

DRAFT COPY

2014 -
2028

RIPLEY NEIGHBOURHOOD
PLAN



2022 Update

Ripley Neighbourhood Plan: Basic Conditions Statement

1. INTRODUCTION

1.1 This Basic Conditions Statement has been prepared by Ripley Town Council to review the Ripley Neighbourhood Development Plan, the review is necessary due to changes in the National Planning Policy Framework (NPPF). The parish of Ripley has been designated a qualifying area and the Town Council is a qualifying body.

2. BASIC CONDITIONS

Paragraph 8 of Schedule 4B to the Town and Country Planning Act 1990 (as amended) [excluding 2b, c, 3 to 5 as required by 38C (5)] sets out that reviewed Neighbourhood Development Plans must meet the following basic conditions:

(2.1) The examiner must consider the following —

- (a) whether the reviewed draft neighbourhood development plan meets the basic conditions
- (b) whether the reviewed draft neighbourhood development plan complies with the provision made by or under sections 61E (2), 61J and 61L;
- (c) whether the area for any referendum should extend beyond the neighbourhood area to which the draft neighbourhood development plan relates; and
- (d) such other matters as may be prescribed.

(2.1.1) A reviewed draft neighbourhood development plan meets the basic conditions if—

- (a) having regard to national policies and advice contained in guidance issued by the Secretary of State, it is appropriate to make the reviewed neighbourhood development plan;
- (d) the making of the reviewed neighbourhood development plan contributes to the achievement of sustainable development;
- (c) the making of the reviewed neighbourhood development plan is in general conformity with the strategic policies contained in the development plan for the area of the authority (or any part of that area);
- (d) the making of the reviewed neighbourhood development plan does not breach, and is otherwise compatible with, EU obligations; and
- (e) prescribed conditions are met in relation to the neighbourhood development plan and prescribed matters have been complied with in connection with the proposal for the neighbourhood development plan.
- (f) The examiner is not to consider any matter that does not fall within sub-paragraph (1) (apart from considering whether the draft neighbourhood development plan is compatible with the Convention rights).

2.2 Whether the reviewed draft Neighbourhood Development Plan meets the basic conditions as required by 1(a) and sub-paragraph 2 is set out in Sections 3 – 7 of this Basic Conditions Statement. The remainder of this Section 2 addresses the requirements under paragraphs 1(b), 1(d), and 1(e).

- 1) Ripley Town Council is a qualifying body and entitled to submit a reviewed Neighbourhood Development Plan (NDP) for its own parish.
- 2) The Ripley reviewed NDP expresses policies relating to the development and use of land within the neighbourhood area.
- 3) The period of the reviewed NDP is up to 2028 or 9 years. This period has been chosen to remain within the dates of the current NDP.
- 4) The reviewed NDP does not include any provision for excluded development such as national infrastructure.
- 5) The reviewed NDP does not relate to more than one neighbourhood area. It relates to the Ripley Neighbourhood Area as designated by Amber Valley Borough Council on 12 April 2012.
- 6) There is no other NDP in place in this neighbourhood area.
- 7) Refers to conflicts within the NDP.
- 8) Refers to regulations that the SoS (Secretary of State) may make relating to NDPs. Such regulations are 2012 No. 637 The Neighbourhood Planning (General) Regulations 2012 which have been used to inform the process of making the Ripley NDP. These regulations set out the process by which neighbourhood plans are to be made and set out;
- 9) The consultation bodies for NDPs. These have been included in the Consultation Statement.
- 10) That NDPs which are likely to have a significant effect on European Sites (habitats) must be subject to an Appropriate assessment. The Ripley NDP has been subject to a Sustainability Appraisal incorporating the requirements of Strategic Environmental Assessment. The AVBC Core Strategy has undertaken a Habitats Regulations Assessment (HRA). The screening exercise for the Ripley NDP concluded that there are no European sites that would be affected by the proposals within the Ripley NDP, and it was agreed that an HRA was not necessary.
- 11) That NDO (New Development Opportunities) may be subject to an Environmental Impact Assessment (not relevant for NDPs).
- 12) Refers to the publication of NDPs
- 13) Clarifies what is excluded development

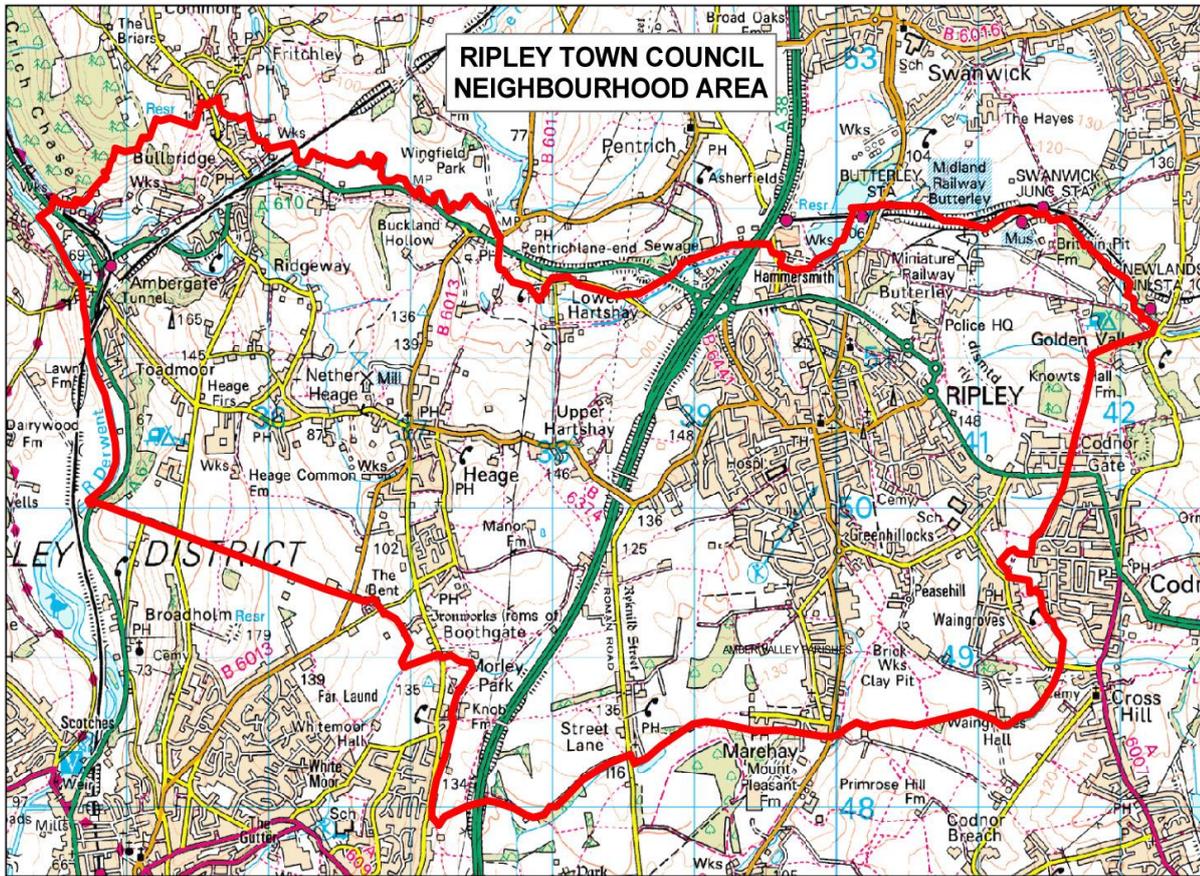


Figure 1: Ripley Neighbourhood Area

FOREWORD

Introduction

With a market dating back to 1251, Ripley is a Derbyshire town with a rich history of industry, mining and textiles. The Butterley Company, famous for creating St Pancras Station's arched roof, was based in the town until 2010. Sir Barnes Wallis, inventor of the bouncing bomb, was born in the town. The surrounding villages within the Township are more rural in character, with Ambergate part of the UNESCO World Heritage Site. Despite the loss of its manufacturing base, the town still retains its individual character and has a high percentage of independent shops in its centre.

The Neighbourhood Plan has to articulate a clear and distinctive vision for how the town of Ripley will grow and develop up to 2028. Ripley Town Council has managed the process and is keen to develop a distinctive vision for Ripley. This objective has shaped the development of the Neighbourhood Plan. Together, the vision and objectives form the basis of the Ripley Neighbourhood Plan (The Plan).

How the Ripley Neighbourhood Plan (The Plan) Has Been Produced

A review of regulations and government guidance was undertaken, and the process set out below was applied:

Stage 1: Defining the Neighbourhood

The Ripley Neighbourhood Plan area was approved by Amber Valley Borough Council, on 4 March 2013. This was further to an application by Ripley Town Council which led to the production of the Neighbourhood Plan.

Stage 2: Preparing the Plan

Local people were engaged in order to pull together and prioritise their early ideas and start to draw up their plans. These people became the Ripley Neighbourhood Plan Group (RNP Group). The RNP Group was supported by professionals (Action for Market Towns in the first instance and later Rural Action Derbyshire) together with planning and transport consultants (Planning Design Practice Ltd and Bancroft Consulting respectively) who prepared supporting documents.

The ground rules followed by the community group working as the RNP Group pulling together the Draft Plan were to ensure this early plan was:

- Generally, in line with Local and National Planning Policy Framework
- In line with other legal frameworks
- Mindful that the local planning authority has indicated that the area needs to grow, so the Neighbourhood Plan cannot be used to block the building of new homes and businesses.
- Being used to influence the type, design, location and mix of new development.
- Contributing to Achieving Sustainable Development.

The Plan seeks to establish general planning policies for the development and use of land in the neighbourhood. The community was asked where new homes and offices should be built, and what they should look like, plus their views on environmental issues and open spaces. The community was also consulted on the retail and leisure offer as this information would be considered by the RNP Group when articulating a vision for the community.

Consultation

The Plan aims to set a vision for the future considering the data gathered through community engagement and consultation.

A series of consultation exercises were conducted, commencing in 2012, continuing during 2013 and 2014 through public meetings, face-to-face interviews, postal questionnaires, a website and meetings for specific working groups. The services of a communications professional were engaged to manage Facebook and Twitter feeds.

Later consultation invited comments on the Emerging Plan. The concluding consultations took effect as under Regulation 14 with the formal submission of the Draft Plan to AVBC.

The Neighbourhood Plan was prepared considering the comments of a wide range of stakeholders, from community groups to individuals in the community, to local authorities and third sector organisations.

Ripley Town Council considers that this Plan meets the conditions set out in the Neighbourhood Plan regulations.

After being reviewed by an independent examiner and amended to meet his recommendations the Neighbourhood Plan was subject to referendum and finally 'made' by the Borough Council on the 18th November 2015.

2019 Review

With the help of planning consultants Planning & Design Practice, Ripley Town Council prepared a revised version of the Neighbourhood Plan in 2019, the purpose of which was to:

- Ensure conformity with the emerging Amber Valley Local Plan.
- Make the plan more effective by reviewing the wording of existing policies and adding new policies.

The community and statutory consultees were consulted by the Town Council as part of this 6-week process, and the comments received were taken into account when finalising the revisions to the Plan.

VISION AND CORE OBJECTIVES

Vision

The overwhelming view from local people is that they value the individual character of the town and surrounding area.

Local people and businesses have indicated a desire to increase and improve the range of facilities and services available in the area and for Ripley Township to be more self-sufficient. There is a strong preference for new development to take place on previously developed brownfield sites, with a corresponding minimal reliance on Greenfield sites, with particular emphasis on the avoidance of the use of land within the Green Belt if possible.

The community has indicated that the character of the area is founded upon the important open spaces within and around Ripley town itself, and the countryside in the wider Township. This includes several heritage features of great significance which should be afforded appropriate protection.

Core Objectives

The Core Objectives set out how the vision of The Plan will be delivered. They reflect a variety of factors, including the locally specific vision for Ripley developed through community engagement and information relating to existing and emerging planning policy.

Housing

1. To identify sites where new development would readily integrate into the area.
2. To steer the provision of new housing to previously developed sites and other sites within and around the town which avoid, where possible, areas in the Green Belt and other important open spaces.
3. To avoid housing development on sites that would lead to the coalescence of Ripley with neighbouring settlements, particularly with Codnor.
4. To provide for a greater range of affordable housing which meets local needs.
5. To provide a range of housing types across all tenures, designed to the highest standards and which reflect the local vernacular.
6. To avoid housing in areas at risk of flooding and to ensure new development does not increase the flood risk in other properties.
7. To prevent commencement of site development until any contamination issues have been fully assessed, removed or made safe and dealt with as necessary.

Open and Green Space

1. To protect and enhance the character and quality of the environment of the area.
2. To protect the area from inappropriate development.
3. To safeguard important open areas within and around the town and surrounding settlements within the Township.
4. To designate appropriate areas as Local Green Spaces.
5. To enhance existing public open spaces and seek to ensure more public open spaces are provided within new housing developments.
6. To protect and enhance the network of public footpaths, bridleways and cycle paths.
7. To protect and enhance the biodiversity interests of the area.

Environment and Ecology

1. To identify and protect sites of ecological importance.
2. To identify and protect existing wildlife corridors and to develop and enhance new wildlife corridors.
3. To accommodate the development needs of the area without adversely affecting the biodiversity interests of the area.
4. To ensure development does not have a negative impact on watercourses and, where possible, use the development to improve the water environment.

Economic and Employment Development

Generally:

1. To provide new employment opportunities to meet the needs of the community, to offset the decline in the area's traditional economic base and to reduce commuting.
2. To encourage and support the installation of a digital highway available to all properties within the Township.

Specifically:

Town Centre

1. To maintain a healthy and vibrant town centre.
2. To encourage and facilitate the re-use of vacant town centre buildings with appropriate new uses.
3. To encourage the re-use of empty floors above town centre shops and buildings providing other services.
4. To provide free town centre parking for up to two hours to support the viability of the town centre.
5. To support the retention and enhancement of Ripley Market.

Villages

1. To maintain healthy and vibrant villages.
2. To support the retention of all community assets.
3. Where development is to occur, to encourage and support high quality design and the use of high-quality materials.

Community Facilities

1. To enhance and extend the range of community facilities in the area.
2. To ensure the provision of new or extended community facilities in proportion to the scale of new housing development.
3. To encourage the re-establishment of a town centre community facility large enough to accommodate a wide range of activities such as stage productions, cinema, dances, concerts and other complementary activities.
4. To encourage recycling by ensuring there are local public amenity facilities for recyclable waste.

Heritage

1. To identify, protect, support and enhance the heritage features of the area.
2. To develop public awareness of the heritage features of the area and to increase visitor numbers both from people within the area and from people living further afield.
3. To protect and enhance the remaining buildings and features of the former Butterley Engineering Works site (including the underground wharves and canals).
4. To seek to establish appropriate conservation areas throughout the Township.
5. To restore the section of the Cromford Canal within the Ripley area.

Transport and Connectivity

1. To promote sustainable transport choices for local people.
2. To promote accessibility to employment, shopping, services and leisure facilities by public transport, walking and cycling.
3. To reduce the need to travel, especially by car.
4. To create a movement network that reflects the character of the area, serves local transport and encourages more sustainable modes of transport.

Sustainability

1. To promote the expansion of sustainable transport choices for local people.
2. To ensure employment, shopping and leisure facilities are accessible through public transport, walking and cycling.
3. To reduce the need to travel, especially by car.
4. To value and protect Green Belt and open spaces and watercourses and recognise the services they provide to people and wildlife.
5. To minimise the impact on the environment by reducing the use of material and energy.
6. To create a transport network that reflects the character of the area, serves local needs and encourages more sustainable modes of travel (including the extension of tram services from Nottingham to Ripley).

HOUSING

Introduction

The Township of Ripley has a population of fewer than 21,000, of whom 14,500 live in Ripley, with the remainder living in Lower Hartshay, Marehay, Nether Heage, Heage, Ambergate, Bullbridge, Sawmills and Waingroves. The population of the area has been relatively stable, rising by approximately 4% between the 2001 and 2011 census dates, whereas the population increase of the UK as a whole was more than double this rate.

Background Information on Housing

The background information obtained for the Neighbourhood Plan in 2015 indicated:

- The number of households in the area is 8,965.
- The area has a high proportion of detached and semi-detached housing (37.3% and 36.8% respectively) compared to the Derbyshire and national averages (22.3% and 30.7% in England).
- The area has high levels of owner occupation (76.5% compared to 64.1% in England).
- House prices in Ripley and Marehay (£138,800) are about 17% below the Borough average, whilst in Heage and Ambergate prices are very similar to the average (£163,100). House prices across the area are low in comparison to the East Midlands region and the UK generally.
- The area has an aged housing stock in comparison to the national average, with over 30% built before 1919 (compared to 24.6% nationally).
- Over a third of all houses in the Ripley and Marehay areas were classed as non-decent with 17% in disrepair but these figures rose to 47% and 23% respectively for the Heage and Ambergate area.
- Overcrowding levels are low (3.2%) compared to the national average (8.7%).

Most houses in Ripley are of traditional construction in brick and slates/tiles. The villages to the west have a higher proportion of stone buildings.

Housing Issues

- The Plan considers that the background evidence, including consultation responses from all parts of the local community and statutory consultees, indicates that the main housing related issue is how to accommodate new housing whilst respecting and maintaining the existing character of the area.

The Plan has been developed in accordance with the guidance in the National Planning Policy Framework (NPPF) which promotes a positive approach to sustainable development and sustainable growth.

The Plan considers that other significant housing issues include:

- The very low level of affordable housing built since 2005.
- The number of vacant houses.
- The high number of un-built housing units on sites with planning permission.
- The very low rate of housing delivery on sites with planning permission.
- The long-term cessation of building on some partially developed sites.
- The need to improve the condition of the existing housing stock.

The number of all new houses built in the Neighbourhood Area during this period has been low, despite the fact that there are many sites available for housing development and with planning permission. This mirrors the situation for AVBC generally, where house completion rates for the period between April 2006 and 2018 were:

Table 1: Housing Completion Rates within Amber Valley Borough

2006 - 2007	531
2007 - 2008	548
2008 - 2009	338
2009 - 2010	218
2010 - 2011	258
2011 – 2012	207
2012 - 2013	218
2013 – 2014	266
2014 – 2015	267
2015 – 2016	441
2016 - 2017	561
2017 - 2018	654

In the Ripley Township area, there are examples where development commenced on new housing sites which have been stalled for several years leaving vacant plots which detract from the character and quality of the area.

Other sites have received planning permission which has been renewed but without any development commencing, for example, one major site received approval in January 2000, but no houses have yet been built. This perhaps reflects trends throughout the country as a whole but these problems are considered to be deep and difficult to resolve in the Ripley Township area.

Other notable comments made during the consultation exercises include:

- No further areas of Green Belt should be lost to housing.
- Brownfield land should be developed before any other land is released for development.
- Ripley should not be allowed to merge with Codnor.
- New development should be spread out over more, smaller sites.
- New housing should provide a range of different house types across all tenures.
- There is a lack of affordable housing to rent or buy, especially one or two bedroomed properties.
- There is a lack of new or extended community facilities in proportion to the scale of housing development.

The Plan acknowledges the concerns of the local community and proposes actions, where it can, accepting that some of these concerns are outside its remit.

Ripley Neighbourhood Plan Area Housing Need Assessment (2019)

To inform the 2019 review of the Neighbourhood Plan, Ripley Town Council carried out a housing need assessment. This aimed to establish the number of houses potentially needed in Ripley Township, taking into account existing commitments and completions. The assessment is summarised below.

There are several generally accepted methods for calculating housing need in a Neighbourhood Area. Two recent housing need assessments in the local area (Quarndon and Belper) applied several methodologies and then calculated an average figure. The same approach is applied below for Ripley.

1. Local Development Plan

Amber Valley's Submission Local Plan (2018) (now withdrawn), identified a need for 9,770 new homes in the Borough for 2011-2028. This takes into account the findings of the 2015 Strategic Housing Market Assessment (SHMA) for the Borough and also an agreement to meet a proportion of the wider housing needs in the Derby Housing Market Area. In the 2011 census there were 8,965 households in the Parish of Ripley and 52,596 in Amber Valley. Therefore, Ripley NPA represents 17% of the total. Taking 17% of the Borough's housing need gives a figure of 1,661 required for 2011 to 2028, **which corresponds to 98 dwellings per annum (dpa).**

2. Strategic Housing Market Assessment (SHMA)

The SHMA supporting AVBC's emerging Local Plan 2016 identified a need for 7,395 new homes in the Borough for 2011-2028. At the 2011 census there were 8,965 households in the RNP area and 52,596 in Amber Valley overall, therefore Ripley NPA represents 17% of the total. Taking 17% of the Borough's SHMA need of 7,395 gives a figure of 1,257 new dwellings in Ripley required for 2011-2028. **Which corresponds to 74 dpa.**

3. Ministry for Housing, Communities and Local Government (MHCLG)

Data from the 2014-based MHCLG live projection tables for the Borough show the growth in the number of households in Amber Valley from 52,692 in 2011 to 58,893 in 2028. In 2011 there were 8,965 households in the Ripley NPA, which is 17% of the total of 52,692 in the Borough in 2011. Taking 17% of the 58,893 households forecast in the Borough in 2028 gives a forecast of 10,002 between 2011-2028 which is an increase in 1,037 households from 2011, **which is an increase of 61 dpa.**

Accounting for Dwellings Already Built and with planning permission in the NPA

The average of the projections using the three methods above gives a housing need of 69.7 dpa during the period 2011-2028. However, completions have not been taken into account, so it is therefore necessary to refine the projections to account for the 321 dwellings built in the NPA between 2011 and 2018 and the dwellings currently with planning permission in the NPA.

In the table below, the necessary refinement of methods 1-3 is shown. In each case the number of new dwellings per annum (dpa) is applied over the period 2011-2028 (17 x dpa) to derive the total need for the period 2011 – 2028. The known figure of completions from 2011-2018 (321) is then subtracted and additionally the sites with planning permission (commitments) is then subtracted to derive the remaining need from 2019-2028. The three methods can then be averaged to arrive at the final, unconstrained housing need for the NPA.

Method	Dwellings per annum required	2011 to 2028 need	Dwellings built 2011 to 2018	Sites with planning permission (commitments)	Remaining need 2019 to 2028
1. Local development plan method	98	1666	321	1032	313
2. Strategic Housing Market Assessment method	74	1258	321	1032	-95
3. Ministry of Housing, Communities and Local Government (MHCLG) method	61	1037	321	1032	-316
				Average	-33

The average need works out at -33 dwellings (this incorporates Borough wide needs), suggesting that the Ripley NPA has already fulfilled its need via completions and sites with planning permission. It should be noted that the existing NP allocations which do not yet have planning permission have not been factored into the commitments.

Notwithstanding the above assessment of housing need, the Plan contains 3 housing allocations and provision for other housing developments on unidentified sites which are previously developed or well related to existing settlements, in order to encourage competition and choice, with the aim of boosting the delivery of housing, including affordable housing, in accordance with section 5 of the NPPF.

Informative

Existing housing allocations

The following sites were allocated for housing development in 2015 as part of the Ripley Neighbourhood Plan, for the plan period 2014 - 2028. They therefore remain allocated for housing for the remainder of the Plan period:

Table 2: Existing housing allocations

Site	Dwelling numbers
Police HQ A610 site, off Wyatt Way, Ripley	165
Cemetery Lane, Ripley	20
Nottingham Road, Butterley, Ripley	129
Total	314

No new housing allocations are proposed as part of the 2020 update to the Neighbourhood Plan.

Policy H1 Other Sites for New Housing Development

Subject to this and other policies in the Plan, favourable consideration will be given to:

- a) Infill of existing settlements;
- b) The redevelopment of brownfield land provided the land is demonstrably no longer suitable for its previous purpose;
- c) Development directly adjoining existing settlements, of a scale, form and appearance which maintains or enhances the character of the settlement.

All new housing should be proportionate in size to the settlement to which it relates and the capacity of its services/infrastructure, and in a location where local services and facilities are easily accessible, or can be made easily accessible, by foot, bicycle or public transport.

Housing development in the Green Belt shall be considered inappropriate and will not be supported except in very special circumstances.

Policy H2 Housing for Older or Disabled People

Developers of new major housing schemes (10 or more dwellings) are strongly encouraged to provide M4(3) standard accessible dwellings as part of their housing mix.

The Building Regulations 2010. Access to and use of buildings. M4(3) Category 3: Wheelchair user dwellings.

Policy H3 Affordable Housing

In accordance with the Adopted Amber Valley Local Plan, in order to meet the need for affordable housing, all new housing development on sites of 0.5 hectares or 15 dwellings or greater will be required to provide 30% of the gross number of dwellings as affordable housing. In accordance with the NPPF, at least 10% of affordable homes should be available for affordable home ownership and 10% for social rented accommodation.

Proposals to build new affordable homes (in particular social rented properties), or lower cost market homes, will be supported, subject to compliance with other policies.

Housing Types, Mix & Choice

The NPPF states that local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community, including older people and people with disabilities.

The 2017 (January) Derby HMA Strategic Housing Market Assessment (SHMA) Addendum Update for Amber Valley provides an updated analysis in relation to the required mix of housing from that previously presented in the 2013 SHMA. In relation to market housing, the Addendum Update suggests the following mix: -

- 1-bed properties 0-5%
- 2-bed properties 35-40%
- 3-bed properties 45-50%
- 4-bed properties 10-15%.

In relation to affordable housing, the following mix is suggested: -

- 1-bed properties 30-35%
- 2-bed properties 35-40%
- 3-bed properties 20-25%
- 4-bed properties 5-10%

Policy H4 – Housing Mix

New housing developments should provide a mix of housing types, taking account of:

- The findings of the Amber Valley Strategic Housing Market Needs Assessment
- The housing needs of elderly and disabled people for one and two bedroom properties, single storey and wheelchair accessible accommodation.

OPEN SPACE AND OTHER GREEN SPACES

Introduction

The Parish of Ripley covers an extensive area, comprising of the town and several outlying villages. It embraces extensive areas of diverse countryside, including areas notable for their historic and landscape value. Such areas include Golden Valley in the north-east which sits within one of two Conservation Areas that cross into Ripley parish the other being Waingroves Hall in the south-east. There is also a section of the Derwent Valley Mills World Heritage Site in the west at Ambergate.

Most of the countryside is in private ownership and is used for agricultural and grazing purposes or other non-recreational uses.

Existing Open Spaces

Butterley Reservoir is situated to the north of the town. It is a storage facility for Severn Trent Water, containing 16 million cubic metres of potable water and provides a facility for local fishing enthusiasts and a limited footpath.

The Ripley Township includes a section of the former Cromford Canal, although sections have been lost to other developments in recent years.

The area benefits from an extensive network of rights of way including short lengths within the built-up areas providing traffic-segregated short cuts and many paths across the countryside providing pedestrian links to the outlying settlements.



Figure 2: *Ripley Greenway*

The principal right of way through the town is Ripley Greenway; this is a multi-use facility which has been provided on a former railway line. Part of its route is through an open space known as Pit Top which forms the most significant green lung in the town.

The only formal park in the town is Crossley Park, opened in 1935, which is close by the town centre. It contains a children's play area with summer splash pad, grassed areas for (non-competitive) games, bandstand and a tarmac surfaced pathway around the perimeter.



Figure 3: Crossley Park

The main formal recreation area is off Nottingham Road at Greenwich which accommodates football and cricket pitches and a skateboard facility; at one time it also had children's play equipment installed. There is, however, a small children's play area elsewhere in Greenwich.

The other formal recreation facilities available for public use in the Township are at Ripley Academy, however, these are not free to use.

There are smaller recreation grounds situated at:

- Moseley Street (Sir Barnes Wallis Recreation Ground) – This is largely a sloping site and it affords views over the Amber Valley to Crich Stand. The smaller flat area of the site has a small children's play area with some equipment installed.
- Marehay - This has a small football field and some children's play equipment as well as another children's play area.
- Hammersmith – This has a small football field and some children's play equipment, but its location is such that its accessibility is poor.
- Waingroves - There is a children's play area on land owned by Derbyshire County Council but leased to AVBC as well as a small football pitch.

There are small equipped children's play areas at Cedar Avenue, Porterhouse Road, Bridle Lane, High Meadow Close, Hardwick Close, Amber Heights, Charnwood Drive and St Johns (all Ripley).

In addition, there are children's play areas in the villages. Nether Heage has a small field with some children's play equipment. Heage has two small recreation grounds with limited play equipment. Ambergate, Bullbridge and Lower Hartshay each have an equipped children's play area, as does Sawmills.

Open Space Issues

The main issues identified by the local community during consultation exercises were as follows:

- There is an under-provision, generally, of open space facilities across the whole of the Ripley Township area.
- The majority of residents of Ripley do not have ready access by foot to open spaces and recreational facilities.
- There are important open spaces in the Township which do not have any recognised designation, but which are, nevertheless, valued and well used by the local community or which serve to maintain the separation between settlements.
- There are several important but non-designated open areas around Ripley and between villages in the Township area which currently prevent the coalescence of the town with neighbouring settlements or between villages.
- There is no dedicated cycleway in the Township.

Paragraph 96 of the NPPF notes that access to high quality open spaces is important for the health and well-being of communities. Paragraph 97 states that existing open space and recreation land should not be built on unless strict criteria are met. Paragraphs 99 and 100 allow for the designation of local green spaces in neighbourhood plans.

Strategic objectives are:

1. To protect and enhance the character and quality of the environment of the area.
2. To protect the area from inappropriate development.
3. To safeguard important open areas within and around the town and surrounding settlements within the Township.
4. To designate appropriate areas as Local Green Spaces.
5. To enhance existing public open spaces and seek to ensure more public open spaces are provided within new housing developments.
6. To protect and enhance the network of public footpaths, bridleways and cycle paths.
7. To protect and enhance the biodiversity interests of the area.

As such, the Town Council wishes to identify, protect and enhance its valued green spaces. The Town Council supports the maintenance of Green Belt designations in the township, within which development should be restricted to that which is appropriate Green Belt (e.g. agricultural development) and openness maintained (in accordance with the Amber Valley Local Plan and the NPPF).

Community Action

Specific Sites and Amenities to be Protected and enhanced

The following sites are important to the Neighbourhood Area and the Town Council will seek to work together with relevant landowners and organisations to protect and enhance them:

1. Carr Wood
2. Jubilee Wood
3. Forty Horse Wood
4. Waingroves Wood (Inc. Strelley Wood)
5. Morrell's Wood
6. Thacker's Wood
7. Hagg Wood
8. Graves Wood
9. Dunge Wood
10. Butterley Reservoir
11. Hammersmith Meadows
12. Cromford Canal
13. Golden Valley



Figure 4: Carr Wood

Policy OS1 New Local Green Spaces

The following sites are designated as New Local Green Spaces in accordance with paragraphs 99 to 100 of the National Planning Policy Framework:

- Codnor Common, Ripley
- Pit Top, Ripley

See Proposals Maps (on page 46 and 50) for details. In accordance with paragraph 101, development should be managed in a manner consistent with Green Belt.

Policy OS2 Protection of Recreation Facilities

Development resulting in the loss of existing or planned recreation facilities and other formal open spaces will not be permitted unless the applicant can demonstrate or provide:

- An assessment which clearly demonstrates that the open space or land is surplus to requirements; or
- The development is for an alternative sports and recreation facility, the benefits of which clearly outweighs the loss; or
- For the replacement of the facility with another of equal or better standard in a location that affords accessibility to the local community; or
- Makes provision for other community benefits that would demonstrably outweigh the loss of the facility.

Policy OS3 Allotments and Community Gardens

Proposals that would result in the loss of existing allotments or community gardens will not be permitted unless the applicant can demonstrate that:

- There is an overriding community-based need for the development that outweighs the loss of the facility.
- That alternative provision is made for the equivalent or better new facilities in appropriate locations.

ENVIRONMENT

Ecology

The Ripley Township area is enhanced by several sites of ecological significance. The overwhelming view of the local communities is that these sites and the wildlife habitats they support are greatly valued and should be protected from inappropriate development that would denigrate their ecological value. In addition, the local community has indicated a strong desire to protect these sites from other damage, such as vandalism and indirect pollution from other developments.

Existing Sites of Environmental and Ecological Significance

The larger sites of environmental and ecological importance are:

1. **Butterley Reservoir.** This is a storage facility operated by Severn Trent Water, but it was built to provide water for the Cromford Canal which opened in 1794. The canal passes beneath the reservoir along the Butterley Tunnel. The reservoir has developed as an important site for waterfowl and other birds and is a major fishing venue.
2. **Carr Wood.** The wood covers an area of nearly four hectares of mixed woodland and grassland. It has been largely left to naturally generate since the 1920s with only minimal management and has developed into a home for a mixed and varied species of trees and other vegetation providing habitats for many wildlife species. Its situation close to the town centre makes it a prominent feature that is highly treasured by the local community. It is designated a Local Nature Reserve.
3. **Cromford Canal.** Although some sections have been completely lost through mining development and others have been infilled for other uses, significant sections of the former working waterway still remain. It is a designated SSSI (Sites of Special Scientific Interest) and is rich in wildlife, including dragonflies, grass snakes and water voles. The canal is the focus of a local action group, the Friends of Cromford Canal, who seek to restore the entire length of the canal.
4. **Hammersmith Meadows.** The Meadows are located to the north of the town and provide habitats for a variety of flora and fauna including many species of wildflower with foxes and birds such as kestrels, buzzards and finches. Designated a Local Nature Reserve, the Meadows are supported by Natural England under their Countryside Stewardship Scheme.
5. **Ripley Greenway.** The former railway line has been developed into an important multi-user trail through the town. Its use as a right of way was enhanced in 2001/02 when it was hard surfaced, but the off-track areas provide habitats for a wide range of birds and animals.
6. **Waingroves Community Woods.** The woodland was acquired by the Waingroves Woodland Community Trust in 2010 from Hanson's, a national mineral company that had acquired the Waingroves Brickworks site. The 12.75 hectare site is now managed for community benefit but with a strong emphasis on ecology and provides another important home for a wide variety of flora and fauna. A second wood in Waingroves, known as Strelley Wood, is a beech woodland with a good display of bluebells.

- 7. Ambergate and Ridgeway Quarries.** These two quarries provide very important exposures in rock of Westphalian age (Upper Carboniferous). The section exposed at the largely infilled Ambergate Quarry displays the best available exposure of the Belperlawn Coal and the sediments associated with that unit, the lowest economically viable seam in the Pennines coalfields. This section is principally of interest because it shows sediments originally laid down in front of the delta, whose sands formed the Crawshaw Sandstone Formation. This Formation is present in the nearby Ridgeway Quarry and is the lowest major sandstone body in the Westphalian rocks of the southern Pennines. The Crawshaw Sandstone Formation also has considerable economic importance as a gas and oil reservoir. Ridgeway Quarry shows the sandstone lying with an erosive base on the *Gastrioceras subcrenatum* Marine Band, the internationally recognised base of the Westphalian Series. The sandstone body itself has strongly developed planar crossbedding and is interpreted as a fluvial channel deposit. Both Ambergate and Ridgeway Quarries provide a valuable insight into the patterns of deposition of these economically important Carboniferous sediments.

In addition, there are a number of other smaller sites that have a variety of wildlife orientated designations and provide habitats for many wildlife species, including many sites where protected species can be found. These habitats are focused in the northern part of The Plan area with a strong correlation to the water features, although important ecological sites are present across the whole area, including sites within the built-up area of Ripley.



Figure 5: *Butterley Reservoir*



Figure 6: *Hammersmith Meadows*

Ripley Neighbourhood Plan Proposals for Biodiversity Sites

The Plan sets the benchmark for conserving the biodiversity interests of the area. In order to support this, Ripley Town Council proposes to undertake engagement with landowners to develop management agreements to protect and enhance Butterley Reservoir, Carr Wood, Cromford Canal, Ripley Greenway, Waingroves Wood, Hammersmith Meadows and Ambergate and Ridgeway Quarries. This initiative will be extended to develop similar agreements for other important biodiversity sites and eventually lead to the designation of other sites in The Plan area.

The Plan recognises that biodiversity interests can develop in a wide variety of sites and conditions. It is recognised, for example, that some previously developed sites have areas within them where conditions encourage the establishment of flora and fauna that would not otherwise be found in the area.

Policy E1 - Ecology

Proposals to better manage, protect or enhance biodiversity on designated wildlife sites, or other sites known to have ecological value, will be actively encouraged.

Development proposals on all sites should not result in a loss of biodiversity value and where possible it should be enhanced. Integrated green infrastructure and habitat creation across development sites is actively encouraged.

Heritage

Ripley township contains a number of designated non-designated heritage assets. These include industrial archaeology at the former Butterley Ironworks, Butterley Hall, Padley Hall, the Cromford Canal and Butterley Tunnel, Heage Windmill, a Roman Road (Street Lane), the original village cores of Heage, Nether Heage, Upper and Lower Hartshay, and All Saints Church, Ripley Town Hall and many late 19th century commercial buildings in Ripley Town Centre. The Derwent Valley Mills World Heritage Site runs through the Neighbourhood Area at Ambergate, and its defined Buffer Zone includes parts of Ambergate, Heage and Bullbridge.



Figure 7: Heage Windmill



Figure 8: Ripley Town Hall

Of particular local interest is the coal mining history of the township, which shaped the physical fabric of communities such as Waingroves and Marehay, and the legacy of the Butterley Company.

Ripley town centre developed rapidly at the end of the nineteenth century, the Co-operative Society playing a significant role. Although there have been superficial changes, most commercial and civic buildings from this era survive, meaning that Ripley town centre is a fairly well-preserved example of a late nineteenth century commercial/civic centre, with opportunities for enhancement.

There is increasing recognition and appreciation of the township's heritage locally (for example the Ripley and District Heritage Trust was established in recent years). There is also increased recognition and protection in national and local planning policy and guidance for non-designated as well as designated heritage assets (NPPF paragraph 197).

The Town Council wishes to encourage greater understanding, appreciation, protection and enhancement of all designated and non-designated heritage assets.

There is a particularly dense concentration of heritage assets, where there is particular need for protection and enhancement, at the site of the former Butterley works and in Ripley town centre.



Figure 9: Old blast furnaces, Former Butterley Works

Policy E2 - Recognising, Protecting and Revealing our Heritage

Proposals for development should, where appropriate, be informed by an understanding and appreciation of the site's historic context and reflect that understanding in the design of the proposals, in order to make a positive contribution to local character and distinctiveness.

Proposals which conserve heritage assets in a manner appropriate to their significance will be supported.

Policy E3 - Heritage Action Areas

Within Ripley town centre and at the site of the former Butterley Ironworks (as defined by the proposals map)

- Proposals to sustain, restore, enhance and better reveal heritage assets will be actively encouraged
- Proposals for development which affect designated heritage assets or their settings, or non-designated heritage assets, should be informed by an understanding of the significance of the asset(s) in question, and should conserve and where possible enhance/better reveal that significance.
- Proposals to improve the energy efficiency of heritage assets in a manner which is sympathetic to their character and significance, will be supported and encouraged.

Landscape Character

Much of the Neighbourhood Area is rural in character with distinctive landscapes which are valued by local people. These include, historic landscapes, well preserved pastoral landscapes and landscapes which are valued for their ecological value.

There are historic landscapes include around Ambergate and Bullbridge, Golden Valley/Butterley Park, Morley Park and Waingroves Wood/Hall. There are well preserved pastoral landscapes, for example around Nether Heage, Lower Hartshay, and along the Amber Valley floodplain. The landscapes valued for their ecological value such as at Hammersmith Meadows.



Figure 10: *Landscape around Nether Heage and Ridgeway*

The Derbyshire County Council (DCC) 'Areas of Multiple Environmental Sensitivity' study (2013) mapped the County in respect of the historic, ecological and visual unity of its landscapes. Much of the township was identified as being of 'secondary sensitivity' (i.e. it was deemed sensitive in respect of at least 2 of the 3 indicators).

All landscapes have their own individual qualities. The 'Landscape Character of Derbyshire' document (DCC 2014) identifies the defining characteristics of all landscape types in the County, and encourages protection and restoration based on an understanding of character.

Policy E4 - Reinforcing and Enhancing Landscape Character

Where development proposals are likely to have an impact on landscape character, applicants should demonstrate that they have considered the character, distinctiveness and quality of the local landscape (taking into account factors such as landform, drainage patterns, afford cover, field boundary patterns, ecology and built form). Proposals should aim to reinforce, and where appropriate enhance, landscape character.

The planting of trees, to enhance local character, biodiversity and help tackle climate change, will be particularly encouraged.

Good Design

The Town Council recognises that good design is key to achieving successful new developments. The design of a new development can affect how well it functions, its impact on the local environment, how adaptable it is over the longer term, how accessible it is, how safe it feels, whether it builds and enhances local distinctiveness, and how well it is received by the local community. The Neighbourhood Plan aspires to promote the achievement of high-quality design in all new development that reinforces local distinctiveness.

The importance of good design is also recognised by section 12 of the NPPF and the adopted Amber Valley Residential Development design guide.

Policy E5 - Good Design

Where appropriate, development proposals should demonstrate that a good standard of design has been achieved, having particular regard to:

- The need to use materials and detailing of an appropriate quality to the site's context and surroundings.
- The need to minimise the risk of flooding, on or off site, for example through the use of permeable surfaces.
- The need to ensure environmentally sustainable developments (for example incorporating electric vehicle charge points and opportunities for microgeneration, high levels of insulation and natural ventilation).
- The need to ensure distinctive, attractive developments which respond to local character and promote a strong sense of place.
- The need to ensure a high-quality living environment and protect the amenities of neighbours.
- The need to ensure healthy, comfortable and safe internal and external spaces, in accordance with the Government's 'National Design Guide' (2019).
- The need to use good design to adapt to the ongoing challenges posed by climate change. This could include, but not limited to, green roofs, green walls, Sustainable Drainage Systems (SuDS).

Public Art

The Town Council recognises the positive role that public art can play in enriching the built environment and engendering a sense of place and would wish to encourage applicants to include public art as part of new development proposals.

Policy E6 - Public Art

The inclusion of public art as part of development proposals will be encouraged and supported.

Renewable Energy

The NPPF is supportive of renewable energy generation. The Town Council wishes to encourage such development.

Policy E7 – Renewable Energy Developments

Subject to compliance with other policies within this Plan, proposals for renewable energy generation will be supported, such as those involving solar and wind energy generation.

Pollution

The NPPF advises that policies need to be in place to control both development that could give rise to pollution, and to protect development from harm caused by potentially polluting land uses. It also advises of the need for development to avoid significant impacts from noise on health and quality of life and for planning policies to minimise the adverse impact of noise, without placing unreasonable restrictions on development.

Policy E8 – Pollution

New development should be appropriate for its location; taking into account the effects of potentially polluting development on health, the natural environment and the potential sensitivity of the area. New development should not lead to a significant increase in levels of air, water, noise, light, soil or other forms of pollution.

ECONOMIC AND EMPLOYMENT DEVELOPMENT

Introduction

The socio-economic profile of Ripley Township's population shows that a much smaller proportion are working in managerial, professional or associate professional occupations, with a correspondingly higher proportion working in trades or elementary occupations, than is the case throughout England.

There has been a severe decline in the area's traditional economic base. For example, the Township had several collieries that were all closed by the early 1960s, ending 150 years of deep mining. In 2009, Butterley Engineering closed, which in its heyday, had employed thousands of workers.

In addition, other employers such as the Stevenson's Dye Works in Bullbridge and Ripley Lace in Ripley, which provided hundreds of jobs, have been lost. This reflects further decline in another British industrial sector, the textile industry.

In parallel to the industrial decline, the Township has not had its heritage offering fully protected or its benefits developed.

The Ripley Township's heritage is only partly available for the use and enjoyment of the local community and its visitors. For example, Heage Windmill has been fully restored and the Midland Railway centre is continually developing; both are managed and operated by the third sector and are tourist attractions.

Background Information on Employment and the Economy

The largest employment sectors of the population are manufacturing and retail; sites where manufacturing is carried out are spread around the Township. Today, there are still major employers in the Township such as The Lockwood Group, Manthorpe Engineering and Bowmer & Kirkland but employment levels in these businesses do not match those achieved by the Township's earlier core industries. There are other major employers in neighbourhood parishes with excellent access from Ripley such as Denby Pottery and Ross Ceramics.

There are many other businesses across the Township. Several are located along the A610 corridor from Sawmills to Ambergate and there is a large industrial estate at Codnor Gate (which falls within the Township). Additionally, there are three other small industrial estates within Ripley as well as several individually located employers.

Some of the working population commute to their workplace in Derby and elsewhere. The importance to Ripley's communities of the various employment centres to the north and east of the Township is recognised in The Plan, as is the fact that an increasing number of people work from home.

The centre of employment for the majority of retail workers is in Ripley town centre with other local shops in the villages and at one out-of-town centre supermarket. Ripley town centre has suffered like many other town centres in recent years; however, it has a high proportion of independent retail businesses. This is seen as a unique selling point and something to celebrate.

Economic and Employment Issues

The need to increase the number of jobs available in the area to reduce the current travel to work patterns are recognised. The Town Council is committed to a collaborative approach to tackling economic and employment issues in the Township.

The vibrancy of the retail provisions in the town centre is being challenged by wider developments in society, such as the growth in internet shopping, out-of-town-centre supermarkets and retail parks. There is limited retail provision in the villages but where it exists, it plays an important part in community life and merits wider support.

The Town Council considers that the conservation of the Township's heritage shall provide long-term economic benefits arising from increased tourism.

Policy EMP1 - Economic and Employment Development

Subject to the provisions of the other development policies of the Plan, the following developments will be supported in order to aid economic development and diversity across the Township:

- The re-use of vacant business and industrial units and the redevelopment of brownfield sites for economic/employment generating uses;
- Retail and office developments (including pop up shops) in town and village centres
- Farm diversification;
- Tourism development;
- Home working; and
- Flexible /shared working facilities within Ripley town centre

Policy EMP2 - Employment/business development at the former Butterley Brick site, Butterley

Proposals for the redevelopment of the former Butterley Brick site for new employment/business development, or for a mixed-use development site which includes employment/business use will be supported providing that:

- A safe and suitable access can be achieved providing that it does not adversely affect the safe and efficient operation of the surrounding road network (considering cumulative impact of other consented developments nearby).
- The existing safeguarded sports facilities are improved or replaced with recreational/amenity space.

Ripley Town Centre

The Town Council recognises Ripley Town Centre (as defined by the proposals map) as a commercial, cultural and administrative hub, fulfilling the following functions:

- The most sustainable and accessible way of meeting everyday shopping and service needs
- A source of local identity and pride, with a long history as a commercial centre
- A place for people to gather, meet and interact, facilitating social cohesion
- A place of employment and economic activity

The Town Council wishes to maintain and strengthen the vitality and character of Ripley Town Centre.



Figure 11: Ripley Town Centre, showing a new clothing shop in the foreground (opened April 2019) and the distinctive, historic architecture of the former Co-op buildings in the background

Policy - EMP3 Ripley Town Centre

Planning permission will be granted for new retail development in Ripley Town Centre (as defined by the proposals map), providing that it does not detract from the character and appearance of the town.

The re-use of vacant floors of buildings or empty properties is encouraged.

Within the core shopping area (as defined by the attached map), at ground floor level, retail (A1) will be strongly encouraged, along with complementary uses such as financial and professional services (A2), restaurants and cafes (A3), non-residential institutions (D1) and assembly and leisure (D2).

Proposals for alternative uses should be assessed having regard for the following:

- Ability of the use to add vitality to the centre
- The employment generating potential of the use
- The extent to which the use is open to the public during the day
- The likely impact of the proposal on the viability and vitality of the core shopping area overall
- Public safety

Policy EMP4 - Mixed Use Development at the Former Butterley Ironworks Site

Subject to the appropriate protection of heritage assets, remediation of any contaminants and connectivity with footpaths, cycle and public transport networks, proposals for a mixed use development at the Former Butterley Ironworks Site (as defined by the proposals maps) will be supported, including:

- Housing
- Business/tourism development
- Museum/heritage centre

Proposals should seek to preserve and enhance the historic character of the site, protecting, and where possible restoring and better revealing, its surviving heritage assets.

TRANSPORT AND CONNECTIVITY

Introduction

The NPPF states that transport policy has an important role to play in not only facilitating sustainable development but also contributing to wider sustainability and health objectives. It encourages solutions that reduce greenhouse gas emissions and congestion. It also states that neighbouring authorities and transport providers should work together to develop strategies to support sustainable development.

The NPPF also states that developments that generate significant movement should minimise the need to travel and maximise the use of sustainable methods of transport. This means protecting and exploiting opportunities to use sustainable methods of transport and encouraging the journey lengths for employment, shopping, leisure, education and other activities to be minimised.

Sustainable development that supports vibrant communities is affected by, not only, decisions on the location of investment and development but also the provision of a good range of accessible and affordable opportunities for travel and transport.

Background Information

The Ripley Township highways network has a junction onto the A38 trunk road. This gives access to the south-west and north of the county, whilst the A610 gives access to Nottingham and the east. The A610 to the west of Ripley connects to the settlements of Lower Hartshay, Bullbridge, Sawmills and Ambergate, where it meets the A6 giving access to Manchester and the north-west, as well as Derby and the south.

The settlements at Heage, Nether Heage, Street Lane, Marehay, Waingroves and the town of Ripley are all connected into the highways and footways network.

All settlements have some level of bus services but the standard and frequency of services is variable. Whilst the principal services to Derby and Nottingham, Alfreton, Heanor and Belper are reasonable, services to the villages could be improved, especially those in the evenings and at weekends.

The public footpath network is extensive, and Ripley Greenway is a multi-user route. Cromford Canal is an allocated 'disused transport route' that links Langley Mill to the south-east through the Ripley area continuing to Cromford in the north. It is recognised that multi-user trails can be built alongside large sections of the canal.

There is a railway station at Ambergate which has an hourly service from Nottingham to Matlock via Derby.

Transport Issues

In Ripley Township the housing stock and highways network were mostly planned and built at a time when car ownership was very limited. There is a predominance of terraced housing in areas close to the town and village centres with very limited off-street parking available. There is a higher than average rate of car ownership and together these factors have led to traffic congestion and car parking problems.

The Plan envisages that the problems shall increase in Ripley, in particular, in the near future because there have been housing planning applications approved for hundreds of homes with no highways works (other than for routine access) to be carried out. Consequently, the existing traffic congestion and parking problems are likely to intensify. The Town Council is keen to see the wider impacts of any new housing developments mitigated by offsite highway improvements.

It is to be noted that Ripley Township has a higher than normal number of people who travel less than 2km to work.

It is noted that parking by schools, at the beginning and end of the school day, continues to be a serious problem.

There are no dedicated cycle routes and only one short multi-user route in the Township and therefore cyclists must use the road network.

Access to and facilities at the railway station at Ambergate need to be improved.

Community Action

A610 Improvements

The Plan supports the proposals for the A610 Ripley-Codnor-Woodlinkin Improvements in the form identified in the Derbyshire Local Transport Plan (LTP2) and which remain a stated objective of the Derbyshire Local Transport Plan (LTP3). (proposals for 10 or more dwellings, or 1000sqm or more of commercial floorspace).

Mitigating the Impacts of New Development

The Town Council will seek to work with applicants proposing any new major developments, and the County Council Highway Authority, to identify and achieve improvements to the wider road network, in order that those new developments do not create or exacerbate existing parking, congestion or safety problems.

Greater consideration will be given to developments that incorporate principles of 'low traffic neighbourhoods' into their design, lessening the potential impacts of new development on the existing road network.

Policy TR1 – improving the Highway Network

For major developments (proposals for 10 or more dwellings or 1000sqm or more of commercial floorspace), applicants will be required to demonstrate that they have considered the impact of their proposals and other planned developments on the safe and efficient operation of the wider road network.

Where appropriate, developers will be expected to make improvements to the wider road network in order to mitigate the impacts of their developments.

Proposals to improve the safety of the road network will be actively encouraged and supported.

Particular regard should be had for the following junctions, where local residents experience congestion issues at peak times, or have safety concerns:

- Upper Marehay Road/Derby Road, Marehay
- Elms Avenue/Derby Road, Ripley
- Waingroves Road/Peasehill junction, Ripley
- Bullbridge Hill/A610, Bullbridge
- Steam Mill Lane/Nottingham Road junction, Ripley
- Norman Road/Heage Road junction, Ripley
- Cromford Road/Hartshay Hill junction, Ripley
- Chesterfield Road/Ripley Road junctions, Buckland Hollow
- Newbridge Road/Derby Road junction, Ambergate
- A610/ A6, Ambergate

Improving Footpath and Cycle Path Links

Walking and cycling is good for our physical and mental wellbeing. Both are popular recreational pursuits within the township and many people walk or cycle to work or for other purposes. The footpath network is extensive but the quality of many of those routes could be improved. The A38 dual carriageway dissects the township with few opportunities to cross it by foot or bicycle. Improvement of the footpath route along the line of the Cromford canal could help to encourage tourism and better appreciation of our heritage. Access to the township's only railway station by foot or bicycle could be improved to help encourage more sustainable commuting. Whilst most roads have pavements, the busier roads prove unattractive to pedestrians. There are no designated cycle lanes. The establishment of the multi-user Greenway through Ripley has proven the popularity of off-road footpath/cycle path facilities.



Figure 12: Ambergate Railway Station

The Town Council wishes to identify opportunities for, and encourage, the establishment and improvement of further off road (or low traffic on road) footpath and cycle path links. This is in accordance with paragraph 98 of the NPPF which states that policies and decisions should protect and enhance public rights of way, including taking opportunities to provide better facilities for users.



Figure 13: Bridleway near Lower Hartshay

Policy TR2 – Improving Footpath and Cycle Path Links

The routes identified on the proposal’s maps are identified as existing or potential key footpath/cycle path links (see page 52). These routes should remain unobstructed and protected from any development which would inhibit their use or future improvements for public access. Proposals to improve the quality, accessibility, usability, biodiversity and safety of these routes (in keeping with their character) are actively encouraged.

Where new development is proposed; The Town Council will encourage developers to improve footpath and cycle routes, where appropriate, to make these developments more sustainable.

Improving Public Access to Watercourses

The township contains, or adjoins, sections of the River Derwent, River Amber and Cromford Canal. Existing footpaths which run alongside these water courses are very popular with local people. The Town Council wishes to see the accessibility of watercourses further enhanced – both the upgrading of existing facilities and the provision of public access where it does not exist currently.



Figure 14: Cromford Canal and Towpath

Policy TR3 – improving Public Access to Watercourses

Existing public access routes to the River Derwent, River Amber and the Cromford Canal (as identified on the proposals map) shall be maintained. Proposals to:

- Improve their accessibility for pedestrians
- Create new opportunities for public access to these watercourses; will be strongly encouraged, provided this does not harm biodiversity

Any new development adjoining these watercourses should include, where possible, access to the watercourses for pedestrians and cyclists, or if public access is not possible at the present time due to land ownership or practical constraints, space should be safeguarded for future public access.

Proposals which facilitate or improve public access to other watercourses or water bodies will also be actively encouraged, provided this does not harm biodiversity.

Integrating New Development

Developments should be designed in such a way that occupants are given the maximum opportunity to walk and cycle to services and facilities, safely and efficiently.

Policy TR4 – integrating New Development

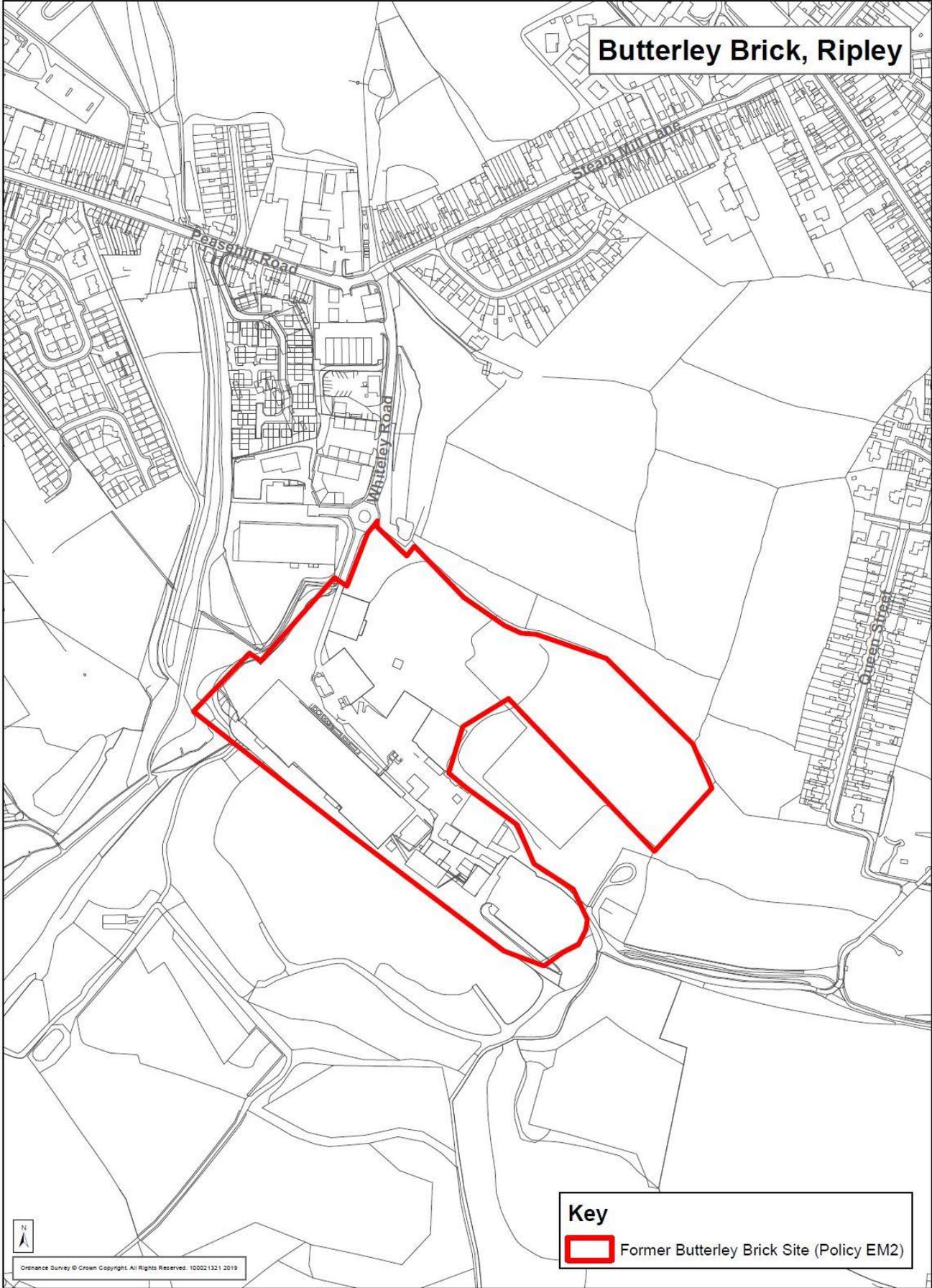
For major developments, (proposals for 10 or more dwellings or 1000sqm or more of commercial floorspace) applicants should seek to integrate their new developments with existing road, footpath, bus and cycle networks, and maximise opportunities to access services and facilities, and Ripley town centre, safely and efficiently, preferably by non-car modes.

Developers should ensure that sufficient bicycle locking infrastructure is provided both nearby to homes and at key facilities, service centres and new employment developments.

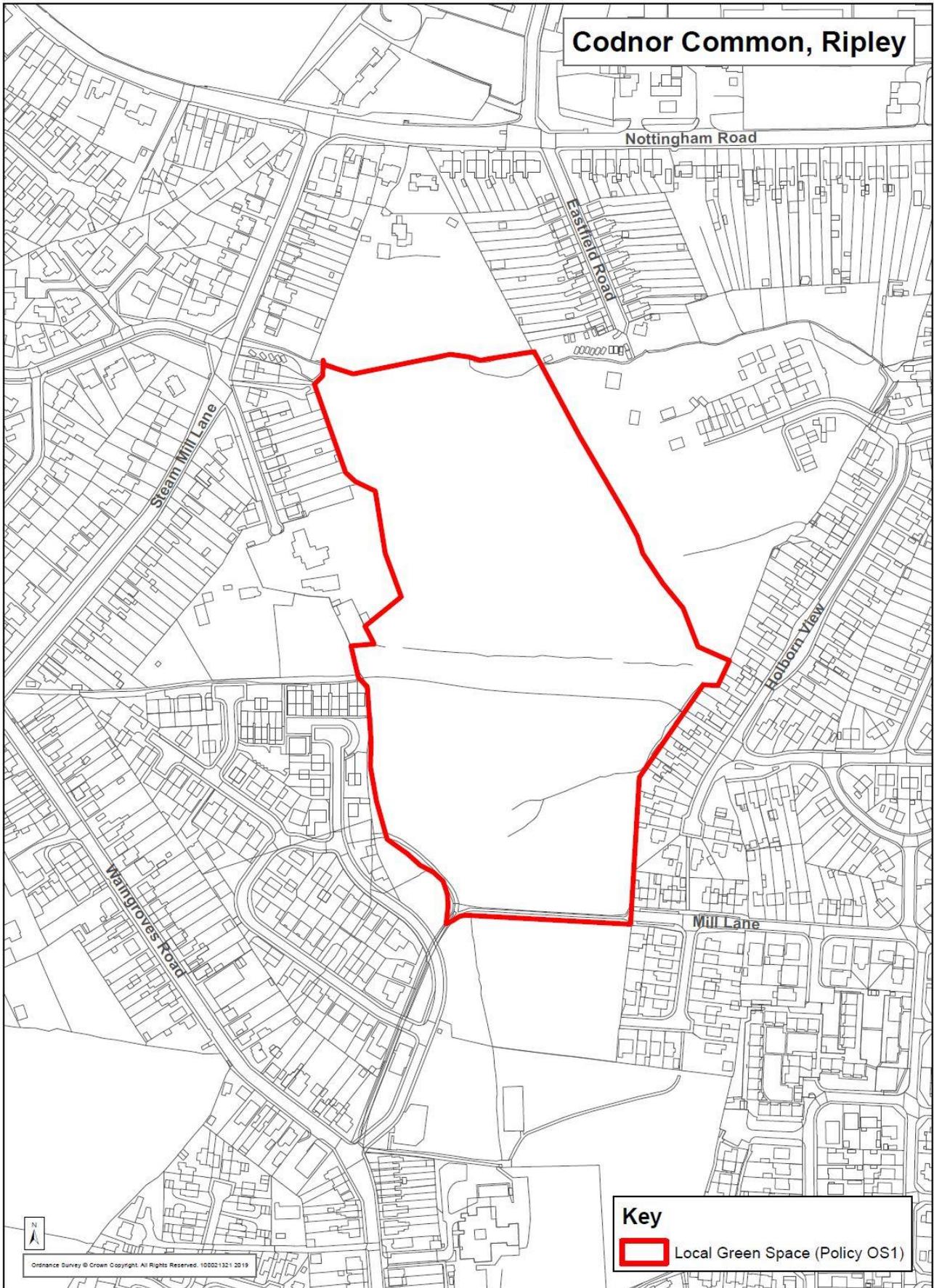
Where offsite improvements are required in order to achieve this (for example pavements or bus stops) the Town Council will work with developers and Derbyshire County Council to secure such improvements, where possible.

NPPF (National Planning Policy Framework) Glossary can be found at:

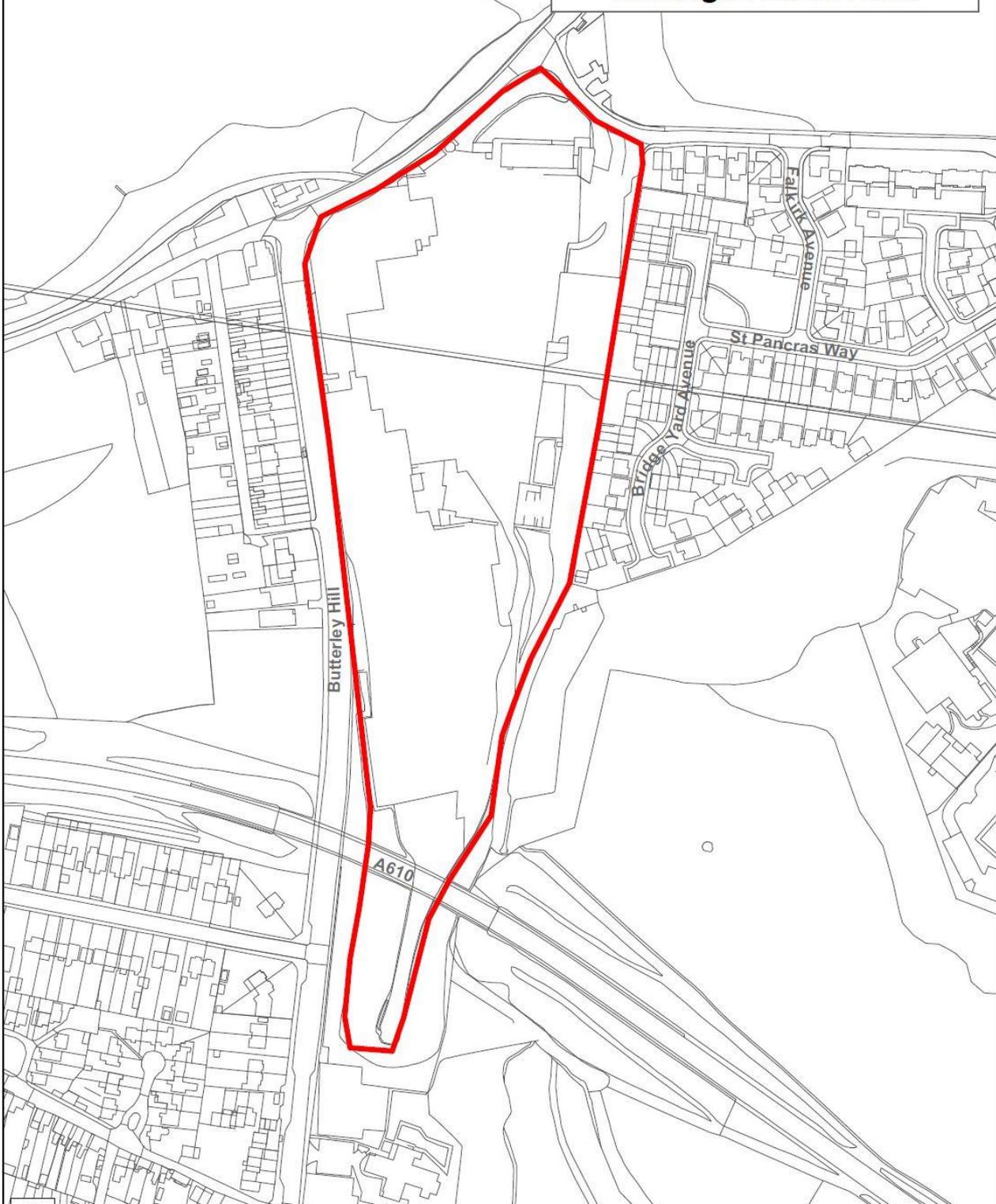
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Former Butterley Ironworks Heritage Action Area

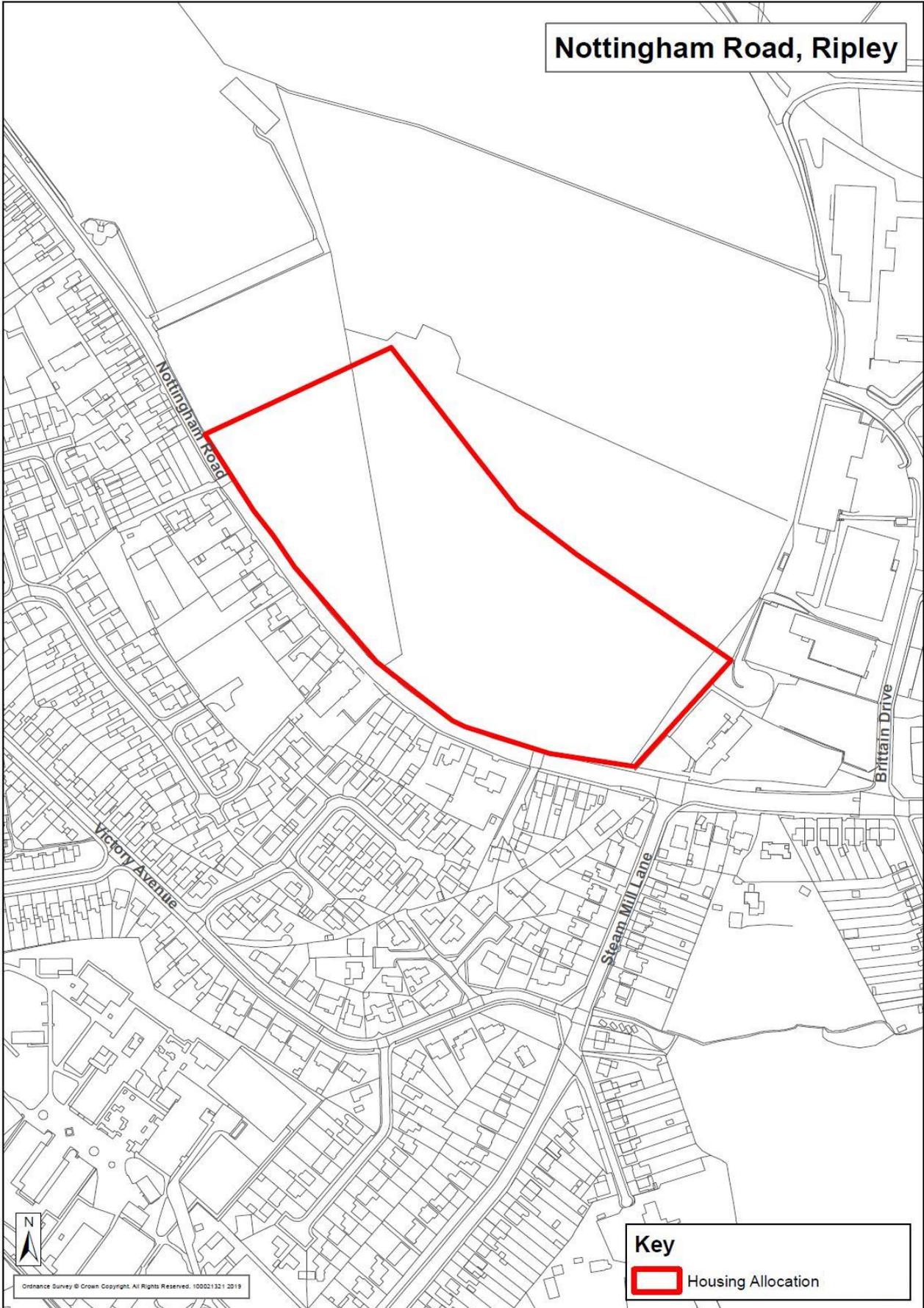


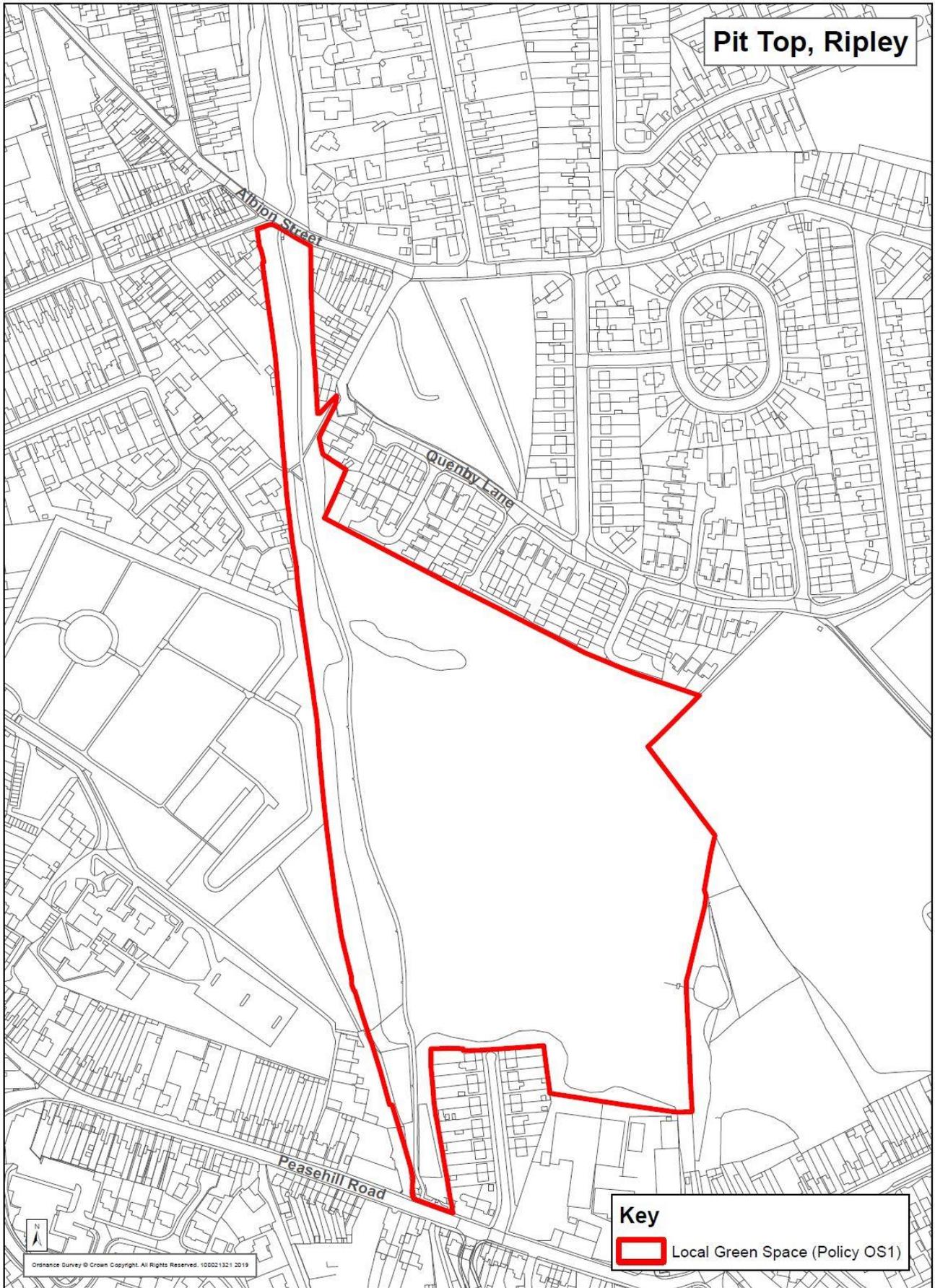
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Key

 Proposed Heritage Action Area (Policy E3)

Nottingham Road, Ripley





Police HQ off Wyatts Way, Ripley

