Tibshelf	2012-13	£14,900,000	Department for Education	None identified	County Council
Chesterfield						
Seymour Road link road for access to Markham Vale 0	Markham Vale	2013-14 onwards	£7,000,000	County Council/ Local Transport Council	None identified	County Council
Extensions to walking and cycling routes and Greenways to connect Chesterfield town centre with Dronfield 4.172	Chesterfield	2012-2015	Unknown	County Council	Planning	County Council
Derbyshire Dales						
Dredging of Cromford Canal to support delivery of Derwent Valley Mills World Heritage Site Management Plan 4.143	Cromford	2012-13	£300,000	County Council	None identified	County Council; Friends of Cromford Canal
Darley Dale Primary modernisation – extension to provide 3 classrooms and toilets to replace existing infant school 4.199	Darley Dale	2011-2013	£350,000	Department for Education	None identified	County Council
Erewash						
Re-opening of Ilkeston Railway Station 4.23	Ilkeston	2014	£6,500,000	6Cs New Growth Point/ County Council/ Network Rail	Planning consent required	Network Rail; Northern Rail; East Midlands Trains
Dallimore Primary School – replacement of teaching block 4.199	Ilkeston	2012 - 2013	£1,950,000	Department for Education	None identified	County Council
High Peak						

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	RISKS OF NON-DELIVERY AND CONSTRAINTS	KEY PARTNERS
Redevelopment and enlargement of the Waste Transfer Station and Household Waste Recycling Centre at Glossop 4.90	Glossop	2013-2016	£1,300,000	Waste Performance Efficiency Grant; Hazardous WEEE Grant; Waste Infrastructure Capital Grant	Access issues to be resolved	High Peak Borough Council; Construction Contractor; Waste Contractor – Resource Recovery Solutions (Derbyshire) Ltd; United Utilities (land owner)
Improved access to and maintenance of the road and bridge leading to the Household Waste Recycling Centre at Melandra Road 4.90	Glossop	2013-2016	£100,000	Derbyshire County Council capital grant	Landowner agreement needed to resolve access issues	United Utilities; County Council; High Peak Borough Council
East Sterndale CE Primary School modernisation – replacement of an existing classroom and kitchen with new modular building 4.199	High Peak	2011-2013	£310,000	Department for Education	None identified	County Council
Hague Bar Primary School – replacement of classroom with permanent extension including disabled toilet and SEN room 4.199	New Mills	2012 -2013	£450,000	Department for Education	None identified	County Council
North East Derbyshire						
Arkwright In-vessel Composting Facility 4.90	Arkwright	2013-2014	£7,400,000	Derbyshire County Council capital grant; Waste Infrastructure Capital Grant	Contractually committed. Construction contract. Need to meet landfill diversion targets;	UK Coal; County Council; North East Derbyshire District Council; Bolsover District Council, Chesterfield Borough Council Waste Contractor – Sita (UK)
Household Waste Recycling Centre at Clay Cross 4.90	Clay Cross	2015-2016	£1,000,000	Derbyshire County Council capital grant Waste Infrastructure Capital Grant	Planning permission Construction contract Revenue funding gap	North East Derbyshire District Council; Construction Contractors; Resource Recovery Solutions (Derbyshire)Ltd
Sharley Park Primary School – extension to provide 2 classroons with toilets 4.199	Danesmoor	2012 - 2013	£650,000	Department for Education	None identified	County Council
South Derbyshire						

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	RISKS OF NON-DELIVERY AND CONSTRAINTS	KEY PARTNERS
Hilton Primary basic needs – new temporary double classroom 4.199	Hilton	2011-2012	£240,000	Department for Education; Developer Contributions	Contractually obligated	County Council
New school to replace existing Church Gresley Infant and Nursery School 4.199	Church Gresley	2011-2012 onwards	£6,600,000	PCP; sale of existing site; developer contributions	Current funding gap expected to be resolved shortly	County Council
Newhall Junior School – improvements to safeguarding, ICT provision and outdoor areas 4.199	Newhall	2012 – 2013 onwards	£65,000	Department for Education	None identified	County Council
Location to be determined						
Waste Treatment Plant for Derby and Derbyshire 4.90	Sinfin, Derby (subject to legal challenges)	2013-2017	£150,000,000	Contributions from Derbyshire County Council and Derby City Council	Contractually committed; legislative targets; permits; planning	County Council; Waste Contractor 8 District/Borough Councils

Delivery Schedule 2 – Other Strategic Priority Projects (to inform Community Infrastructure Levy)

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
County-wide						
A38 capacity junctions 4.18	County-wide	2015 onwards	Unknown	Department for Transport	None identified	Highways Agency
M1 capacity junctions 4.18	County-wide	2015 onwards	Unknown	Department for Transport	Funding gap	Highways Agency
Community broadband projects to improve coverage in areas with poor coverage 4.98	County-wide	2011-2013	Unknown	None identified	Funding gap	Local communities Private sector
Digital Derbyshire - roll-out of super fast broadband 4.100	County-wide	2011 – 2013	£15,000,000+	£7,390,000 from BDUK	Funding gap	BT; private sector; County Council
Sustainable travel in and around the Peak District National Park 4.22	Peak District NP	Ongoing	Unknown	None identified	Funding gap	County Council
Delivery of the Greenway Strategies **Error! Reference source not found.**	County-wide	Ongoing	Varies	Potentially Capital Programme Allocation LTP3	Funding gap	Landowners Developers County Council
Trent Valley Vision – evidence collection to inform landscape vision and strategy **Error! Reference source not found.**	County-wide	5 years	£150,000	None identified	Funding gap	Landowners Developers County Council
Local Biodiversity Action Plan projects to protect, maintain, manage, enhance and create priority habitats 4.137	County-wide	2011 – 2020	£600,000 +	Potentially Capital Programme Allocation	Funding gap	Farming and Wildlife Advisory Group, Derbyshire Wildlife Trust
Amber Valley						
Potential requirement for additional highway capacity to accommodate growth at Heanor (potentially A610 – A6007 Link Road, subject to further testing) 4.18	Heanor	Unknown	Unknown	None identified	Funding gap	Highways Agency County Council
Potential requirement for additional highway capacity to accommodate growth at Ripley (potentially A610 Codnor bypass subject to further testing) 4.18	Ripley	Unknown	Unknown	None identified	Funding gap	Highways Agency County Council

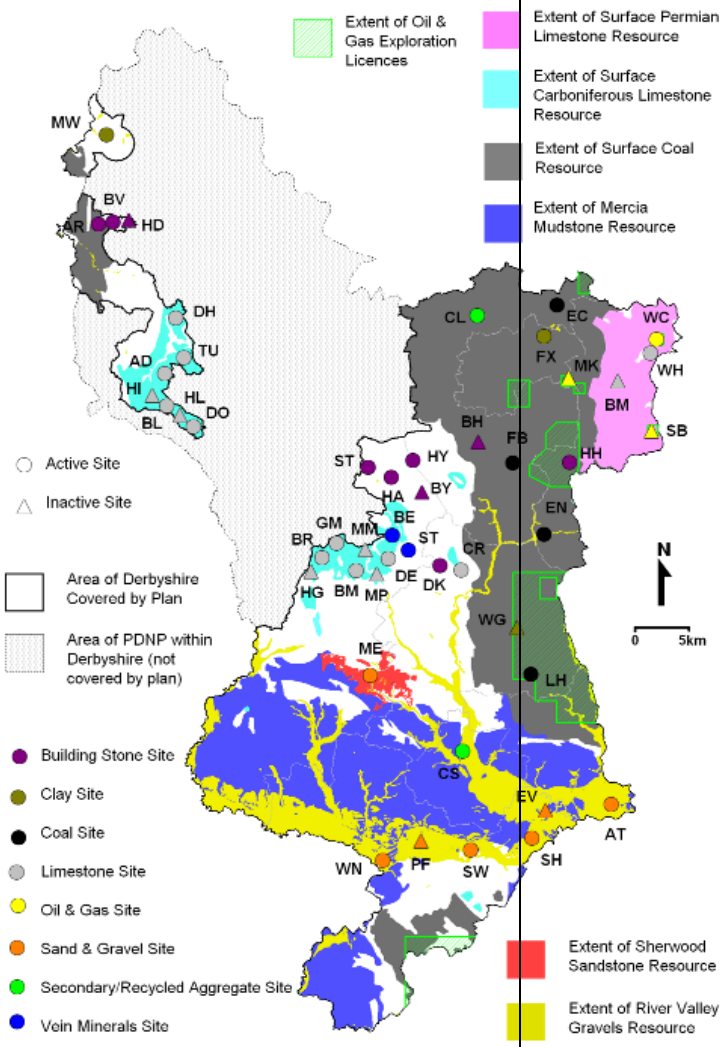
PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
Potential requirement for additional highway capacity to accommodate growth at Alfreton (in addition to the A38 Junctions), subject to further testing 4.18	Alfreton	Unknown	Unknown	None identified	Funding gap	Highways Agency County Council
Potential requirement for additional waste management capacity at Loscoe HWRC 4.90	Amber Valley	2015 - 2016	£1,000,000	None identified	Land acquisition Funding gap	County Council
Potential requirement for a new primary school and relocated and expanded secondary school to accommodate growth at Denby (if proposed) 4.203	Denby	Unknown	£28,000,000+	Developer contributions	Funding gap	County Council Schools
Potential requirement for expansion to Kirk Langley CE Primary School and the Ecclesbourne School if further growth is proposed at Radbourne Lane 4.203	Duffield	Unknown	Unknown	None identified	Funding gap	County Council
Derwent Valley Mills World Heritage Site Projects at Belper and Milford - repair of Belper Weirs 4.143	Belper and Milford	15 years	£10,275,000	None identified	Ownership issues Funding gap	County Council; landowners
Derwent Valley Mills World Heritage Site Project - Restoration of Cromford Canal 4.143	Amber Valley	Unknown	Unknown	None identified	Funding gap	Friends of Cromford Canal
Bolsover						
Potential requirement for additional highway capacity at Bolsover subject to testing 4.19	Bolsover	Unknown	Unknown	None identified	Funding gap	Highways Agency County Council
Potential requirement for additional highway capacity at Clowne subject to testing 4.19	Clowne	Unknown	Unknown	None identified	Funding gap	Highways Agency County Council
Potential requirement for additional highway capacity at South Normanton mitigation of impact on M1 Junction 28 and A38, subject to testing 4.19	South Normanton	Unknown	Unknown	None identified	Funding gap	Highways Agency County Council
Expanded junior school and a new infant school to replace existing infant school to accommodate proposed growth 4.204	Bolsover	Unknown	£7,000,000	None identified	Funding gap	County Council

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
Potential requirement for expansion to existing primary and secondary schools at Clowne, South Normanton, Barlborough, Creswell, Pinxton, Tibshelf and Whitwell 4.204	Bolsover	Unknown	Unknown	None identified	Funding gap	County Council
Chesterfield						
Requirement for additional highway capacity to accommodate growth at Chesterfield - A61 Chesterfield Inner Relief Road Junctions 4.20	Chesterfield	2014-2015 onwards	£18,000,000	None identified	Funding gap	County Council; Highways Agency
Requirement for additional highway capacity to accommodate growth at Chesterfield - A619 Staveley – Brimington Bypass 4.20	Chesterfield	2014-2015 onwards	£30,000,000	None identified	Funding gap	County Council; Highways Agency
Requirement for additional highway capacity to accommodate growth at Chesterfield (potential solution Hollis Lane Link to Chesterfield Railway Station, subject to testing 4.20	Chesterfield	2014-2015 onwards	£5,000,000	None identified	Funding gap	County Council
Requirement for additional highway capacity to accommodate growth at Chesterfield (potential solution Improvements to A619//Park Road Junction, subject to testing 4.20)	Chesterfield	2014-2015 onwards	£250,000	None identified	Funding gap	County Council
Potential requirement for additional highway capacity to accommodate growth at Staveley, subject to testing 4.20	Staveley	Unknown	Unknown	None identified	Funding gap	County Council
Restoration of the Chesterfield Canal Minerals Minerals development can have an impact on infrastructure and services including, notably, highways and transport, and green infrastructure. In 2007, approximately 1700 people were employed by the minerals industry in Derbyshire including the Peak District National Park. Up to £50 million is paid annually to these employees, with many	Chesterfield	Ongoing	£26,000,000	None identified	Funding gap	Chesterfield Canal Partnership

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
jobs located in rural areas where employment can otherwise be scarce. The minerals industry also supports a network of production and processing facilities such as cement and brick works, which in turn supply raw materials for other industries, such as construction. The most significant mineral extracted in Derbyshire is limestone, accounting for over 90% of all minerals produced (by weight). Derbyshire's production of limestone is significant in national terms (17% of the UK's supply). Limestone resources are located mainly in Matlock/Wirksworth and east of Bolsover. The next most significant is sand and gravel (9% of production). Sand and gravel resources are concentrated along the river valleys, the most important being the Trent Valley, as well as the Lower Derwent and the Dove. There is also a sand and gravel deposit in the hard rock of the Sherwood Sandstones between Ashbourne and Belper which is currently worked by one operation. Minerals extracted in smaller amounts include coal, fluorite and barites, gas, sandstone, silica sand, clay and shale. There are substantial resources of coal in the East Derbyshire coalfield despite the						

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
cessation of large scale coal production in the 1990s. Some surface coal resource remains in South Derbyshire but it is a limited size, urbanised and largely exhausted by previous surface mining. There is a large potential resource of deep coal in north east Derbyshire but development of a new deep mine or the reopening of a closed mine seems unlikely due top high costs. In Derbyshire, brick clay resources are found under the Mercia Mudstone in the south of Derbyshire. Fireclay is found in association with the coal measures. In the UK, fluorspar occurs only in the Northern Pennines and Southern Pennines. The Peak is the remaining potential source as production ceased in Durham in 1999. Building stone is produced mainly from small quarries, mainly in central Derbyshire but also from north-west Derbyshire. The following map and table show the key sites in operation in Derbyshire (excluding the Peak District National Park).						

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS



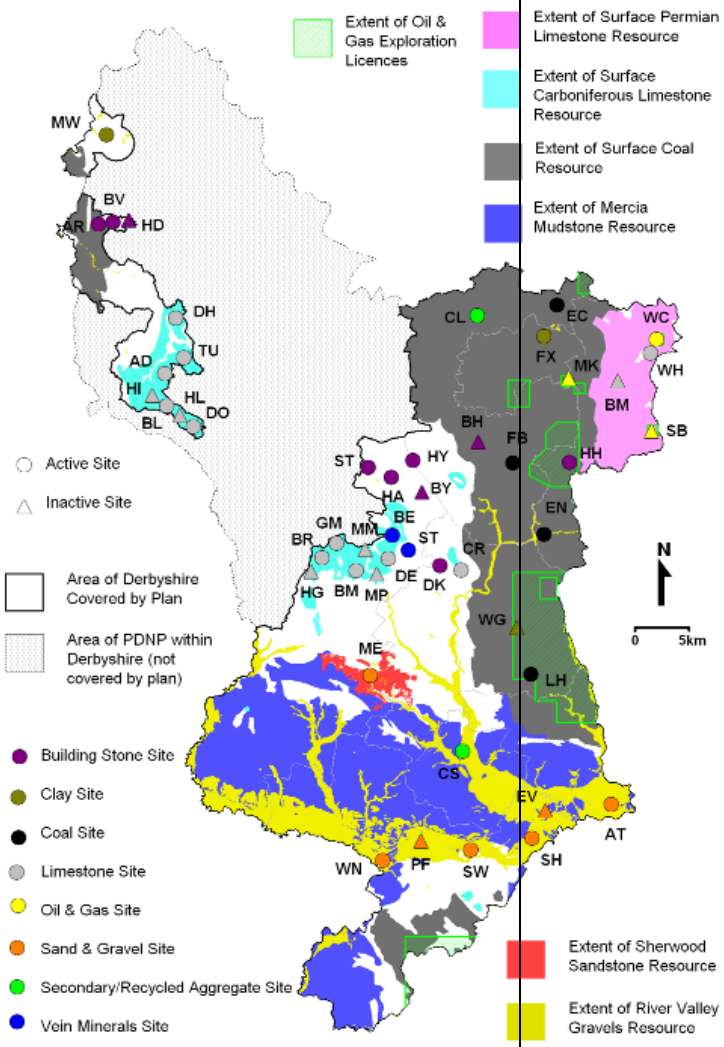
Map Code	Site Name	District
AD	Ashwood Dale	High Peak
AR	Arden	High Peak
AT	Attenborough	Erewash
BE	Balleye	Derbyshire Dales

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
Derby City						
Potential requirement for transport improvements to accommodate growth in South Derbyshire - Boulton Moor Park and Ride 4.26	Derby City	Unknown	Unknown	None identified	Funding gap	Derby City Council
Potential requirement for transport improvements to accommodate growth in South Derbyshire - Access to land for the T12 Access Road 4.26	Derby City	Unknown	Unknown	None identified	Funding gap	Derby City Council
Restoration of the Derby and Sandiacre Canal 4 schemes encompassing route from Shelton Lock to the boundary with Borrowash plus a 'Derby Arm' visitor centre Minerals Minerals development can have an impact on infrastructure and services including, notably, highways and transport, and green infrastructure. In 2007, approximately 1700 people were employed by the minerals industry in Derbyshire including the Peak District National Park. Up to £50 million is paid annually to these employees, with many jobs located in rural areas where employment can otherwise be scarce. The minerals industry also supports a network of production and processing facilities such as cement and brick works, which in turn supply raw materials for other industries, such as construction. The most significant mineral extracted in	Derby City	5 years	£43,200,000	None identified	Funding gap; ownership; planning permission	Derby City Council Derby and Sandicare Canal Trust

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
Derbyshire is limestone, accounting for over 90% of all minerals produced (by weight). Derbyshire's production of limestone is significant in national terms (17% of the UK's supply). Limestone resources are located mainly in Matlock/Wirksworth and east of Bolsover. The next most significant is sand and gravel (9% of production). Sand and gravel resources are concentrated along the river valleys, the most important being the Trent Valley, as well as the Lower Derwent and the Dove. There is also a sand and gravel deposit in the hard rock of the Sherwood Sandstones between Ashbourne and Belper which is currently worked by one operation. Minerals extracted in smaller amounts include coal, fluorite and barites, gas, sandstone, silica sand, clay and shale. There are substantial resources of coal in the East Derbyshire coalfield despite the cessation of large scale coal production in the 1990s. Some surface coal resource remains in South Derbyshire but it is a limited size, urbanised and largely exhausted by previous surface mining. There is a large potential resource of deep coal in north east Derbyshire but development of a new deep mine or the reopening of a closed mine seems unlikely						

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
due top high costs. In Derbyshire, brick clay resources are found under the Mercia Mudstone in the south of Derbyshire. Fireclay is found in association with the coal measures. In the UK, fluorspar occurs only in the Northern Pennines and Southern Pennines. The Peak is the remaining potential source as production ceased in Durham in 1999. Building stone is produced mainly from small quarries, mainly in central Derbyshire but also from north-west Derbyshire. The following map and table show the key sites in operation in Derbyshire (excluding the Peak District National Park).						

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS



Map Code	Site Name	District
AD	Ashwood Dale	High Peak
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BE	Balleye	Derbyshire Dales

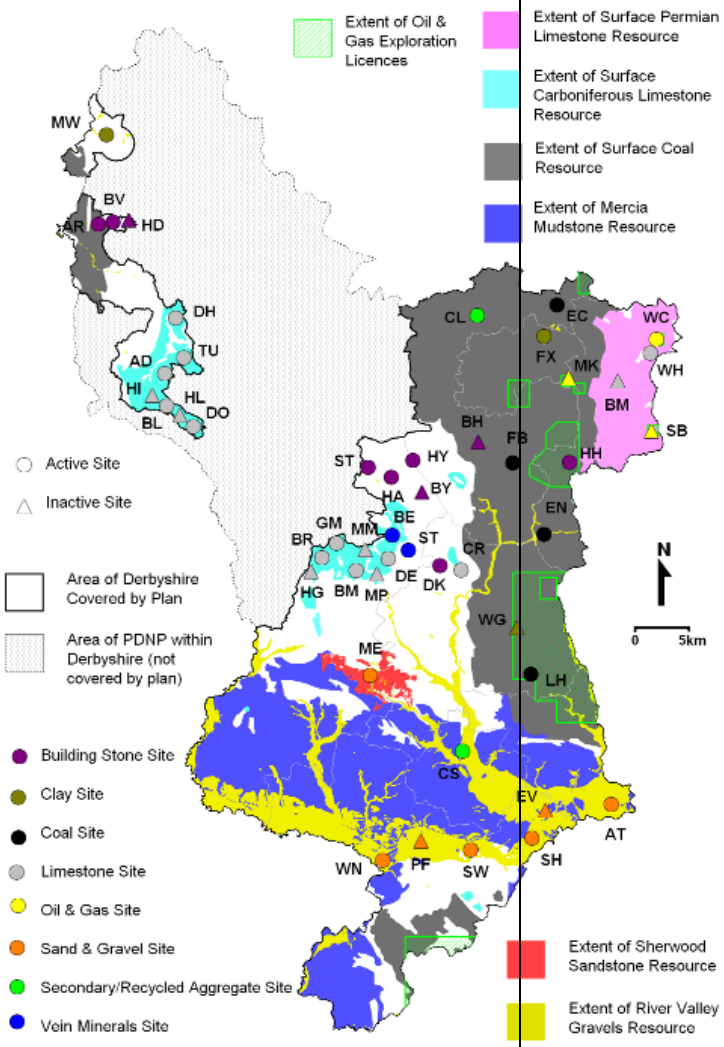
PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
Derbyshire Dales						
Potential requirement for a suitable site to expand existing secondary school or a new secondary school (depending on scale and location of growth proposed) 4.206	Ashbourne	Unknown	£20,000,000	None identified	Funding gap	County Council
Requirement for additional highway capacity and demand management to accommodate growth at Ashbourne (potential solution Ashbourne Bypass, subject to testing) 4.22	Ashbourne	Unknown	Unknown	None identified	Funding gap	County Council
Potential requirement for additional highway capacity to accommodate growth at Matlock 4.22	Matlock	Unknown	Unknown	None identified	Funding gap	County Council
Potential requirement for additional highway capacity to accommodate growth at Wirksworth 4.22	Wirksworth	Unknown	None identified	Funding gap	Funding gap	County Council
Derwent Valley Mills World Heritage Site Projects at Cromford and Matlock Bath 4.143	Cromford and Matlock Bath	5 years	£15,700,000	None identified	Funding gap	County Council; Derwent Valley Mills World Heritage Site
Derwent Valley Mills World Heritage Site Project - Restoration of Cromford Canal 4.143	Derbyshire Dales	Unknown	Unknown	None identified	Funding gap	Friends of Cromford Canal
Replacement of Matlock library 4.184	Matlock	Unknown	£2,500,000	None identified	Funding gap	County Council
Erewash						
Additional highway capacity (along with Station re-opening and sustainable travel measures) to accommodate growth at Ilkeston 4.23 & **Error! Reference source not found.**	Ilkeston	Unknown	Unknown	None identified	Funding gap	County Council
Additional highway capacity (along with sustainable travel measures) to accommodate growth at Long Eaton 4.23	Long Eaton	Unknown	Unknown	None identified	Funding gap	County Council
Potential requirement for expansion to Ilkeston HWRC depending on scale and location of growth proposed 4.91	Ilkeston	Unknown	£575,000	None identified	Planning permission	County Council

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
Provision new primary school to accommodate proposed growth at Stanton 4.207	Stanton	Unknown	£6,000,000	None identified	Funding gap	County Council
Restoration of the Derby and Sandiacre Canal 4 schemes encompassing route from Borrowash to Erewash Canal Minerals Minerals development can have an impact on infrastructure and services including, notably, highways and transport, and green infrastructure. In 2007, approximately 1700 people were employed by the minerals industry in Derbyshire including the Peak District National Park. Up to £50 million is paid annually to these employees, with many jobs located in rural areas where employment can otherwise be scarce. The minerals industry also supports a network of production and processing facilities such as cement and brick works, which in turn supply raw materials for other industries, such as construction. The most significant mineral extracted in Derbyshire is limestone, accounting for over 90% of all minerals produced (by weight). Derbyshire's production of limestone is significant in national terms (17% of the UK's supply). Limestone resources are located mainly in Matlock/Wirksworth and east of Bolsover. The next most significant is sand and	Sandiacre	5 years	£18,000,000	None identified	Funding gap; ownership; planning permission	Erewash BC Derby and Sandicare Canal Trust

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
gravel (9% of production). Sand and gravel resources are concentrated along the river valleys, the most important being the Trent Valley, as well as the Lower Derwent and the Dove. There is also a sand and gravel deposit in the hard rock of the Sherwood Sandstones between Ashbourne and Belper which is currently worked by one operation. Minerals extracted in smaller amounts include coal, fluorite and barites, gas, sandstone, silica sand, clay and shale. There are substantial resources of coal in the East Derbyshire coalfield despite the cessation of large scale coal production in the 1990s. Some surface coal resource remains in South Derbyshire but it is a limited size, urbanised and largely exhausted by previous surface mining. There is a large potential resource of deep coal in north east Derbyshire but development of a new deep mine or the reopening of a closed mine seems unlikely due top high costs. In Derbyshire, brick clay resources are found under the Mercia Mudstone in the south of Derbyshire. Fireclay is found in association with the coal measures. In the UK, fluorspar occurs only in the Northern Pennines and Southern Pennines. The						

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
Peak is the remaining potential source as production ceased in Durham in 1999. Building stone is produced mainly from small quarries, mainly in central Derbyshire but also from north-west Derbyshire. The following map and table show the key sites in operation in Derbyshire (excluding the Peak District National Park).						

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS



Map Code	Site Name	District
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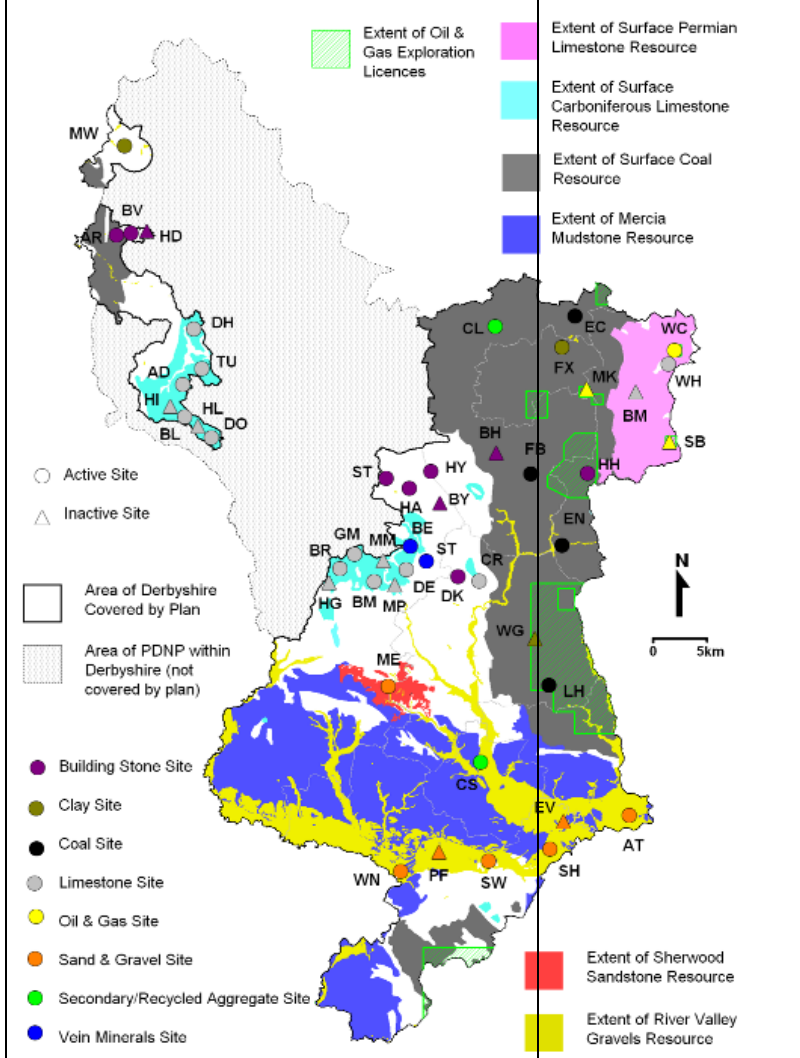
PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
Derwent Valley Mills World Heritage Site Project - Restoration of the Cromford Canal 4.143	Erewash	Unknown	Unknown	None identified	Funding gap	Friends of Cromford Canal
High Peak						
Potential requirement for a suitable site to expand existing secondary school or a new secondary school (depending on scale and location of growth proposed) 4.208	Buxton	Unknown	£20,000,000	None identified	Funding gap	County Council
Potential requirement for additional highway capacity to accommodate growth at Buxton (potential solution New Fairfield Link Road, subject to testing) 4.24	Buxton	Unknown	Unknown	None identified	Funding gap	County Council
Gamesley rail station 4.24	Gamesley	2014-2015 onwards	£3,300,000	£315,680 developer contributions	Funding gap	Network Rail; Train Operators
Replacement of Whaley Bridge library 4.184	Whaley Bridge	Unknown	£2,500,000	None identified	Funding gap	County Council
The Derwent Valley Greenway **Error! Reference source not found.**	High Peak	Unknown	Unknown	None identified	Funding gap	County Council; local planning authorities
North East Derbyshire						
Requirement for additional highway capacity to accommodate development at Clay Cross (potential solution A61 – A617 Avenue Link Road, subject to testing 4.25)	North East Derbyshire	2014-2015 onwards	£10,000,000	None identified	Funding gap	County Council; Highways Agency
Potential requirement for a new 1-form entry primary school and extension to existing secondary school to accommodate proposed growth at Wingerworth (The Avenues) 4.209	North East Derbyshire	Unknown	£6,000,000	None identified	Funding gap	County Council
Replacement of Clay Cross library 4.184	Clay Cross	Unknown	£2,500,000	None identified	Funding gap	County Council
South Derbyshire						
Potential requirement for additional highway capacity to accommodate development at Swadlincote – Woodville – Swadlincote Regeneration Route (possibly with extension to	Swadlincote	2014-2015 onwards	£5,000,000	None identified	Funding gap	County Council; Highways Agency

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
Ashby bypass, subject to testing). 4.26						
Potential requirement for a new secondary school (depending on growth proposed on the edge of Derby) 4.210	South Derbyshire	Unknown	£20,000,000	None identified	Funding gap	County Council
Potential requirement for expansion to Bretby (Newhall) HWRC depending on scale and location of growth proposed 4.91	South Derbyshire	Unknown	Unknown	None identified	Planning permission	County Council
Potential requirement for additional highway capacity to accommodate development on the edge of Derby (potentially - Swarkestone causeway bypass, subject to testing) 4.26	Swarkestone	2014-2015 onwards	£20,000,000	None identified	Funding gap; Scheduled Monument and Grade 1 Listed Building status	County Council
Potential requirement for a new primary school, if further development (in addition to existing consent) proposed 4.210	Drakelow	Unknown	£6,000,000	None identified	Funding gap	County Council
Restoration of the Derby and Sandiacre Canal encompassing route from Swarkestone to Shelton Lock Minerals Minerals development can have an impact on infrastructure and services including, notably, highways and transport, and green infrastructure. In 2007, approximately 1700 people were employed by the minerals industry in Derbyshire including the Peak District National Park. Up to £50 million is paid annually to these employees, with many jobs located in rural areas where employment can otherwise be scarce. The minerals industry also supports a network of production and processing facilities such as cement and brick works, which in turn supply raw materials for other	Swarkestone	5 years	£1,500,000	None identified	Funding gap; ownership; planning permission	South Derbyshire DC Derby and Sandicare Canal Trust

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
industries, such as construction. The most significant mineral extracted in Derbyshire is limestone, accounting for over 90% of all minerals produced (by weight). Derbyshire's production of limestone is significant in national terms (17% of the UK's supply). Limestone resources are located mainly in Matlock/Wirksworth and east of Bolsover. The next most significant is sand and gravel (9% of production). Sand and gravel resources are concentrated along the river valleys, the most important being the Trent Valley, as well as the Lower Derwent and the Dove. There is also a sand and gravel deposit in the hard rock of the Sherwood Sandstones between Ashbourne and Belper which is currently worked by one operation. Minerals extracted in smaller amounts include coal, fluorite and barites, gas, sandstone, silica sand, clay and shale. There are substantial resources of coal in the East Derbyshire coalfield despite the cessation of large scale coal production in the 1990s. Some surface coal resource remains in South Derbyshire but it is a limited size, urbanised and largely exhausted by previous surface mining. There is a large potential resource of deep						

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS
coal in north east Derbyshire but development of a new deep mine or the reopening of a closed mine seems unlikely due top high costs. In Derbyshire, brick clay resources are found under the Mercia Mudstone in the south of Derbyshire. Fireclay is found in association with the coal measures. In the UK, fluorspar occurs only in the Northern Pennines and Southern Pennines. The Peak is the remaining potential source as production ceased in Durham in 1999. Building stone is produced mainly from small quarries, mainly in central Derbyshire but also from north-west Derbyshire. The following map and table show the key sites in operation in Derbyshire (excluding the Peak District National Park).						

PROJECT	LOCATION	TIMESCALE	COST	FUNDING SOURCE	CONSTRAINTS	KEY PARTNERS



Map Code	Site Name	District
AD	Ashwood Dale	High Peak
AR	Arden	High Peak
AT	Attenborough	Erewash
BE	Balleye	Derbyshire Dales

6 Monitoring and Review

6.1 This is the first Derbyshire Infrastructure Plan and its preparation has helped to develop relationships between the County Council and our partners, including the many agencies that operate and deliver their services within Derbyshire. It is hoped that these relationships can be strengthened through delivery of the Plan.

6.2 The Infrastructure Plan examines current and future infrastructure and service delivery in Derbyshire, taking into account planned investment in the short, medium and long term. It establishes a baseline of evidence to inform investment programmes (such as Derbyshire County Council's capital programme) and funding bids.

6.3 The Plan also provides evidence for the preparation of Local Plans and the development management process. Local planning authorities should use the Plan to inform their Local Plans. Changes to national funding streams and the Government's commitment to localism have resulted in many local planning authorities reviewing their Local Plans.

6.4 The Plan should also inform local planning authorities' own Infrastructure Delivery Plans, their Community Infrastructure Levy Charging Schedules and 'Regulation 123' spending lists. The County Council and local planning authorities will need to monitor implementation of CIL in line with national regulations. The County Council will monitor and report annually on receipt and expenditure of CIL revenues, and any outstanding monies to be spent.

6.5 As revised Local Plans emerge, proposals for the scale and location of growth and development may change. The County Council's own priorities, service plans and programmes will also change over time. Therefore, the Derbyshire Infrastructure Plan will be regularly reviewed. Where changes to key (policy) elements of the Plan are proposed (such as the Vision and the Strategic Priority Projects) approval from the County Council's Cabinet will be sought each year. Our partners will be engaged when the Plan is updated in this way.

6.6 Throughout the year, the Plan will also be regularly reviewed by County Council officers to ensure that information of a technical or evidential nature is up to date. Our partners will be notified of any minor (technical) revisions of this nature.

7 Appendices

Appendix A - References

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Appendix B - Project Prioritisation

The County Council has assessed all projects identified in preparing this Plan for inclusion in the final Plan. A checklist was used as a prompt to determine desirability and deliverability.

Desirability

1. Is there an existing problem, issue or need that the project addresses? If so, to what extent does the project resolve the issue?
2. Does the project help to deliver sustainable growth and development as per the Plan's Vision?
3. Does the project fit with policy objectives
   - Sustainable development - economic, social and environmental goals
   - Corporate plans e.g. Council Plan; Sustainable Communities Strategy
   - Changing the Way Derbyshire Works - more efficient use of property
   - Objectives of the Local Enterprise Partnership
   - Service/departmental plans
   - Other local plans and strategies
4. What status and level of commitment does the project currently have?
   - None – not an acknowledged County Council priority
   - Planned – an acknowledged priority but no funding identified
   - Committed – an acknowledged priority and funding is available
   - Current – being delivered now and funding is in place
   - Current and Obligated – financial or reputational risk if delivery ceases
5. Does the project help to secure release of additional funding?
6. Does the project enable delivery of other priority projects?

Deliverability

7. If the project were to be fully funded, how quickly could it be delivered?
   - 0-5 years
   - 5-10 years
   - 10-15 years
   - More than 15 years
8. Are there appropriate governance structures and sufficient staff capacity to deliver the project? Do we have confidence in our delivery partners?
9. Are there any constraints that could affect the project being delivered?
   - Funding gaps
   - Physical and environmental impacts e.g. flood risk, contamination, topography, biodiversity, noise, landscape
   - Approvals and licenses e.g. planning permissions
   - Ownership, acquisition and compulsory purchase order issues
   - Dependency on other projects going ahead
10. If so, could the constraints be overcome through mitigation?

Officers used the above checklist; their professional expertise; knowledge of their service area; and plans and policies, to reach a judgement on the level of priority to be accorded to each project. The priority status that could be accorded was as follows:

- Low priority projects: projects that did not meet the relevant criteria set out above – Red
- Medium priority projects: projects that are considered to be desirable but have delivery issues or constraints that could be overcome – Amber
- High priority projects: projects that are considered to be both desirable and deliverable - Green

The outcome of the assessment was recorded using a record sheet, reproduced below.

Project:
Location:
Assessed by:
Service:
Status and timescales (please tick one):

None – not an acknowledged County Council priority
Planned – an acknowledged priority but no funding identified
Committed – an acknowledged priority and funding is available
Current – being delivered now and funding is in place
Current and Obligated – financial or reputational risk if delivery ceases

Cost and source of funding:
Delivery partners:
Outcome of Prioritisation (high, medium, low):
Conclusion (Please provide a brief explanation of the outcome including any key issues relating to either desirability or deliverability of the project):

Projects that were judged to be high or medium priority were included in the Infrastructure Plan. Projects that were judged to be low priority because they do not meet the criteria (set out above) at this time and have therefore been excluded from the Plan (for now) were:

- Midland Mainline Route Electrification
- Matlock – Ambergate Railway Line Electrification (Amber Valley and Derbyshire Dales)
- A617 Glapwell Bypass (Bolsover)
- Clowne Phase II (Bolsover)
- Barlborough-Clowne Links to M1 Junction 29a (Bolsover)
- West Bars Roundabout (Chesterfield)
- Passenger Rail Markham Vale and Staveley (Chesterfield, Bolsover, North-East Derbyshire)
- A6, Doveholes (High Peak)
- Buxton Railway Line Electrification (High Peak)
- A616 Eckington (North East Derbyshire)
- Eckington Bypass (North East Derbyshire)
- A6175 Holmwood Bypass (North East Derbyshire)
- Clay Cross Station Access (North East Derbyshire)
- Reintroduction of passenger services on the National Forest Railway Line between Burton-upon-Trent and Leicester (South Derbyshire)

The Infrastructure Plan will be kept under review and the status of projects will be updated as necessary.

Appendix C

Other Infrastructure

The County Council is responsible for providing a wide range of infrastructure and services, whether working alone or with partners. In addition, a variety of partners also deliver strategic infrastructure in Derbyshire. Rather than lose valuable information that has been collected through the preparation of this Plan in relation to infrastructure delivered by our partners, it is set out below.

Minerals

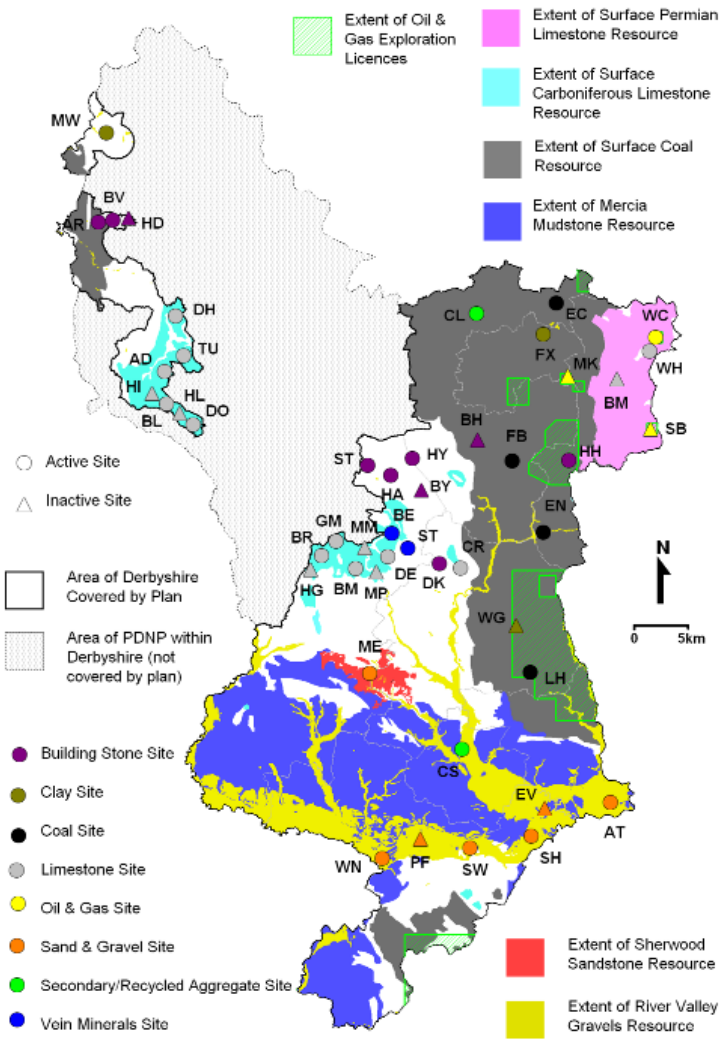
Minerals development can have an impact on infrastructure and services including, notably, highways and transport, and green infrastructure. In 2007, approximately 1700 people were employed by the minerals industry in Derbyshire including the Peak District National Park. Up to £50 million is paid annually to these employees, with many jobs located in rural areas where employment can otherwise be scarce. The minerals industry also supports a network of production and processing facilities such as cement and brick works, which in turn supply raw materials for other industries, such as construction.

The most significant mineral extracted in Derbyshire is limestone, accounting for over 90% of all minerals produced (by weight). Derbyshire's production of limestone is significant in national terms (17% of the UK's supply). Limestone resources are located mainly in Matlock/Wirksworth and east of Bolsover. The next most significant is sand and gravel (9% of production). Sand and gravel resources are concentrated along the river valleys, the most important being the Trent Valley, as well as the Lower Derwent and the Dove. There is also a sand and gravel deposit in the hard rock of the Sherwood Sandstones between Ashbourne and Belper which is currently worked by one operation.

Minerals extracted in smaller amounts include coal, fluorite and barites, gas, sandstone, silica sand, clay and shale. There are substantial resources of coal in the East Derbyshire coalfield despite the cessation of large scale coal production in the 1990s. Some surface coal resource remains in South Derbyshire but it is a limited size, urbanised and largely exhausted by previous surface mining. There is a large potential resource of deep coal in north east Derbyshire but development of a new deep mine or the reopening of a closed mine seems unlikely due top high costs.

In Derbyshire, brick clay resources are found under the Mercia Mudstone in the south of Derbyshire. Fireclay is found in association with the coal measures. In the UK, fluorspar occurs only in the Northern Pennines and Southern Pennines. The Peak is the remaining potential source as production ceased in Durham in 1999. Building stone is produced mainly from small quarries, mainly in central Derbyshire but also from north-west Derbyshire.

The following map and table show the key sites in operation in Derbyshire (excluding the Peak District National Park).



Map Code	Site Name	District	Main Mineral	Other Minerals	Planned After use	Operational in 2009?
AD	Ashwood Dale	High Peak	Limestone (Industrial)		None	Yes
AR	Arden	High Peak	Sandstone (Building Stone)		Part Landfill	Yes
AT	Attenborough	Erewash	Sand & Gravel		Amenity	Yes
BE	Balleye	Derbyshire Dales	Vein Minerals	Limestone	None	Yes
BH	Bole Hill	NE Derbyshire	Sandstone (Building Stone)		Amenity	No
BL	Brierlow	High Peak	Limestone (Aggregate)		Agriculture & Amenity	Yes
BM	Bolsover Moor	Bolsover	Limestone (Aggregate)		Agriculture & Amenity	No
BO	Bone Mill	Derbyshire Dales	Limestone (Aggregate)	Limestone (Industrial)	None	Yes
BR	Brassington Moor	Derbyshire Dales	Limestone (Industrial)	Limestone (Aggregate)	Amenity	Yes
BV	Birch Vale	High Peak	Sandstone (Building Stone)		None	Yes
BY	Brickyard Farm	Derbyshire Dales	Sandstone (Building Stone)		Amenity	Yes
CL	Callywhite Lane	NE Derbyshire	Recycled Aggregates		Landfill	Yes
CR	Crich	Amber Valley	Limestone (Aggregate)		Amenity	Yes
CS	Chaddesden Sidings	Derby City	Recycled & Secondary Aggregates		Part business, part open leisure	Yes
DE	Dene	Derbyshire Dales	Limestone (Aggregate)	Limestone (Industrial)	Agriculture & Amenity	Yes
DH	Dove Holes	High Peak	Limestone (Aggregate)		Agriculture & Amenity	Yes
DK	Duke's	Amber Valley	Sandstone (Building Stone)		Amenity	Yes

Map Code	Site Name	District	Main Mineral	Other Minerals	Planned After use	Operational in 2009?
DO	Dowlow	High Peak	Limestone (Aggregate)	Limestone (Industrial)	Agriculture & Amenity	Yes
EC	Eckington	NE Derbyshire	Coal		None Underground	Yes
EN	Engine Reclamation Site	Bolsover	Coal		Agriculture & Amenity	Yes
EV	Elvaston	South Derbyshire	Sand & Gravel		Agriculture & Amenity	No
FB	Former Biwaters	NE Derbyshire	Coal		Residential & Commercial	Yes
FX	Fowlow Tip	Chesterfield	Clay (Brick)	Coal, Fireclay, Recycled Aggregates	Agriculture & Clay Stocking (temporary use for 20 years)	Yes
GM	Grange Mill	Derbyshire Dales	Limestone (Industrial)	Limestone (Aggregate)	Amenity	Yes
HA	Halldale	Derbyshire Dales	Sandstone (Building Stone)		Amenity	Yes
HD	Hayfield	High Peak	Sandstone (Building Stone)		Amenity	No
HG	Hoe Grange	Derbyshire Dales	Limestone		None	No
HH	Hardwick Hall	Bolsover	Sandstone (Building Stone)		Amenity	Yes
HI	Hillhead	High Peak	Limestone		Amenity	No
HL	Hindlow	High Peak	Limestone		Amenity	No
HY	Highlikely	NE Derbyshire?	Sandstone (Building Stone)		None	Yes
LH	Lodge House	Amber Valley	Coal		Agriculture & Amenity	Yes
MK	Markham	Chesterfield	Gas (Abandoned Mine Methane		None	No
ME	Mercaston	Derbyshire Dales	Sand & Gravel		Agriculture & Amenity	Yes
MM	Middletone Mine	Derbyshire Dales	Limestone		Part Industry, Part None Underground	No
MP	Middle Peak	Derbyshire Dales	Limestone		Agriculture & Amenity	No
MW	Mouselow	High Peak	Clay	Sandstone (Building Stone)	Agriculture & Amenity	Yes
PF	Potlocks Farm	South Derbyshire	Sand & Gravel		None	No
SB	Shirebrook	Bolsover	Gas (Abandoned Mine Methane)		None	No
SH	Shardlow	South Derbyshire	Sand & Gravel		Agriculture	Yes
SL	Slinter Top	Derbyshire Dales	Vein Minerals	Limestone (Aggregate)	Landfill & Agriculture & Amenity	Yes
ST	Stancliffe	Derbyshire Dales	Sandstone		Recreation & Amenity	Yes
SW	Swarkestone	South Derbyshire	Sand & Gravel		Agriculture & Amenity	Yes
TU	Tunstead	High Peak	Limestone (Industrial)	Limestone (Aggregate)	None	Yes
WC	Whitwell Colliery	Bolsover	Gas (Abandoned Mine Methane		None	Yes
WG	Waingroves Brickworks	Amber Valley	Clay & Shale		Agriculture & Amenity	No
WH	Whitwell	Bolsover	Limestone (Industrial)	Limestone (Aggregate)	Agriculture & Amenity	Yes
WN	Willington	South Derbyshire	Sand & Gravel		Agriculture & Amenity	Yes

Canals

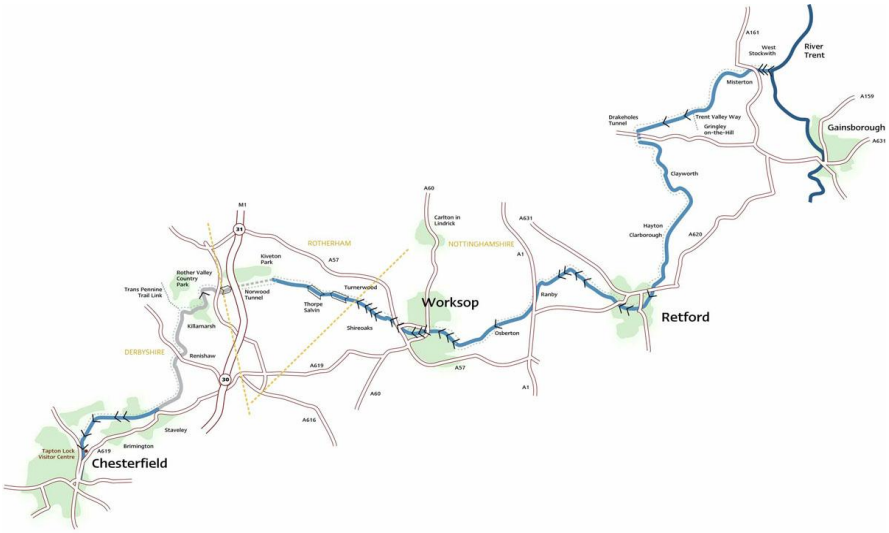
Current Provision

British Waterways is a public corporation that manages 80% (2,200 miles) of the country's canals and rivers. Within Derbyshire, the waterway network includes the Erewash Canal, Trent and Mersey Canal, Peak Forest Canal, part of the Cromford Canal and a small part of the River Trent. British Waterways also owns a number of reservoirs used to provide water supplies for the canal network. A map of the waterway network currently in use is below.

The prime role of the waterway network has changed from its original purpose as a freight transport link, to a major national leisure resource. However, there is still an important and continuing role for freight. As much as 3.5% of all road freight currently carried could be transferred to the waterways. In the East Midlands, the River Trent plays an important part with significant volumes of freight traffic.

As well as being important for transport infrastructure providing pedestrian/cycle routes along tow paths and an alternative means of freight transport; canals and waterways also have an important role in relation to biodiversity and habitats; flood alleviation and mitigation; and regeneration, tourism, heritage, sport, recreation and leisure.

The Chesterfield Canal extends 46 miles from Chesterfield to the River Trent at West Stockwith. It passes through Derbyshire, Rotherham and Nottinghamshire. The canal is navigable from the River Trent to Kiveton Park; this 33 mile section is managed by British Waterways. The canal is also navigable from Staveley to Chesterfield; this 5 mile section is managed by Derbyshire County Council. A visitor centre is located at Tapton Lock in Chesterfield. The map below shows the canal route.



The Chesterfield Canal Partnership aims to restore the Chesterfield Canal. Each of the councils along the canal has incorporated the canal route into its local plan to safeguard it from development. Work is currently proceeding on the restoration of the eastern part of the canal including site investigations and detailed design work to:

- Restore the route between Killamarsh and Kiveton Park
- Secure a route through Killamarsh
- Restore the Norwood Flight
- Gain a route under the M1
- Replace the Norwood Tunnel with a surface route
- Connect the surface route to the national network

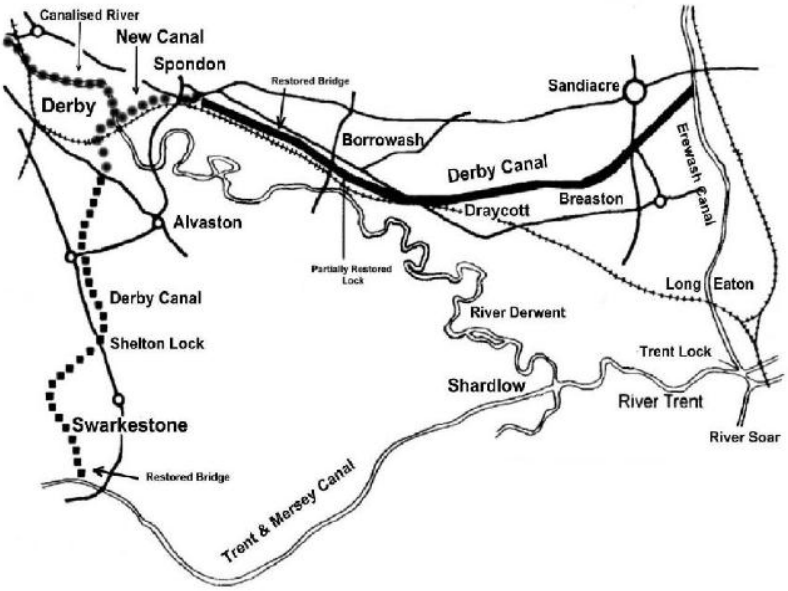
The total cost of this restoration work is estimated to be approximately £26 million, broken down as follows.

Elements	Killamarsh Town	Killamarsh East	Norwood	Wales	Kiveton Park	Total by Element
Existing Structures - Repair		£ 10,000	£ 60,000	£ 360,000	£ 980,000	£ 1,410,000
New Structures - Construction	£ 2,360,000	£ 740,000	£290,000	£ 380,000	£ 730,000	£ 4,500,000
Existing Locks to be Repaired			£ 1,615,000			£ 1,615,000
New Locks to be Constructed	£ 1,743,000	£ 1,153,000		£ 2,004,000	£ 537,000	£ 5,473,000
Earthworks	£ 206,415	£ 90,237	£ 33,466	£ 202,300	£ 318,501	£850,920
Channel Structures	£ 61,180	£ 41,650	£ 10,260	£9,440	£ 16,360	£138,890
Liner (waterproofing)	£ 425,350	£ 306,000	£ 65,200	£ 254,000	£ 246,600	£ 1,297,150
Towpath	£ 50,196	£ 62,746	£ 24,726	£ 33,080	£ 67,095	£ 237,843
Water Supply		£ 196,000	£ 700,000	£ 1,085,000		£ 1,975,000
Utility Diversions	£ 1,728,461	£422,968	£13,033			£2,445,423
Other	£ 1,324,942	£664,589	£ 615,966	£ 873,542	£ 680,164	£ 4,159,213
Contingency	£ 657,460	£ 301,660	£ 281,265	£ 432,784	£ 321,156	£ 1,994,323
Totals	£8,557,005	£ 3,982,861	£ 3,709,876	£ 5,634,144	£ 4,212,876	£ 26,096,761

The Cromford Canal was created at the end of the 18th century as an extension to the Erewash Canal to serve mines, furnaces, quarries, lead-works and mills in the Derwent Valley including Arkwright's cotton mills at Cromford. 5.5 miles of the Cromford Canal are within the Derwent Valley Mills World Heritage Site and is owned by Derbyshire County Council.

In 1974 part of the Cromford Canal was acquired by Derbyshire County Council. The Friends of the Cromford Canal is a charitable organisation aiming to restore the Canal for the benefit of the general public. In 2002 the Friends of Cromford Canal held their first meeting and in March 2012 the Cromford Canal Partnership will publish a Scoping Report to set out plans and cost estimates for restoring each section of the Cromford Canal. More information will be included in this Plan when the Scoping Report is available.

The Derby and Sandiacre Canal project consists of 10 schemes to restore 18.5km of canal as a navigable waterway from the Erewash Canal at Sandicare to the Trent and Mersey Canal at Swarkestone and on to the Derwent Valley Mills World Heritage Site in Derby City. The canal route is shown on the next map.



If sufficient funding was available, the restoration of the whole canal could be completed in five years. However, it is more likely that 10 schemes would be required to restore the canal in phases and this would take longer. The estimated cost of restoring the canal in phases is approximately £62 million as shown below:

Section	£M
1. Swarkestone to Shelton Lock	1.5
2. Shelton Lock to London Road(A6)	6.9
3. London Road(A6) to River Derwent	10.8
4. River Derwent to Spondon (Megaloughton Lane)	11.0
5. Spondon to the boundary with Borrowash	1.5
6. Borrowash boundary to Borrowash Bottom Lock	4.4
7. Borrowash Bottom Lock to Breaston	5.5
8. Breaston to Springfield Avenue	6.6
9. Springfield Avenue to the Erewash Canal	1.5
10. Derby Arm boat lift, river navigation and visitor centre	13.0
Total	62.7

Potential funding and resources includes lottery funding, developer contributions, public sector and government grant funding, sale of material used to fill in the canal and voluntary sector support.

The main constraints to delivering this project are a current lack of funding; potential inability to obtain adequate water sources; land ownership issues; planning permission; and physical barriers including the M1, River Derwent and other roads covered by the canal.

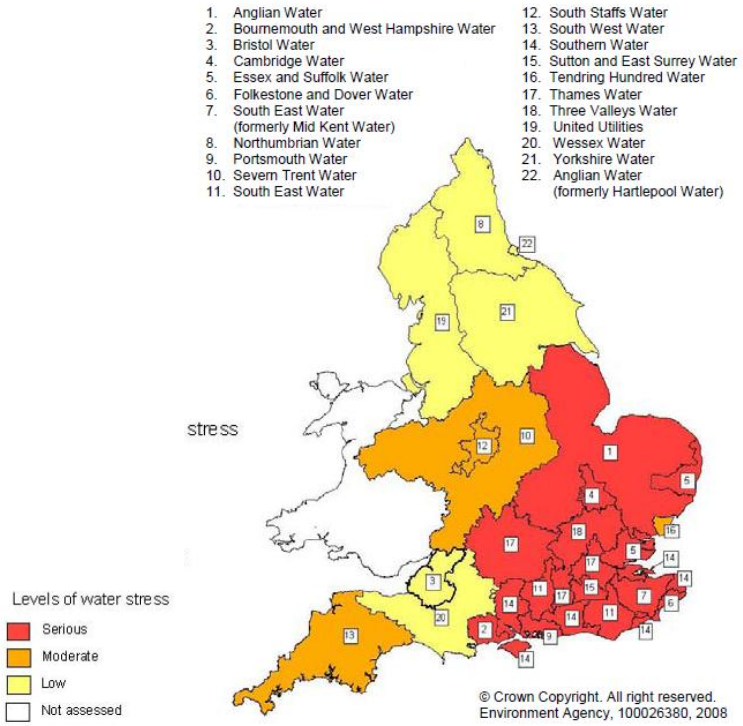
Water Supply

Current Provision

Many of the services and facilities provided by our partners are crucial to securing inward investment in Derbyshire by enabling the development of strategic sites. To support this, work will be undertaken by the D2N2 LEP to assess the requirements of strategic sites for services and utilities including water supply.

The following map indicates areas that the Environment Agency considers to be seriously water stressed – where household demand for water is a high proportion of the available freshwater resource. Water stress in Derbyshire varies from low in the north of the county

(Yorkshire Water) to moderate in the south (Severn Trent Water and South Staffordshire Water).



In the Midlands, Severn Trent Water supplies water services to 7.4 million people and nearly 3.5 million homes. The company's water supply assets include 46,000 km of water mains and 181 ground water treatment works.

United Utilities operate the water network in North West England and provides water supply and water treatment services to parts of the borough of High Peak. The company's supply network includes over 42,000km of water pipes, over 1,400km of aqueduct and 100 water treatment works.

Future Investment

In October 2010 the Government published the National Infrastructure Plan. For water, the Plan sets out:

- Investment by water companies of £22 billion by 2015
- Commitment to maintaining and replacing water and sewer assets
- Encouraging efficient use of water in homes and businesses
- Developing new assets, innovative technologies, managing demand
- Ensuring a stable regulatory regime to attract private investment

Severn Trent's strategy for dealing with a projected imbalance in water supply and water demand is to maximise the use of existing resources. A key scheme for delivering this is to duplicate a section of the Derwent Valley Aqueduct. The main objective is to increase capacity of the Aqueduct between Kings Corner near Derby to Hallgates Service Reservoir near Leicester.

At present, all of Severn Trent's water treatment works in the Derwent catchment are connected with the southern half of the East Midlands via the Aqueduct. However, because the Aqueduct is only a single pipeline between Kings Corner and Sawley, capacity is limited to 60 million litres per day. Water is also pumped into the Aqueduct from Little Eaton, Homesford and Church Wilne water treatment works.

By duplicating the existing Aqueduct with a new 33km main, Severn Trent will be able to maximise the capacity of water treatment works in the Derwent Valley and to the north of the River Trent (Bamford, Homesford, Ogston, Little Eaton and Church Wilne). The scheme could result in additional capacity of an extra 60 million litres per day each year. It is intended that this scheme will be implemented by 2016.

Severn Trent also proposes to reduce leakage through leakage control and mains replacement, and to promote water efficiency to reduce demand for water. The company will also compulsorily introduce water metres when occupiers change, to accelerate the change from unmeasured to measured households.

In addition, between 2030 and 2035 Severn Trent will implement a scheme to provide river support from the Milton groundwater source facility. This scheme will deliver an additional 4 million litres of water supply per day.

Severn Trent has also committed to spend £30 million on rebuilding and expanding the underground reservoir in Ambergate, Amber Valley. The reservoir currently holds 128 million litres of water and supplies water to 590,000 people in the East Midlands. Severn Trent is currently consulting the public and hopes to start engineering work in March 2013. The scheme is scheduled to be completed by the end of 2017.

Short term investment in water supply and quality by Severn Trent from 2005 – 10 includes:

- £1 million to improve Howden, Linacre, Derwent storage reservoirs
- Raise river quality standards at Derby, Alfreton, Ashover, Huthwaite
- Improve water quality at Ogston water treatment works
- £27 million investment for Bamford water treatment works
- Tackle sewer overflows at Ripley and Etwall
- Replace 7km of water mains to reduce leakage
- £25 million investment to improve sewage treatment quality
- £40 million to improve sewage treatment works
- Work underway at Ripley and Belper sewage treatment works
- £8.5 million to protect 100 properties from sewerage flooding
- £3 million to replace or repair damaged sewers.

Medium term investment from 2010 – 2015 by Severn Trent includes:

- Nitrate treatment and blending strategy to prevent loss of supply as a result of worsening water quality
- Reduce demand by reducing leakage to 453 Ml/d by 2015
- Reduce demand by 1.5 Ml/d by 2015 through household meters
- Reduce demand by a further 16 Ml/d through water efficiency
- Deliver East Midlands and Severn zone resilience strategy, including scheme to duplicate a section of Derwent Valley Aqueduct
- Deliver Birmingham resilience strategy including a new Edgbaston groundwater source and two new aquifer schemes to provide resilience cover for the potential loss of Frankley treatment works
- Deliver the capital maintenance strategy which includes investment on mains renewal to maintain serviceability as measured by burst frequency and unplanned interruptions
- Deliver the water quality strategy which includes investment in schemes to treat or blend water at sources with high nitrate concentrations.

United Utilities' current investment programme covers the period 2010 – 2015 and is the largest programme of any five year period. It includes:

- Enhancing service levels (reduce risk of sewer floods) - £49 million
- Infrastructure maintenance - £785 million
- Quality - £1.413 million

- Balancing supply and demand - £203 million
- Non-infrastructure maintenance - £1.159 million

In addition, as part of on-going investment in the water network, United Utilities are undertaking a cleaning and maintenance programme to improve drinking water quality. Between 2010 and 2015 the company is investing £133 million towards cleaning and refurbishing 555km of the largest water mains and 244km of trunk mains.

Waste Water Treatment

Current Provision

Many of the services and facilities provided by our partners are crucial to securing inward investment in Derbyshire by enabling the development of strategic sites. To support this, work will be undertaken by the D2N2 LEP to assess the requirements of strategic sites for services and utilities including waste water treatment.

In the Midlands, Severn Trent's water treatment network includes 54,000km of sewers and 1,107 sewerage treatment works. In the High Peak, United Utilities is responsible for waste water treatment and their network includes over 43,000km of sewers and 575 waste water treatment works. Yorkshire Water is responsible for waste water treatment in Chesterfield and parts of Bolsover and NE Derbyshire. They operate 18 waste water treatment works in Derbyshire and their sewer network is thousands of kilometres long.

Future Investment

During the period 2010-2035, Severn Trent aims to meet higher legislative standards for waste treatment; to maintain and improve the sewerage network; to reduce risk of internal sewer flooding; and to promote separate foul and surface water drainage and Sustainable Drainage Systems (SuDS).

Severn Trent's expenditure on dealing with waste water is proposed to total £1.285 billion. Severn Trent recognises that there are a number of factors and uncertainties that could impact on their ability to deliver the above strategy and investment proposals. These include:

- Future legislative and regulatory requirements, rising standards for water quality and greater expectations for environmental programmes
- Climate change and the need to reduce carbon emissions in a context of steadily increasing energy use
- Fluctuating prices of energy, construction materials and chemicals
- Decisions on the scale and location of future growth and development
- Instability in financial markets and interest rates.

The following table sets out the capacity of Yorkshire Water's main waste water treatment works in Bolsover, Chesterfield and North East Derbyshire.

Waste Water Treatment Works	**Current Available Capacity**	**Planned or Potential Investment**
Bolsover	Limited capacity. The Works can accommodate the development proposed by Bolsover District Council until 2017.	A scheme is due to be undertaken in 2016/17 to increase capacity.
Staveley	Capacity at the Works for 1000+ dwellings.	No current planned investment. The growth proposed by Chesterfield Council may require a scheme in the future but this should not impede development.

Stockley	There is capacity for the proposed growth in its catchment.	No current planned investment.
Old Whittington	Currently limited capacity.	Planned investment prior to 2015 to increase capacity to support proposed development. More detail below.
Danesmoor	Currently limited capacity.	Potential investment prior to 2015 to increase capacity to support the proposed development. The decision on whether to invest at this site before or after 2015 is largely dependant upon the phasing/delivery of the Avenues strategic site.
Dronfield	No additional capacity at this works other than for existing committed sites. Brownfield sites that do not increase foul and surface water flows from the existing level could also be accommodated.	No current planned investment.
Tupton	No additional capacity at this works other than for existing committed sites. Brownfield sites that do not increase foul and surface water flows from the existing level could also be accommodated.	No current planned investment.
Temple Normanton	No additional capacity at this works.	No current planned investment.
Renishaw	No additional capacity at this works other than for existing committed sites. Brownfield sites that do not increase foul and surface water flows from the existing level could also be accommodated.	No current planned investment.
Woodhouse Mill	Currently limited capacity.	Planned investment prior to 2015 to increase capacity to support proposed development. More detail below.

Yorkshire Water is investing £20 million to deliver a programme of improvements at Old Whittington waste water treatment works which serves a population of 96,000 people in and around Chesterfield and treats up to 37 million litres of waste water everyday. The improvements include the installation of new automated systems which can be operated and run from Yorkshire Water's headquarters in Bradford and a new odour control system. The improvements are expected to further improve the quality of treatment water as it discharges back into the river, as well as significantly improving its operational efficiency. The work will be completed by Autumn 2012.

Yorkshire Water is spending £21.5 million on a project to upgrade its Woodhouse Mill waste water treatment works in Sheffield including improvements to the current facilities and the addition of new treatment facilities including several primary settlement tanks and aerated tanks.

United Utilities supply and treat water in parts of High Peak. United Utilities' current investment programme covers the period 2010 – 2015 and is the largest programme of any five year period. It includes:

- Enhancing service levels (reduce risk of sewer floods) - £49 million

- Infrastructure maintenance - £785 million
- Quality - £1.413 million
- Balancing supply and demand - £203 million
- Non-infrastructure maintenance - £1.159 million

In addition, as part of on-going investment in the water network, United Utilities are undertaking a cleaning and maintenance programme to improve drinking water quality. Between 2010 and 2015 the company is investing £133 million towards cleaning and refurbishing 555km of the largest water mains and 244km of trunk mains.

It should be noted that the water companies will not be seeking to secure funding from the Community Infrastructure Levy. The water companies are already funded through infrastructure charges on new development, water and sewerage bills, and funding mechanisms through the Water Industry Act.

Water Quality, Rivers and Watercourses

Current Provision

Derbyshire is covered by the Don and Rother; Derbyshire Derwent; Dove; Lower Trent and Erewash; and Tame, Anker and Mease River Basin Catchment Areas. More information about these areas can be found in the Humber River Basin Management Plan published by the Environment Agency.

The Don and Rother Catchment includes Doncaster, Barnsley, Sheffield and Chesterfield. Key issues in this catchment area include:

- The impact of mining and the need to treat mine water
- Further abstractions of the Sherwood Sandstone Aquifer are prevented as it is currently over licensed

The River Derwent (Lower) is a major tributary of the River Trent rising on Howden Moor and flowing south to Derby. The Derbyshire Derwent catchment is important for public water supply in the East Midlands and South Yorkshire. Key issues in this catchment area include:

- The Howden, Derwent, Ladybower, Ogston and Carsington reservoirs are important for water supply and managing river flow
- There are numerous discharge consents for various industries, sewerage systems and sewage treatment works on the Derwent
- The disused Cromford Canal is an important heritage asset and runs parallel to the Derwent
- The area includes the Derwent Valley Mills World Heritage Site

The Dove Catchment includes the Rivers Dove, Churnet, Tean, Manifold and Hamps. Parts of the catchment lie in the 'White Peak' areas of the Peak District. Key issues for the Dove Catchment include:

- The importance for biodiversity including populations of white-clawed crayfish, bullhead, lamprey, trout, grayling and salmon
- Abstraction for public water supply from reservoirs, surface and ground water sources
- Abstraction for spray irrigation, industrial use and hydropower
- Quarrying for limestone for use in the aggregates and cement industries

The Lower Trent and Erewash Catchment extends from south west of Derby to the Humber Estuary. The catchment covers parts of Nottinghamshire, Derbyshire, Leicestershire, Lincolnshire and South Yorkshire. Key issues for the Lower Trent and Erewash catchment include:

- A number of sand and gravel quarries have been developed next to the River Trent

- Redevelopment of old mineral sites for recreational facilities and wetland areas for wildlife
- Historical coal mining and the need to manage mine water with new pumping stations to prevent pollution of the aquifer

The Tame, Anker and Mease Catchment includes urban areas in the West Midlands such as Birmingham and Burton-upon-Trent but also includes rural and agricultural land in South Derbyshire. Key issues for the Tame, Anker and Mease Catchment include:

- Large inputs from sewage treatment works to the water system
- Major industrial users of water supply for brewing in Burton-upon-Trent and for mineral washing, dust suppression and cooling water due to large number of quarries and power stations in the River Trent Valley
- River Mease is a small lowland river designated as a Special Area of Conservation under the Habitats Directive

Future Investment

Natural England highlight the importance of restoring watercourses to their previously more naturalised state wherever possible, including removal of engineered edges and hard structures that are detrimental to wildlife, and the reconnection and restoration of flood plain areas. Tackling water quality is critical as continued pollution in one location can have an impact throughout the watercourse network.

The Water Framework Directive aims to achieve a good status in water bodies by 2015. The population of the Humber River Basin district will continue to increase with further urbanisation. Agriculture will respond to climate change, financial incentives and regulatory pressures. Technology will improve but the rate of new solutions coming forward will depend on the economic climate.

Achieving good ecological status in all waterbodies in line with the Water Framework Directive will rely on marked changes in land use and water infrastructure, for example separating foul and surface water sewers across the area. Such changes are extremely unlikely given economic costs and social acceptance. For some bodies of water, achieving good status by 2015 may be technically unfeasible or disproportionately costly. The aim is therefore to achieve good status in at least 60% of waters by 2021, and as many additional waters as possible by 2027.

Actions for the Don and Rother catchment focus on measures upstream which will impact on downstream areas such as Chesterfield:

- Creation of wetland habitats and installation of elver passes by the Dearne Valley Green Heart project to improve biodiversity, water quality and management of peak flows
- Initiatives to tackle local issues such as pesticides and sheep-dip
- Replacement of the Darfield weir on the River Dearne in 2010
- Restoration of Rotherham wetlands to create a more natural inundation helping to reduce flood risk for Rotherham and Doncaster
- Work with communities in Sheffield and Rotherham to promote community involvement in environmental initiatives

Key actions for the Derbyshire Derwent catchment include:

- Moors for the Future to raise awareness of, conserve and restore the Peak District Moors
- Control of Himalayan Balsam (an invasive non-native species) on the Markeaton Brook
- Work with Severn Trent Water to reduce the number of misconnections
- Address barriers to fish passage

Actions for the Dove catchment area include:

- Improve sewage treatment works to reduce the levels of nutrients, including phosphate

- Target pollution prevention campaigns around industrial areas in the lower reaches of the catchment area
- Investigate sources of poor water quality due to physical chemistry, the impact of abstractions and the source and control of nitrates
- Continue to tackle diffuse pollution with use of the England Catchment Sensitive Farming Delivery Initiative 2008

Key actions for the Lower Trent and Erewash catchment include:

- Phosphate removal at qualifying sewage treatment works
- Works with Severn Trent Water to reduce misconnections
- Address barriers to fish passage

Actions for the Tame, Anker and Mease Catchment include:

- Improve sewage treatment works to reduce River Trent phosphate levels
- Target pollution prevention campaigns around industrial and urban areas in the West Midlands
- Improve sewage treatment works in the River Mease catchment to reduce levels of phosphate in the Special Area of Conservation site.

Fluvial Flood Risk and Management

Current Provision

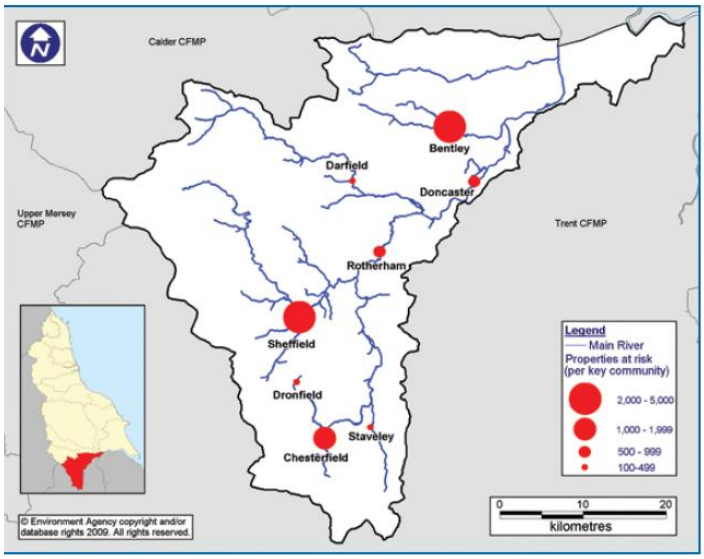
The River Trent Catchment Flood Management Plan (CFMP) covers an area of 10,425km^2 from the river's source above Stoke-on-Trent down to Keadby Bridge. Beyond this the River Trent flows into the Humber Estuary. Major tributaries join the Trent from the Peak District (Rivers Dove, Derwent and Erewash); the Central Midlands (Rivers Sow, Tame and Soar); and the Lower Catchment (Rivers Tome and Idle).

Key flood issues for the River Trent catchment area include:

- A long history of river, tidal and surface water flooding
- 45,473 people and 22,851 properties at risk from a 1% annual probability flood
- Short intensive storms causing flooding in upper urbanised reaches
- Prolonged rainfall, snowmelt or tidal surges causing rises in water level in the lower reaches.

In the River Trent CFMP area, the Environment Agency's work has included a number of engineering schemes that have been implemented to reduce the probability of and risk from flooding. The Environment Agency maintains approximately 1,100 km of main rivers and 550km of flood defences along the Rivers Trent, Derwent, Soar and major tributaries. This protects 32,000 people and 18,000 properties. Low level embankments are in place in the lower River Trent protecting farmland and larger embankments protect urban areas from less frequent but more sever floods. Other measures in place include flood storage areas, flood alleviation schemes including raised flood banks at Matlock, land drainage pumps and drainage networks and asset management and capital investment to improve protection.

The River Don CFMP area includes the steep-well defined valleys of the Pennine Fringe, Chesterfield, Sheffield, Rotherham, Barnsley and Doncaster. The largest main rivers are the Don, Rother and Dearne. The main sources of flood risk within the Don catchment area are rapid river flooding in urban watercourses; tidal flooding; groundwater flooding and flooding from reservoirs and canals. The map below illustrates where there is flood risk from a 1% annual probability river flood.



Activities currently carried out by the Environment Agency to reduce flood risk in the River Don CFMP area include maintaining defences; maintaining 211 km of river challenges to remove blockages that would likely increase flood risk; working with councils to influence the location and layout of development ensuring inappropriate development is not allowed in the flood plain; flood risk mapping and modelling of rivers; providing a flood forecasting and warning service; promoting awareness of flooding; and promoting resilience and resistance measures for properties already in the flood plain.

The Upper Mersey River Catchment Flood Management Plan covers approximately 1,052km from the Pennines in the east to Manchester Ship Canal in the west and includes part of High Peak and the Peak District National Park and the Derbyshire towns of Glossop and New Mills. The catchment area includes the Rivers Mersey, Tame, Goyt, Bollin and Sinderland Brook.

River flooding can occur in the upper and lower parts of the Upper Mersey catchment. Glossop and New Mills are at risk from river flooding from the Goyt and Etherow rivers. Sewer flooding is known to occur in urban areas in the lower catchment. Groundwater and canal or reservoir flooding are not thought to be a significant risk in the catchment.

Current flood management in the Upper Mersey CFMP area includes flood alleviation schemes in Glossop (and other towns in the North West); flood storage areas at Sale, Timperley and Didsbury; maintenance of existing flood defences; influencing the layout and design of new development; flood warning services; and promoting awareness of and resilience to flooding.

Future Investment

The CFMP explains the actions that the Environment Agency will take in each sub area of the River Trent catchment. For the Burton, Derby and Nottingham sub-area the Environment Agency has chosen Policy Option 5 which means that further action will be taken to reduce flood risk in areas of moderate to high risk. The Environment Agency will take action to reduce risk where existing flood risk is already too high. Proposed actions include:

- Reduce the number of people at risk from deep and fast flowing waters within Nottingham, Derby and Burton
- Reduce the disruption caused by flooding to transport and infrastructure
- Reduce the cost of flood damage where economically viable
- Return watercourses to a more natural state, increasing biodiversity and opening up green river corridors in Derby, Ilkeston, Langley Mill, Sandiacre and Long Eaton
- Sustain and increase habitat by opening up green spaces within the built environment
- Support and encourage land and drainage management that protects and improves water quality

- Provide a more accurate and community focused flood warning service
- Identify locations where the Agency can work with aggregate extraction companies to improve planning for and restoration of gravel workings
- Complete the Derby Lower Derwent Strategy and implement findings
- Implement the findings of the Nottingham Strategy
- Investigate flood resilience of electricity and gas stations at risk of frequent 10% flood events
- Identify problems associated with local mine water flooding and pollution
- Produce an Integrated Urban Drainage strategy for main urban areas to reduce surface and foul water flooding

The Peaks and Moorlands sub area includes a number of small towns such as Buxton, Bakewell, Ashbourne and Matlock. For this sub area the Environment Agency has chosen to pursue Policy Option 6. This means that the Environment Agency will take action to store water and manage run-off in areas of low to moderate risk. This will better utilise natural floodplain to store floodwaters and rainwater, to reduce flood risk further downstream. Proposed actions include:

- Reduce long-term dependence on raised defences by increasing storage of floodwater
- Reduce the number of people at risk in Buxton, Bakewell and Matlock
- Investigate opportunities for storage or reduced conveyance upstream of urban areas
- Identify requirements for flood protection measures
- Support and encourage land use that will reduce run-off rates
- Study the feasibility of using reservoirs in the Derwent Valley
- Implement a project to improve protection for Ashbourne
- Use floodwater storage to improve existing nature conservation areas
- Identify locations where flood attenuation ponds or wetland areas could be developed with habitat improvement
- Investigate water level management requirements of the Churnet Valley SSSI
- Progress land use changes and develop a land use management plan

Within the River Don CFMP area, the Chesterfield and River Hipper sub area includes the Rivers Hipper, Doe Lea, Drone, Whitting and Rother and the settlements of Chesterfield, Dronfield, Staveley and the southern outskirts of Sheffield. The Environment Agency has chosen Policy Option 6 for this sub area which means that washlands and floodplains will work together to reduce the risk of flooding. When creating flood storage, the Agency will endeavour to improve habitats and recreational facilities. Policy Option 6 means that flood defences cannot be built to protect everything; the provision of upstream storage will make an important contribution to reducing flood risk; improvements to land management to reduce runoff will be needed; and further development within flood risk areas should be minimised. Proposed actions include:

- Develop a flood balancing reservoir at Avenue Coking Works to reduce flood risk in Chesterfield
- Develop the River Hipper Flood Alleviation Scheme
- Ensure the potential for habitat creation and environmental improvement is investigated as part of future works
- Work with the lead Local Flood Authority to reduce flood risk from surface water
- Work with landowners to change the management of land and slow the rate of flood generation
- Where it is not possible to redirect development to lower flood risk areas, carry out the exceptions test and promote evidence based planning. Influence the layout and design of development to reduce flood risk
- Produce a multi agency approach to registering culverts and outfalls to record the location, capacity and condition of assets to influence their management

Within the Upper Mersey CFMP area the Environment Agency has chosen Policy Option 3 for the Goyt sub-area where existing flood risk will be maintained at current levels and is likely to increase over time. The Environment Agency will direct flood management to areas of highest

risk and measures include opening up old mill culverts to reduce blockages. Flood warnings and awareness campaigns will also be introduced to reduce the impacts of flooding.

Within the Etherow sub-area flood risk is not expected to increase significantly. Policy Option 4 applies to this sub area, which means that areas of flood risk are already being managed but further action may be needed as a result of climate change. Specific actions include carrying out a Gravel Management Plan, increasing flood awareness and warning systems; and assessing potential for further storage to reduce flood risk down-stream.

Energy Supply and Distribution

Current Provision

Many of the services and facilities provided by our partners are crucial to securing inward investment in Derbyshire by enabling the development of strategic sites. To support this, work will be undertaken by the D2N2 LEP to assess the requirements of strategic sites for services and utilities including energy supply and distribution.

National Grid is the holder of a licence to transmit electricity under the Electricity Act 1989, and has a statutory duty to develop and maintain an efficient, co-ordinated and economical electricity transmission system and to facilitate competition in electricity supply and generation.

National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. National Grid does not distribute electricity to individual premises, but has a key role in the wholesale market to ensuring a reliable and quality supply to all.

National Grid's high voltage electricity system, which operates at 400,000 and 275,000 volts, is made up of approximately 22,000 pylons with an overhead line route length of 4,500 miles, 420 miles of underground cable and 337 substations. Separate regional companies own and operate the electricity distribution networks that comprise overhead lines and cables at 132,000 volts and below. It is the role of these local distribution companies to distribute electricity to homes and businesses.

To facilitate competition in the supply and generation of electricity, National Grid must offer a connection to any proposed generator, major industry or distribution network operator who wishes to generate electricity or requires a high voltage electricity supply. Often proposals for new electricity projects involve transmission reinforcements remote from the generating site, such as new overhead lines or new development at substations.

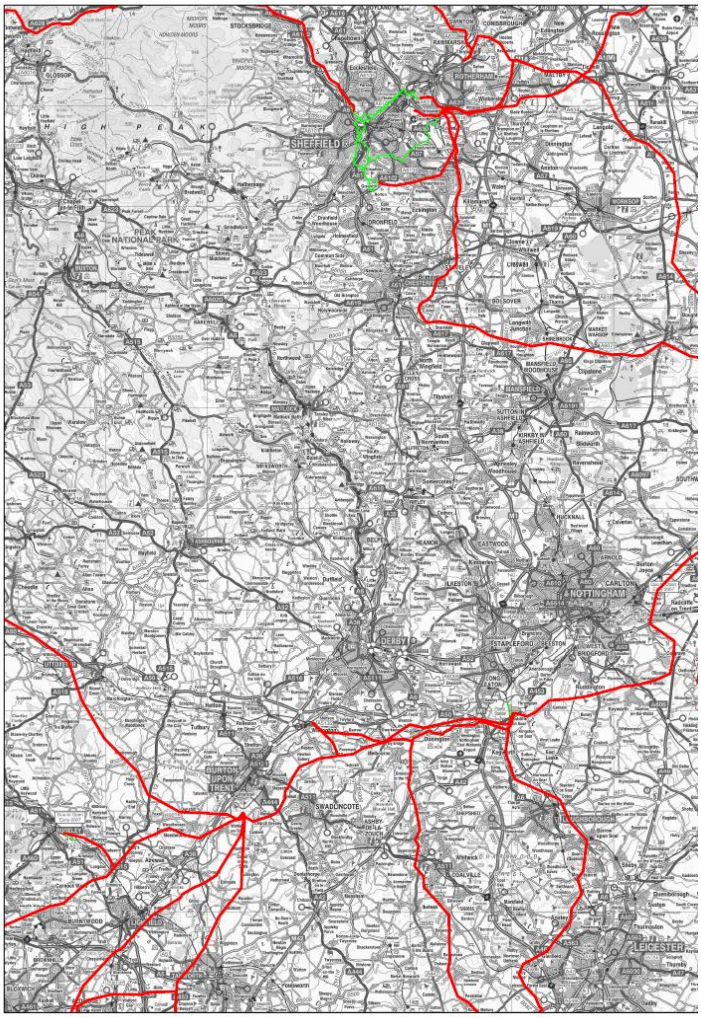
If there are significant demand increases across a local distribution electricity network area then the local network distribution operator may seek reinforcements at an existing substation or a new grid supply point. National Grid may undertake development works at its existing substations to meet changing patterns of generation and supply.

In Derbyshire, National Grid's high voltage electricity overhead transmission lines/underground cables that form an essential part of the electricity transmission network include:

- 4ZO line - 400kV route from Stalybridge substation in Tameside to the 4YQ and ZZH lines in Wakefield
- ZBB line - 275kV route/underground cable from Brinsworth substation in Rotherham to Norton Lees substation in Sheffield
- 4ZV line - 275kV route from Brinsworth substation in Rotherham to High Marnham substation in Bassetlaw via Chesterfield substation in North East Derbyshire
- ZD line - 400kV route from Willington substation in South Derbyshire to Ratcliffe on Soar substation in Rushcliffe

- ZSA line - 400kV route from Willington substation in South Derbyshire to the ZS line in South Derbyshire
- ZS line - 400kV route from Drakelow substation in South Derbyshire to the ZL and ZLA lines in South Derbyshire
- ZL line - 400/275kV route from the ZS line in South Derbyshire to Patford Bridge substation in Daventry
- ZLA line - 400kV route from the ZS line in South Derbyshire to Ratcliffe on Soar substation in Rushcliffe
- ZE line - 400kV route from Drakelow substation in South Derbyshire to Cellarhead substation in Staffordshire Moorlands
- ZN line - 400kV route from Drakelow substation in South Derbyshire to Penn substation in South Staffordshire
- 4YP line - 275kV route from Drakelow substation in South Derbyshire to Bustleholm substation in Sandwell
- ZF line - 400kV route from Drakelow substation in South Derbyshire to Hams Hall substation in North Warwickshire

The map below shows the electricity transmission network in Derbyshire.



0.0 4.0 8.0 12.0 16.0 20.0 km

National Grid high-voltage cable locations © Copyright National Grid Transco.

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nationalgrid

The following substations are also located within Derbyshire:

- Chesterfield substation - 275kV & 132kV
- Willington substation - 400kV, 275kV & 132kV
- Drakelow substation - 400kV, 275kV & 132kV

National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales that consists of approximately 4,300 miles of pipelines and 26 compressor stations connecting to 8 distribution networks. National Grid has a duty to develop and maintain an efficient co-ordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers. Generally network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments. Within Derbyshire, National Grid's gas transmission assets include the FM04 Blaby to Alrewas pipeline.

National Grid also owns and operates approximately 82,000 miles of lower-pressure distribution gas mains in Derbyshire, and also in the north west of England, the west Midlands, east of England and north London - almost half of Britain's gas distribution network, delivering gas to around 11 million homes, offices and factories. National Grid does not supply gas, but provides the networks through which it flows. Reinforcements and developments of the local distribution network generally are as a result of overall demand growth in a region rather than site specific developments. A competitive market operates for the connection of new developments.

Future Investment

At the strategic level, the scale of the gas and electricity transmission infrastructure network means that it is unlikely that specific development proposals or extra growth in Derbyshire will create capacity issues for National Grid. Existing gas and electricity transmission networks should be able to cope with additional demands.

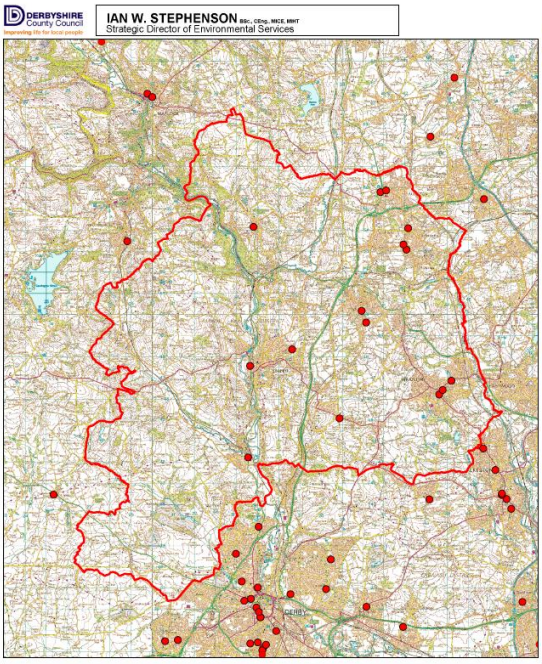
National Grid's Seven Year Statement 2011 plans the following work on the electricity transmission system within Derbyshire:

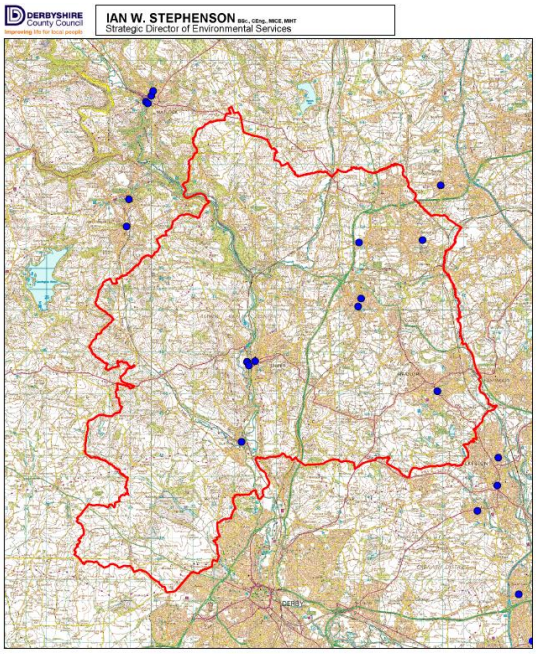
- 2014/2015 - Connect a new 1320mw CCGT power station at Drakelow 400kv substation
- 2015/2016 - Extend 400kv substation to the west (Main 1 and Reserve 1/3) to provide 2 new section switches and 1 new bus coupler, with space provision for 2 new generator bays at Drakelow
- 2017/2018 - Overhead line works hotwire the Drakelow - Hams Hall 400kv circuits for operation at 90c

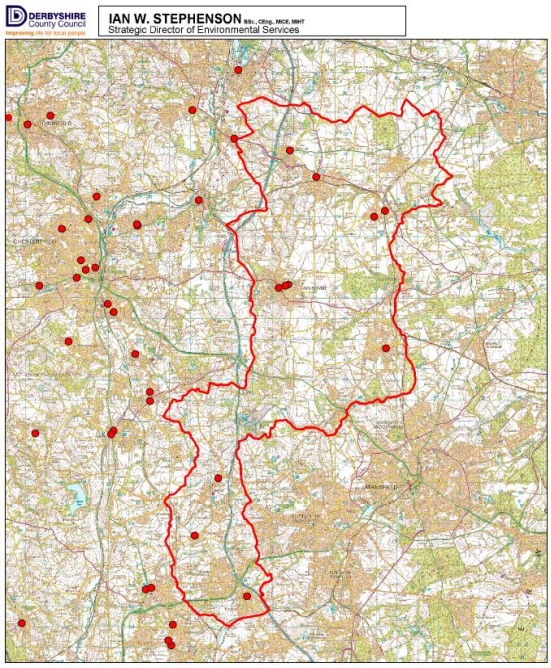
At a local level, the electricity distribution company is Western Power Distribution and the gas distribution company is National Grid Gas Distribution. These suppliers should be contacted by local planning authorities for information on local constraints and opportunities in relation to specific sites and developments. Their contact details are:
Western Power Distribution – info@westernpower.co.uk
National Grid Gas Distribution – networkplanning.eoe@uk.ngrid.com
National Grid Plant Protection – plantprotection@uk.ngrid.com

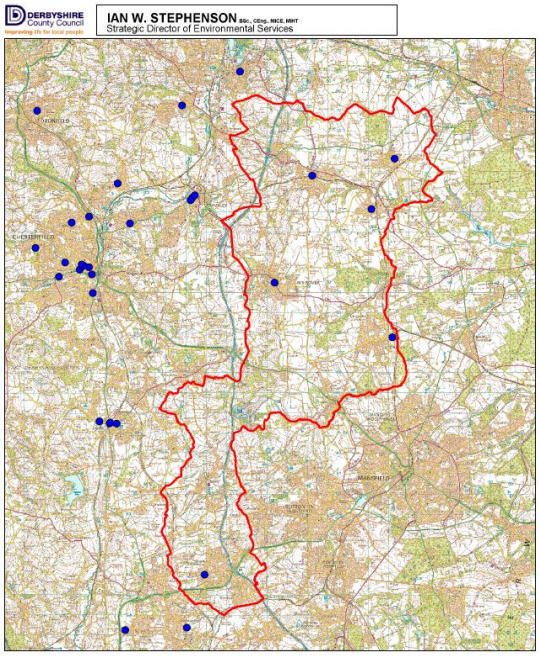
Health, Emergency and Justice Services

NHS



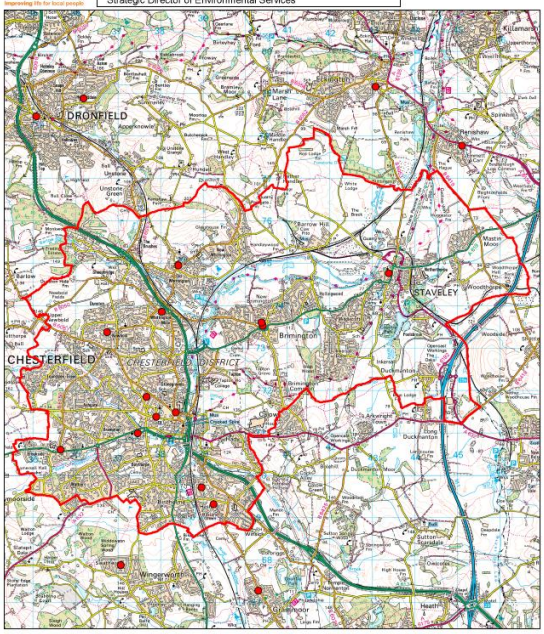






DERBYSHIRE County Council

IAN W. STEPHENSON BSc., CEng, MICE, MHT
Strategic Director of Environmental Services



Title

DOCTORS SURGERIES IN CHESTERFIELD

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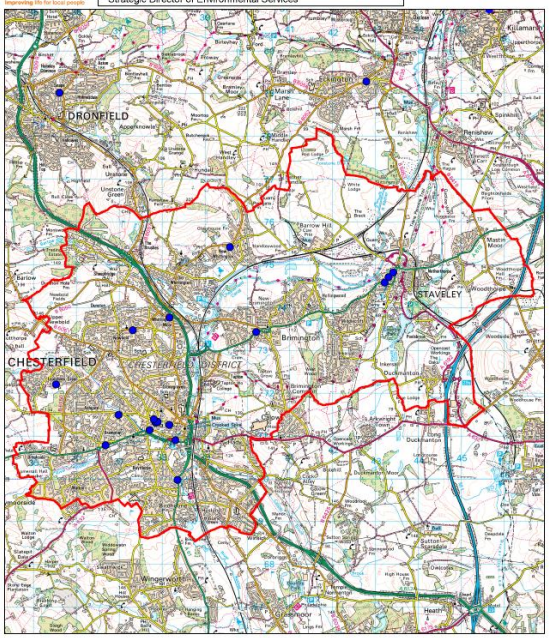

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DENTAL PRACTICES IN CHESTERFIELD

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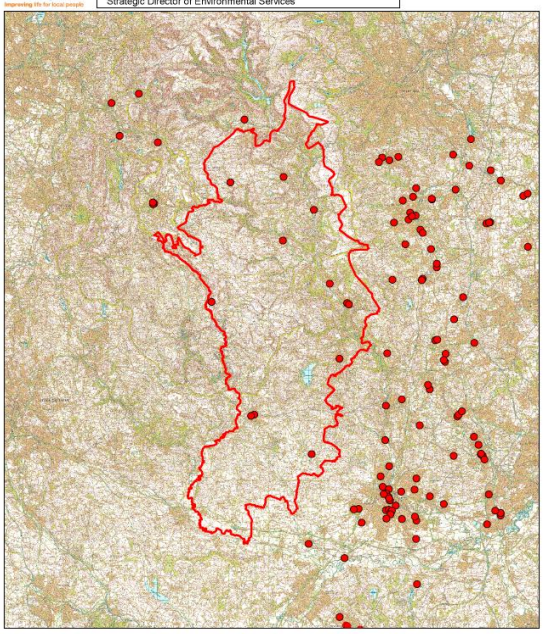

Title

DOCTORS SURGERIES IN DERBYSHIRE DALES

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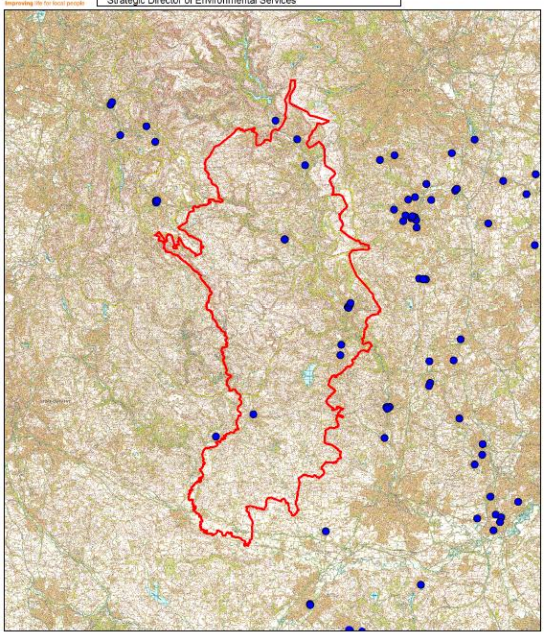

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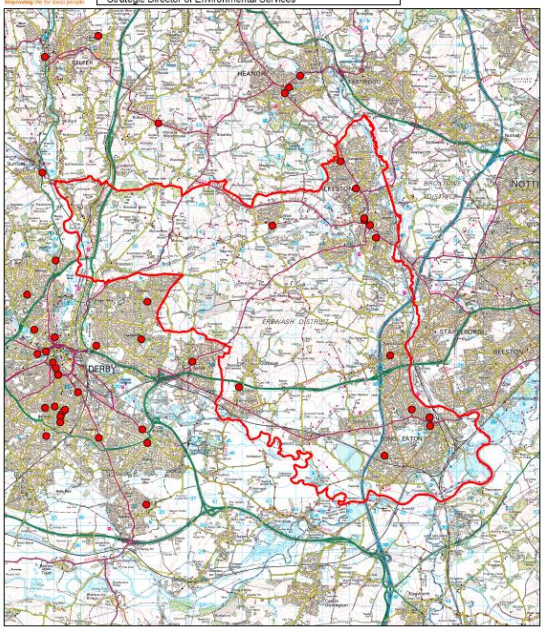

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DOCTORS SURGERIES IN EREWASH

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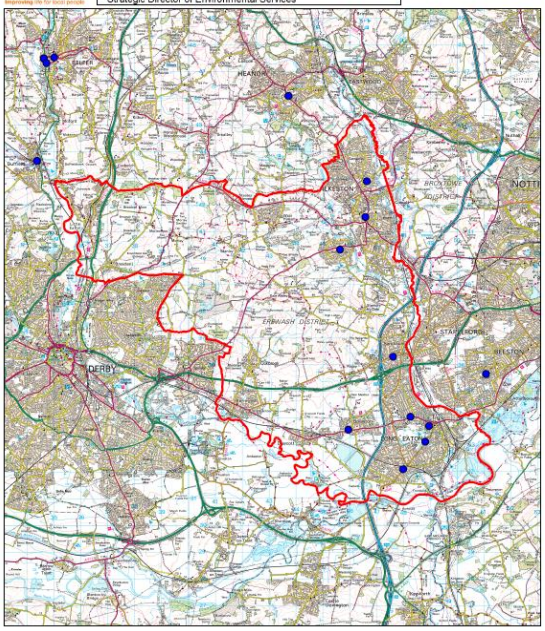

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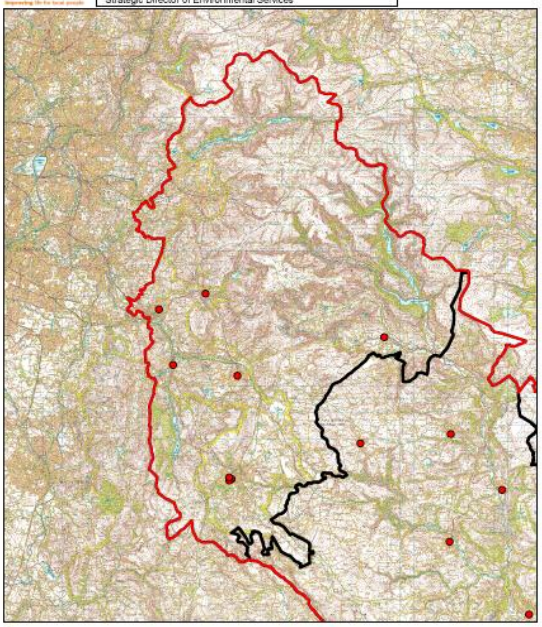

Title

LOCATION OF GENERAL PRACTITIONERS IN HIGH PEAK

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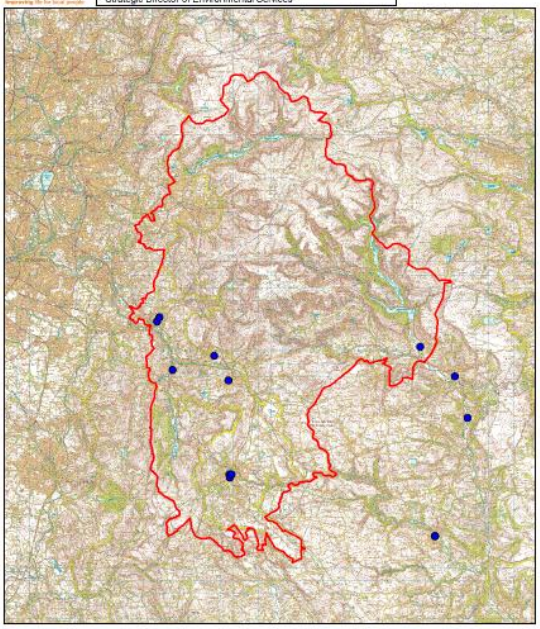

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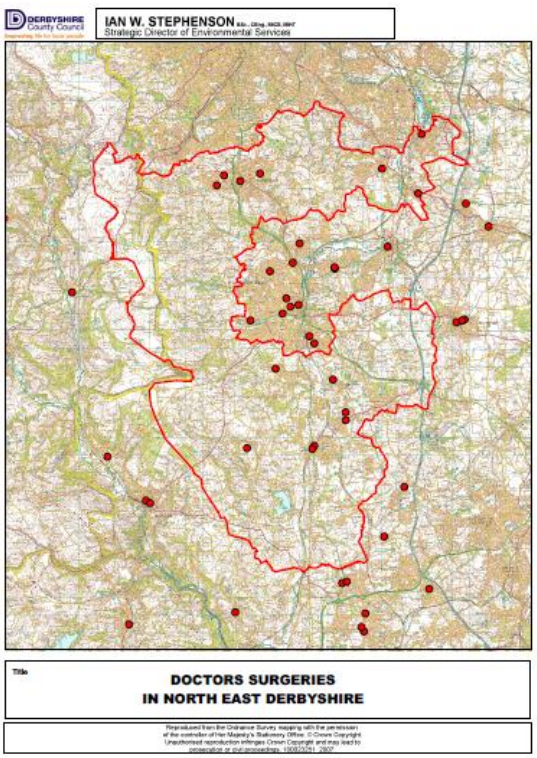

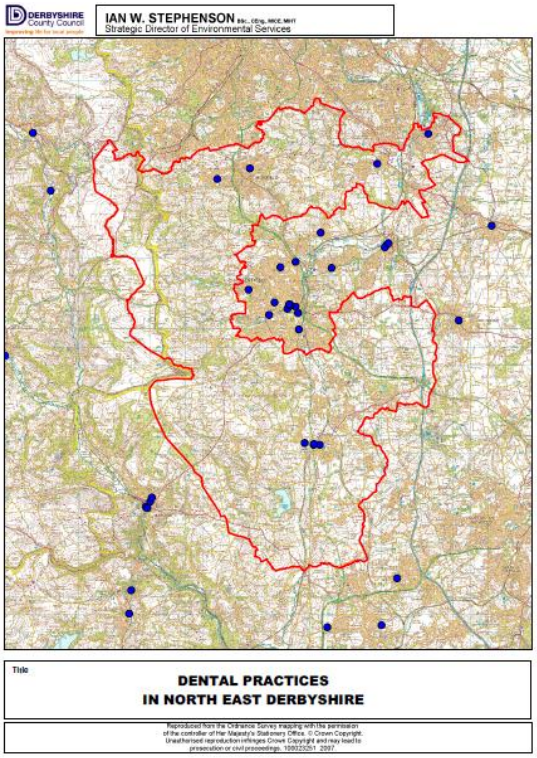

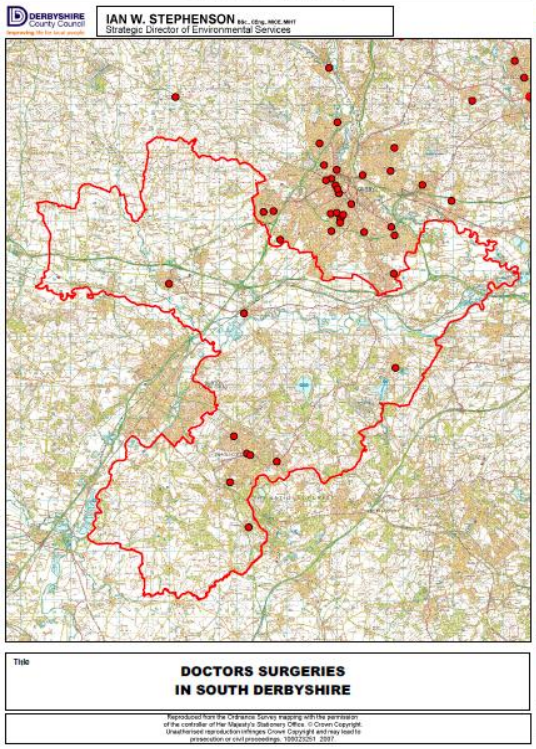

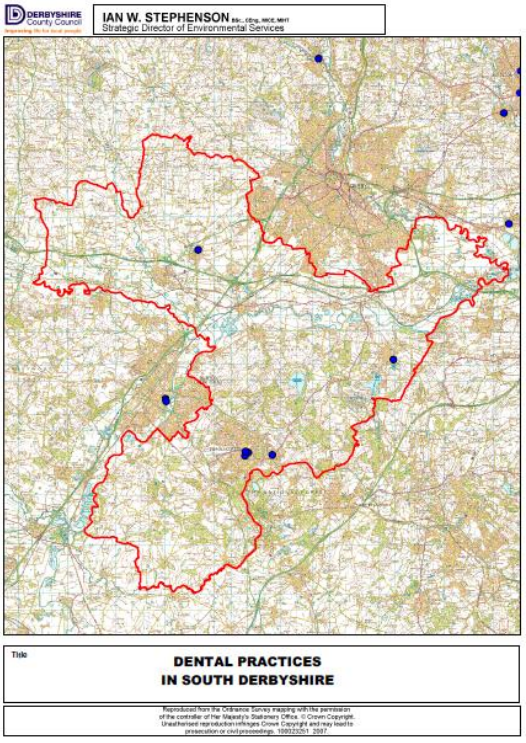

Ambulance

Current Provision

East Midlands Ambulance Service NHS Trust provides emergency 999, urgent care and patient transport services for 4.8 million people in the East Midlands. The Ambulance Service employs over 3,500 staff (of which 2000 are frontline emergency workers) at 70 locations, with central control rooms at Nottingham and Lincoln. The service operates a fleet of 782 vehicles and has an annual budget of £156 million. The Patient Transport Service and volunteer ambulance car drivers provide over 1 million journeys for patients attending

appointments or day care facilities or patients being admitted to, discharged from, or transferred between hospitals. In 2009/10 the service responded to 692,936 emergency and urgent calls. The service responded to 225,257 Category A calls reaching 73.72% within 8 minutes, and responded to 271,384 Category B calls reaching 94.51% within 19 minutes. The service therefore narrowly missed the national targets in 2009/10. During the winter of 2009, the service experienced a significant increase in demand for services, coupled with an extended period of poor weather conditions. The service used additional resources from front line staff to handle 999 calls and the support of voluntary agencies St Johns Ambulance and British Red Cross. The service is seeking to meet the same national response time targets for 2010/11 and 2011/12. The North West Ambulance Service was established in 2006 and serves a population of over 7 million people in Cheshire, Merseyside, Cumbria, Lancashire and Greater Manchester, including Glossopdale. As of February 2010 the service has 5 emergency control rooms, 110 ambulance stations, including 1 in Glossop, 15 workshops, 5 training and administration buildings, 6 mast sites, 5 headquarters buildings and 1 transport logistics building.

Future Investment

In 2010, the East Midlands Ambulance Service invested £9 million in 91 new ambulances and 22 response cars with the latest equipment, CCTV and computers to provide improved care on scene and give hospitals data whilst patients are on route. The service also planned to invest £4.1 million in ICT and £600,000 in estate management in 2009/10. In 2010, the East Midlands service worked with the District Valuer's Office to manage the delivery of estates projects, including delivery of a temporary Hazardous Area Response Teams (HART) base to enable the delivery of services whilst a permanent station is facilitated. A series of improvements were made to premises, at a cost of £71,280 to respond to infection prevention and control requirements. The East Midlands Ambulance Service's 5 year (2011-2016) capital plan is set out in the Integrated Business Plan. The service's capital programme for 2011/12 includes £3.62 million for the ambulance fleet; £0.5 million on ICT; £0.5 million for backlog maintenance; and £0.5 million for estate upgrades and modifications. The Ambulance Service is planning on spending £22.06 million (capital and revenue) specifically in Derbyshire in 2011-12.

The North West Ambulance Service's Estates Strategy finds that 9 ambulance stations have high levels of backlog maintenance and/or are seriously overcrowded and are being considered for disposal or major refurbishment; 44 ambulance stations are in the wrong location; 14 buildings are overcrowded; 5 buildings are underused; and £5,426,141 would need to be spent over the next five years to bring the service's estate up to an acceptable standard. The North West Ambulance Service's Estates Strategy identifies £2.06 million of capital investment to be spent on development of training room capacity and service line estates over the period 2010 – 2015. Glossop ambulance station is identified in the Ambulance Service's 2010/11 capital programme as one of 15 stations that the service will direct investment to because of its good location and potential to be a 'hub' or 'spoke' station. The station is considered to be of a generally acceptable standard and the cost of further improvements required is £37,000 over the next five years or £23,343 over the next 60 years.

Derbyshire Fire and Rescue

Current Provision

The Derbyshire Fire Authority is funded partly by the Government through revenue grants and business rates; and through local Council Tax. Its membership consists of 15 Derbyshire County Councillors and 5 Derby City Councillors plus 4 independent members. The Fire Authority is responsible for the Derbyshire Fire and Rescue Service. Derbyshire Fire and Rescue Service (DFRS) is available to respond to calls 24 hours a day and works to reduce the risk of fires, road traffic accidents and other incidents. The Service covers over 1,000 square miles and has 31 fire stations and 4 area offices across Derbyshire, and a head office in Derby. The Service employs 450 wholetime firefighters, 350 retained duty system firefighters, 40 command and control staff, and 180 support staff. The map below shows the location of fire stations in Derby and Derbyshire.

DFRS' activities include:

- Responding to incidents and dealing with fires
- Attending road traffic collisions and other rescue situations
- Preventing road accidents through the Derby and Derbyshire Road Safety Partnership
- Funding Anti-Social Behaviour Coordinators to reduce incidents of arson
- Carrying out free home fire safety checks
- Delivering schools fire safety education
- Youth engagement and working with people at risk of fire setting
- Enforcing the Fire Safety Order 2005 in non-domestic premises
- Responding to consultations on building regulations and developing solutions for premise structure and use, such as for alterations to schools, major refurbishments and construction of new buildings
- Investigating fires, working with the police, and gathering intelligence

In 2009/10, DFRS spent £4.9 million on station improvements and new fire stations. Preparations were made for a new station at Ascot Drive, Derby and work was completed to bring the new station at Chesterfield into operation.

Future Investment

Increased investment in the property portfolio has been approved by the Fire Authority including medium-long term plans to address a £10.5 million backlog of maintenance. Other investment in property includes upgrading to permanently staffed fire engines at Matlock, Swadlincote and Glossop fire stations by redeploying staff from existing fire engines at Ascot Drive; completion of new fire stations at Ascot Drive, Derby and Buxton; and delivery of an ICT strategy.

In terms of supporting growth and the delivery of sustainable communities, it is vitally important that new housing is well-designed and addresses safety and the needs of vulnerable people. Houses must provide adequate safety for the occupant throughout the occupiers' lifetimes.

DFRS is actively engaged in a campaign to ensure that all domestic properties are fitted with sprinkler systems. Sprinkler systems are exceptionally effective through their ability to control a fire before it develops to life threatening proportions. DFRS should be consulted on all planning policy and planning applications so that the implications for fire safety can be considered. Developers can help to anticipate the future needs of residents and prevent

having to retrofit properties by installing 32mm mains water risers and sprinkler systems as part of new housing developments. For more information see the Developer Contributions' Protocol.

Police

Current Provision

Overall crime rates in Derbyshire are significantly lower than regional and national averages. Over the last eight years, crime rates have continued to fall each year. However, crime rates vary across the county and are generally higher in urban areas and towards the eastern side of the county (Chesterfield, Shirebrook, Ikleston, Long Eaton, Staveley, Alfreton, Ripley, Bolsover, Buxton, Glossop, Belper and Swadlincote). Crime rates vary from 18 crimes per 1000 people in Coal Aston to 329 crimes per 1000 people in Chesterfield town centre.

Although crime rates are low, fear of crime persists among local residents. Derbyshire has seen the smallest rise in violent crime in the region but tackling crime remains a high priority. Criminal damage is the most frequently reported crime in Derbyshire. Domestic and sexual abuse is a hidden problem; it often goes unreported and the most vulnerable people are affected disproportionately.

Many local concerns in Derbyshire relate to antisocial behaviour. Groups of teenagers hanging around on the streets and people using drugs are the major concerns, closely followed by graffiti and vandalism. Younger people strongly expressed their concern about groups of teenagers whilst there is a trend of declining concern among older residents. There is less concern about abandoned vehicles, loud parties and noisy neighbours across Derbyshire. Perceptions of anti-social behaviour can be influenced by factors other than the actual level of anti-social behaviour, such as the appearance of a neighbourhood and knowing someone who has been a victim.

Drug and alcohol misuse has far reaching effects for individuals, families and communities and over 90% of prolific offenders have a drug or alcohol problem. Violence and anti-social behaviour related to alcohol and drugs are often associated with the night time economy. In Derbyshire, admissions to hospital for alcohol related harm are lower than the England average. However, admissions for under-18s are worse than the regional average and concerns about under age drinking have been reinforced by the Ofsted 2008 Tell Us Survey. Derbyshire was significantly higher than the national average for those who said they had been drunk three or more times in the last few weeks (11% in Derbyshire and 6% nationally).

Derbyshire Constabulary is committed to providing high-quality policing to everyone in Derbyshire and is responsible for preventing and reducing crime; attacking criminality; protecting vulnerable people; providing reassurance; and delivering value for money.

Derbyshire has three main policing areas (division) covering: B Division - High Peak and Derbyshire Dales; C Divison - Chesterfield, NE Derbyshire, Amber Valley, Bolsover; D Division - Derby, South Derbyshire, and Erewash. Divisions are divided further into policing sections. Within policing sections, officers are organised into Safer Neighbourhood teams, working alongside special constables and other support officers, and partners such as local planning authorities and the NHS. The Constabulary is overseen by the Derbyshire Police Authority whose membership includes seven County Councillors, two Derby City Councillors, and eight independent members.

The Derbyshire Constabulary receives around 3,400 calls a day and deals with 80,000 crimes each year. There are 2,046 regular officers working for the police force; with support from 475 Special Constables; 186 Police Community Support Officers; and 1,465 police staff. Police officers also receive support from the specialist dog, scientific support and helicopter sections.

Her Majesty's Inspectorate of Constabulary (HMIC) independently assesses police forces and policing activity ranging from neighbourhood teams, serious crime and the fight against terrorism, in the public interest. In 2010, the HMIC found the Derbyshire Constabulary

performance to be ‘fair’ and generally sound, despite being one of the lowest funded forces in the country.

Courts and Justice

Current Provision

The Ministry of Justice is one of the largest government departments, with around 95,000 people and a budget of £9.2 billion. The department works to protect the public, reduce reoffending and provide an effective, transparent and responsive criminal justice system. The department is also responsible for making new laws, strengthening democracy, modernising the constitution and safeguarding human rights.

Her Majesty’s Courts Service is an executive agency of the Ministry of Justice. Crown courts deal with more serious criminal cases transferred from magistrates’ courts. Appeals and sentencing from magistrates’ courts are also dealt with by Crown courts. There are 77 Crown Courts in England and Wales. The magistrates’ courts are where over 95% of criminal justice cases are completed. There are around 30,000 magistrates (justices of the peace) who hear cases at the magistrates’ courts. There are 216 county courts dealing with civil cases, family and bankruptcy hearings.

The courts service predicts that whilst crime will fall, demand for court services will remain high, particularly in urban areas, and from more complex cases. The Courts Service’s Business Strategy states that the service will reduce the costs of administering the service’s property estate and consolidate the property estate; develop a specialist network of family court centres; reduce numbers of headquarters and administrative support sites; and develop shared back office facilities.

There are fewer young offenders entering the criminal justice system in Derbyshire. Support for managing offenders is a high priority because a significant number of crimes are committed by a small proportion of repeat offenders. In particular, there is a need to focus on violent offenders. Waiting times to access drug and alcohol treatment programmes, the availability of jobs and suitable accommodation underpin success in preventing re-offending and thereby reducing overall crime.

Prisons serve the public by keeping in custody those committed by the courts. The Ministry of Justice’s HM Prison Service is responsible for 138 prisons in England and Wales. A further 11 prisons are run by private sector suppliers such as Kalyx, Serco and G4S Justice Services. As of March 2011, the prison service had a useable prison capacity for 87,690 prisoners. A total of 85,454 people were in prison, of which 81,202 were male and 4,252 were female prisoners.

Sudbury Prison in Ashbourne is a Category D prison with an operational capacity of 581 prisoners (as of 2008). Foston Hall is a Closed Female prison in Derby with accommodation for 290 prisoners including 16 juvenile prisoners (as of 2007). Outside of Derbyshire, Nottingham Prison is a Category B prison serving Nottinghamshire and Derbyshire Courts, with a capacity of 549 prisoners (as of 2008). There are plans to develop Nottingham prison as a ‘community prison’.

Derbyshire Probation Service is one of 35 Probation Trusts in England and Wales, that supervise offenders in the community and comes under the direction of the Ministry of Justice. The service aims to protect the public, reduce reoffending, ensure proper punishment of offenders in the community, ensure offenders are aware of the effects of crime on victims and the public, and rehabilitate offenders.

In 2009/10, Derbyshire Probation supervised 4,000 offenders on community orders and offenders on release from custody. The service also supervised 171,500 hours of community pay back – unpaid work undertaken by offenders on projects benefiting local communities. The work was worth over £912,000 and included clearing church yards and community areas, projects for schools, litter removal, clearing pathways and alleys, removing graffiti, renovating

allotments, and redecorating community centres. Derbyshire Probation facilities are located at Buxton, Chesterfield, Matlock, Matlock Bath, Alfreton, Ilkeston and Derby.

Future Investment

Derbyshire Probation's Strategic Plan states that by 2013, the service will become a Social Enterprise, be a public/private sector partnership, or alternatively be an outsourced operation. Over the next few years, all key operational responsibilities will be delegated to the local delivery units, with the central office and board working to support these small functional teams. Central support may be provided by a single area agency or by outsourcing services in the future. As a result, the service is reviewing provision of all its offices including improving office bases and co-location of offices where possible. Bids for capital funding to replace offices in Chesterfield and Derby are progressing. There are also plans to close the Riddings and Matlock offices.

Adult and Post-16 Education

Current Provision

Whilst qualification levels of the county's working age population have greatly improved over recent years, the number of residents with higher level qualifications such as degrees is still relatively low. There is therefore a need to improve higher levels skills in order to enhance economic performance and attract investment into the area.

Further and higher education plays an important role in ensuring the provision of a highly skilled workforce. This is particularly crucial for sectors that play an important role in Derbyshire's economy such as advanced manufacturing, engineering and construction. In addition, educational institutions such as Universities help to nurture a culture of research and innovation, which is crucial for businesses and inward investors looking to come to the county.

The University of Derby has campuses at Buxton (Devonshire Campus) and Chesterfield, as well as its sites at Derby. The University of Derby Buxton was formed in 1996 and offers further and higher education courses including NVQs, BTECs, Foundation Degrees and Higher Level qualifications. The Chesterfield campus provides health education courses and the University has invested £400,000 in healthcare training facilities. The Buxton Devonshire Campus includes University owned student accommodation (halls).

Derby College was created in March 2002 following the three-way merger of Derby Tertiary College Wilmorton, Broomfield College, and Mackworth College Derby. The college has a number of sites including two centres at Ilkeston and one at Heanor.

Chesterfield College was established in 1841 as the Chesterfield and Brampton Mechanics' Institute. In 1984 it merged with Chesterfield Art College and Chesterfield College of Technology to become Chesterfield College. The college is based at three sites across the north of Derbyshire. The Infirmary Road site is located close to the centre of Chesterfield; Tapton House is a mile outside of Chesterfield town centre and the Clowne Campus is close to the centre of Clowne.

Derbyshire County Council provides community education to thousands of people every year offering more than 3,000 daytime and evening courses at 27 centres and over 150 smaller venues across the county.