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PUBLIC

To: Members of Cabinet Member meeting - Highways, Transport and Infrastructure

Wednesday, 3 July 2019

Dear Councillor,

Please attend a meeting of the **Cabinet Member meeting - Highways, Transport and Infrastructure** to be held at **10.00 am** on **Thursday, 11 July 2019** in , the agenda for which is set out below.

Yours faithfully,

A handwritten signature in cursive script that reads 'Janie Berry'.

JANIE BERRY
Director of Legal and Democratic Services

A G E N D A

PART I - NON-EXEMPT ITEMS

1. Apologies for Absence
To receive apologies for absence (if any)
2. Declarations of Interest
To receive declarations of interest (if any)
3. To receive Petitions (if any)

4. Minutes (Pages 1 - 6)

To confirm the non-exempt minutes of the meeting of the Cabinet Member – Highways, Transport and Infrastructure held on 19 June 2019

To consider the non-exempt reports of the Executive Director for Economy, Transport and Environment on:

5. Petition - Lord Haddon Road, Ilkeston - Request for Residents' Only Parking (Pages 7 - 12)
6. Petition - Save Derby Lodge Tearooms at Shipley Park (Pages 13 - 14)
7. Proposal to Develop a Strategic Planning Framework for Derbyshire (Pages 15 - 22)

PUBLIC

MINUTES of a meeting of the **CABINET MEMBER FOR HIGHWAYS, TRANSPORT AND INFRASTRUCTURE** held at County Hall, Matlock on 19 June 2019

PRESENT

Cabinet Member - Councillor S A Spencer

Also in attendance - Councillor T Ainsworth and G Hickton.

33/19 **MINUTES** **RESOLVED** that the Minutes of the meeting of the Cabinet Member for Highways, Transport and Infrastructure held on 9 May 2019 be confirmed as a correct record and signed by the Cabinet Member.

34/19 **PROPOSED TRAFFIC REGULATION ORDER – STONEY MIDDLETON BYWAY OPEN TO ALL TRAFFIC NO. 15 KNOWN AS JACOB’S LADDER** The Cabinet Member moved the consideration of this item ahead of the sequence in the agenda because he would be allowing some respondents who had asked in advance to speak at the meeting, to speak for up to 3 minutes each.

The report by the Executive Director on the TRO proposal referred to the responses to consultation and publication of a notice of a proposal by the County Council to make a Traffic Regulation Order (TRO) which had been authorised by the Cabinet Member on 20 October 2017. The proposal was to prohibit the use of this byway open to all traffic (BOAT), known as Jacob’s Ladder, by mechanically propelled vehicles (MPVs), subject to exceptions.

Consultation responses generally in favour of the proposal had been received from the Peak District Local Access Forum, Peak Horsepower Bridleways Group, Nottinghamshire Footpaths Society, Yorkshire Dales Green Lanes Alliance, Friends of the Peak District, Natural England and Peak District National Park. Thirty five individual representations in support had been received by letter or email. The key comments in favour included comments about it making the way safer for horse riders, cyclists and walkers; National Parks being places for quiet enjoyment; protect the beauty and tranquillity of the area; the BOAT being steep, narrow and unsuitable for horses and walkers to share with motor vehicles; and poor sight lines.

Consultation responses generally opposing the proposal had been received from Trail Riders Fellowship; Green Lane Association; Association of Peak Trail Riders; and Manchester 17 MCC Ltd. In addition, 266 individual representations had been received in objection by letter or email. The report identified as key themes from these responses, concerns that closure of ‘green lanes’ being a threat to ‘the sport’; that other methods of control to allow safe and responsible use had not been explored; that water damage not vehicles had caused deterioration; that the proposal was targeting one group, of niche users; that the BOAT was wide enough to be sustainable for motorcyclists if kept well maintained; and that it would

discriminate against people who were disabled. The report included details of and officer observations on the various relevant issues.

The report referred to relevant guidance and policies as contained in Making the Best of Byways, DEFRA December 2005; Regulating the use of motor vehicles on public rights of way and off Road, DEFRA December 2005; and Derbyshire County Council Management of Green Lanes 2012-2017.

The Legal Services officer made reference to a letter from solicitors on behalf of the Trail Rider Fellowship which had criticised the report and the processing of the proposal by the Council, and which included a request for the Trail Rider Fellowship's 18 page letter of representations to be read out in full. The Cabinet Member did not require this, explaining that he had read it, and was satisfied that it had been duly taken into account in the production of the report. He considered that reading it out would be giving it special treatment which was not being accorded to any other representations.

In accordance with requests received by the Cabinet Member before the meeting Anne Robinson (on behalf of PDGLA and Friends of the Peak District), Karen Haywood, (Volunteer Access and Bridleway Officer for North Derbyshire, British Horse Society) Marilyn Holyoake (resident of Stoney Middleton), and Andrew Richardson (having a business relating to motor cycle riding) were each allowed to address the meeting for up to three minutes.

Anne Robinson, Karen Haywood and Marilyn Holyoake each spoke in favour of the proposed TRO and supported the recommendation. Amongst the issues mentioned were disruptive impacts on the village of Stoney Middleton from MPVs associated with BOAT travelling on, and congregating on The Nook, and the absence of need for a public inquiry.

Mr Richardson explained that he also spoke on behalf of the Trail Riders Fellowship, because its representative who was to be allowed to speak had been unable to attend the meeting. He had concerns relating to the impact the proposed TRO would have on his business, which was concerned with responsible motor cycle riding on the public right of way network. He did not consider that there was any need to prohibit motorcycle use of the BOAT.

The Cabinet Member pointed out that he did not accept that the consultation process had been inadequate. The notification and consultation had been repeated in September 2018 to overcome the practical difficulty presented by a failure of the Councils on-line facility in June 2018, via the Council's website, to capture contact details from on-line respondents. All interested parties had had full opportunity to make representations on the proposal. He also considered that the aim of the alternative proposal for authorisations for continuing motorcycle usage as set out towards the end of the Fellowship's representations was reflected in the proposal because it provided an exemption for traffic which had prior authorisation in writing from the County Council, so it would allow for specific advance authorisations to be

granted for occasional motorcycle use. The Cabinet Member concluded that he was in full agreement with the officer recommendation.

RESOLVED to authorise the making of a Traffic Regulation Order under Section 1 of the Road Traffic Regulation Act 1984 to prohibit the use of the road which is recorded as Stoney Middleton Byway Open to All Traffic No. 15 known as Jacob's Ladder, with mechanically propelled vehicles, subject to the exemptions proposed in the formal Notice of the proposal of the Traffic Regulation Order published on 6 September 2018, on the grounds set out in that notice.

35/19 PETITIONS RESOLVED (1) to receive the under-mentioned petitions:-

Location/Subject	Signatures	Local Member
Request for Footpath between Apperknowle Village and The Travellers and Hard Standing at the Bus Stop on High Street, Apperknowle	394	Councillor A Dale
Request for Traffic Calming and Safety Measures on Main Road between Marsh Lane and Eckington School	264	Councillor D Charles and B Ridgway

(2) that the Executive Director – Economy, Transport and Environment investigates and considers the matters raised in the petitions.

36/19 PETITION HOLBROOK – REQUEST FOR 20MPH SPEED LIMIT

A petition has been received requesting the County Council to introduce a 20mph speed limit throughout the village of Holbrook in Derbyshire.

The County Council implemented a 20mph speed limit trial in Padfield in 2015 and Brassington, Ilkeston and Fritchley, were identified in 2016 as further pilot projects. A report was submitted to the Cabinet Member meeting on 31 January 2019, based on the analysis obtained from the trial site at Padfield and the publication by the Department for Transport (DfT) on 22 November 2018 of its update on National Guidance for 20mph speed limits. There was no evidence to suggest that the reduction in speed limit has seen a reduction in the number of collisions or casualties.

In respect of the village of Holbrook, there have been five personal injury collisions within the last three years. Four of the five collisions occurred along the length of Port Way/Town Street and none were of attributable factors that were related to vehicle speeds. The fifth reported collision occurred on Makeney Road and involved a vehicle rolling off a private driveway. There was a perception that

such speed limits improved people's perception of where they live, and encouraged a greater uptake in walking and cycling, which was made reference to in the petition submission. However from the County Council's trial site, collision history and the DfT's extensive research, it was suggested that the use of 20mph speed limits would be of little significant benefit in Holbrook.

RESOLVED (1) to reject the proposal for the introduction of a 20mph speed limit in the village of Holbrook; and

(2) that the Local Member and Lead Petitioner be informed of the decision accordingly.

37/19 PETITION – NETHERMOOR LANE, KILLAMARSH CONCERNS REGARDING HIGHWAY SAFETY

Following receipt of a petition concerning safety at a double bend located towards the end of the cul-de-sac on Nethermoor Lane in Killamarsh, investigations have been undertaken.

The design standards used for the road have deliberately incorporated a double bend which naturally kept speeds down with road users having to carefully negotiate the layout. However, the petitioners felt that this design caused an issue as an area of planting within the boundary of a private dwelling reduced the forward visibility when travelling around the double bend. It was acknowledged that all the planting on either side of the road should stay within the confines of each property boundary and that it did not encroach onto the adopted highway.

The Council's collision database indicated an excellent safety history on Nethermoor Lane, and the introduction safety measures could not, therefore be recommended.

RESOLVED that (1) Derbyshire County Council's Maintenance Team inspects the private planting to ensure there is no encroachment onto the adopted highway; and

(2) the Local Members and lead petitioner be informed accordingly.

38/19 PROPOSED EXTENSION OF THE FOOD BAG PROJECT IN HIGH PEAK

On 25 July 2018, the Cabinet Member approved the expansion of the Food Bag project across the Glossop and Buxton areas to issue compostable food bags that would encourage more householders to divert food waste for composting through their garden waste bins for the period of October 2018 to September 2019.

In the early stages of the project, Glossop households composted 0.48kg per household per week and in the last six months have been composting 0.53kg. Surveys have found that the average across the Buxton area was 0.44kg. The project incurred additional costs to supply compostable bags to households and to promote the scheme. These costs could be absorbed by the landfill savings resulting

from the project provided that households continued to divert more than 0.40kg per household per week.

The food waste collected was composted at the County Council's in-vessel composting plant at Waterswallows, Buxton. This facility was managed by Suez on the County Council's behalf and has confirmed it was satisfied with the inputs from the project and would continue to spread the resulting compost on agricultural land in the Buxton area.

Approval was now being sought for the continuation of the compostable food bag for householders in the Glossop and Buxton areas.

Additional social media marketing in Buxton would be known undertaken in the summer and a further report would be presented to the Cabinet Member in autumn 2019 in regards to future developments to the project that could commence in spring 2020.

It was noted that Government was currently consulting on its recently published Resource and Waste Strategy. This document proposed that all councils provide weekly collection of food waste from all households.

RESOLVED (1) to approve the continuation of the compostable food bag project in the Glossop and Buxton areas until March 2020, whereby the County Council funds the costs outlined in the report from disposal savings; and

(2) that a further report is submitted to the Cabinet Member in autumn 2019 to update on progress with food diversion in the Buxton area with proposals for the project for 2020 onwards.

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DERBYSHIRE COUNTY COUNCIL

**MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE**

11 July 2019

Report of the Executive Director – Economy, Transport and Environment

**PETITION - LORD HADDON ROAD, ILKESTON – REQUEST FOR
RESIDENTS' ONLY PARKING**

(1) **Purpose of Report** To inform the Cabinet Member of investigation carried out following the receipt of a petition requesting Residents' Only Parking.

(2) **Information and Analysis** At the meeting on the 20 December 2018, the Cabinet Member acknowledged receipt of a petition received from Maggie Throup MP, on behalf of residents of Lord Haddon Road, Ilkeston, containing 62 signatures requesting Derbyshire County Council considers implementing Residents Only Parking on Lord Haddon Road, Ilkeston. The petition stated:

"People with parking bays can park on Lord Haddon Road as well but we can't park on theirs. Lord Haddon Road is a bus route with no ramps to stop speeding. Yet Cotmanhay Road is a bus route with speed ramps."

There are not any walkways from one side of Lord Haddon Road to the other side at the bottom. Not safe to cross the road for speeding traffic."

Background

The centre of Ilkeston consists of retail businesses from Bath Street at the north end of the town, to the Market Place in the centre and South Street at the southern end of the town. There are 15 Erewash Borough Council car parks in close proximity to the retail areas, which provide a combined total of 811 parking spaces. The charges for parking in these car parks are currently: free for the first hour; up to two hours £1.50; three hours £2.00; and over four hours is £4.00.

A short distance from the commercial centre of Ilkeston is the residential built-up environment, for which the majority are terraced properties with no or limited off-street parking facilities. In local proximity is Derby College, located just out of the Town Centre (at the site of the Old Courthouse) and, it has no

parking facilities available. In Ilkeston, there are two existing Residents' Only Parking Zones, the extents of these existing schemes are shown on the attached Plan (HMT/RS/51/19).

Local Member Comments

Councillor Tony King comments *"I have spoken to Ms Throup regarding this and have sympathy with residents on this particular street.*

I also understand the difficulties from a Derbyshire County Council point of view, particularly in regard to this area of Ilkeston. I also note the comments regarding the possible need for a wider review and would ask to be kept informed of any further information on this future possibility".

Officer Comments

Ilkeston currently has two 'Residents' (Permit Holders Only) Parking Schemes' in place, one is a zone around the Queens Street Area just off South Street, that covers Albert Street, Cedar Park, Darwin Avenue, Queens Drives, Lissett Avenue and Moss Road.

The second zone, St Mary Street Area, is in place off Bath Street and covers Burns Street, Fullwood Street, Gregory Street, Jackson Avenue, New Lawn Road, St Mary Street and Wilmot Street. Lord Haddon Road is located on the outskirts of this current scheme.

The 'Residents' Only' permit scheme operates for both zones, from Monday to Saturday, 9am to 5pm with only residents with permits being able to park within the zone during these times. Outside of the schemes operation, between the hours of 5pm and 9am any person can park within the zone, which can include the residents of Lord Haddon Road.

However, it is acknowledged that during Monday to Saturday, 9am to 5pm shoppers, staff and students from Derby College and people working in the centre of Ilkeston are unable to park within the extents of the residents' only parking scheme and therefore do displace onto the nearest available roads, such as Lord Haddon Road, in order to avoid the associated parking charges in the Borough Council car parks.

There are also a number of requests from residents across Ilkeston who wish to see the implementation of a Residents' Parking Scheme. These requests include: Nesfield Road, Bristol Road, St Andrews Drive, Wharncliffe Road, Durhan Road, Wilton Place, Stamford Street, Belper Street and Union Road, as shown on the attached plan (HMT/RS/51/19).

All of these streets above are subjected to a high level of on-street parking from non-residents and, although the petition's focus of concern is with respect to Lord Haddon Road, there are residents on the above listed roads

who have raised concerns with respect to encountering similar issues and would wish to see Residents' Only parking implemented.

In respect of the existing Residents' Parking Schemes in Derbyshire, it is worth noting that the current charging for permits is as follows:

£35 per year – for the first permit.

£50 per year – for a second and/or each subsequent permit (dependent on scheme).

£13 per year – for a visitor permit (dependent on scheme).

£70 per year – for a business permit (limited to one per business).

In addition, there is scope through additional charges in other existing schemes across the County for visitor scratch cards to be deployed to address certain circumstances.

Contrary to public perception, the provision of such a scheme does not guarantee a space outside an individual's home/property. A scheme of Residents' Parking simply designates a length of road on which residents have the opportunity to park and residents and their visitors would still have to seek a suitable space, which may be on another street away from their immediate property frontage. Therefore, such schemes can become over-subscribed and lead to frustrations over a lack of sufficient road space for parking, which can only be exacerbated when they are paying for permits and are still unable to park in what they would deem acceptable proximity to their respective properties. This may be evidenced in the case of the comments made in the petition with residents in the St Mary Street area, who are within the existing Residents' Parking scheme but are having to park outside of the scheme extents on Lord Haddon Road, as the road space is already occupied by permit holders.

In respect of Lord Haddon Road, the two existing 'Residents' Only' parking zones have displaced some parking onto those streets not included in the scheme, with Lord Haddon Road being one of them, as parking would simply be displaced somewhere else. If a further scheme of Residents' Parking was considered for Ilkeston, it would therefore have to include all of the streets listed previously in the report and there would need to be evidence to suggest that the majority of those residing in these areas were prepared to pay for required costs.

Such schemes are a major undertaking in terms of staff resources together with the necessary public consultation, setting up and annually managing the process. It would involve an intensive local engagement with the residents on every one of the streets that wished to be included. A bid would therefore need to be submitted for additional resources from a future year's capital programme of schemes.

(3) **Financial Considerations** There are no financial considerations associated with this report.

(4) **Legal Considerations** Section 122 of the Road Traffic Regulation Act 1984, states that it shall be the duty of every Local Authority exercising the functions in that Act (so far as practicable having regard to the matters listed below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The matters referred to above are:

- 1) the desirability of securing and maintaining reasonable access to premises;
- 2) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the area through which the roads run;
2ii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- 3) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- 4) any other matters appearing to the Local Authority to be relevant.

Section 2 of the 1984 Act states what a Traffic Regulation Order (TRO) may provide for and this includes prohibiting, restricting or regulating the use of a road, or any part of its width by vehicular traffic, either generally or subject to exceptions, and either at all times or at times, days or periods so specified.

Section 45 of the 1984 Act allows a local authority to make charges for vehicles left in a parking place so designated. An order under this section may designate a parking place for use only by such persons or vehicles as authorised by a permit from the authority, with or without charge and subject to conditions such as times at which parking is authorised.

Notice of proposals must be given in accordance with Regulation 7 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and at least a minimum of 21 clear days for the receipt of written objections must be allowed. Objections can then be considered by the Local Authority.

Regulation 14 of the 1996 Regulations enables an order making authority to modify an Order in consequence of any objections or otherwise, before it is made. Where substantial changes are to be made, the order making authority

must notify those likely to be affected by the modifications and give them an opportunity to make a representation which the authority shall consider.

Having determined all objections, the Council may determine to introduce the new restrictions. The Order will need to be formally made, advertised and the requisite signs erected. An Order shall not be made until after the last date for objections. No Order can be made until after the last date for objections. No Order can be made more than two years after the date of publication of the notice of proposals. No part of a TRO can come into force before that date when it is intended to publish a notice of making.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file within the Economy, Transport and Environment Department.

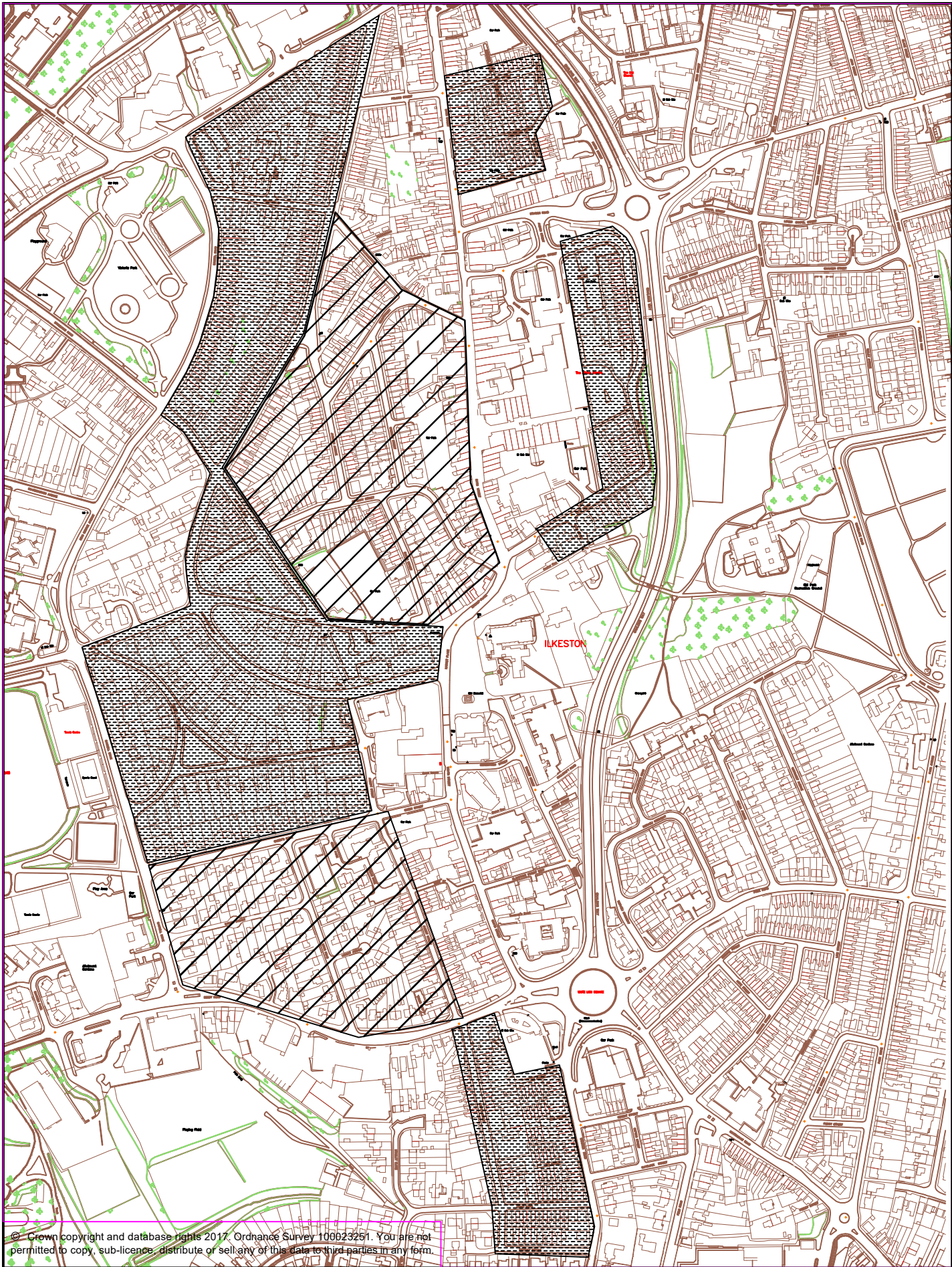
(8) **OFFICER'S RECOMMENDATIONS** That the Cabinet Member:

8.1 Supports not implementing a 'Residents' Only' parking scheme in isolation on Lord Haddon Road, Ilkeston.

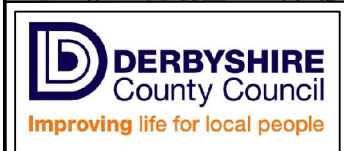
8.2 Gives consideration to funding a town wide consultation exercise from a future years' Service Plan of capital schemes.

8.3 Informs the MP and Local Member of the outcome of the decision taken.

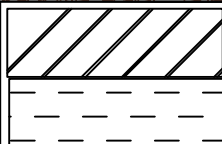
Mike Ashworth
Executive Director - Economy, Transport and Environment



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MIKE ASHWORTH
Strategic Director
Economy, Transport and Communities



Existing Resident
Parking Zones

Streets that want
Residents Parking

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Plan for Residents Parking
Petition. Ilkeston

DRAWN R Straw	CHECKED R Handbury	APPROVED R Handbury
Date 19/02/2019	Date 19/02/2019	Date 19/02/2019
Project / Confirm Reference No. Confirm Ref 25009313		SCALE SCALE
Drawing Number	HMT/RS/51/19	
ORIGINAL DRAWING SIZE 210 x 297 (A4)		

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Last Saved: Tue 19-Feb-2019 - 10:00AM
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DERBYSHIRE COUNTY COUNCIL

MEETING OF CABINET MEMBER - HIGHWAYS, TRANSPORT AND INFRASTRUCTURE

11 July 2019

Report of the Executive Director – Economy, Transport and Environment

PETITION - SAVE DERBY LODGE TEAROOMS AT SHIPLEY PARK

(1) **Purpose of Report** To inform the Cabinet Member of investigations carried out following the receipt of a petition requesting that the tearooms at Derby Lodge, Shipley Country Park are kept open.

(2) **Information and Analysis** At the meeting on 18 April 2019, the Cabinet Member acknowledged receipt of a petition requesting that The Lodge Tearooms located at Derby Lodge, Shipley Country Park be kept open (Minute No. 16/19 refers). The petition contained 2,254 signatures (1,374 ipetition and 880 paper) and read as follows:

“On Wednesday 6th March 2019 The Lodge Tearooms, Shipley Park is due to close, making the people who work there redundant and leaving the local community and regular daily customers without a place to relax, socialise etc.

For many of our customers the Tearoom is a lifeline as it is the only place some of our customers get to see other people and are supported and get to see or make friends. We are petitioning Derbyshire County Council to keep The Lodge Tearooms at Shipley Park open.”

Derby Lodge Café has been operated by a charity since 1 April 2004, paying an annual rent of £500. This annual rent was a subsidised/supported rent agreed through a Cabinet report on the basis that the specific charity ('Re-think') operated from the premises. The terms of the licence included that the tenant was responsible for the fixtures and fittings of the café, and the Council for the maintenance of the building and grounds.

This charity then transferred its interest to another charity (United Response) and the same subsidised/supported rent was honoured by the Council. In March 2019, United Response surrendered its lease and, since then, a number of interested parties have come forward through informal enquiries and expressed interest in running the facility. To comply with Council policy and procedures, any new lease/licence requires formal market testing.

A tendering exercise was held between 5 April and 26 April 2019. The opportunity was advertised and the Council advised all interested parties of the tendering process. Three compliant submissions were received and evaluated on rental income and social value proposals.

A successful bid has been selected that offers best value in terms of the selection criteria. The Director of Property is to finalise a lease with the successful party with a view to Derby Lodge reopening as soon as possible.

(3) **Financial Considerations** There are no financial considerations associated with this report.

Other considerations

In preparing this report the relevance of the following factors have been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property, social value and transport considerations.

(4) **Key Decision** No.

(5) **Call-in** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(6) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(7) **OFFICER'S RECOMMENDATIONS** That the:

7.1 Cabinet Member notes the successful tendering process undertaken to select a suitable bidder to take on the lease for Derby Lodge Café to ensure it remains a facility for users of Shipley Country Park.

7.2 Local Member and lead petitioner be informed accordingly.

Mike Ashworth
Executive Director – Economy, Transport and Environment

DERBYSHIRE COUNTY COUNCIL
MEETING OF CABINET MEMBER – HIGHWAYS, TRANSPORT AND
INFRASTRUCTURE

11 July 2019

Report of the Executive Director – Economy, Transport and Environment

PROPOSAL TO DEVELOP A STRATEGIC PLANNING
FRAMEWORK FOR DERBYSHIRE

(1) **Purpose of Report** To refer the Member to the background to the Government's new approach to strategic planning and the priority it attaches to this activity, and the role of the County Council in working collaboratively with all other Derbyshire local planning authorities including National Park Authority (the D2 area), and to enable the member to approve further officer involvement in collaborative initiatives towards the development of a Strategic Planning Framework for the D2 area, as detailed in the officer recommendation.

(2) **Information and Analysis**

Background

The need for local planning authorities to work more effectively together to provide the development plans, particularly joint working on cross-boundary strategic planning matters, has become a high priority for Government, and is now reflected in the revised National Planning Policy Framework. This priority has been foreshadowed under the following public consultations by the Ministry of Housing, Communities and Local Government (MHCLG):

- The Housing White Paper published in February 2017 entitled 'Fixing Our Broken Housing Market'.
- Follow-up consultation published in September 2017 entitled 'Planning for the Right Homes in the Right Places'.
- The draft National Planning Policy Framework (NPPF), culminating with the publication of a revised NPPF in July 2018.

The importance of the role of county councils working collaboratively on strategic planning matters, plan and policy making with all local planning authorities has been highlighted in each of these consultations and in the current revised NPPF.

Since abolition of the County structure plans in 2004, and more recently the regional plans in 2010, a level of strategic planning has continued to be practised through a voluntary communications between upper and lower tier authorities and also whatever co-operative working has, from time to time, been needed between authorities to comply with a statutory duty, known as the 'Duty to Co-operate'. It is widely recognised, however, not least by Government itself, that the Duty to Co-operate is insufficient for delivering well-coordinated strategic planning. In particular, MHCLG has emphasised that the single biggest reason why district and borough local plans have failed the 'soundness' test is due to the failure of local authorities to adequately collaborate in their plan making process. As a consequence, MHCLG has sought to address this failure through advocating, via the NPPF, more comprehensive working arrangements between authorities, including upper tier authorities.

There is also a recognition that strategic infrastructure priorities must have a greater role in influencing planning strategies. Further delivery of strategic infrastructure also forms a key plan of the Government's approach to driving economic investment and sustainable growth. This recognises that growth needs to be managed on a strategic scale.

There is a long and successful history of effective joint working between the D2 local planning authorities and the Peak District National Park Authority (PDNPA) on strategic plan making, including:

- collaboration through a range of Derbyshire-wide officer working groups, such as the Planning Policy Officer Group, Heads of Development Management Officer Group, Heads of Planning Service Group, Planning Information Monitoring Officer Group and Traveller Issues Working Group (co-ordinated by Derbyshire County Council);
- drafting of a range of Statements of Common Ground on cross boundary, strategic planning and highways matters to support district and borough local plan preparation and their associated Examinations in Public (EIPs);
- supporting Duty to Co-operate responsibilities as part of the local plan preparation;
- the County Council jointly attending at local plan EIPs to provide evidence on key cross boundary strategic planning matters; and
- establishing regular meetings to discuss cross-boundary strategic infrastructure provision.

The current round of local plan reviews is coming to an end, with full coverage of adopted local plan reviews across the County anticipated by 2020. Derbyshire is an area of high planned growth up to around 2033 and there is now a good understanding of the current distribution of the growth agenda that will deliver homes, economic development and key infrastructure within Derbyshire over the next 15 years.

The Proposal

There is now a need to start preparing for the next generation of growth within the County, in particular, what this will look like and the issues surrounding the distribution of infrastructure, particularly transport investment priorities. This involves addressing fundamental questions around what Derbyshire will look like in 30 years' time and how shared issues can best be addressed.

The proposed Strategic Planning Framework would be non-statutory but would complement the adopted or emerging local plans of the districts and boroughs. It would become a material consideration in the preparation of future local plan reviews and in the determination of planning applications, although as a non-statutory document, it would not usurp the relevant local plan.

The primary role of the Framework would be to provide an evidence-led consensus around common key strategic objectives and priorities through an overarching spatial planning vision for the County covering the period 2020 to 2050. It would be a key tool to help manage sustainable development/"green growth" and provide important evidence to demonstrate that co-operation on strategic matters has been an integral part of local plan preparation; a key requirement in the local plan examination process.

It would be informed by existing and new evidence developed to support local plans, supplemented by other new, county-wide evidence as necessary. It would also enable authorities to respond collectively on other sub-regional and regional matters as they arise, such as proposals for HS2 and bids for funding.

In terms of wider benefits, the Strategic Planning Framework would deliver for all D2 authorities, including the PDNPA by:

- Providing an effective mechanism for setting out the key strategic cross-boundary planning objectives and priorities.
- Bringing together the separate growth strategies that are currently embedded in individual local plans to deliver this growth in a more coordinated and effective way.
- Integrating strategic spatial, infrastructure and economic priorities and plan for long term strategic infrastructure needs.
- Offering the opportunity for strategic coordination which would help maximise the economic growth potential of a number of emerging major development schemes.
- Providing a more joined up approach to raising and using infrastructure funding.
- Providing a multi-skilled resource to develop and deliver place-based plans.

Housing, employment and infrastructure are obvious strategic matters for potential inclusion in the Strategic Planning Framework, but others would include environment (including Green Belt), climate change mitigation (sustainable growth/green growth) public health, minerals and waste, and gypsies and travellers.

There has been much shared thinking and joint work over the last 12 months between senior planning officers in D2. These discussions have established their strong support in principle for the preparation of a Strategic Planning Framework for Derbyshire, using the existing Housing Market Areas as the basis for setting out priorities and objectives. Discussions with Derby City Council have also explored the principle of whether the preparation of the Strategic Planning Framework could be prepared jointly with the City Council and indications from officers are that this has clear merits and is worthy of further exploration.

Consultation has been undertaken with the National Strategic Planners' Network (NSPN) for advice on how to take forward a Framework of this nature, particularly based on experience of other groupings of upper and lower tier councils, which have come together in the last two or three years to prepare strategic plans for their areas.

Discussions have also taken place with the County Council Network (CCN) for similar advice. These have highlighted examples in a number of areas of the country where county and unitary and/or district councils have been collaborating on the preparation of statutory and non-statutory strategic plans or strategic growth strategies, many of which have received substantial financial support from Government (see Appendix 1).

Advice from the Director of the NSPN has emphasised that such a Framework for Derbyshire should be seen as a long term strategy with a recommended time horizon of 2050. This would enable existing city, district and borough local plan growth strategies to inform the Strategic Planning Framework in the short to medium term and for the Framework to point towards strategic priorities and objectives for the medium to long term up to 2050.

Having regard to the above context, it is anticipated the Strategic Planning Framework would be prepared collaboratively by the D2 local planning authorities and PDNPA. Although the document would be non-binding, it is proposed its development would follow the format of a 'formal process' to ensure meaningful consultation and engagement, e.g. stages for the publication of issues and objectives, preferred approach and publication plan, plus extensive stakeholder engagement through a series of workshops and consultation events (see further details below).

In order to gain wide support and endorsement for the preparation of the Framework, reports have been presented to meetings of the Derbyshire Chief Executive Group (17 May 2019) and the D2 Joint Committee for Economic Prosperity (4 June 2019). In both instances, the Chief Executives Group and Joint Committee have given their support and endorsement for the collaborative preparation of the Framework.

It is envisaged that a detailed project plan will be prepared which will include details of governance (see further details below), timescales, evidence, process and consultation arrangements which would be reported to a future Cabinet Member meeting. The County Council is able to offer resources to lead this work. In the meantime, an outline project plan has been developed to give an indication of how the Framework could be progressed, which is set out in Appendix 2.

Governance

Discussions with the NSPN and CCN for advice on the preparation of the Strategic Planning Framework have clearly highlighted that, based on other examples around the country, the key to successful delivery is the establishment of clearly defined governance arrangements at an early stage.

In this context, the report presented to the D2 Joint Committee on 4 June 2019, recommended that the Committee would be an appropriate body to provide strategic oversight and leadership of the work and, in particular, sign off responsibilities for key stages in preparation of the Framework. Officer task and finish groups would be established as appropriate to ensure delivery of the more day-to-day activity in development of the Framework.

The Joint Committee also agreed to a Terms of Reference being subsequently developed and circulated for agreement by the Committee.

(3) **Financial Considerations** As set out in the report.

(4) **Legal Considerations** The recommendation in this report is made in the context of the County Council's responsibilities and services under the provisions of the Localism Act 2011, Planning and Compulsory Purchase Act 2004, Town and Country Planning Act 1990.

(5) **Social Value Considerations** The relevance of social value in terms of social, economic and environmental wellbeing has been considered in the preparation of this report. Meeting the current and future needs of communities and the management of scarce resources (i.e. sustainable development) is central to the role of local and county planning authorities in preparing and implementing their local plans.

Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(6) **Key Decision** No.

(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(8) **Background Papers** Held on file within the Economy, Transport and Environment Department.

(9) **OFFICER'S RECOMMENDATIONS** That the Cabinet Member approves the participation of the Executive Director and officers on his behalf in:

- 9.1 Commencement of work to develop a non-statutory Strategic Planning Framework for Derbyshire.
- 9.2 Discussion between Derby City and Derbyshire County Council to explore the potential for the Framework to be prepared jointly for the whole D2 area (i.e. Derbyshire, Derby City, all the Derbyshire districts/boroughs and the Peak District National Park Authority).
- 9.3 The development of an expression of interest for submission to the Government's Planning Delivery Fund to support preparation of the Strategic Planning Framework.
- 9.4 The preparation of a detailed project plan (including governance, timescales, evidence, process and consultation arrangements) for the Framework, to be subject to further discussion and endorsement by the Cabinet Member.

Mike Ashworth
Executive Director – Economy, Transport and Environment

Strategic planning 2019

Statutory Joint Strategic Plans (Statutory)

1. Greater Exeter Strategic Plan*
2. Oxfordshire Joint Strategic Spatial Plan*
3. South Essex Joint Strategic Plan*
4. South West Herts Joint Strategic Plan*
5. West of England Joint Spatial Plan*

Spatial Development Strategies (Statutory)**

6. Greater Manchester Spatial Framework*
7. Liverpool City Region Spatial Development Strategy*
8. The London Plan

Statutory Joint LPs and Joint/Aligned Strategies

9. Greater Derby Aligned Core Strategies
10. Plymouth and SW Devon Joint Local Plan*
11. North Devon & Torridge Joint Local Plan*
12. North Essex Aligned Strategies*
13. Central Lincolnshire Joint Local plan
14. South East Lincolnshire Joint Local Plan
15. Greater Norwich Joint Local Plan
16. North Northants Joint Core Strategy
17. Greater Nottingham Aligned Core Strategies
18. Newcastle Upon Lyme & Stoke Joint Local Plan*
19. Black Country Joint Core Strategy
20. Central Lancashire Joint Local Plan*
21. Gloucester, Tewksbury & Cheltenham Joint Core Strategy

Non-Statutory Strategic planning and/ or Growth Frameworks

22. Cambridge & Peterborough CA Spatial Framework*
23. Leicester & Leicestershire Strategic Growth Plan
24. Norfolk Strategic Planning Framework
25. PUSH Spatial Position Statement
26. Somerset Growth Plan
27. Suffolk Strategic Planning & Infrastructure Framework
28. Surrey Local Strategic Statement (Interim)
29. West Sussex & Greater Brighton Local Strategic Statement
30. Heathrow Strategic Planning Framework*

*Emerging plans/ frameworks

** subject to their own defined legislation & Regulations i.e. not development plan documents



Appeniz 2: Indicative Project Plan: Derbyshire Strategic Framework

No	Task	Assigned to:	2019										2020										2021										2022							
			May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
Governance																																								
1	Seek endorsement from Chief Executives/project initiation document	SB																																						
2	Seek endorsement from D2 Joint Committee /project initiation document Recommendations to include: • Overseeing body D2JC • Collaborative project - officer time commitments • MOU between authorities	SB		4th																																				
3	Seek endorsement from HT1 Cabinet Member Meeting /project initiation document	SB																																						
4	Draft Terms of Reference for Project Board (D2JC)																																							
5	D2JC meetings																																							
6	Draft Memorandum of Understanding between Derbyshire LPAs																																							
7	Agree MOU with Derbyshire LPAs																																							
Project Planning																																								
8	Project Planning documentation • Business Plan • Project Plan • Communications Plan • Risk Register • Issues Log • Lessons Learned	AR																																						
9	Branding																																							
10	Establish Project team																																							
11	Project Team Meetings (indicative)																																							
12	Create website	AR																																						
Budget																																								
13	Research grant opportunities	SB/AR																																						
14	Prepare bids	SB/AR																																						
Collaborative working																																								
15	Derbyshire Policy Officers meeting	SB			4th																																			
16	Create contact list for local authorities/statutory bodies	SB																																						
17	Meetings with Derbyshire LPAs • Organise meetings • Create agenda	SB/AR																																						
18	Meetings with DCC Service Areas • Organise meetings • Create agenda	SB/AR																																						
19	Meetings with neighbouring LPAs County Councils - Staffs, Leicestershire, Nottinghamshire LPAs - Staffs Moorlands, East Staffs, NWLDC, Sheffield, North Notts authorities, Tameside, Stockport, Sheffield • Organise meetings • Create agenda	SB																																						
20	Meet with Statutory bodies (EA/NE/Highways England/Homes England/Historic England) • Organise meetings • Create agenda	AR																																						
Research and Evidence																																								
21	Review existing non statutory plans	SB/AR																																						
22	Research and draft standard Statements of Common Ground	AR																																						
23	Review existing evidence	DHP																																						
24	Summary document of adopted & emerging LPs growth strategies	SB																																						
25	Create task groups (and agree meeting dates) Write brief & commission additional evidence • GTAA • Demographic projections • Economic Forecasts • Green belt review methodology ???? • Directions of Growth ???? • Other evidence as identified by LPA partners	SB																																						
26	Workshop with Catriona Ridell	SB																																						
Plan Production																																								
27	Produce Issues and Objectives document																																							
28	Seek approval from relevant LPA committees to consult on I&O document*																																							

* subject to discussions with Districts on sign off requirements/delegation

- Key milestones
- meetings
- consultation