

DRONFIELD 2035

A vision for the town



This report was produced in February 2016 by Opun, the design charity for the East Midlands on behalf of North East Derbyshire District Council.

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“We know our residents”

I am very pleased to present to you the Dronfield Regeneration Framework – the document is the culmination of a significant consultation exercise with local people understanding their aspirations for Dronfield and key strategic projects the District Council is leading on such as opening up employment land adjacent to Callywhite Lane Industrial Estate or supporting the development of Peak Resort. Both of these economic development schemes will support and enhance our town centre. Securing a range of jobs from the tourism sector and the engineering and manufacturing sectors creates a more sustainable community providing local spend in our community.

Equally important to us is developing a sustainable transport system which ensures we maximise our

green infrastructure and corridors to enhance leisure activity, not forgetting that we need to work with the bus companies to ensure that we have a comprehensive public transport service connecting people to jobs.

Lastly we want to make sure Dronfield is a town for everyone and that includes providing appropriate and affordable housing which meets the needs of our young people.

We know our residents are happy with Dronfield- we know that because this was an overwhelming response in the consultation. People like living in Dronfield. All the elements referred to above will contribute to making sure that Dronfield town centre continues to thrive and grow.

Cllr. G. Baxter MBE



1 Introduction



Purpose of the document

This document has been produced to help shape the future of Dronfield, to ensure that the town remains an attractive and vibrant place to live, work and enjoy. It has been prepared in consultation with the community and other stakeholders interested in the future prosperity of Dronfield. The vision and strategy set out here represent the aspirations of the people who know and love their place best.

The engagement process undertaken in producing this document was designed in a way that ensures the vision and strategy could emerge from the very real issues faced by

the town's people rather than being simply the recommendations of an outside team of consultants. As such, what you see here is a direct reflection of local concerns and ambitions.

Key themes emerged from the engagement process, and within each of these is a series of projects were identified to address concerns and opportunities. This document ensures that the various proposals for change are delivered in a co-ordinated fashion.

Key aims:

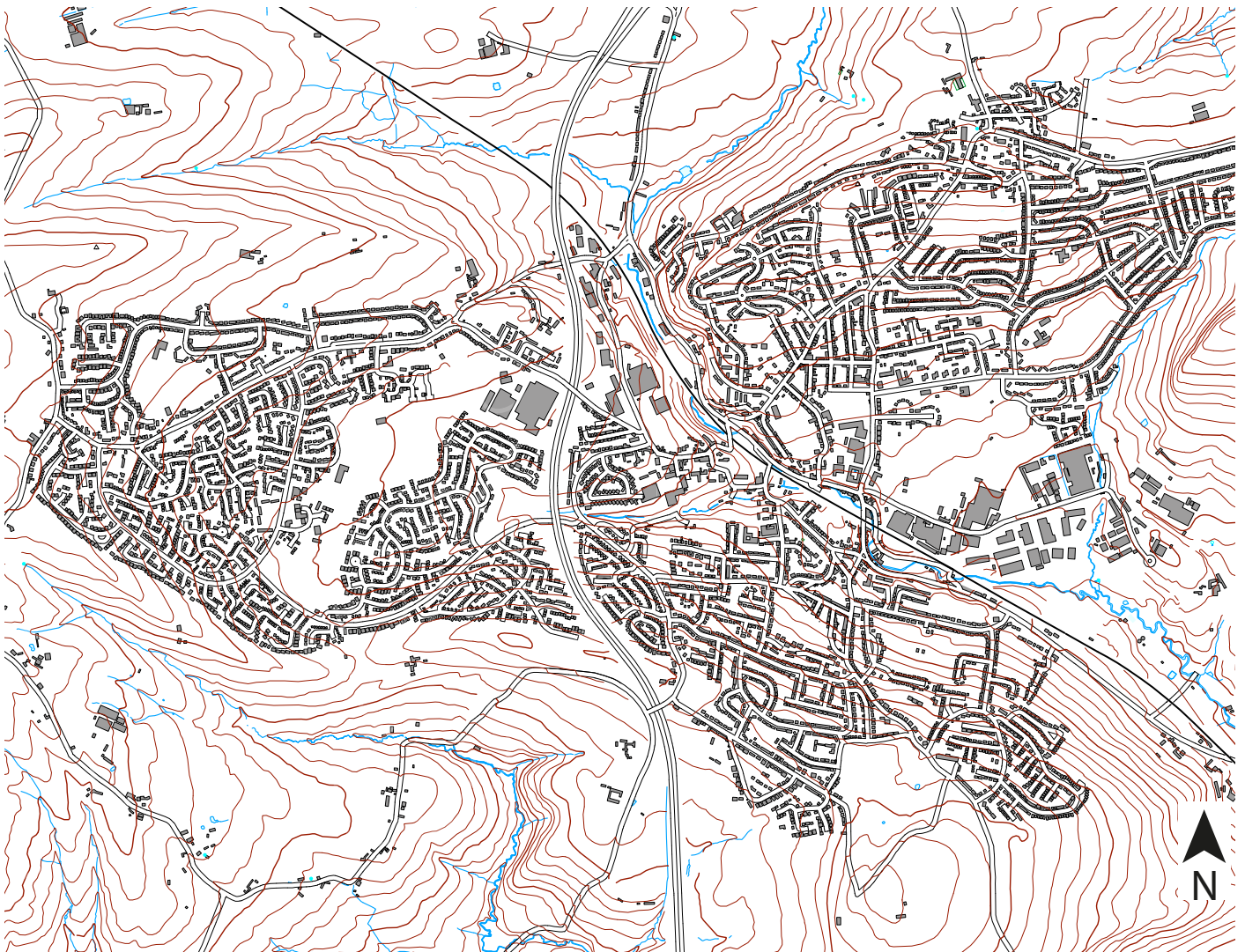
- Identify key opportunities for improvement within the town
- Set a strategic approach to delivering improvement
- Attract and manage investment
- Co ordinate the delivery of projects
- Ensure that projects are of the highest quality



A portrait of the town

Dronfield is an ancient settlement formed by and from its landscape. The plentiful supply of water from the River Drone and its tributaries, mature ancient woodlands, mineral deposits of lead and coal and good connections along the river valleys have all contributed to its development and prosperity across the centuries and have given the

town its distinct character and identity. Many of the traces of Dronfield's rich industrial past have vanished. However, the landscape setting of the town at the edge of the Peak District National Park and the greened stream and river valleys remain. It is these natural features that have formed the structure of the modern settlement.

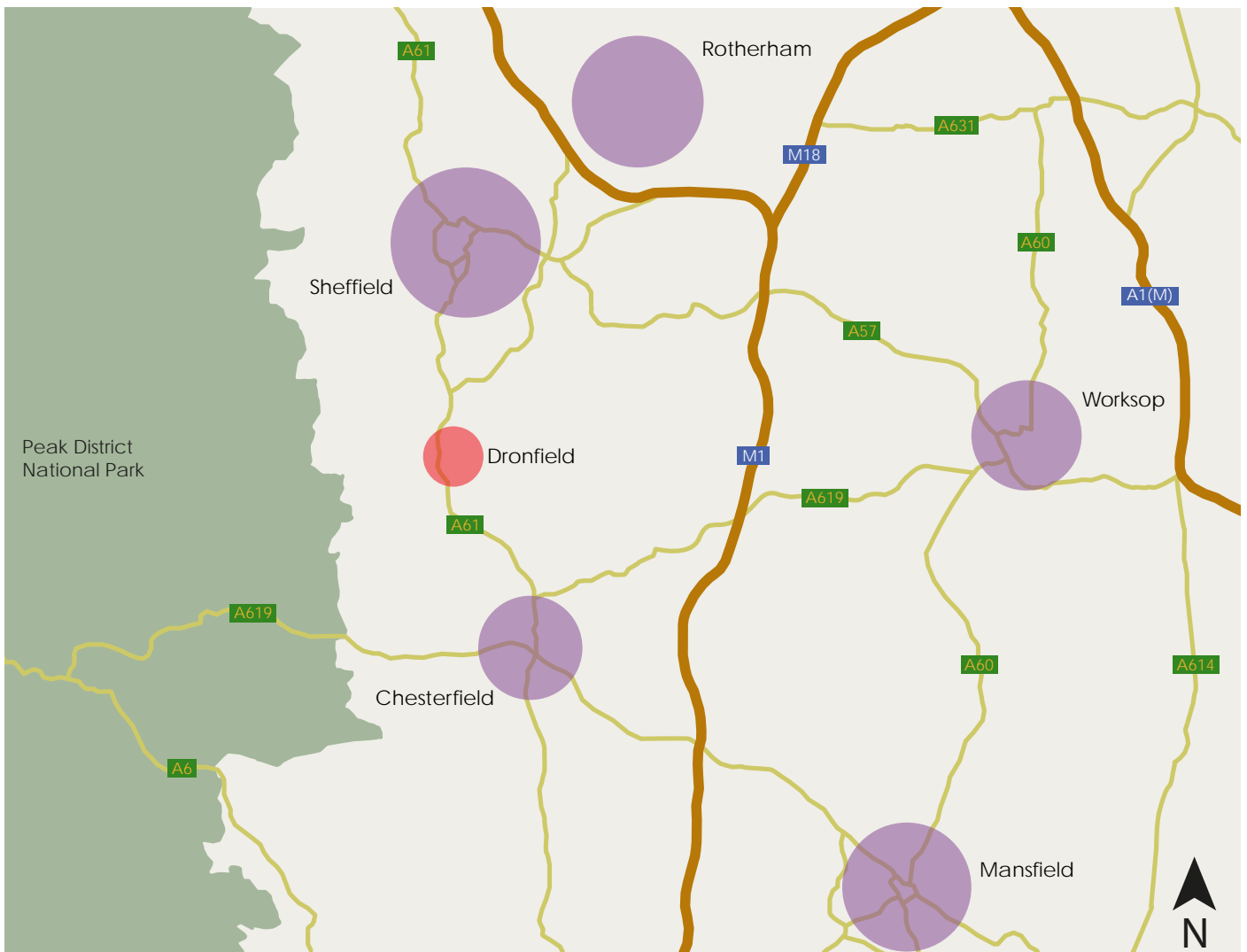


Topographic map of Dronfield showing the steep slopes of the river valleys.

Dronfield to Sheffield
6.5 miles/ 25 minutes



Dronfield to Chesterfield
6.2 miles/ 16 minutes



Map showing Dronfield in relation to
surrounding towns

As a result, the town has a very intricate geography and place hierarchy. The railway and the Sheffield to Chesterfield road run along the river valley and these two routes cut the town into two parts that climb the slopes on either side of the valley. Much of the late 20th century housing development has been based on culs-de-sac layouts that further fragment and complicate

movement in the town, at least by car. The complex street pattern is not confusing for locals but can cause way-finding problems for visitors. This highlights the importance of the valley routes in providing more direct, level and convenient movement for pedestrians and cyclists and for providing a 'mental map' of the town that could be important for developing tourism.



Above: The buildings of Dronfield shown in black. This shows the separation of the town by the River Drone and railway. Also prominent are the industrial and commercial areas and the 20th century housing estates to the edges of the town.



Dronfield is a quiet, safe and attractive town with a strong sense of place and an active community who contribute much to its quality of life. The town has a rich built heritage with many significant buildings surviving from the medieval period onwards and an attractive townscape that unfolds with the topography.

There are two 'centres' in the town as well as small neighbourhood centres within the housing areas. The main retail locations are in Dronfield Bottom around the railway station, and on the higher land to the west in the oldest part of the settlement, around High Street and the much more recent Civic Centre. This area also contains the town's leisure, civic and cultural facilities that are much valued by residents.

Dronfield is now predominantly a commuter town owing to its proximity to Sheffield and Chesterfield, its rail and road connections and high quality of life and environment. However, it is more than a dormitory town, having significant employment in engineering, bakery and other commercial enterprises that bring inward- as well as outward-commuting and provide vital local jobs.

There is a particular need for more affordable housing in Dronfield. This is compounded by the lack of suitable development sites and the constraints of the Green Belt. Previous discussions have taken place about possible sites, including land known as 'The Alma', and this may be revisited.



2 Engaging the community



Approach

The approach was driven by NEDDC's brief for the project and their strong commitment to bottom-up consultation. The process started with no preconceptions about the community's aspirations or any pre-prepared planning issues. The basic idea was to allow a vision for the town to emerge from conversations with residents, Councillors and other representative groups.

There are two main ways to gather data for analysis, either by use of 'quantitative' or 'qualitative' methods. A quantitative method is generally used to gather responses on a specific set of questions about attitudes or behaviour. Significance of results is usually represented statistically and can give accurate results, provided that a large number of people are asked a relatively simple and factual set of questions.

However, when the nature of life experiences and people's perceptions need to be captured, in-depth qualitative methods are more appropriate and successful. These methods allow conversations to begin without a pre-set agenda

and allow issues to emerge based on local knowledge and experience. The issues can then be explored in more depth. The significance of results depends on being able to establish shared preferences among the views expressed.

Repetition of ideas and opinions is a clear sign that the key issues have been flagged up and that there is some degree of consensus among participants. Our consultation in Dronfield revealed very specific issues which were repeated across the board by participants of different age groups at early stages in the consultation. These issues were then explored in depth.

Community consultations are often complex processes, as each individual may have different views and experiences. It is virtually impossible to capture the views of every single person in a community, particularly as not everybody will be willing to invest time and effort in engaging. For these reasons we opted for an in-depth qualitative approach to data collection.

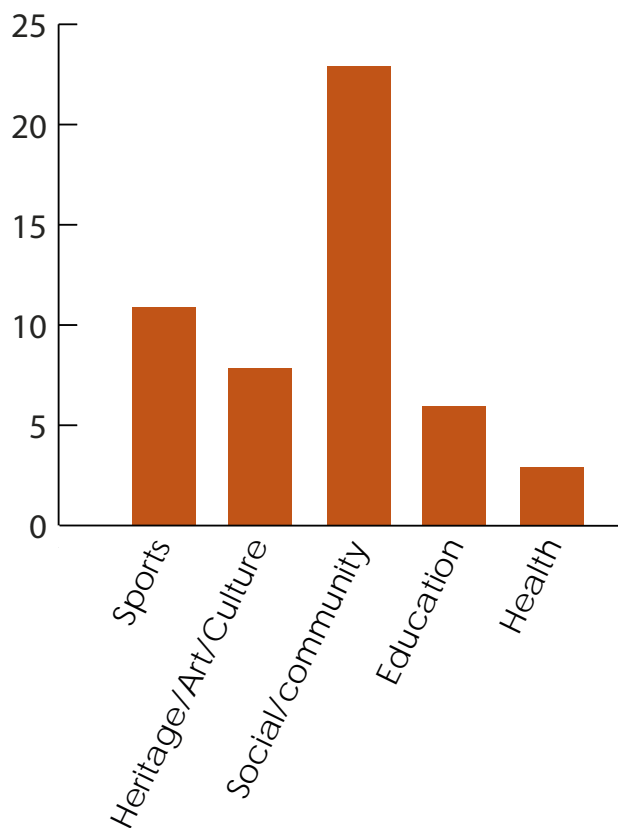
Spreading the word

The programme of consultation events was publicised from early September 2015 onwards. We contacted people in the following ways:

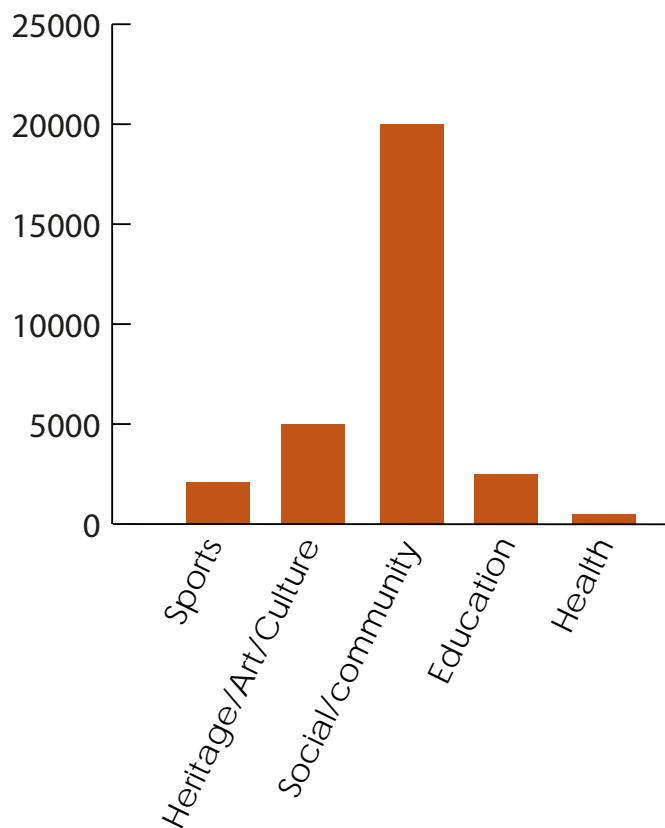
- All resident and tenant associations and a number of local institutions were e-mailed and invited to take part in the consultation programme;
- In addition, 62 community groups were contacted via social networks, giving potential access to a total membership of 29,472 (Note: Some members may be affiliated to more than one group and others may not live in Dronfield);
- People were invited to participate by email or post;
- Posters advertising the consultation events were put up on community notice boards and in key community buildings, such as the library and Civic Hall;
- The events were advertised on NEDDC's website and in their newsletter.



Dronfield: Number of virtual social networks by interest



Dronfield: Number of virtual social networks memberships by type



The flexibility of the events programme and the structure of the consultation allowed us to reach out to a representative sample of people

and groups, engaging residents in in-depth discussions and exchanging a good level of information and local knowledge.

The events



The consultation started with an open meeting on Saturday 3 October 2015. People were invited to drop in and tell us about their concerns and aspirations. People's views were recorded on a 'grumble map' and a 'happy map', and these are summarised on the following pages under challenges and opportunities. The maps and comments were then analysed by the OPUN team before the start of the main events later in the month.

The main programme ran between 13 and 16 October. The events were designed to vary in type and

duration and to run at different times of day and days of the week. Some used a 'drop-in' format to develop ideas recorded at the introductory session but many others involved members of the OPUN team going out to talk to people in the streets or to walk a route around the town centre to prompt specific feelings about everyday experiences of the town.

All views expressed at each session or event were recorded on maps, forms, photographs or as notes. In all, 110 people contributed during the consultation events.

The range of events were designed to:

“ Engage the community, providing an opportunity to voice both fears and aspirations for the future of Dronfield; ”

“ Create a vision for the town for the period to 2035. ”



Challenges:

Summary of comments

There are minor issue with access, movement and traffic in Dronfield. Some speed bumps are inadequate and some roads are not functioning as they should.

- 300 possible new houses, where will they go?
- Connection needed from Callywhite Industrial Estate to Chesterfield road.
- Green spaces are generally well maintained but infrastructure (play areas, urban furniture, lighting, etc.) could be improved and tailored to all ages.
- Improvements required to shopping precinct. Need to encourage wider variety of shops. Possible enticement program to new businesses.
- The current market is poor in quality and residents feel a local farmers/ producers market would be more successful.
- Threat to Fire and Police stations.
- Better traffic enforcement required.
- Possible drug dealing.
- Access and housing issue for aging members of community. Not on bus route.
- Dronfield Bottom – improvements required.
- Need to improve rail services and parking provisions. Too many stakeholders involved with the station to make any changes/improvements.
- Improvements needed to entrance and exit for Dronfield bypass.

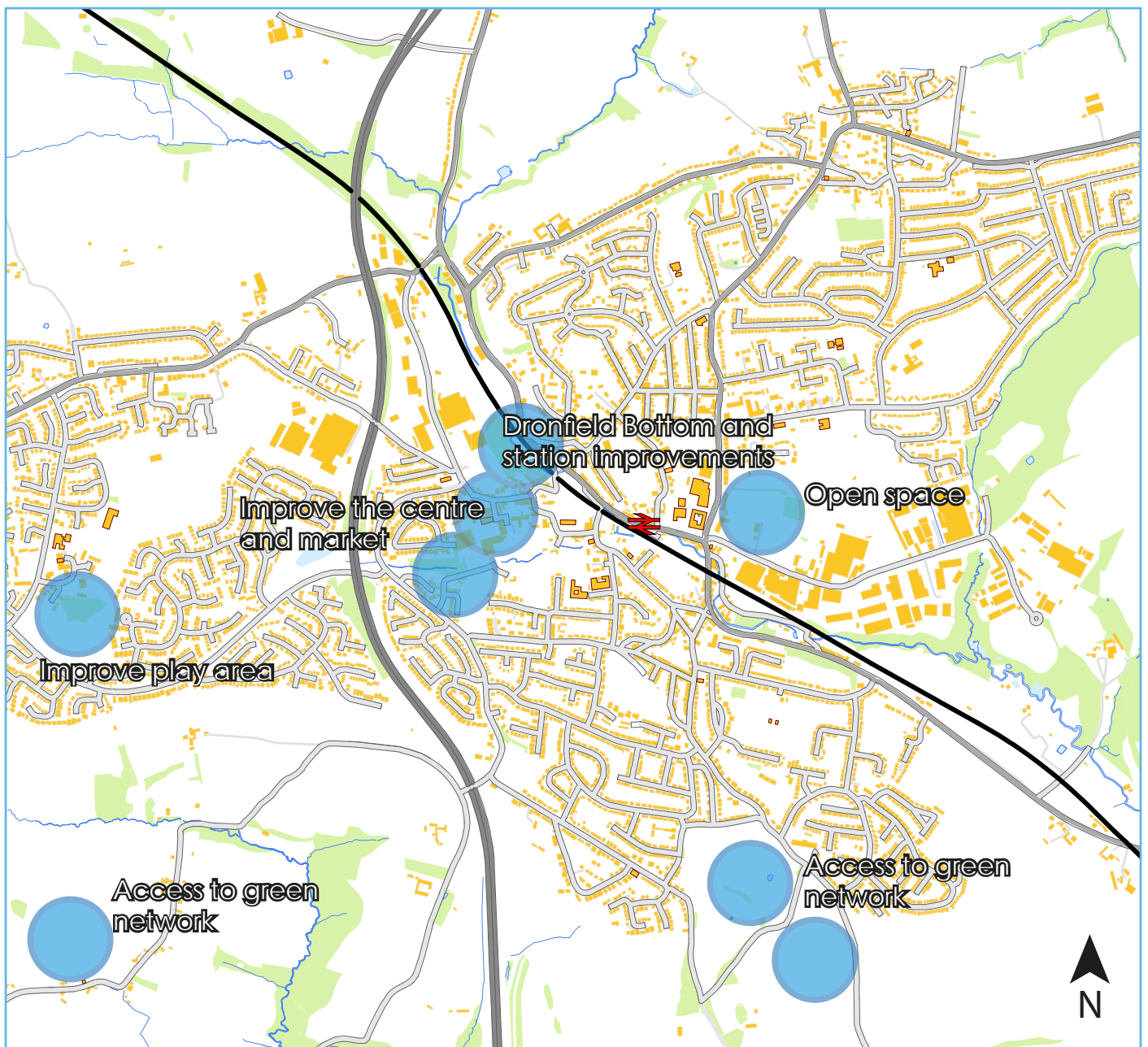


Above: Key locations that were highlighted during the event held on 3rd October

Opportunities:

Summary of comments

- Dronfield is a great place to live – residents seem very happy with their town.
- People feel safe in Dronfield, there is a village-like feel to it; it is quiet and has great walks.
- People in Dronfield have a good sense of heritage.
- The railway station
- Green areas are of great importance to residents. Most people enjoy walking, sports and being in touch with nature.
- The library and the sports centre are great assets to the community.
- Low crime
- Strong sense of community
- Good green network of routes and paths
- Good location, close to Peak District and the city of Sheffield.
- The Forge and Medieval Centre attract visitors, but they do not go into the town centre because there is not enough there.
- Civic Hall is underused. Prepared to invest in more if it would lead to more uses. Possible commercial concerts/ singers/ Theatre groups.



Above: Key locations that were highlighted during the event held on 3rd October

Key themes

How the themes emerged

In between events, all records were compiled and compared by the OPUN team to identify key ideas and reveal repeated or shared views.

In this way, a clear set of community themes and priorities started to emerge, with positive and negative aspects listed under each theme.

These were presented at the final session of the week to gather further feedback and to focus on future

changes in Dronfield.

A final meeting was held on 25 November for community representatives to review and comment on the themes identified.

The OPUN team presented a set of visions and proposals that had been collated and developed from all the data collected at the consultation events, giving an opportunity to validate them before the final draft report was submitted to NEDDC.

- Access and movement
- Green routes and spaces
- The town centre
- Heritage and character
- Community and Social networks



3 Visions and proposals: A framework for 2035



Developing a vision for 2035

The community themes that emerged from the consultation are developed in detail in this section. For each theme, a vision statement captures ambitions and aspirations for Dronfield, followed by a set of proposals and then specific projects to guide future change in the town.

An estimated time frame for delivery has been assigned to each project and this reflects both the relative complexity of the project and its priority. This section, therefore, forms the basis of Dronfield 2035 – the framework that will shape how the town changes in the short, medium and longer term. Priority projects are illustrated for key locations

and examples from elsewhere illustrate the principles behind the improvements.

The focus of the report is on physical and visible changes to the town rather than the ‘invisible’ improvements, such as service delivery or improved co-ordination between agencies.

At this stage, the proposals have been very well-received by the community who participated in the consultation. However, each project will need to be assessed carefully for viability and delivery. This is covered in the final section of the report, Next Steps.

The key objectives for the framework, Dronfield 2035, are that it:

- Sets out a clear vision for change in Dronfield, identifying specific projects and time-scales for delivery;
 - Provides the basis for a co-ordinated approach to project delivery by public agencies and the private sector, and for more focused use of existing budgets;
 - Forms the evidence base for connecting proposals into the formal planning process of NEDDC's Local Plan;
 - Secures and maximises benefits for the town arising as a result of the proposed extension of Callywhite Lane, the Peak Resort, and the electrification of the Midland Mainline railway.
 - Indicates clear community priorities for improvements;
 - Strengthens community activity and forms the basis for gaining funding support for projects.
-

Access and movement

Community views:

Although the town has developed on steep valley sides, most places within the town were considered to be accessible. Positive and negative comments are summarized in the table.

Positive aspects	Negative aspects
<ul style="list-style-type: none">● Free car parking● Station● Public transport to and from other places is good● Most places within the town are accessible	<ul style="list-style-type: none">□ Lack of co-ordination of bus/rail timetables□ Capacity of station car park□ Public transport around town / to the town centre is not so good e.g. getting to the station□ Traffic: volume and speed of cars□ Not the right balance between car space and pedestrian space e.g. narrow pavements□ Not enough crossing in the right places□ Lack of connection by car between two town centre car parks

Most mentioned issues:

“Poor conditions for pedestrians, with narrow pavements and lack of crossings”

“Traffic: Volume and speed of cars and heavy goods vehicles”



The objective is to achieve a better balance between pedestrian and vehicle space, as set out in the national streets design guidance, Manual for Streets 1 and 2.

A whole range of speed reduction and traffic-calming measures are needed in the town and a fresh approach is required from the County Council highways authority if they are to be delivered.

Changes can be cheap, quick and experimental to start with and monitored before allocating higher levels of funding to more permanent features in the streetscape.

The key message is that the streetscape needs to be designed as a whole to improve ease and experience of movement for all users and to shift priority towards pedestrians and cyclists.

Access & movement: Summary of proposals

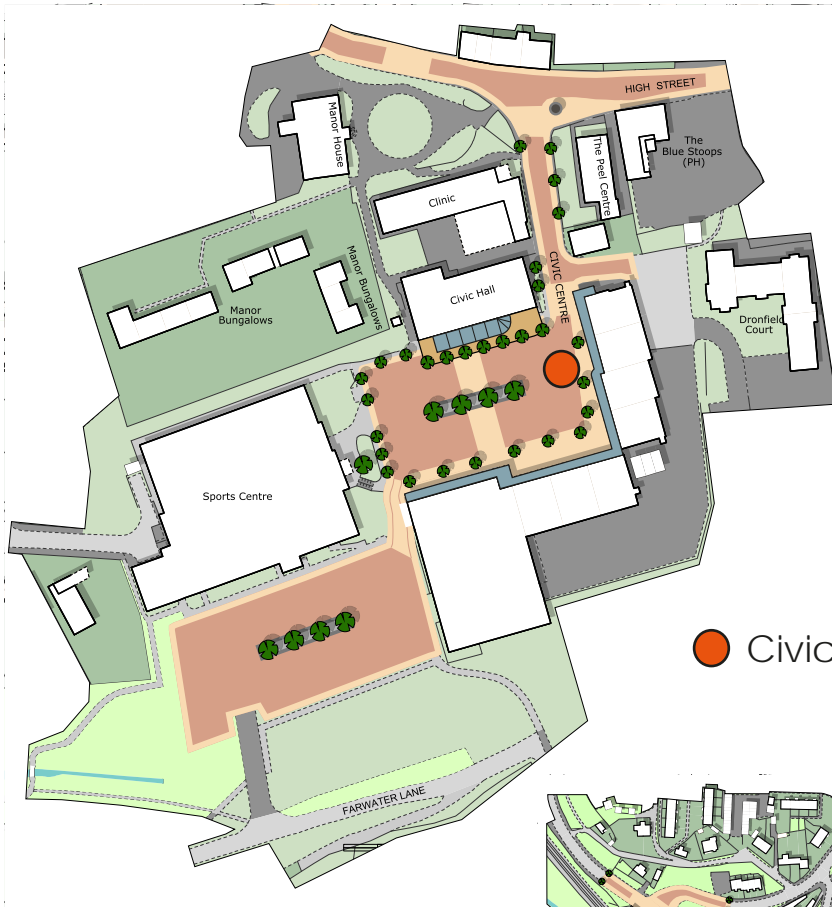
These are the key proposals identified in the workshops relating to access and movement.

A1	Improve public transport
A2	Improvements to Callywhite Lane Industrial Estate
A3	Improve routes for safe walking and cycling
A4	Improved public realm
A5	Improved balance between car & pedestrian space
A6	Improved car parking

Key project locations:



● High Street and Church Street



● Civic Centre



● Dronfield Bottom - Station / Sheffield Road

Proposal A1: Improve public transport

Dronfield is fortunate in having a railway station. There is a proposal for the electrification of the Midland Mainline and this would improve journey times and attract new users.

Bus services between Dronfield and neighbouring places are inconsistent in coverage and frequency. This calls into question whether these in-town services are viable and so it may not prove possible to improve the current situation. However, initiate discussion with the bus service providers to discuss this and other options for improving the service, such as 'smart' information, dial-a-bus service and auditing usage on routes.

Timeframe:

Projects:		Short	Medium	Long
<input type="radio"/>	A1(i). Linked ticketing and timetabling between bus and rail to improve convenience. NEDDC to facilitate.		✓	
<input type="radio"/>	A1(ii). Review bus services within the town to ensure that the current routes are the most viable and provide the best coverage.	✓		





Proposal A2: Improvements to Callywhite Lane Industrial Estate

Callywhite Lane Industrial Estate is a major employment site within the town and an important location for economic activity and prosperity. The projects below are designed to improve the existing access for cars and HGVs and permit further expansion in the future.

Timeframe:

Projects:		Short	Medium	Long
<p>● A2(i) Improve the junction at Green Lane/ Callywhite Lane/Chesterfield Road.</p> <p>The current access is problematic for HGVs in particular because of the sharp turn and the slope. The geometry of the junction needs to be re-engineered to facilitate access and egress and maintain/improve traffic flow at this location. This is a medium-to long-term project and the County highways authority will need to lead on feasibility, design and delivery.</p>				✓
<p>● A2(ii) Provide a new link road between the eastern end of Callywhite Lane and Chesterfield Road.</p> <p>This will split traffic flows between the 2 points and access/egress, will effectively by-pass the narrow section of Chesterfield Road and unlock the estate's potential expansion land. See map below.</p>				✓



A2(ii) ● Illustration showing position of new link road between Callywhite Lane and Chesterfield Road



A2(i) Schematic design to improve the junction for vehicles, pedestrians and cyclists. The image of Poynton, Cheshire below illustrates how this had been achieved elsewhere.



Proposal A3: Improve routes for safe walking and cycling

The town has a challenging topography for walking and cycling but does have an important network of off-road routes that already exists in the town. This is a significant part of the movement network and a valued part of the feeling of being in contact with nature for everyday journeys. The projects to deliver this proposal are covered in the next section, 'Green routes and spaces' as there is a great deal of duplication.





Proposal A4: Improved public realm

Upgrade surfacing materials, de-clutter signage and street furniture, develop a coherent design approach so that the public realm matches the quality of the built heritage.

Timeframe:

Projects:		Short	Medium	Long
●	A4(i). High Street and Church Street Short term: de-clutter the street and improve street furniture. Medium/long term: Comprehensively redesign the street.	✓	✓	✓
	A4(ii). Civic Centre Short term: Remove clutter and improve street furniture to allow for more seating. Medium term: Resurface the area to improve the appeal and use of the centre.	✓	✓	
●	A4(iii). Dronfield Bottom - Station / Sheffield Road Maintain the vehicle flow of this area, whilst reducing speeds and increase ability to cross, particularly outside the station. Add trees and other landscape where possible.			✓

See page 24 for project locations



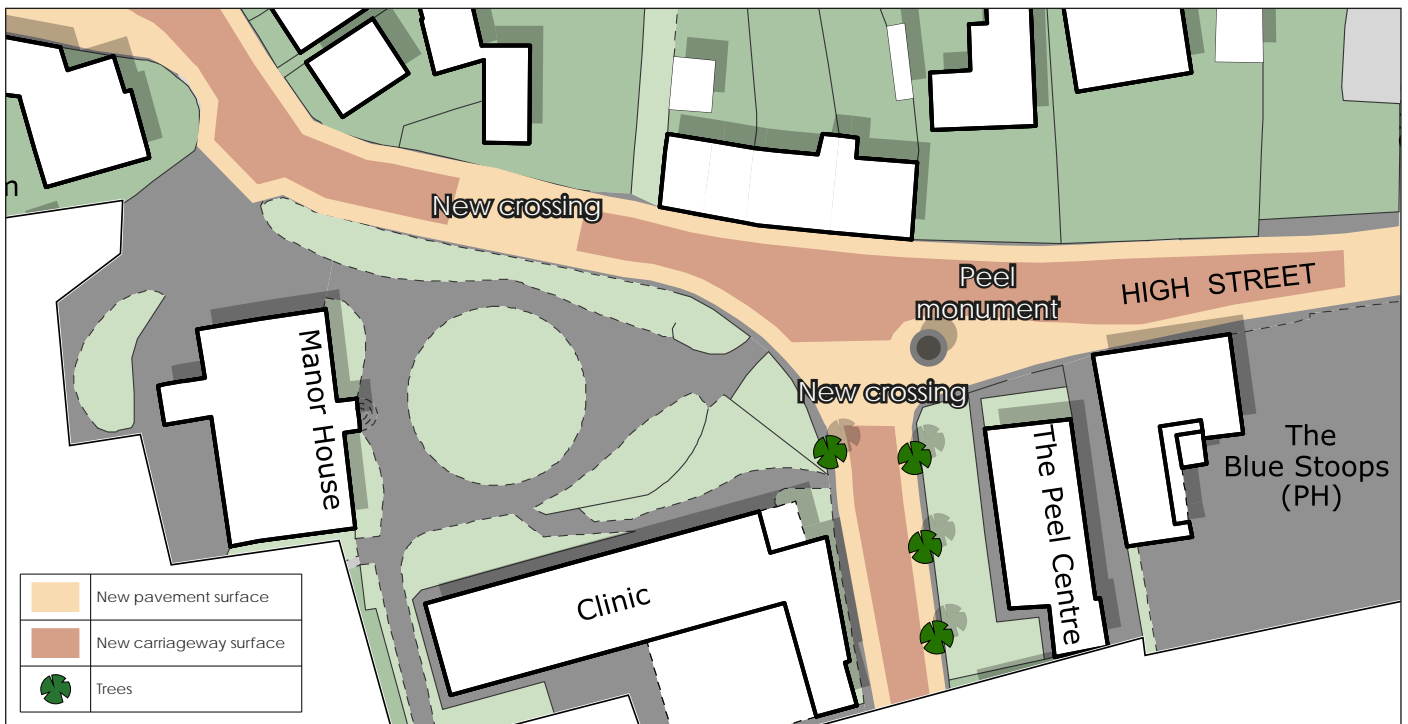
Proposal A5: Improved balance between car space and pedestrian space

Many of the pavements within the town centre are narrow and vehicle speeds are perceived to be high. A safer and more pleasant environment can be created by changing the balance of street space allocated to cars, pedestrians and cyclists. The projects below are designed to reduce vehicle speeds, increase pedestrian space within the street and eventually to switch the priority in the town centre streets and spaces away from vehicles to pedestrians and cyclists.

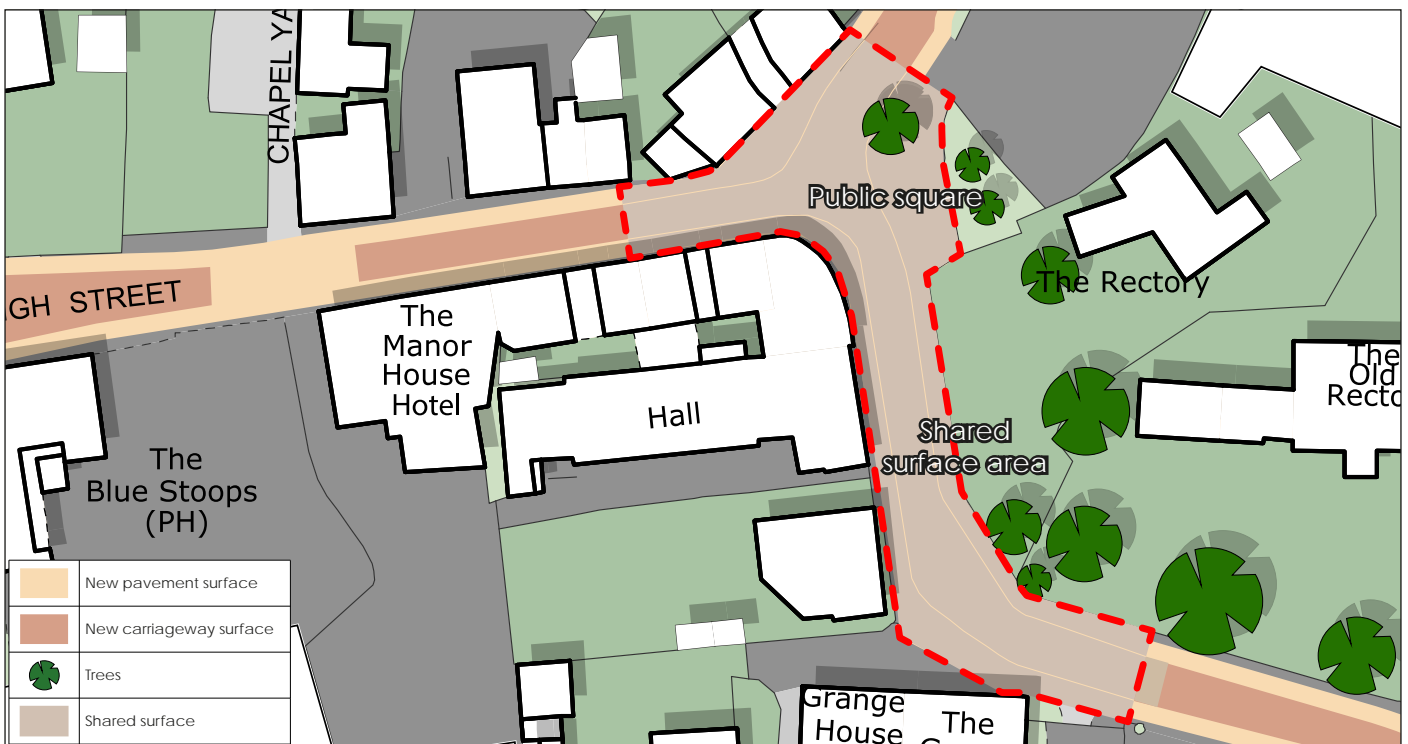
Timeframe:

Projects:		Short	Medium	Long
○	A5(i) Audit vehicle speeds in town centre roads, identify problem locations and devise the best combination of speed reduction measures with DCC, the County highways authority.	✓		
○	A5(ii) Improve facilities for pedestrians. Short term: Audit conditions within the town centre streets to identify challenges to pedestrian movement. Medium term: Identify a range of options for improvements, such as widening pavements where possible, better lighting, removal of obstructions. Medium / long term: Implement a phased programme of delivery.	✓	✓	✓
○	A5(iii) Increase the number of pedestrian crossings. Short term: Audit the existing situation and identify the priorities for both formal and informal crossings on desire lines. Medium / long term: Include in the highways authority's capital project and maintenance expenditure programmes and implement with a phased programme of delivery.	✓	✓	✓

High Street / Church Street



A4(i) and A5(all): Pavements widened, pedestrian priority junctions and crossings that follow desire lines, new street trees. See description on opposite page.



A4(i) and A5(all): A shared space or more pedestrian-oriented square at the junction of Church Street, including improved seating, planting and parking. See description on opposite page.



① A comprehensive public realm scheme that rebalances the space to be more pedestrian friendly for the High Street and Church Street.

② The High Street as it is today. Narrow pavements, fast traffic, and poor quality public realm mean that this space is not performing well as one of the key connecting and social spaces of the town.



③ A shorter term scheme to improve this area sees: Pavements widened outside the Peel Centre and the Peel Monument rescued from its current isolation as a traffic island; links to the library improved. This is shown in the plan at the top of the opposite page, and image 3 shows an example of Martyrs' Memorial, Oxford.



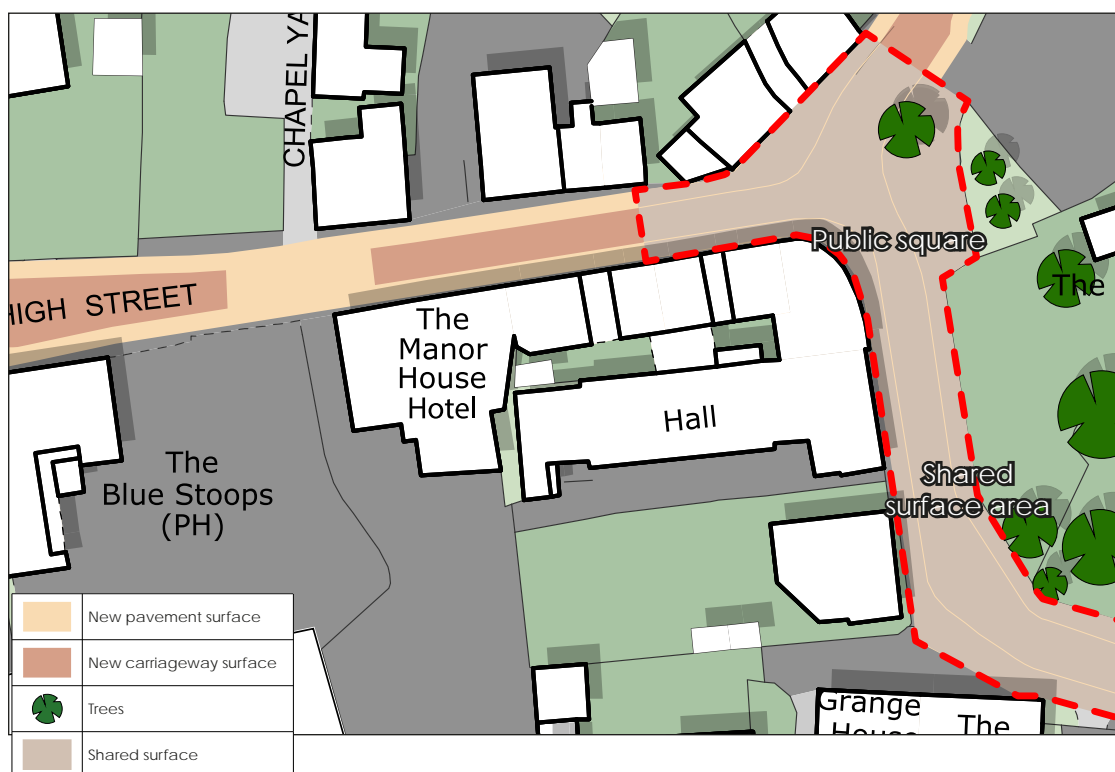
④ A more comprehensive scheme that will redesign the whole street, from the Gosford Lane junction through to the Old Barn. This will shift the balance away from cars to a space that is more pleasant for all users of the town centre. In the longer term, this treatment should be extended through to Church Street. This is illustrated in the bottom plan on the opposite page. Image 4 shows an example of Poynton, Cheshire.



High Street / Church Street



Left: The situation today, with surface treatments in poor repair, cars dominating the street scene and a low quality pedestrian environment.

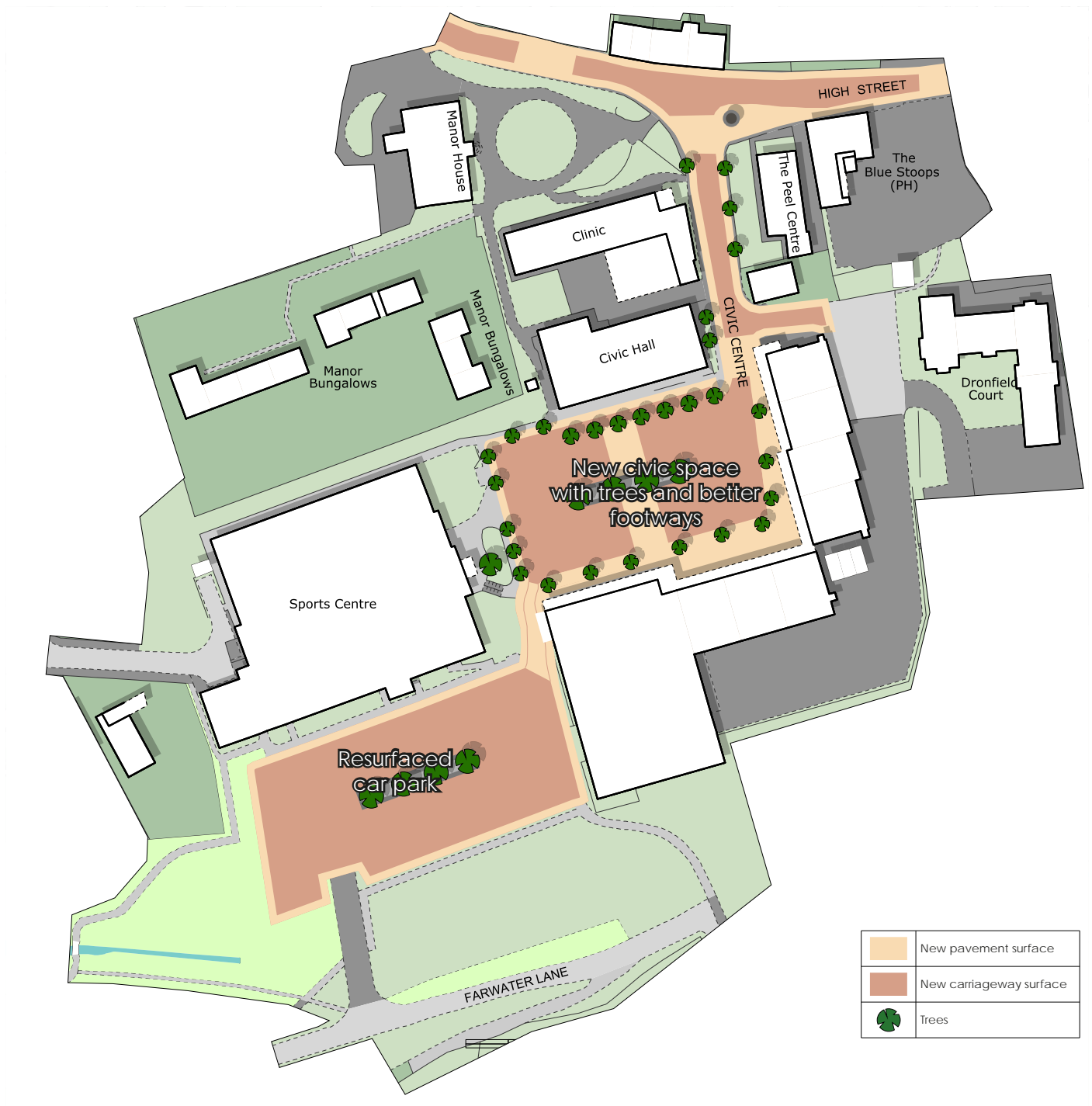


Left: A possible new scheme, with a more pedestrian-focused public realm, including a new public square and minimal delineation between the footways and the carriageway.



Above: An impression of the new space, showing a better balance between cars and pedestrians, new tree planting and tighter radius junctions to help control traffic speeds.

Project A4(ii) : Civic Centre



A4(ii): The Civic Centre de-cluttered, with surfacing and tree planting aimed at providing a more pedestrian-friendly environment. There is scope to improve seating to make the space more usable.

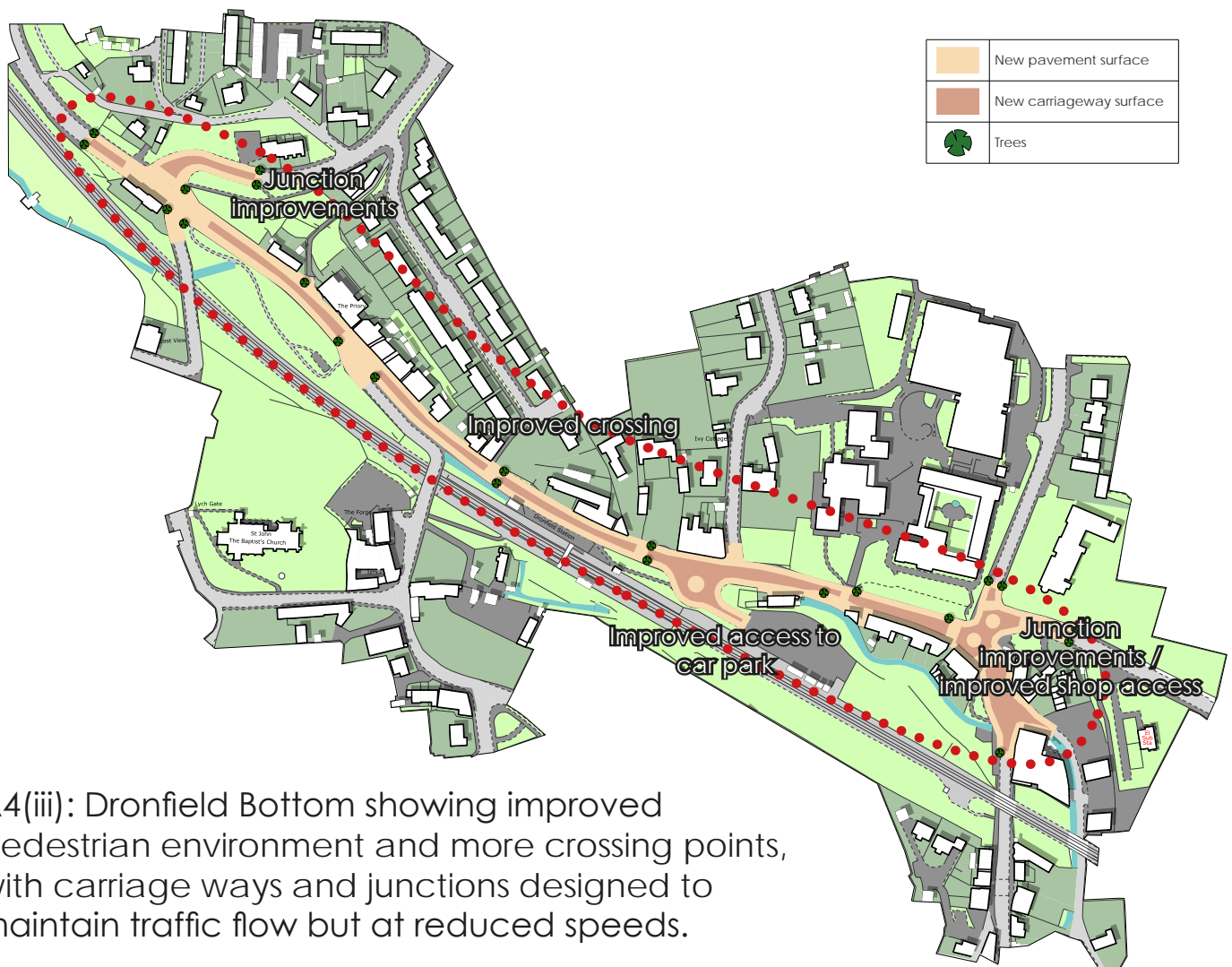


The Civic Square as it is now; a car park, but with very little space for social activities such as sitting, chatting and meeting.



Poundbury, Dorset, showing how the Civic Centre of Dronfield could be redesigned to allow for more social use, seating and tree planting but still allowing for parking.

Project A4(iii): Dronfield Bottom - Station / Sheffield Road



A4(iii): Dronfield Bottom showing improved pedestrian environment and more crossing points, with carriage ways and junctions designed to maintain traffic flow but at reduced speeds.



A4(iii): Crossing points and landscaping improve the experience outside of the station to make this space more welcoming and improve pedestrian access.



Dronfield Bottom today, showing poor quality public realm, a cluttered street and the dominance of vehicles.

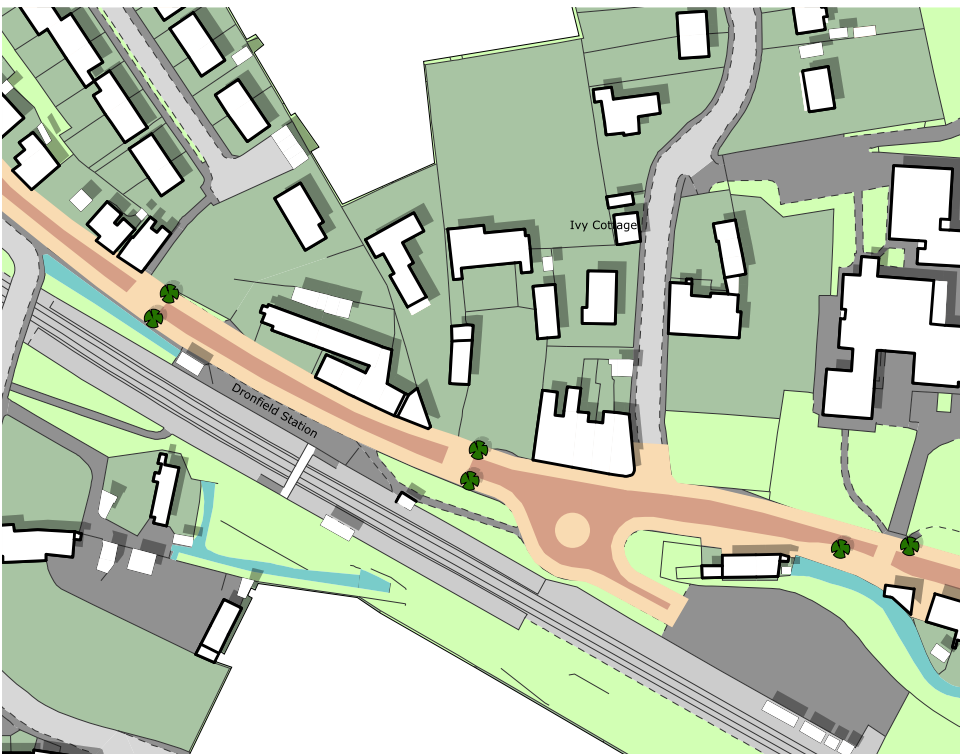


Poynton, Cheshire, showing how Dronfield Bottom could be redesigned to better balance the need of pedestrians and cyclists with cars, to support the retail and improve the quality of this important street.

Project A4(iii): Dronfield Bottom - Station / Sheffield Road



Left: Dronfield Bottom today, with narrow footways in a poor state of repair, an overly-wide carriageway that enable high vehicle speeds, a lack of crossing facilities and very little street greenery.



Left: A possible public realm improvement scheme that includes wider footways, a 'naked' street with no lines or clutter, more street trees and new crossing points, for example adjacent to the train station.



Above: How the new scheme might look from the street, with a better balance of space between those on foot and cycle and those driving. New trees soften the space and new surface materials and narrower vehicle running lanes help control traffic speeds.

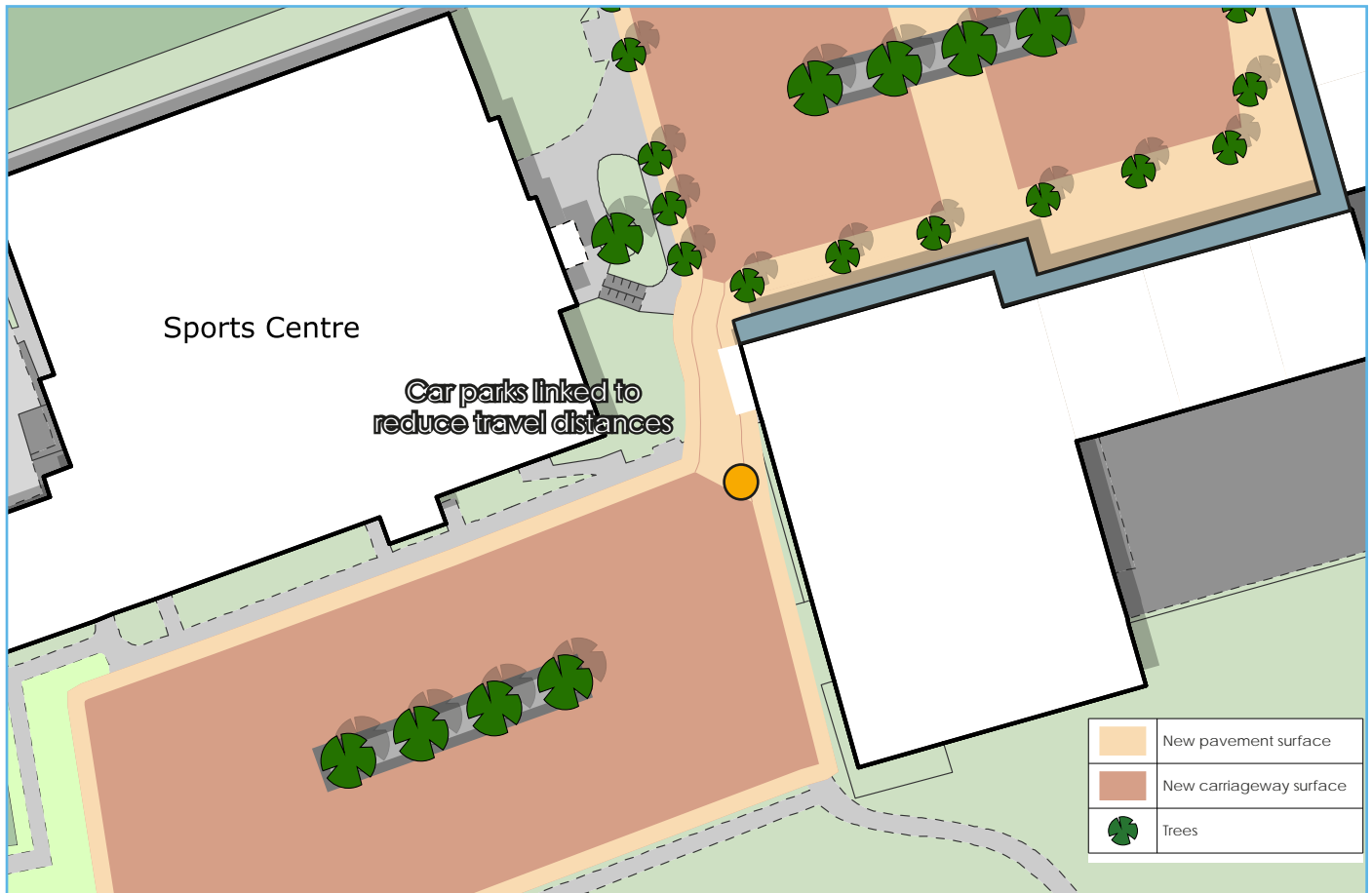
Proposal A3: Improve car parking

Dronfield appears to be well-supplied with car parks although car ownership and car use is high. There are therefore issues with efficiency, peak time demand and a need to increase parking capacity at the station.

Timeframe:

Projects:		Short	Medium	Long
●	A3(i) Connect the two town centre car parks to improve efficiency and reduce unnecessary additional journeys by road between the two. Consider making the lower car park into the main parking area to allow more social space in the Civic Square		✓	
●	A3(ii). Work with Network Rail to facilitate improvement of station car park.			✓





A3(i) Vehicle connection between the two town centre car parks



A3(ii) Investigate options to improve the Station car park in anticipation of increased use.

Green routes and spaces

Community views:

The green routes and spaces of Dronfield are important features of the structure, history and character of the town. They are much-loved and well-used and no negative comments were received in any of the consultation events.

Positive aspects

- Green routes are well connected across the town e.g. the rotary route and valley parks
- Surrounded by green areas and parks within the town e.g. Gosforth Valley, Cliffe Park, Sindelfingen
- Green routes are more direct than going by road
- Green routes are well used
- Contact with nature throughout the town, even when in the centre

Key points are that:

“ The existing green routes follow stream courses or run through valley bottoms - so many are more direct than the road routes ”

“The importance of the ‘green experience’ of Dronfield – the feeling of being in contact with nature throughout the town. ”



The natural landscape not only shapes and surrounds Dronfield but is also threaded through the whole town in the form of river valleys and green ways, parks and other green spaces. These are valued highly by residents and visitors alike.

However, there is considerable potential to further develop and enhance the network by increasing the provision of off-road routes, to encourage walking and reduce the use of cars for short journeys, and reinforce contact with nature for health and well-being.

Proposal G1: Improve green routes and facilities




The green routes through the town are popular and accessible as they run primarily along the stream and valley bottoms. Increased usage has the potential to improve health and fitness and reduce the number of short trips made by car. They are therefore an important resource for the town and deserving of further improvement and increased funding.

Timeframe:

Projects:		Short	Medium	Long
○	G1(i) Map and audit existing cycleways and greenways. Local civic and amenity groups to survey and add to existing mapped information on footpaths and bridleways. NEDDC to promote and publicise through Local Plan policy and community information services.	✓		
●	G1(ii) Develop a 'Connection Strategy': Connect where gaps identified, across town N-S, E-W and a rotary route. NEDDC to protect, promote and deliver through Local Plan policy and community information services. Adopt design guidelines for cycle routes*	✓		
○	G1(iii) Improved lighting and surfaces for green routes and include in relevant capital and maintenance budgets.		✓	
●	G1(iv) Carry out a feasibility study for a cycle route to new attractions such as Peak Resort to support better off-road access and increased use. The study could be carried out in the short-term in partnership between NEDDC, DCC and the promoter of Resort.		✓	
●	G1(v) Improve the walking/cycling route to the station from all directions. This would provide an alternative, off-road route and reduce the need to park at the station.		✓	

* See 'Design brief for cycle routes', opposite.



Map showing locations of projects, G1 (ii) , G1 (iv)  and G1 (v) 

Design brief for cycle routes

To be as well-used, safe and inviting as possible, how cycle routes are designed is critical. Here are some tips for creating successful cycle routes:



- An inter-connected network
- Safe crossings at junctions with main roads and roundabouts
- Direct routes for commuting journeys
- Circular routes for leisure
- Minimise topography through route alignment
- Adequate width for shared use by pedestrians and cyclists
- Even surfaces for safe cycling
- Adequate lighting for urban stretches of routes
- Good signposting

The town centre

Community views:

Dronfield has two retail areas, the area of Sheffield Road next to the station, known as Dronfield Bottom, and the precinct and High Street of the historic town. Many commented on the decline of the market and poor range of shops for a town of this size. However, many people also noted that Dronfield has excellent civic, community, leisure and sports facilities.

Positive aspects

- Good civic facilities; Civic Hall, Library, Sports Centre, Health Centre
- Free parking
- Clearly defined town centre
- Pubs

Negative aspects

- Precinct dated and of poor architectural quality
- Market has declined; split and fragmented and poor quality offer
- Poor range of shops / commercial facilities
- Post office needs to be in the town centre
- No NHS dentist

“Improvements to the civic spaces and facilities at the heart of the town, including the market”

The main priorities for change in the town centre are:

“A make-over and eventual redevelopment of the precinct, which is of poor architectural quality, particularly when compared with the high quality of buildings and townscape in the rest of the historic centre.”



The area around the Civic Hall, Library, and Sports Centre is the social and cultural hub of the town.

Economically, however, retail and some other commercial businesses are under pressure from widespread changes in shopping habits and competition from other centres, particularly Sheffield and Chesterfield. New initiatives, such as Peak Resort and the restoration of the Old Barn will attract more visitors to the town.

However, improvements to the streetscape and townscape of the whole town centre are essential if visitors are to be encouraged to stay longer and spend more.

The proposals cover a wide range of timescales. Some are more cosmetic and may be delivered quickly and at a relatively low cost. Others are more major in impact and delivery may be protracted because of complex ownerships and limited resources.

Proposal T1: Improve the Civic Square

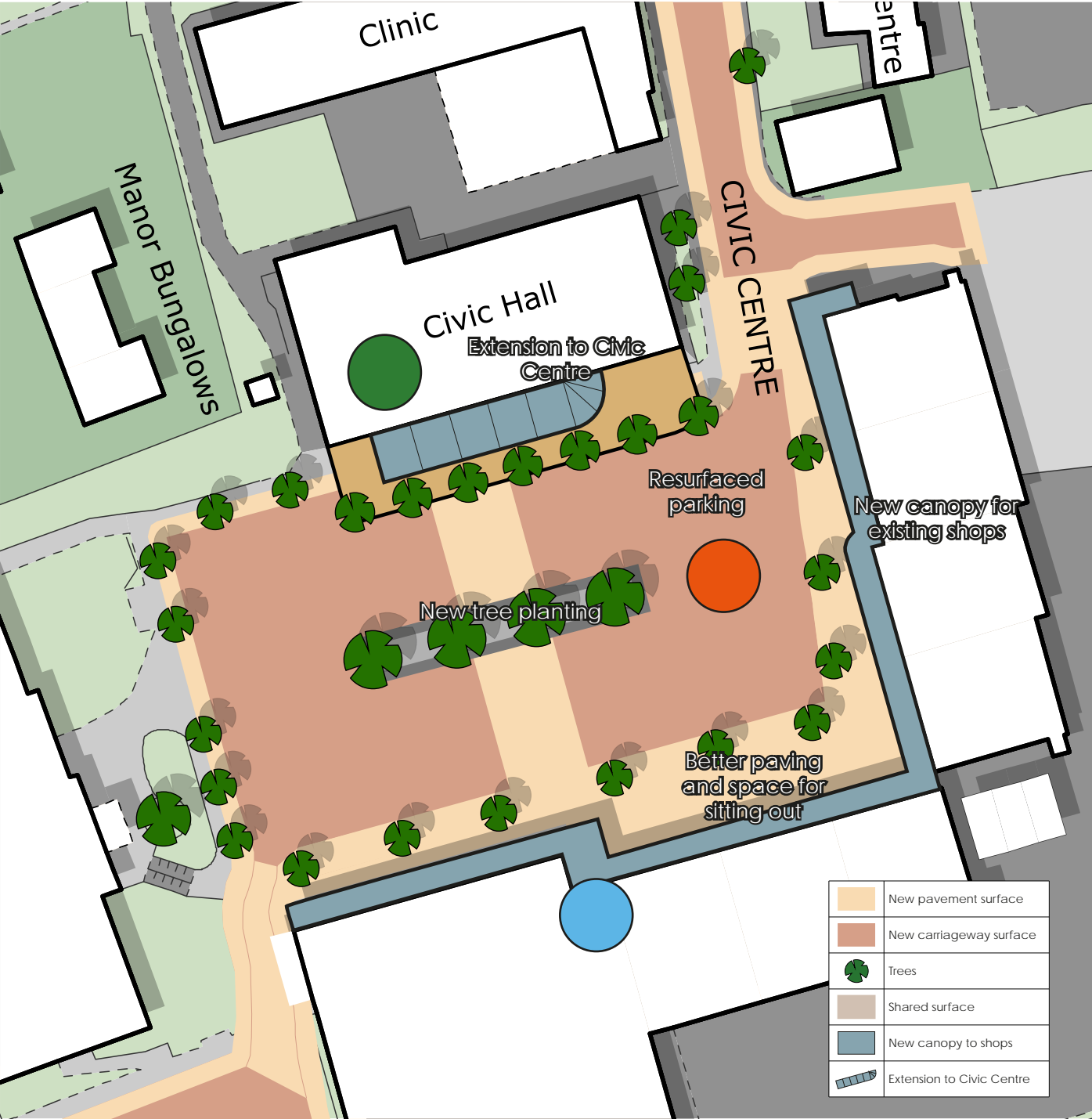
The Civic Square is the heart of Dronfield life in terms of the retail, sports and civic facilities on offer. However, the Civic Square functions as a car park rather than a social space and the shopping precinct is dated and in need of improvement. A number of projects are set out in the table that cover a range of timescales and costs. Most can be delivered incrementally as budgets and opportunity allow.

Timeframe:

Projects:		Short	Medium	Long
<input type="radio"/>	T1(i) Improve the market offer to revive this part of the retail attraction of the Civic Square.		✓	
<input type="radio"/>	T1(ii). Move the Post Office to the Civic Centre. Although Dronfield has had two distinct town centres in the past, Dronfield Bottom has now been overtaken in retail terms by the Civic Centre. The Post Office would be more accessible for more people if located with the other shops, services and facilities.			✓
<input checked="" type="radio"/>	T1(iii) Re-surfacing and consider the planting of trees and shrubs to add to the attractiveness of the space.	✓		
<input type="radio"/>	T1(iv) New street furniture and improved lighting for night-time use. Deliver as expenditure programmes and budgets allow.		✓	
<input checked="" type="radio"/>	T1(v) New canopy to the shopping precinct. This is a short-term and low-cost face lift prior to eventual re-development.	✓		

Projects:		Short	Medium	Long
●	T1(vi) Increase social use of the Civic Square. Short term: Provide more sitting out space for when weather permits. Long term: An extension to the front of the Civic Hall for a cafe/bar/exhibition space. This would add life and activity to the Square, mask the blank wall of the building and contribute to the economic viability of the Hall.	✓		✓
●	T1 (vii) Wholesale redevelopment of the shopping precinct. This would have a positive impact on the use and economic viability of the precinct, improve the retail offer and the appearance of the Civic Square. However, this is likely to be a long-term project unless the current owners take up the initiative to deliver this major improvement.			✓

Projects T1: (i-Vii)





- T1 (i), T1 (iii), T1 (vi)
Resurfacing and tree planting will improve the attractiveness of the space and market as shown in Gloucester Green, Oxford.

- T1 (v)
New canopy as a quick fix for face lift.

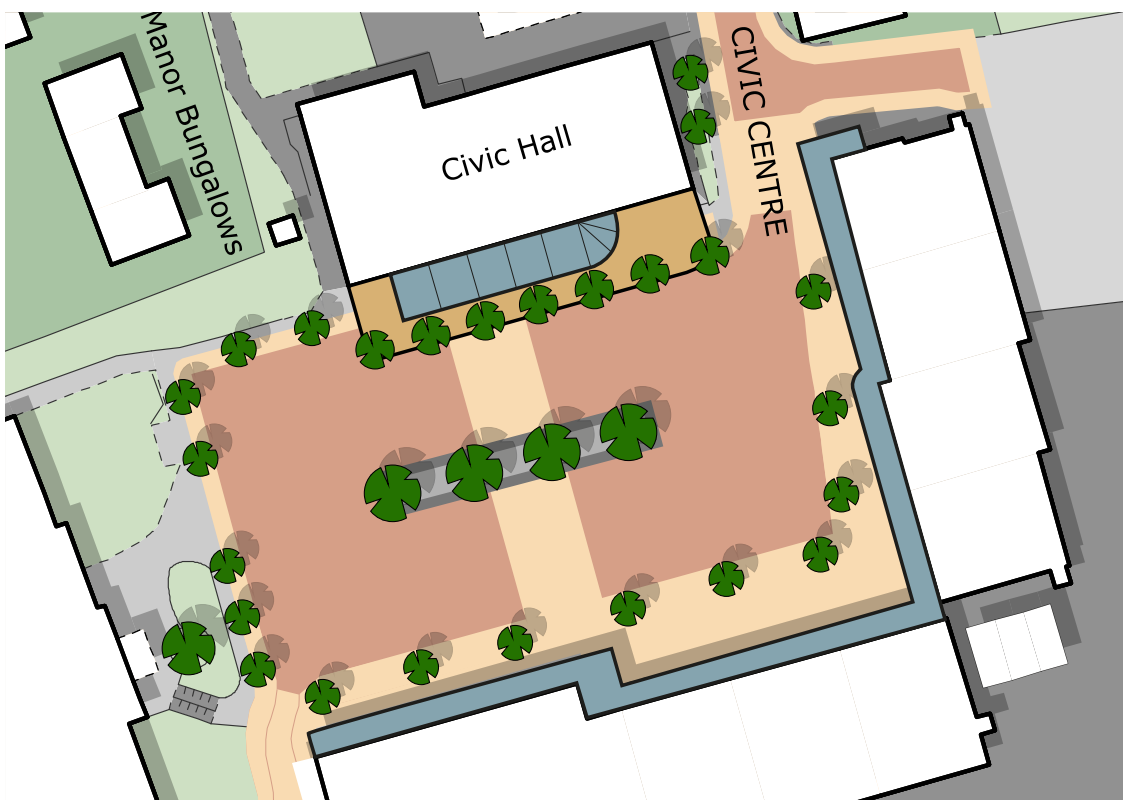


- T1 (vii)
Design and feasibility study for redevelopment.

- T1 (iii), T1 (vii)
Computer generated image of redevelopment of Gloucester Green, Oxford.



Left: The main shopping area in Dronfield, with low quality public realm and a hard, urban feel that does not welcome pedestrians.



Left: A redesigned public square, with more planting, better pedestrian facilities, and a new extension to the Civic Centre to animate and enliven the space.



Above: An impression of the new public square, with a pedestrian priority crossing between the shops and the Civic Centre, large trees set in wider footways that offer sitting out space, and a de-cluttered public realm with a simple, neat and clean treatment.

Heritage and Character

Community views:

As with the green routes and spaces, the heritage and character of the town were highly valued and viewed positively by all participants. The positive comments are summarized below and were widely shared.

Positive aspects

- Historic buildings and church
- Clear civic heart – space around the library
- Good cultural offer for a small town
- Strong character and sense of place
- Active heritage and cultural groups

Key issues that were highlighted are:

“The historic buildings and monuments make the town distinctive and memorable”

“The quality of streetscape and other public spaces do not match the quality of the historic buildings and need to be improved in key locations”



There are very active civic and heritage societies in the town and this is a reflection of the strong attachment to the town and sense of place shared by residents. The objective is to build on these strengths and add to Dronfield's

considerable heritage assets and attractions. The best way of achieving this 'total townscape' is to improve the appearance and experience of the historic streetscape and to 'glue' key clusters buildings together in a more attractive way.

Proposal H1: Make more of existing heritage assets

Dronfield has a strong identity based on its historic townscape and landscape. However, some of the historic buildings are unused or underused and there are many opportunities to make more of the town's attractions, both for residents and as a visitor destination. Proposal H1 identifies some projects that would contribute to this ambition over various timescales.

Timeframe:

Projects:		Short	Medium	Long
○	H1(i) Review and consolidate previous audits and studies of the town's historic assets. Short-term: Identify the most significant clusters of historic buildings and spaces. Medium term: Bring key information, maps and images together as an educational resource and provide an accessible record of the life of the town.	✓	✓	
○	H1(ii) Identify historic buildings and spaces that would benefit from new uses. This will depend on identifying needs in the town and establishing economic viability for either commercially-operated facilities or social enterprises, for example, a community cafe. This is an ongoing project as uses in buildings come and go over time.	✓	✓	✓



Projects:		Short	Medium	Long
○	H1(iii) Make Dronfield's history come alive for children and other residents and visitors, using on-line and other resources. Initiatives suggested are a review of where and how information is displayed to interpret the heritage of the town and also to develop a series of heritage walks and trails.		✓	

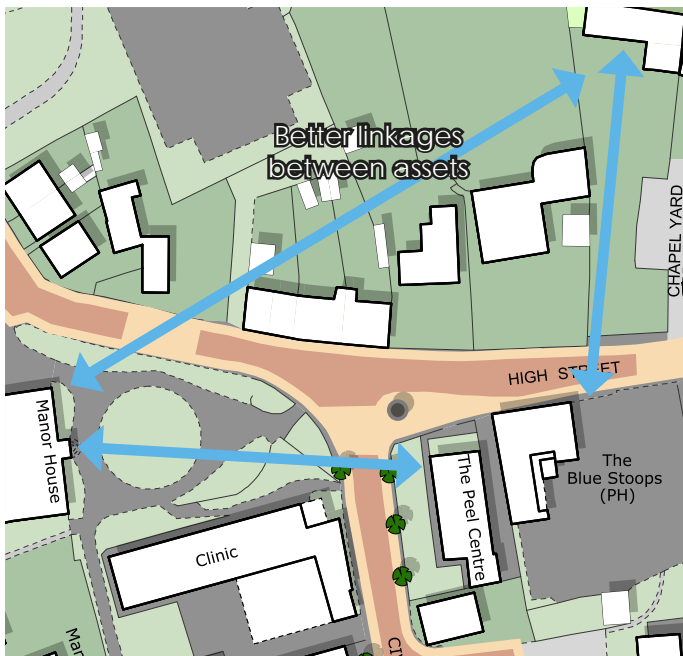


Proposal H2: Make the heritage assets work together

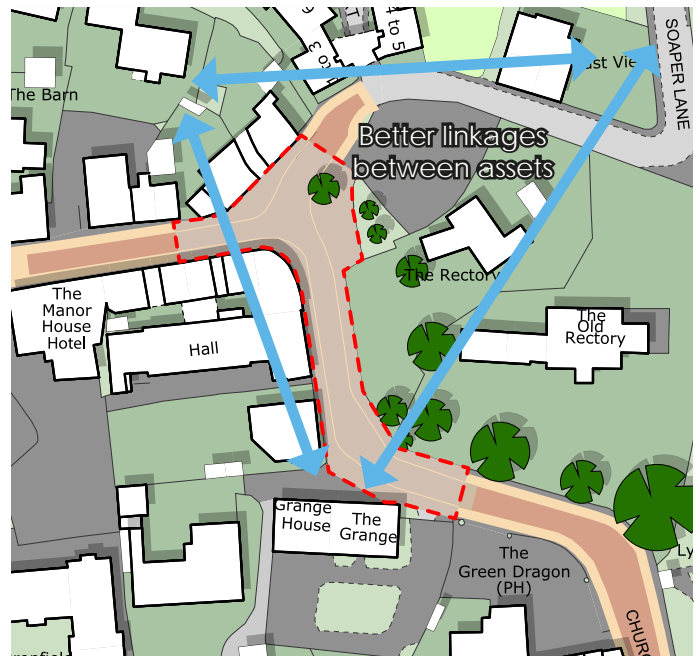
Proposal H1 identified projects that would consolidate information about the town's history and add value to individual historic buildings. Proposal H2 focuses more on the space between buildings and sets out some projects that will improve the overall enjoyment and appreciation of the historic townscape of Dronfield.

Timeframe:

Projects:		Short	Medium	Long
	H2(i) Improve connections between the key clusters of buildings and spaces in the historic centre of Dronfield , such as The Library, the Peel Centre, the recently-opened Old Barn. Further south and east are The Forge, the station and the Church. Currently, access between them is hampered by poor crossings for pedestrians and relatively fast moving traffic. This could be significantly improved by adding crossings in the right locations, connecting destinations on either side of the High Street and Church Street as well as to the north and south of this historic spine of the town.		✓	
	H2(ii) Improve the quality of streets and spaces to match the quality of historic buildings. This would provide a 'total townscape' that would combine high quality buildings, spaces and landscape to provide a more appropriate setting for the historic buildings and other assets. Priority locations are High Street/Church Street and Soaper Lane. The projects do not have to be delivered as a comprehensive scheme but could be phased over time as budgets and funding allows.			✓



- H2(i)
Library, Peel Centre and Old Barn.



- H2(i)
Church Street/Soaper Lane



- H2(ii)
Achieving a 'total townscape' of higher quality buildings, street spaces and landscape

Community and social networks

Community views:

Dronfield's active and varied social and community networks are one of the town's strengths and help to give residents a strong sense of community. Issues raised are summarized in the table.

Positive aspects	Negative aspects
<ul style="list-style-type: none">● Strong, numerous and varied social networks and groups● Lots of volunteers and active citizens● Strong sense of community and engagement● Good civic and citizen leadership	<ul style="list-style-type: none">▣ Threat of reduced funding, particularly for smaller groups▣ Lack of co-ordination between groups▣ Lack of representation for younger people

Key issues for the town going forward are:

“ The threat of reduced funding ”

“A lack of facilities and opportunities for younger people, particularly teenagers”

“The need for greater co-ordination and support between groups”



Dronfield has a strong and active community, with 62 virtual networks. 'Community action and engagement' groups have the highest number of memberships, followed by 'art, heritage and culture'. The transformation of the railway station and, more recently, The Old Barn is a testament to the hard work and commitment of some of the residents. Dronfield's community has high levels of skill and enthusiasm, good civic leadership and is able to deliver complex projects and key community members show a great deal of care and dedication to the town.

The invaluable work done, and successes achieved, by the community are supported by a range of public agencies and groups.

Nevertheless, there is room for additional expertise and support. NEDDC have suggested that there is an opportunity to bring on board a Community Involvement Coordinator to help to programme and deliver Dronfield 2035's framework of social and community proposals. This would provide positive additional support to an already committed community.



Proposal C1: Raise awareness and increase participation

Timeframe:			
Projects:	Short	Medium	Long
<p>● C1(i). NEDDC to facilitate a town team to maximise the benefits arising from the Peak Resort and Callywhite Lane Industrial Estate expansion proposals.</p>		✓	

Proposal C2: Improve co-ordination for smarter working

		Timeframe:		
Projects:		Short	Medium	Long
●	C2(i). Develop a virtual 'platform' for groups and networks to book rooms and physical space	✓		
●	C2(ii). Connect groups to allow more integration between them and to share/use resources more efficiently.	✓	✓	

JUNE to SEPTEMBER

Feast of Flowers

Church opening times: **FRIDAY JUNE 26.... 2-8pm**
SATURDAY JUNE 27.... 10-11.30am & 1-8pm
SUNDAY JUNE 28.... 1pm - 7.30pm
MONDAY JUNE 29.... 10am - 3pm

UNITED COMMUNITY CHOIR CONCERT FINALE
presents 'Music for a Summer's Evening'
Dronfield Parish Church
SUNDAY JUNE 28 - 7.30pm
Tickets £5 from the Parish Office - 412328

Friday July 3
Concert - Brandenburg Concertos & New Works - 7.30pm

Thursday July 16
Outreach Coffee Morning 9am - 12 noon - Civic Hall

COFFEE MORNING 10.00am - 12noon JULY 4th with an American Accent AUGUST 1st (at the Rectory) SEPTEMBER 5th	ORGAN RECITALS Wednesdays 8pm JULY 1st Mark Rothman AUGUST - No Recital SEPTEMBER 2nd Ken Ellis
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LITTLE FISHES - Mother & Toddler Group 1.45pm - 1st and 3rd Fridays - Church Hall Phone 412328 for details	CHATTABOX FOR 3-11s THURSDAYS 6PM CHURCH HALL IN TERM TIME
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4. Next steps

Turning proposals into plans

The community engagement events revealed what people like and dislike about Dronfield now and what they would like to change in the future.

Strong themes emerged as well as clear priorities and these were used to develop vision statements and specific proposals.

These form the basis of Dronfield 2035 – a framework that will shape how the town changes in the short, medium and longer term.

The challenge now is to turn the visions and proposals into actions by developing a co-ordinated approach to project delivery by public agencies, the private sector and the community itself.

In Summary:

1. DECIDE PRIORITY

- Quick wins
- Broad community support
- Critical path

2. GET READY

- Identify & allocate resources: Human, time, financial
- Project plan
- Clarify and communicate costs
- Clarify and communicate value added

3. DELIVER

- Detailed project plan, including roles/responsibilities/ time lines
- Financial management/ funding allocation/draw down
- Progress/project management

4. MONITOR & REVIEW

- Maintain community engagement/support
- Monitor costs/value added
- Monitor progress against Framework
- Share and publicise success and review/fix failures

Steps to success

Step 1: Adoption of the Framework

Approval and adoption of the Framework by NEDDC. This is an important first step as it will give weight to the Framework and connect its method, evidence and proposals into the formal planning process of NEDDC's Local Plan.

Step 2: Assessment of viability

The proposals now need to be assessed carefully for viability and we recommend that each project is reviewed against the following criteria:

Priorities

- Understand better how/where to allocate resources across the range of proposals: Human, time and financial resources
- Identify projects with broad community support

Timescales: Short, medium and longer term

- Critical path analysis: Projects that are essential to achieve before other initiatives can follow
- Identify any quick wins
- Phase proposals in a comprehensive action plan

Value & outputs from each project

- What will each proposal/project contribute to achieving the overall strategic vision and objectives of Dronfield 2035?
- Clarify value and benefit added to the town, community and NEDDC

Costs/funding

- Prepare cost estimates
- Identify resources needed: Human, time and funding
- Identify current funding programmes and budget cycles; and for look for more co-ordinated use of existing budgets;
- Identify new funding sources and grants: Across sectors, public, private and third sector, such as charities
- Explore alternative sources, such as fundraising and 'pay to play' i.e. funding/donations in return for use/publicity
- Test 'fit' of existing and new sources of funding with proposals/projects

Step 3: Delivery

The keys to success are likely to be:

- A co-ordinated approach to project delivery, involving public agencies, the private sector, partnerships and the community. This may involve assembling a cross-functional Town Team, possibly assisted by a Community Involvement Co-ordinator
- Each theme, group of proposals or project would benefit from a 'champion' who would be involved at each stage
- Preparation of detailed project plans for each proposal, articulating how it will support the overall vision and strategic objectives and how it will deliver benefit.

Step 4 Monitor and review

A process needs to be agreed in advance for monitoring progress and results, including 'value for money' and 'value added' reviews.

