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1 Introduction

1 Introduction

1.1 This is the twelfth year the Council has compiled an Annual Monitoring Report (AMR). The process of monitoring is seen as being fundamental to plan preparation and the concept of plan, monitor and manage. Monitoring helps to establish what is happening now, what may happen in the future and by comparing trends against existing policies and targets, determines what needs to be done. It helps address questions like:

- Are the policies achieving their intended objectives?
- Have policies had any unintentional consequences?
- Are the assumptions and objectives behind the policies still relevant?
- Are targets being achieved?

1.2 The current AMR covers the period from 1st April 2015 to 31st March 2016. The Local Plan was submitted for examination in August 2014, the examination sessions were held in January/February and September 2015 and the Local Plan was adopted in April 2016. A shortened version of the AMR has been prepared this year to reflect the fact that the Local Plan was adopted in April 2016 and the policies were not adopted during the monitoring period.

1.3 The AMR covers the following aspects outlined in the Town and County Planning (Local Planning)(England) Regulations 2012.

- Details of the Local Development Scheme and how the Council is performing against the time scales and milestones set out in the document
- Details of progress towards the housing requirement and the number of affordable houses provided
- How the Council has worked with other key bodies under the duty to cooperate
- Neighbourhood Planning
- The Community Infrastructure Levy

2 Timetable



2 Timetable

Local Development Scheme

2.1 The Planning and Compulsory Purchase Act 2004 (amended by the Localism Act 2011) introduced a requirement for Councils to prepare and maintain a Local Development Scheme (LDS). The LDS specifies which documents when prepared will form the Local Plan for the area. The LDS provides a rolling programme for the timetable for the production of documents. The LDS was published in April 2014 and a revised timetable published in August 2014. The LDS provides the timetable and key milestones for the High Peak Local Plan preparation.

Table 1 Local Development Scheme Milestones

Document	Milestone	Date	Completed within Timescale
Local Plan	Issues & Options consultation	September 2012	Yes
Annual Monitoring Report	Publish AMR	December 2012	No
Local Plan	Preferred Options consultation	February 2013	Yes
Local Plan	Additional consultation	December 2013	Yes
Annual Monitoring Report	Publish AMR	December 2013	No published April 2014
Local Plan	Representation consultation	April 2014	Yes
Local Plan	Submission	August 2014	Yes
Local Plan Policies Map	Submission	August 2014	Yes
Annual Monitoring Report	Publish AMR	December 2014	Yes
Local Plan	Next stages to be advised		

2.2 There were no key milestones during the monitoring period. The LDS focused primarily on the timetable for the preparation of the Local Plan, these have been met in the previous monitoring periods. No milestones were set for the Local Plan following submission as the timetable for Examination of the Local Plan was not determined by the Council.

2.3 The Local Plan submission version was published for consultation in April 2014 and the Plan was submitted to the Secretary of State in August 2014. The Examination hearing sessions took place in January/February and September 2015. Consultation on the main modifications to the Plan took place in December 2015 - January 2016. The Inspector's Report was received in March 2016 and the Local Plan was adopted in April 2016.

3 Housing Progress



3 Housing Progress

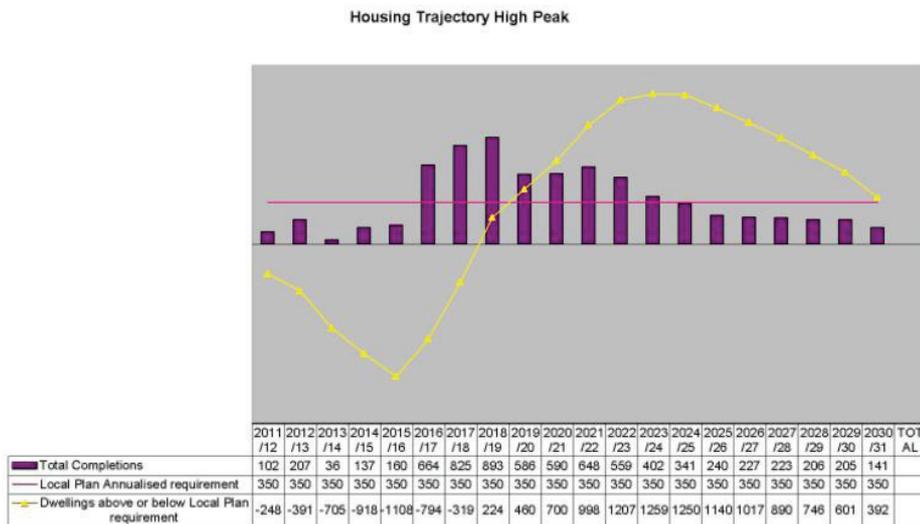
Housing Completions

3.1 From April 2015 to March 2016 there were the following housing completions.

- New build completions 123
- Demolitions 0
- Change of use (net gain) 25
- Conversions (net gain) 12
- **Net additional dwelling 160**

3.2 The tables below show the Council's housing trajectory for March 2016 and a breakdown of the five year land supply. The Local Plan allocates sufficient land to deliver a five year housing land supply.

Picture 1



3 Housing Progress

Table 2 Five Year Housing Land Supply

	5 year supply assessment March 2016 20% (350) Liverpool inc 20% buffer	
A	Completions April 2011- March 2016	642
B	Sites in the trajectory including under construction	3108
C	Housing requirement (2011-2031)	7000
D	Annual Requirement (C/20)	350
E	Target completions (April 2011 to March 2016) (Dx5)	1750
F	Current shortfall (E-A)	1108
G	5 year requirement with shortfall $((D \times 5) + ((F/15) \times 5)) \times 1.2$	2543
H	Annual 5 year requirement with shortfall (G/5)	509
I	No. Of years supply (B/H)	6.1 years

3 Housing Progress

Affordable Housing

Table 3 Affordable house completions 2015/16

Total this monitoring period	40
Total 2015/16	40
Total 2014/15	54
Total 2013/14	0
Total 2012/13	64
Total 2011/12	40
Total 2010/11	31
Total 2009/10	16 (includes 2 acquisitions at Wren Nest Mill)
Total 2008/09	28 (32 incl sites in Peak Park)
Total 2007/08	63
Total 2006/07	63
Total 2005/06	44
Total 2004/05	19
Overall total since 2004/05	462 (466 incl sites in Peak Park)

3.3 This indicator has been aligned with National Indicator 155 which includes affordable house completions and acquisitions for affordable housing in the whole of High Peak Borough including the area within the National Park. Previous monitoring before 2008/09 did not include the area within the National Park as it is outside the planning area for High Peak. Two figures are therefore given one the High Peak plan area and one including the Peak District National Park for the monitoring from 2008/09.

3.4 The lack of affordable housing is a key issue in High Peak due to the relatively high cost of housing and the low income levels of the resident population. The 2014 Strategic Housing Market Assessment indicates there is a net need of 526 per annum for affordable housing across the Borough.

3.5 During the monitoring period 40 affordable houses were delivered. Since 2004/05 a total of 466 affordable dwellings have been delivered.

4 Duty to Cooperate



4 Duty to Cooperate

4.1 Local authorities and other public bodies are required to work together through the 'duty to co-operate' set out in the Localism Act 2011 and described in the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).

4.2 The purpose of the duty is to ensure that local authorities and public bodies that are critical to plan making cooperate with each other and that they are involved in continual constructive and active engagement as part of the planning process.

4.3 The Council has worked with neighbouring authorities, other public bodies and relevant local partners in preparing the Local Plan. Engagement methods have included meetings, consultation, partnership working and joint evidence gathering. Full details of how the Council has met its obligations under the Duty to Cooperate with regard to the High Peak Local Plan is detailed in the Duty to Cooperate Statement.

4.4 The outcome of the cooperation undertaken during the preparation of the Local Plan in terms of its influence on the plan, its delivery and the plans and strategies of partners are specified in the table below. Details of how these outcomes will be taken forward and implemented during the plan period are also recorded.

4.5 The Duty to Cooperate is an ongoing process and the Council will continue to work with others.

4 Duty to Cooperate

Table 4

Organisation	Strategic matters	Outcomes	Future arrangements
Derbyshire County Council (DCC)	Ensuring that County Council led infrastructure has sufficient capacity to accommodate planned growth	<ul style="list-style-type: none"> Local Plan's "strategic approach to development" and Policy S2 (Settlement Hierarchy) seek to concentrate development in the main market towns where infrastructure capacity is greater or has greater capacity to extend Policy H3 (Housing Allocations) and E2 (Employment Land Allocations) list of allocated sites informed by DCC feedback and analysis of infrastructure capacity, including through the A6 Corridor Study, High Peak Local Plan Transport Study and analysis of schools capacity Policies S5 (Glossopdale), S6 (Central Area), S7 (Buxton), EQ7 (Green Infrastructure), EQ10 (Flood Risk Management), E2 (Employment Allocations), CF1 (Retail and Town Centres), CF3 (Local Infrastructure Provision) and CF6 (Accessibility and Transport) specify infrastructure related requirements for DCC Policy CF7 (Planning Obligations and Community Infrastructure Levy) makes provisions for developers to contribute towards the funding of infrastructure High Peak Infrastructure Delivery Plan includes County Council infrastructure projects identified in the Derbyshire Infrastructure Plan that would support growth in High Peak. 	<p>Implementation and monitoring of relevant policies</p> <p>HPBC and DCC will continue to engage with each other on a regular basis on infrastructure issues arising from planning applications</p> <p>Continued dialogue on the delivery of measures identified in Derbyshire Infrastructure Plan and High Peak Infrastructure Delivery Plan through established partnerships and bi-laterally where appropriate.</p> <p>Schools capacity improvements to support growth and improvements to transport links between High Peak and Greater Manchester will be progressed in line with the provisions of the Growth and Prosperity Concordat agreed by DCC and HPBC</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
		<ul style="list-style-type: none"> ● High Peak Infrastructure Delivery Plan includes measures identified by jointly Local Plan Transport Study which was jointly commissioned with DCC ● The Derbyshire Infrastructure Plan has also been informed by proposals in the draft Local Plan ● Joint commitment to continue working together to identify and discuss proposals for housing developments and their impact on education infrastructure, and to work strategically to ensure that the school capacity required to meet demand for places across the Borough is in place to support population and housing growth as set out in the new High Peak Local Plan ● Joint commitment between DCC and HPBC to develop and implement plans with the Greater Manchester authorities to improve road and rail links between High Peak and Greater Manchester 	
	<p>Need for coordinated policies and designations in respect of the High Peak Local Plan and Derby and Derbyshire Minerals and Waste Plans</p>	<ul style="list-style-type: none"> ● Local Plan Policies Map to identify Minerals Safeguarding Areas and Minerals Consultation Areas (when identified by DCC) ● Policy DS16 (Land west of Tongue Lane) includes a requirement for further engagement with the Minerals Planning Authority and the operator of Ashwood Dale Quarry to identify and address potential conflicts between the housing allocation, 	<p>Consultation with DCC regarding proposals affected by the Safeguarding and Consultation Areas as appropriate</p> <p>Continued dialogue and joint work to address issues at Tongue Lane/ Ashwood Dale Quarry as required by Policy DS16</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
		<p>Ashwood Dale Quarry and a potential extension to the quarry</p> <ul style="list-style-type: none"> A proposed modification to the Introduction chapter of the High Peak Local Plan acknowledges and explains the roles of the Derby and Derbyshire Minerals and Waste Plans as forming part of the wider Development Plan for High Peak and their implications for the development management process 	<p>Priorities will be delivered in line with the provisions of the Growth and Prosperity Concordat agreed by DCC and HPBC</p>
Peak District National Park Authority (PDNPA)	<p>Collaboration on regeneration and economic development</p>	<ul style="list-style-type: none"> Agreed shared priorities regarding growth and prosperity in High Peak, including the development of a growth fund to invest in stalled sites and supporting the delivery of Buxton Crescent and Spa Hotel project (as supported by Policy S7 Buxton Sub-Area Strategy) 	<p>Liaison with PDNPA on future updates to evidence base studies in accordance with Memorandum of Understanding</p> <p>Implementation and monitoring of relevant policies</p>
	<p>Working towards meeting objectively assessed needs for development for the whole of High Peak Borough</p>	<ul style="list-style-type: none"> Objectively assessed need for housing and employment land identified in the SHMA and ELR relates to whole of High Peak, including land within the National Park Housing and employment development requirements are reflected in Policy S3 (Strategic Housing) and Policy S4 (Maintaining and Enhancing and Economic Base) accordingly 	<p>Housing monitoring coordinated with the PDNPA in accordance with Memorandum of Understanding</p>
	<p>Taking account of housing delivery in the areas of High Peak that lie within the National Park</p>	<ul style="list-style-type: none"> Agreement with PDNPA to count housing developed within the National Park in High Peak towards the Local Plan housing requirement for the Borough. An agreed 	

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
		allowance of 110 dwellings in the National Park is made in Table 2 of the supporting text to Policy S3 (Strategic Housing). ⁽ⁱ⁾	
	Need to consider the landscape setting of the National Park to mitigate unacceptable adverse impacts	<ul style="list-style-type: none"> Local Plan Spatial Vision, Strategic Objectives 2, 3, 4 and Key Issues 1 and 2 highlight the need to protect the character and setting of the National Park Local Plan Landscape Impact Assessment considered impacts on the National Park and informed housing (Policy H3) and employment land (Policy E2) allocations. Mitigation measures to address impacts also incorporated into policy Policies S1 (Sustainable Development) (as modified), S2 (Settlement Hierarchy), EQ1 (Climate Change), EQ2 (Landscape Character), EQ3 (Countryside and Green Belt), EQ5 (Design & Place Making) (as modified), E6 (Peak District Tourism and Culture) and DS6 (Land at Woodhead Road) (as modified) require proposals to consider the setting of the National Park 	Implementation and monitoring of relevant policies, including agreement with the PDNPA on design and landscape matters as set out in the Memorandum of Understanding
	Consideration of the capacity of shared infrastructure to support growth and local communities	<ul style="list-style-type: none"> Scale and location of development proposed in Local Plan including housing (Policy H3) informed by consideration of infrastructure capacity, including infrastructure shared with the National Park e.g. schools and highways 	<p>Implementation and monitoring of relevant policies</p> <p>Continued working through established partnerships and working groups to support infrastructure delivery</p>

i Please note: the figure of 110 homes within the National Park is an estimate based on past delivery rates and does not represent a target for the PDNPA. The figure will be subject to monitoring

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
		<ul style="list-style-type: none"> Policies including S7 (Buxton) and EQ7 (Green Infrastructure) protect and support improvements to shared Green Infrastructure, including the proposed White Peak Loop cycle trail High Peak Infrastructure Delivery Plan includes shared Green Infrastructure, including White Peak Loop cycle trail 	<p>Consideration by HPBC to fund shared green infrastructure through CIL receipts (if adopted by HPBC) and a commitment to continuing liaison on infrastructure planning matters as set out in the Memorandum of Understanding</p>
	<p>Joint support for Neighbourhood Planning for parish and town councils with land in both plan areas</p>	<ul style="list-style-type: none"> Joint support for Neighbourhood Plans that cover both Local Plan areas, including the emerging Whaley Bridge Neighbourhood Plan. 	<p>Continued support and collaboration on Neighbourhood Plans as set out in the Memorandum of Understanding.</p>
	<p>Supporting the wider Peak District Economy</p>	<ul style="list-style-type: none"> Policy E6 (Promoting Peak District Tourism and Culture) supports proposals that would enhance the visitor economy whilst protecting the character of the wider Peak District Support for the Wider Peak District Cycle Strategy in Policy S7 (Buxton) and Infrastructure Delivery Plan 	<p>Continued joint working through partnerships including Business Peak District, Visit Peak District and the Wider Peak District Cycle Strategy Steering Group</p>
<p>Tameside Metropolitan Borough Council (TMBC)</p>	<p>Working towards meeting objectively assessed needs for housing within the overlapping housing market areas</p>	<ul style="list-style-type: none"> Agreement between HPBC and TMBC to assess the scope for some of High Peak's unmet housing need to be met in Tameside. This would be dependant on TMBC being able to meet their own needs in the Tameside Core Strategy following a review of housing needs in conjunction with 	<p>HPBC and TMBC to jointly consider the potential for some of High Peak's unmet housing need to be met in the emerging Tameside Core Strategy as set out in the Memorandum of Understanding (to be finalised)</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
		<p>framework proposals being developed across Greater Manchester</p>	<p>Consultation on future evidence base updates and joint working when appropriate as set out in the Memorandum of Understanding (to be finalised)</p>
Supporting the local economy	<ul style="list-style-type: none"> Consultation on respective Employment Land Reviews; TMBC has also enquired as whether any of Tameside's requirement for employment land could be met in the Glosopdale area of High Peak. HPBC confirmed that this would not be possible due to a constrained supply of suitable sites Consideration of joint approach to economic development with the Greater Manchester Combined Authority which represents all GM authorities (see below) 	<ul style="list-style-type: none"> Consultation on future evidence base updates and joint working when appropriate as set out in the Memorandum of Understanding (to be finalised) See arrangements with GMCA below regarding economic development 	<p>Continued joint working on the matters identified as set out in the Memorandum of Understanding (to be finalised)</p> <p>Implementation and monitoring of relevant policies and Infrastructure Delivery Plan</p>
Consideration of cross boundary transport infrastructure required to support development and address existing issues	<ul style="list-style-type: none"> Agreement between HPBC and TMBC on the need for a coordinated approach to addressing transport constraints in the Glosopdale and Longdendale areas Policy S5 includes a commitment from HPBC to continue to work with partners to address congestions issues in the area. This will include input into, and consideration of, the findings of the Trans-Pennine Feasibility Study led by the Department for Transport HPBC and TMBC were partners on the Trans-Pennine Connectivity Study 		

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
		<ul style="list-style-type: none"> Agreement to consider the scope to pool resources from both authorities towards a suitable cross boundary transport solution. Such considerations may include the receipts collected via the Community Infrastructure Levy (if adopted), or planning obligations (if appropriate). This would be subject to approval by both Authorities High Peak Infrastructure Delivery Plan identifies need to address cross boundary transport issues. Future iteration to consider scope to incorporate measures identified by the Trans-Pennine Feasibility Study 	
	<p>Coordination of Green Belt reviews that affect the shared Green Belt boundary</p>	<ul style="list-style-type: none"> Agreement to liaise on green belt reviews that would affect the common green belt boundary 	<p>Memorandum of Understanding includes a commitment to collaborate and consult on any future Green Belt reviews that would affect the extent of Green Belt shared by Tameside and High Peak (to be finalised)</p>
<p>Stockport Metropolitan Borough Council (SMBC)</p>	<p>Working towards meeting objectively assessed needs for housing within the overlapping housing market areas</p>	<ul style="list-style-type: none"> In principle agreement for SMBC to consider the scope to accommodate some of High Peak's unmet housing needs as part of any future update to Stockport's Core Strategy. This would be dependant at that time on SMBC being able to meet their own needs and following a review of housing and other development requirements 	<p>Memorandum of Understanding between SMBC and HPBC to include a commitment from SMBC to consider the scope for to accommodate some of High Peak's unmet housing need as part of any future review of the Stockport Core Strategy</p> <p>Consultation on future evidence base updates and joint working when appropriate as set out in the Memorandum of Understanding</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
	Supporting the local economy	<ul style="list-style-type: none"> • Consultation on with Stockport MBC on the High Peak Employment Land Review; Stockport MBC confirmed that there was no need for High Peak to accommodate any sites to support Stockport's employment land needs • Consideration of joint approach to economic development with the Greater Manchester Combined Authority with represents all GM authorities (see below) 	<p>Consultation on future evidence base updates and consultations</p> <p>See arrangements with GMCA below regarding economic development</p>
	Consideration of cross boundary transport infrastructure required to support development and address existing issues	<ul style="list-style-type: none"> • Joint working with other partners on the A6 Corridor Study to identify transport issues along the corridor and agree a mitigation strategy • Policies S6 (Central Area), S7 (Buxton), CF6 (Transport and Accessibility), DS13 (Newtown, New Mills) and DS20 (Spring Gardens and Station Rd Regeneration Area) support mitigation measures identified by the study • High Peak Infrastructure Delivery Plan identifies mitigation measures recommended by A6 Corridor Study 	<p>Memorandum of Understanding includes a commitment to; prepare a delivery strategy for the measures recommended by the A6 Corridor Study, provide policy support for these measures in respective development plans and to work together to identify funding sources</p> <p>Implementation and monitoring of relevant policies and Infrastructure Delivery Plan</p>
	Coordination of Green Belt reviews that affect the shared Green Belt boundary	<ul style="list-style-type: none"> • Agreement to liaise on green belt reviews that would affect the common green belt boundary in order to ensure a consistent approach 	<p>Memorandum of Understanding includes a commitment to collaborate and consult on any future Green Belt reviews that would affect the extent of Green Belt shared by Stockport and High Peak</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
<p>Manchester City Council (MCC) Whilst Manchester does not share a boundary with High Peak, it is included here due to the prevalent commuting and migration patterns between the two authorities⁽¹⁾</p>	<p>Meeting objectively assessed needs for housing within the overlapping housing market areas</p> <p>Supporting the local economy</p> <p>Consideration of cross boundary transport infrastructure required to support development and address existing issues</p>	<ul style="list-style-type: none"> MCC confirmed that they were unable to accommodate any of High Peak's unmet housing requirements. This was due to constraints in Manchester and the nature of its housing land supply Consideration of joint approach to economic development with the Greater Manchester Combined Authority with represents all GM authorities (see below) Agreement to work together to address transport constraints and to improve connectivity between High Peak and Manchester 	<p>Consultation on future Local Plan reviews</p> <p>See arrangements with GMCA below</p> <p>Memorandum of Understanding relating to joint working arrangements and the provision of development and infrastructure requirements (to be drafted)</p>
<p>Cheshire East Council (CEC)</p>	<p>Meeting objectively assessed needs for housing within the overlapping housing market areas</p> <p>Support development and address existing issues</p>	<ul style="list-style-type: none"> Memorandum of Understanding to be revised along with the joint approach to economic development Joint study to identify transport issues along the corridor and agree a mitigation strategy Policies S6 (Central Area), S7 (Buxton), CF6 (Transport and Accessibility), DS13 (Newtown, New Mills) and DS20 (Spring Gardens and Station Rd Regeneration 	<ul style="list-style-type: none"> Updated Memorandum of Understanding Memorandum of Understanding includes a commitment to; prepare a delivery strategy for the measures recommended by the A6 Corridor Study, provide policy support for these measures in respective development plans and to work together to identify funding sources

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
		<ul style="list-style-type: none"> Area) support mitigation measures identified by the study High Peak Infrastructure Delivery Plan identifies mitigation measures recommended by A6 Corridor Study 	<p>Implementation and monitoring of relevant policies and Infrastructure Delivery Plan</p>
	<p>Policies required in respective Local Plans to have regard to purposes of the Peak District National Park</p>	<ul style="list-style-type: none"> Policies in respective plans have regard to the purposes of the Peak District National Park 	<p>Memorandum of Understanding includes joint commitment to protect the landscape, setting and habitats of Peak District National Park through relevant Development Plan preparation and implementation along with the determination of planning applications</p> <p>Consultation on future Local Plan reviews</p> <p>Monitoring of relevant policies</p>
	<p>Coordination of Green Belt reviews that affect the shared Green Belt boundary</p>	<ul style="list-style-type: none"> Agreement to liaise on green belt reviews that would affect the common green belt boundary in order to ensure a consistent approach 	<p>Memorandum of Understanding includes a commitment to collaborate and consult on any future Green Belt reviews that would affect the extent of Green Belt shared by Cheshire East and High Peak</p>
<p>Derbyshire Dales District Council (DDDC)</p>	<p>Working towards meeting objectively assessed housing needs for housing within the overlapping housing market areas.</p>	<ul style="list-style-type: none"> Initial joint consideration of housing requirements and affordable housing viability to inform the Joint Core Strategy DDDC confirmed that they were unable to accommodate any of High Peak's unmet housing requirements. This was because 	<p>Consultation on future evidence base updates and Local Plan reviews joint working when appropriate</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
		<p>DDDC was unable to meet its own housing requirements</p> <ul style="list-style-type: none"> HPBC confirmed that it would not be able to meet any of DDDC's unmet housing requirements 	
	<p>Policies required in respective Local Plans to have regard to purposes of the Peak District National Park</p>	<ul style="list-style-type: none"> Derbyshire Dales Local Plan and High Peak Local Plan share common Strategic Objectives in relation to Protecting Peak District Character Policies in respective plans have regard to the purposes of the Peak District National Park 	<p>Consultation on future Local Plan reviews</p> <p>Implementation and monitoring of relevant policies</p>
	<p>Consideration of the capacity of shared infrastructure to support growth and local communities</p>	<ul style="list-style-type: none"> Joint evidence gathering in relation to infrastructure requirements Policies including S7 (Buxton) and EQ7 (Green Infrastructure) protect and support improvements to shared Green Infrastructure, including the proposed White Peak Loop cycle trail which is proposed to connect both Local Plan areas through the Peak District National Park 	<p>Implementation and monitoring of relevant policies</p> <p>Continued working through established partnerships and working groups to support infrastructure delivery</p>
	<p>Supporting the wider Peak District Economy</p>	<ul style="list-style-type: none"> Policy E6 (Promoting Peak District Tourism and Culture) supports proposals that would enhance the visitor economy whilst protecting the character of the wider Peak District Support for the Wider Peak District Cycle Strategy in Policy S7 (Buxton) and Infrastructure Delivery Plan 	<p>Continued joint working through partnerships including Business Peak District, Visit Peak District and the Wider Peak District Cycle Strategy Steering Group</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
Sheffield City Council (SCC)	<p>Policies required in respective Local Plans to have regard to purposes of the Peak District National Park</p> <p>Working towards meeting objectively assessed needs for housing within the overlapping housing market areas</p>	<ul style="list-style-type: none"> Policies in respective plans have regard to the purposes of the Peak District National Park SCC confirmed that they were unable to accommodate any of High Peak's unmet housing requirements. This was because Sheffield's own housing requirement and scope to accommodate it was now being re-considered as part of its Local Plan review. Furthermore, SCC's SHMA concluded that there was not a functional housing market between Sheffield and High Peak. 	<p>Consultation on future Local Plan reviews</p> <p>Implementation and monitoring of relevant policies</p> <p>Consultation on future evidence base updates and Local Plan reviews and joint working when appropriate</p>
Staffordshire Moorlands District Council (SMDC)	<p>Policies required in respective Local Plans to have regard to purposes of the Peak District National Park</p> <p>Supporting the wider Peak District Economy</p>	<ul style="list-style-type: none"> Policies in respective plans have regard to the purposes of the Peak District National Park Policy E6 (Promoting Peak District Tourism and Culture) supports proposals that would enhance the visitor economy whilst 	<p>Coordination of planning and regeneration initiatives through the Strategic Alliance between HPBC and SMDC</p> <p>Consultation on future Local Plan reviews</p> <p>Implementation and monitoring of relevant policies</p> <p>Continued joint working through partnerships including Business Peak District, Visit Peak District and the</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
Oldham Metropolitan Borough Council	Policies required in respective Local Plans to have regard to purposes of the Peak District National Park	<ul style="list-style-type: none"> protecting the character of the wider Peak District Support for the Wider Peak District Cycle Strategy in Policy S7 (Buxton) and Infrastructure Delivery Plan Policies in respective plans have regard to the purposes of the Peak District National Park 	<p>Wider Peak District Cycle Strategy Steering Group</p> <p>Consultation on future Local Plan reviews</p> <p>Implementation and monitoring of relevant policies</p>
Kirklees Metropolitan Borough Council	Policies required in respective Local Plans to have regard to purposes of the Peak District National Park	<ul style="list-style-type: none"> Policies in respective plans have regard to the purposes of the Peak District National Park Agreed framework to ensure a consistent approach to renewable energy particularly to wind energy in the southern Pennines. This covers development management, strategic planning and monitoring between neighbouring local authorities 	<p>Signed Memorandum of Understanding between numerous LPAs in the southern Pennines</p> <p>Consultation on future Local Plan reviews</p> <p>Implementation and monitoring of relevant policies</p>
Barnsley Council	Policies required in respective Local Plans to have regard to purposes of the Peak District National Park	<ul style="list-style-type: none"> Policies in respective plans have regard to the purposes of the Peak District National Park Agreed framework to ensure a consistent approach to renewable energy particularly to wind energy in the southern Pennines. This covers development management, strategic planning and monitoring between neighbouring local authorities 	<p>Signed Memorandum of Understanding between numerous LPAs in the southern Pennines</p> <p>Consultation on future Local Plan reviews</p> <p>Implementation and monitoring of relevant policies</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
Natural England (NE)	<p>Consideration of cross boundary transport infrastructure required to support development and address existing issues</p> <p>Input on Habitats Regulations Assessment, including potential impacts of development on European designated sites in the Peak District National Park</p>	<ul style="list-style-type: none"> HPBC and Barnsley Council were partners on the Trans-Pennine Connectivity Study Policy S5 includes a commitment from HPBC to continue to work with partners to address congestions issues in the area. This will include input into, and consideration of, the findings of the Trans-Pennine Feasibility Study led by the Highways Agency High Peak Infrastructure Delivery Plan identifies need to address cross boundary transport issues. Future iteration to consider scope to incorporate measures identified by the Trans-Pennine Feasibility Study 	<p>Implementation and monitoring of relevant policies and Infrastructure Delivery Plan</p> <p>Consultation on future Local Plan reviews</p>
		<ul style="list-style-type: none"> Findings of the Habitats Regulation Assessment have informed Local Plan policies, including S5 (Glossopdale), S6 (Central Area), S7 (Buxton), EQ1 (Climate Change), EQ4 (Biodiversity), H3 (Housing Allocations), H6 (Rural Exceptions Sites), H7 (Gypsies, Travellers and Travelling Shoe People) and E2 (Employment Land Allocations) (as modified) Joint consideration between EA, NE, HPBC and Severn Trent Water to explore and address the implications of phosphate levels arising from development in the Buxton area on the Peak District Dales Special Area of Conservation. 	<p>Consultation on planning applications</p> <p>Implementation and monitoring of relevant policies</p> <p>Consultation on future evidence base updates and Local Plan reviews</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
Environment Agency (EA)	Input on Strategic Flood Risk Assessment, including potential downstream cross boundary flood risk matters	<ul style="list-style-type: none"> Findings of Strategic Flood Risk Assessment have informed Local Plan policies, including: EQ10 (Flood Risk Management), H3 (Housing Allocations), E2 (Employment Land Allocations) and various Strategic Development Site (DS) policies Policy EQ10 also requires the Council and developers to have regard to the EA's Catchment Flood Management Plans in High Peak Joint consideration between EA, NE, HPBC and Severn Trent Water to explore and address the implications of phosphate levels arising from development in the Buxton area on the Peak District Dales Special Area of Conservation. 	<p>Consultation on planning applications</p> <p>Implementation and monitoring of relevant policies</p> <p>Consultation on future evidence base updates and Local Plan reviews</p>
Highways Agency	Consideration of impact of development proposals in Local Plan on A628 / A57 trunk road in High Peak and neighbouring authorities	<ul style="list-style-type: none"> Highways Agency input into the Local Plan evidence base which has informed policy and the development strategy Policy S5 (Glossopdale) (as modified) includes a commitment by the Council to continue work with partners to address traffic congestion issue and to enable the delivery of improvements identified in the High Peak Local Transport Plan Study and Trans-Pennine Feasibility Study. The policy also highlights the potential for Policy H2 (Phasing Housing Development) to be used to phase development in the Glossopdale area to coincide with the delivery of any 	<p>Discussion through the Trans-Pennine Feasibility Study stakeholder group</p> <p>Consultation on planning applications</p> <p>Implementation and monitoring of relevant policies, including S5 and H2</p> <p>Consultation on future evidence base updates and Local Plan reviews</p>

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
Historic England	Partner in the delivery of strategic heritage led regeneration project, namely, the Buxton Crescent and Spa Hotel (Grade 1 listed)	<p>relevant transport improvements identified in the emerging Trans-Pennine Feasibility Study that will be necessary to support development. (Appendix 3)</p> <ul style="list-style-type: none"> ● HPBC input into the emerging Trans-Pennine Feasibility Study (Appendix 2) ● High Peak Infrastructure Delivery Plan identifies need to address cross boundary transport issues. Future iteration to incorporate measures identified by the Trans-Pennine Feasibility Study 	Discussion through Buxton Crescent and Thermal Spa consents group Consultation on planning applications Implementation and monitoring of relevant policies and Infrastructure Delivery Plan
National Health Service Commissioning Board (NHS England)	Provision of additional health care infrastructure and services to support growth where necessary	<ul style="list-style-type: none"> ● Policy CF5 (Provision and Retention of Local Community Services and Facilities) supports retention and improvements to community facilities, including health care ● High Peak Infrastructure Delivery Plan includes provision to secure contributions towards health care improvements necessary to support growth when identified 	Consultation on planning applications Implementation and monitoring of relevant policies and Infrastructure Delivery Plan

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
North Derbyshire CCG	Provision of additional health care infrastructure and services to support growth where necessary	<ul style="list-style-type: none"> Policy CF5 (Provision and Retention of Local Community Services and Facilities) supports retention and improvements to community facilities, including health care High Peak Infrastructure Delivery Plan includes provision to secure contributions towards health care improvements necessary to support growth when identified 	Consultation on planning applications Implementation and monitoring of relevant policies and Infrastructure Delivery Plan
Tameside and Glossop CCG	Provision of additional health care infrastructure and services to support growth where necessary	<ul style="list-style-type: none"> Policy CF5 (Provision and Retention of Local Community Services and Facilities) supports retention and improvements to community facilities, including health care High Peak Infrastructure Delivery Plan includes provision to secure contributions towards health care improvements necessary to support growth when identified 	Consultation on planning applications Implementation and monitoring of relevant policies and Infrastructure Delivery Plan
Transport for Greater Manchester (TfGM)	Supporting role in identifying and providing cross transport infrastructure and services that connect High Peak with Greater Manchester	<ul style="list-style-type: none"> Joint working with other partners on the A6 Corridor Study to identify transport issues along the corridor and agree a mitigation strategy Policies S6 (Central Area), S7 (Buxton), CF6 (Transport and Accessibility), DS13 (Newtown, New Mills) and DS20 (Spring Gardens and Station Rd Regeneration Area) support mitigation measures identified by the A6 Corridor Study 	Implementation and monitoring of relevant policies and Infrastructure Delivery Plan

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
		<ul style="list-style-type: none"> High Peak Infrastructure Delivery Plan identifies mitigation measures recommended by A6 Corridor Study Policy S5 (Glossopdale) informed by Gamesley Station Study: Economic Appraisal which was commissioned by GMPTE (former name of TfGM) 	
Homes and Community	Partner in the delivery of affordable housing	<ul style="list-style-type: none"> No direct outcomes but Policy H5 makes provisions for the development of affordable 	Implementation and monitoring of Policy H5
AGENCY Local Enterprise	Local Plan should reflect and assist in delivering the	<ul style="list-style-type: none"> Policy S4 (Maintaining and Enhancing an Economic Base) supports the delivery of 	Implementation and monitoring of Policy S4
Peak District Local Nature Partnership (LNP)	Local Plan should reflect and assist in delivering the LNP's objectives	<ul style="list-style-type: none"> the strategic priorities of the LNP (Biodiversity) includes a commitment to work with the LNP No direct outcomes but Policy EQ4 (Biodiversity) makes provisions for the conservation and enhancement of biodiversity and geodiversity of the Peak District. The policy also includes a commitment for the Council to work with help meet the objectives and targets in the Peak District Biodiversity Action Plan or its successor 	Discussion regarding the Biodiversity Action Plan and other LNP projects when appropriate Implementation and monitoring of Policy EQ4

4 Duty to Cooperate

Organisation	Strategic matters	Outcomes	Future arrangements
Greater Manchester Combined Authority (GMCA)	Supporting role in identifying and providing cross transport infrastructure and services that connect High Peak with Greater Manchester	<ul style="list-style-type: none"> Agreement to continue working together to develop and implement improvements to transport links connecting High Peak and Greater Manchester 	Draft Memorandum of Understanding with the GMCA outlines commitments to future work and arrangements for related governance, implementation, monitoring and review
	Supporting economic development and business growth	<ul style="list-style-type: none"> Agreement to work together to support growth in jobs and investment across High Peak and Greater Manchester and to better connect businesses in High Peak to opportunities in Greater Manchester 	
	Working towards meeting objectively assessed needs for housing within the overlapping housing market areas	<ul style="list-style-type: none"> Agreement for GMCA to consider the scope to accommodate some of High Peak's unmet housing needs in the later phase of the plan period (2026-2031) 	

5 Neighbourhood Planning



5 Neighbourhood Planning

Neighbourhood Planning

5.1 Neighbourhood planning is part of the new planning system introduced by the Localism Act 2011, through the establishment of Neighbourhood Development Plans, Neighbourhood Development Orders and Community Right to Build initiatives.

5.2 Neighbourhood planning enables members of a local community to take forward planning proposals for the neighbourhood in which they live. Neighbourhood Development Plans are voluntary local planning policy documents - that are written and developed by a community - usually led by a town or parish council.

5.3 Once a neighbourhood plan is made, and adopted in High Peak, it will form part of the Local Development Plan for High Peak. This means that it will become a main consideration within the local planning system.

Support for Neighbourhood Planning

5.4 The Borough Council supports Neighbourhood Planning and aims to provide assistance to local communities who wish to produce plan by providing:

- Initial advice and an introductory meeting to explain the process.
- Advice on the evidence needed to prepare the plan.
- Provision of local maps.
- Specialist technical advice on issues such as affordable housing, heritage and conservation and sustainability appraisal.
- A “critical friend” role throughout the drafting of the plan, attending steering group meetings where necessary to provide advice and support.
- Assistance with consultation and publicity programmes, including providing details of statutory consultees and support with press releases.
- Reviewing draft documents to ensure they meet the basic conditions.

5.5 There are three Neighbourhood Plan designated areas in the Borough in Chapel-en-le-frith, Whaley Bridge and Furness Vale and Chinley Buxworth and Brownside. The details below give progress to date on these plans, they were all designated outside the monitoring period.

Chapel-en-le-frith

Table 5 Chapel-en-le-Frith Neighbourhood Plan

Name of Designated Area	Chapel-en-le-Frith
Date of Designation	11 April 2013
Relevant Body	Chapel-en-le-Frith Parish Council

5.6 The Parish Council has been working on a Neighbourhood Plan for Chapel-en-le-Frith Parish. The neighbourhood area was designated on 11 April 2013. The plan sets out a vision for the future of the Parish, along with policies on:

5 Neighbourhood Planning

- Where development should go.
- What sort of leisure and facilities need to be provided.
- What improvements are needed in the town.

5.7 The aim is to make Chapel-en-le-Frith a better place to live, work and visit. Many local people have been involved in producing the Plan, principally through coming together to act as the working group "Chapel Vision". This work has given the Parish Council the evidence and information with which to prepare a draft plan.

5.8 The Parish Council held a six week public consultation on the draft Neighbourhood Plan between 16 December 2013 and 31 January 2014. The Parish Council received 172 responses to the Consultation and published a "Consultation Statement" setting out the changes that they have agreed to the Neighbourhood Plan in response to people's views.

5.9 High Peak Borough Council's Regeneration Select Committee of 11 June 2014 formally received the Parish Council's Neighbourhood Plan Submission documents comprising of the draft Chapel-en-le-Frith Neighbourhood Plan (revised to take account of consultation responses) the Consultation Statement and the Basic Conditions Statement that shows how the Plan meets the requirements of legislation.

5.10 The draft plan was published and representations invited between 2nd October and 13th November 2014. An Independent Examiner was appointed to carry out the Examination of the Neighbourhood Plan.

Examination

5.11 High Peak Borough Council and the Peak District National Park Authority appointed Janet Cheesley as independent examiner of the Chapel-en-le-Frith Neighbourhood Plan. The Examination took place in January 2015. Ms Cheesley has delivered her report which recommended that, subject to certain modifications, the plan should proceed to referendum.

Statement of decision to proceed to referendum

5.12 The Examiner concluded the Chapel-en-le-Frith Neighbourhood Development Plan, as modified by her recommendations, meets the basic conditions and other relevant legal requirements. High Peak Borough Council agreed with this view and decided to proceed to referendum.

Referendum: 16 July 2015

5.13 The referendum was held in the Parish of Chapel-en-le-Frith on 16 July 2015 it posed the question:

5.14 "Do you want High Peak Borough Council and the Peak District National Park Authority to use the Neighbourhood Plan for Chapel-en-le-Frith Parish to help it decide planning applications in the neighbourhood area?"

5.15 96% of votes cast voted Yes.

Making of the Chapel-en-le-Frith Neighbourhood Plan

5 Neighbourhood Planning

5.16 High Peak Borough Council resolved to 'make' the Chapel-en-le-Frith Neighbourhood Development Plan at a meeting of the Council on 5 August 2015. The Chapel-en-le-Frith Neighbourhood Development Plan now forms part of the Development Plan for High Peak and will be taken into account in local planning decisions. The Council has now published a Decision Statement setting out the decision to make the neighbourhood plan and the reasons for doing so. Details of the Chapel Neighbourhood Plan and supporting documents can be viewed on the Councils [website](#).

Whaley Bridge and Furness Vale

Table 6 Whaley Bridge and Furness Vale Neighbourhood Plan

Name of Designated Area	Whaley Bridge and Furness Vale
Date of Designation	24 October 2013
Relevant Body	Whaley Bridge Town Council

5.17 An Neighbourhood Plan group consisting of interested individuals has been formed. The neighbourhood area was designated on 24 October 2013. The group aims to put together a neighbourhood plan that will help to define how development should take place in Whaley Bridge and Furness Vale over the next 15 years.

Chinley Buxworth and Brownside

Table 7 Chinley Buxworth & Brownside Neighbourhood Plan

Name of Designated Neighbourhood Area	Chinley Buxworth and Brownside
Date of Designation	21 July 2016
Relevant Body	Chinley Buxworth and Buxworth Parish Council

5.18 Chinley Buxworth and Brownside Parish Council applied to High Peak Borough Council for a Neighbourhood Area Designation for the parish of Chinley Buxworth and Brownside. Applying for designation of Chinley, Buxworth and Brownside Parish as a Neighbourhood Area means that the Parish Council is able to prepare a Community Right to Build Order to help deliver a new community centre to replace the existing building at Lower Lane, Chinley. The application consultation ran from 2nd June to 30th June 2016 and the Neighbourhood Area was designated on 21st July 2016.

Progress

5.19 Chinley, Buxworth & Brownside Parish Council, working jointly with Chinley, Buxworth & Brownside Community Association, are seeking to build a new community centre to replace the existing, wooden building at Lower Lane, Chinley and to improve the adjoining public recreation, children's play and car parking areas.

5 Neighbourhood Planning

5.20 In April 2016, an asset transfer of the Community Centre was secured from Derbyshire County Council. A masterplan for the site and outline plans for a new community centre are being consulted on in advance of drawing up detailed plans and costings to support an application for a Community Right to Build Order.

6 Community Infrastructure Levy



6 Community Infrastructure Levy

6.1 The Community Infrastructure Levy (CIL) is a planning charge that was introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their areas. It came into force on 6 April 2010 through the Community Infrastructure Levy Regulations 2010.

6.2 In 2013 High Peak Borough Council together with the Peak District National Park Authority, Derbyshire Dales District Council and Staffordshire Moorlands District Council commissioned a viability assessment (2013) which considers how CIL charges could be implemented.

6.3 High Peak Borough Council and Staffordshire Moorlands District Council have subsequently commissioned consultants Keppie Massie to provide an update to the earlier study.

6.4 The Council has not made a decision on whether or not it will introduce CIL.

7 Self Build Register



7 Self Build Register

7.1 The Self-build and Custom Housebuilding Act 2015 requires the Council to keep a register of individuals/associations who are seeking a serviced plot of land to build a house on to for them to occupy as their sole or main residence. These register will provide information regarding the demand for self/custom build housing in the District and will inform the evidence base of the demand for this housing.

7.2 The Council's Self Build Register was set in April 2016 and therefore falls outside the monitoring period of this Report. Future AMR's will monitor information from the Register to assess the demand for this type of accommodation.

