



Please ask for Rachel Appleyard
Direct Line: 01246 34 5277
Email: committee.services@chesterfield.gov.uk

The Chair and Members of Cabinet

26 November 2018

Dear Councillor,

Please attend a meeting of the CABINET to be held on TUESDAY, 4 DECEMBER 2018 at 10.30 am in Committee Room 1, Town Hall, Rose Hill, Chesterfield, the agenda for which is set out below.

AGENDA

Part 1(Public Information)

1. Declarations of Members' and Officers' Interests relating to items on the Agenda
2. Apologies for Absence
3. Minutes (Pages 3 - 12)

To approve as a correct record the Minutes of the Cabinet meeting held on 13 November, 2018.

4. Forward Plan

Please follow the link below to view the latest Forward Plan.

[Forward Plan](#)

5. Delegation Report (Pages 13 - 14)

Items Recommended to Cabinet via Cabinet Members

Deputy Leader

6. Modern Slavery Statement and Charter (Pages 15 - 28)

Cabinet Member for Homes and Customers

7. Local Council Tax Support Scheme 2019-20 (Pages 29 - 40)

Cabinet Member for Economic Growth

8. Chesterfield Growth Strategy 2019-2023 (Pages 41 - 88)
9. Chesterfield Borough Local Plan (Pages 89 - 364)
10. Exclusion of the Public

To move “That under Regulation 21(1)(b) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part I of Schedule 12A to the Local Government Act 1972.”

Part 2 (Non Public Information)

11. Review of Outstanding and Received S106 Payments (Pages 365 - 398)

Yours sincerely,

A handwritten signature in black ink, appearing to be 'S. Smith', written in a cursive style.

Local Government and Regulatory Law Manager and Monitoring Officer

CABINET

Tuesday, 13th November, 2018

Present:-

Councillor Ludlow (Acting Chair)

Councillors	Bagley Blank P Gilby	Councillors	T Gilby Huckle
Non-voting members	Catt Dickinson		J Innes

*Matters dealt with under the Delegation Scheme

51 **DECLARATIONS OF MEMBERS' AND OFFICERS' INTERESTS RELATING TO ITEMS ON THE AGENDA**

No declarations of interest were received.

52 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors Brunt, A Diouf and Serjeant.

53 **MINUTES**

RESOLVED –

That the minutes of the meeting of Cabinet held on 23 October, 2018 be approved as a correct record and signed by the Chair.

54 **FORWARD PLAN**

The Forward Plan for the four month period December, 2018 to March, 2019 was reported for information.

***RESOLVED –**

That the Forward Plan be noted.

55 **MINUTES OF THE SHEFFIELD CITY REGION MAYORAL COMBINED AUTHORITY**

Minutes of the meeting of the Sheffield City Region Mayoral Combined Authority held on 10 September, 2018 were reported for information.

***RESOLVED –**

That the Minutes be noted.

56 **REVISED CORPORATE AND HOUSING ASB POLICIES**

The Neighbourhoods Manager presented a report seeking approval for changes to the Corporate Anti-Social Behaviour Policy and the Housing Services Anti-Social Behaviour Policy.

The policies required revisions to take into account national and local developments. The review of both policies was carried out simultaneously to ensure corporate consistency whilst acknowledging that the Housing Services Anti-Social Behaviour Policy would need to include further detail on specific housing-related issues.

Where there had been changes in legislation, the policies had been updated to clarify the role of the council in tackling anti-social behaviour.

The revised policies were attached as appendices to the officer's report.

***RESOLVED –**

1. That the proposed changes to the Corporate Anti-Social Behaviour Policy and Housing Services Anti-Social Behaviour Policy be approved.
2. That the Assistant Director – Housing and Assistant Director – Health and Wellbeing be granted authority to consult with stakeholders regarding the proposed changes.
3. That a further report be brought to Cabinet by January 2019, following the completion of the consultation process.

REASON FOR DECISIONS

To take account of developments in anti-social behaviour characteristics, legislation and national and local priorities.

57 ENVIRONMENTAL HEALTH FEES AND CHARGES 2019/20

The Senior Environmental Health Officer submitted a report recommending for approval proposed fees and charges for various environmental health functions, including environmental permitting, dog control and pest control for 2019/20.

The proposed fees and charges were detailed at Appendix A of the officer's report.

***RESOLVED –**

1. That the proposals to revise the fees and charges for Environmental Health services including concessionary rates where applicable for 2019/20, as detailed in Appendix A of the officer's report, be approved and implemented from 1 April, 2019.
2. That the Senior Environmental Health Officer be granted discretion to offer reduced charges for the micro-chipping of dogs at promotional events and during campaigns.
3. That the Senior Environmental Health Officer be granted discretion to offer an alternative enforcement option for fly-tipping offences, where appropriate, instead of issuing a fixed penalty notice.

REASON FOR DECISIONS

To set the fees and charges for Environmental Health services for 2019/20.

58 TRADE WASTE / OUTDOOR SPORTS AND LEISURE FEES AND CHARGES 2019/20

The Assistant Director – Commercial Services submitted a report setting out proposed charges for the collection and disposal of trade wastes and outdoor recreation services for 2019/20.

In accordance with the Council's Budget Strategy, the fees and charges for trade waste and outdoor recreation services were reviewed annually. The fees and charges aimed to recover at least the full cost of the service, except in circumstances where there would be an opportunity to maximise income or where Members determine that a reduction or subsidy should be made for a specific reason.

***RESOLVED –**

That the proposals to revise the fees and charges for trade waste and outdoor recreation services for 2019/20, as detailed in Appendix 1 of the officer's report, be approved and implemented from 1 April, 2019.

REASON FOR DECISION

To comply with the Council's budget strategy.

59 CEMETERY FEES AND CHARGES 2019/20

(Councillors P Gilby and T Gilby arrived at the meeting)

The Assistant Director – Commercial Services submitted a report recommending for approval proposed fees and charges for the Council's cemeteries for 2019/20.

The fees and charges proposals had taken into account:

- the reduction in the number of burials taking place in recent years;
- the need for the Council to achieve a balanced budget;
- the level of fees and charges levied by other authorities in our family group and local cemeteries providers.

The proposed fees and charges were detailed at Appendix A of the officer's report.

***RESOLVED –**

That the proposals to revise the fees and charges for the cemeteries service for 2019/20, as detailed in Appendix A to the officer's report, be approved and implemented from 1 April, 2019.

REASONS FOR DECISION

1. There had been a decline in burial numbers over recent years which coincided with above average fee increases. It was expected that by applying an average increase, burial numbers will be consolidated.
2. To generate income to contribute to the costs of providing and maintaining a burial service.

60 **ANNUAL REPORT TO TENANTS**

The Assistant Director – Housing submitted a report seeking approval for the Annual Report to Tenants for 2017/18, as required by Homes England. A copy of the Annual Report was attached at Appendix A of the officer's report.

The Annual Report included details on performance, service delivery and future improvements in relation to:

- repairs and maintenance;
- allocating homes;
- rent collection;
- tenancy and estate management;
- careline;
- value for money and financial sustainability.

The Cabinet expressed their thanks to all the officers involved in the preparation of the Annual Report.

***RESOLVED –**

1. That the Annual Report to Tenants for 2017/18 be approved.
2. That the Annual Report be published on the council's website and be issued to all tenants and households in the Borough through 'Our Homes' within 'Your Chesterfield'.

REASON FOR DECISIONS

To comply with regulatory requirements.

61 **HOUSING FIRE MANAGEMENT POLICY**

The Assistant Director – Housing presented a report that provided an update on the actions undertaken in the last year in respect of delivering the Housing Fire Management Policy.

The current policy was approved by Cabinet on 3 October, 2017, following revisions due to the fire at Grenfell Tower. The policy brought together all the fire safety related information into one document including:

- documented fire risk assessments, reviews and amendments;
- fire precautions records;
- details of fire safety training and fire drills;
- fire history records.

The policy would ensure that the council complies with current fire safety legislation and would be reviewed on an annual basis.

***RESOLVED –**

1. That the actions undertaken in the last 12 months in respect of delivering the Housing Fire Management Policy be supported and noted.
2. That a further annual report be submitted to Cabinet by November 2019.

REASON FOR DECISIONS

1. To meet the requirements of the Regulatory Reform (Fire Safety) Order 2005.
2. To meet our requirements as a social landlord.
3. To ensure the continued safety of residents living within Chesterfield Borough Council's Housing Portfolio.

62 REVISED ADAPTATIONS POLICY

The Assistant Director – Housing submitted a report for Cabinet to consider an amendment to the Adaptations Policy and Procedure 2017 – 2020 in relation to approval limits.

The policy had been agreed by Cabinet on 16 May, 2017 and stated that approvals for disabled adaptations where the estimated cost is in excess of £25,000 were to be made collectively by the Cabinet.

In response to a request from the Cabinet, the report sought approval to delegate authority to the Cabinet Member for Homes and Customers to approve disabled adaptations likely to exceed £25,000. This would enable a decision to be made in a timelier manner and reduce the loss of rental income.

***RESOLVED –**

1. That the proposed amendment to the approvals process set out within the current Adaptations Policy and Procedure 2017 – 2020 be agreed and adopted.
2. That a further review of the Adaptations Policy and Procedure 2017 – 2020 be carried out in December 2019.

REASON FOR DECISIONS

To contribute to the council's priorities: to improve the quality of life for local people and to deliver value for money services.

63

OPEN MARKET FEES AND CHARGES 2019/20

The Assistant Director – Commercial Services submitted a report recommending for approval proposed fees and charges for Chesterfield's open markets and the Sunday car boot sale, to take effect from 1 April, 2019.

It was reported that there had been a continued downward trend in occupancy and income from the market. Therefore it was proposed that the current fees and charges be unchanged for 2019/20 to help support traders to sustain their businesses.

***RESOLVED –**

1. That from 1 April 2019:
 - i. there will be no increase in stall fees on the general, flea and farmers markets;

- ii. there will be no increase in the fees for the car boot sale held under licence by Chesterfield Football Club at the Proact Football Stadium;
 - iii. there will be no increase in electricity and storage charges, or the publicity levy, on the open market.
2. That the Market Manager be granted authority to negotiate stall fees outside the set fees, to support new traders and existing traders that are struggling to continue, and larger traders occupying multiple stalls.
3. That there will be no rent free holiday period offered to licensed traders for 2019/20.
4. That an in-year review of the operating costs be undertaken, particularly in relation to the cleaning arrangements with Veolia.
5. That a 3% increase in stall fees for 2020/21 be considered.

REASONS FOR DECISIONS

1. To continue to secure a viable open air market in Chesterfield.
2. To ensure that the council continues to receive an acceptable return on a valuable town centre asset through supporting traders during this continued economic downturn.

64 VENUES FEES AND CHARGES 2019/20

The Arts and Venues Manager submitted a report recommending for approval proposed fees and charges for venue and equipment hire at the Pomegranate Theatre, the Winding Wheel, the Assembly Rooms in the Market Hall and Hasland Village Hall for 2019/20.

The report advised that at the beginning of 2017, the venues were tasked with becoming financially self-sufficient by the end of 2020/21 and that there had already been a significant reduction in the net operational costs for the service.

Full details of the proposed fees and hire charges were attached as appendices to the officer's report.

***RESOLVED –**

1. That the proposals to revise the theatre hire charges for the Pomegranate Theatre for 2019/20, as detailed at Appendix A of the officer's report, be approved and implemented from 1 April 2019.
2. That the proposals to revise the room hire charges for the Winding Wheel for 2019/20, as detailed at Appendix B of the officer's report, be approved and implemented from 1 April 2019.
3. That the proposals to revise the equipment hire charges at the Winding Wheel for 2019/20, as detailed at Appendix B of the officer's report, be approved and implemented from 1 April 2019.
4. That the proposals to revise the theatre hire charges for the Winding Wheel for professional companies and commercial use for 2019/20, as detailed at Appendix C of the officer's report, be approved and implemented from 1 April 2019.
5. That the proposals to revise the room hire charges at the Assembly Rooms in the Market Hall for 2019/20, as detailed at Appendix D of the officer's report, be approved and implemented from 1 April 2019.
6. That the proposals to revise the room hire charges at Hasland Village Hall for 2019/20, as detailed at Appendix E of the officer's report, be approved and implemented from 1 April 2019.

REASON FOR DECISIONS

To make further progress towards a sustainable financial position for the venues.

This page is intentionally left blank

CABINET MEETING

4 December 2018

DELEGATION REPORT

DECISIONS TAKEN BY LEAD MEMBERS

Cabinet Member for Economic Growth

Decision Record No.	Subject	Delegation Reference	Date of Decision
14/18/19	Catherine Street Garage Site	G260L	1 November 2018
<p>Decision</p> <p>(1) That the proposed sale of land and premises at Catherine Street Garage Site, Brampton be approved.</p> <p>(2) That the Property, Procurement and Contracts Law Manager be granted delegated authority to agree late amendments to the sale and to revert to underbidders in the event the applicant withdraws.</p>			
<p>Reasons for Decision</p> <p>1. To secure regeneration of the site for residential purposes and secure a capital receipt for the Council.</p> <p>2. To enable the conclusion of the sale contract in a timely and efficient manner.</p>			

Decision Record No.	Subject	Delegation Reference	Date of Decision
15/18/19	Five year Lease of land at Station Road/Spa Lane, Chesterfield	EG550L	12 November 2018
<p>Decision</p> <p>(1) That the lease of land at Station Road/Spa Lane on the terms set out in the officer's report be granted.</p> <p>(2) That the Property, Procurement and Contracts Law Manager be granted delegated authority to agree late amendments to the terms of the lease.</p>			
<p>Reason for Decision</p> <p>To secure an income stream for five years for the Council.</p>			

For publication

Modern Slavery Statement and Charter (J000)

Meeting:	1. Cabinet 2. Council
Date:	1. 4 December, 2018 2. 12 December, 2018
Cabinet portfolio:	Deputy Leader
Report by:	Assistant Director – Policy and Communications

1.0 Purpose of report

- 1.1 To present for approval the council's modern slavery statement for 2019/20 and to consider signing up to the Co-operative Party Charter against modern slavery.

2.0 Recommendations

- 2.1 That the Chesterfield Borough Council modern slavery statement is approved for 2019/20.
- 2.2 That Cabinet recommend to full Council signing up to and working towards implementation of the Co-operative Party Charter against Modern Slavery.

3.0 Background

- 3.1 The Modern Slavery Act 2015 consolidates various offences relating to human trafficking and slavery. In broad terms:
- 'slavery' is where ownership is exercised over a person
 - 'servitude' involves coercion to oblige a person to provide services
 - 'forced and compulsory labour' is where a person works or provides services on a non-voluntary basis under the threat of a penalty
 - 'human trafficking' involves arranging or facilitating the travel of a person with a view to exploiting them
- 3.2 Section 52 of the Act imposes a duty on public authorities, including district councils, to notify the Secretary of State (via the National Crime Agency) of suspected victims of slavery or human trafficking.
- 3.3 Section 54 of the Act imposes a legal duty on organisations, which supply goods and/or services from or to the UK and have a global turnover above £36 million, to publish a slavery and human trafficking statement each financial year. On the introduction of the act it was unclear if local authorities and other public sector bodies were covered by the requirement. Recent additional guidance clarified that public sector bodies do not currently need to comply with this duty.
- 3.4 Chesterfield Borough Council recognises the huge impact that this crime has on vulnerable people and our communities and we are committed to working with partner agencies to play our part in eradicating modern slavery. To demonstrate our commitment and highlight how we can help prevent exploitation, Chesterfield Borough Council like many local authorities including Derbyshire County Council and Derby City Council volunteered to develop and implement modern statements from 2018/19 onwards.

- 3.5 The proposed modern slavery statement for 2019/20 is attached at appendix 1. The statement covers:
- Modern slavery act requirements
 - The standards we will meet and expect others we do business with to meet
 - Supply chains
 - How modern slavery links into our policies and plans
 - Training and awareness raising
 - Partnership working
- 3.6 The statement will be reviewed annually and published on the council's website.

4.0 **The Modern Slavery Charter**

- 4.1 The Co-operative Party has launched a Charter against modern slavery, which recognises the important role that local authorities in the UK can play in reducing modern slavery, in particular through its procurement activity and supply chains. Over forty local authorities have already signed the charter and are working towards implementation.
- 4.2 While our modern slavery statement shows the progress we have been making in seeking to prevent and reduce the impact of modern slavery there is still more that we could do. The Charter identifies ten actions which local authorities can take to tackle modern slavery. Appendix 2 shows the Charter actions, our current position and how we can move towards full implementation.
- 4.3 We are recommending that we sign up to the Charter and use it as an improvement tool to strengthen our policies, procedures

and practices to maximise our impact particularly in the prevention of modern slavery.

5.0 **Equalities**

5.1 Equality analysis of our approach to reducing modern slavery and its impacts has been considered and no negative impacts for protected characteristics identified. These arrangements make significant positive contributions to all groups but in particular younger people, people with disabilities and migrants who are disproportionately affected by modern slavery.

6.0 **Resources**

6.1 Our response to modern slavery is built into our core business so additional resource is not required. Signing up to the Charter involves additional safeguards to be put in place around procurement but this will be considered as part of the current review of procurement.

7.0 **Recommendations**

7.1 That the Chesterfield Borough Council modern slavery statement is approved for 2019/20.

7.2 That Cabinet recommend to full Council signing up to and working towards implementation of the Co-operative Party Charter against Modern Slavery.

8.0 **Reason for recommendations**

8.1 To demonstrate and strengthen our commitment to prevent and reduce the impact of modern slavery.

Decision information

Key decision number	839
Wards affected	ALL

Document information

Report author	Contact number/email
Donna Reddish - Assistant Director - Policy and Communications.	Donna.reddish@chesterfield.gov.uk
Appendices to the report	
Appendix 1	Modern Slavery Statement
Appendix 2	Modern Slavery Charter

This page is intentionally left blank

Modern Slavery and Human Trafficking Statement

1.0 Introduction

- 1.1 Chesterfield Borough Council is committed to preventing slavery and human trafficking in its corporate activities, and ensuring that its supply chains are free from slavery and human trafficking.
- 1.2 This Modern Slavery and Human Trafficking Statement sets out the Council's actions to understand potential modern slavery risks related to its business and put in place steps that are aimed at ensuring that there is no slavery or human tracking in its own business, and its supply chains.
- 1.3 This Modern Anti-Slavery and Human Trafficking Statement relates to actions and activities during the financial year 1 April 2019 to 31 March 2020.

2.0 The Modern Slavery Act 2015

- 2.1 The Modern Slavery Act 2015 consolidates various offences relating to human trafficking and slavery. In broad terms:
- 'slavery' is where ownership is exercised over a person
 - 'servitude' involves coercion to oblige a person to provide services
 - 'forced and compulsory labour' is where a person works or provides services on a non-voluntary basis under the threat of a penalty
 - 'human trafficking' involves arranging or facilitating the travel of a person with a view to exploiting them
- 2.2 Section 52 of the Act imposes a duty on public authorities, including district councils, to notify the Secretary of State of suspected victims of slavery or human trafficking. Section 54 of the Act imposes a legal duty on organisations, which supply goods and/or services from or to the UK and have a global turnover above £36 million, to publish a slavery and human trafficking statement each financial year. The public sector is not covered by this piece of legislation however as Chesterfield Borough Council engages in commercial activities by providing services (statutory and discretionary), and its annual turnover is greater than £36million we have decided to produce an annual statement on a voluntary basis.

3.0 Standards

3.1 Chesterfield Borough Council will meet the following standards and also expects those with whom it does business with, to meet these standards:

- To support every individual's human right to live free from abuse, servitude and inhumane treatment
- To promote ethical business and operational practices in corporate activity and the services delivered
- To take appropriate steps to ensure that slavery and human trafficking is not taking part in any of its business or supply chains
- To take reports of witnessed, suspected or disclosed concerns of slavery and human trafficking seriously
- To take appropriate steps with relevant partner agencies to address actual instances of slavery and human trafficking.

5.0 Supply chains

5.1 In the procurement process, Chesterfield Borough Council expects all suppliers of goods and services to comply with all applicable laws, statutes, regulations [and codes] from time to time in force [including [but not limited to] the Modern Slavery Act 2015, their own anti-slavery policy (where applicable) and this Modern Anti-Slavery and Human Trafficking Statement.

5.2 All new suppliers for new or extended contracts are required to self-certify during the tendering process whether the Modern Slavery Act applies to them and that they meet the requirements of the Act.

5.3 The Council also requires its contractors and sub-contractors engaged activities with children and vulnerable adults to have safeguarding policies, procedures and training in place and to comply with the reporting procedures in the Council's Safeguarding Policy.

6.0 Policies and plans

6.1 Chesterfield Borough Council has a range of policies and plans in place which reflect its commitment to acting ethically and with integrity to prevent slavery and human trafficking in its operations:

- Vision and Council Plan - The Council's vision is 'Putting our Communities First' and our Council Plan includes a key objective of improving quality of life for our communities.
- Safeguarding Children and Vulnerable Adults Policy and Procedure – sets out how the Council will safeguard and promote the welfare of children and vulnerable adults who come into contact with its services and activities. The policy covers how the Council should comply with the duty to notify the Secretary of State of suspected victims of slavery and human trafficking.
- Whistleblowing Policy – encourages all its employees to report concerns about any aspect of service provision, conduct of officers and others acting on behalf of the Council, or the supply chain. The policy is designed to make it easy to make disclosures without fear of discrimination and victimisation.
- Employee Code of Conduct – is the ethical framework that employees work to, which makes clear the actions and behaviour expected of them when representing the Council. The Council strives to maintain the highest standards of employee conduct and ethical behaviour and breaches are investigated.
- Recruitment Policy – sets out robust procedures for vetting new employees, which ensures they are able to confirm their identities and qualifications. To comply with the Asylum, Immigration and Nationality Act 2006, all prospective employees are asked to supply evidence of their eligibility to work in the UK. References are also requested and followed up.
- Corporate Procurement Strategy – This strategy is currently being reviewed and will set out the strategic aims and principles of procurement activity. This includes safeguarding requirements.
- Equality and Diversity Policy and Strategy - sets out the Council's legal obligations under the Equality Act 2010 and the various ways the Council meets its duties.

7.0 Training and awareness

7.1 Chesterfield Borough Council has a programme of mandatory safeguarding training for all employees and elected members. This includes content about modern slavery

and human trafficking and enables them to identify and know how to report suspected or disclosed incidents.

- 7.2 We carry out inspections of food premises, other commercial premises, industrial buildings and domestic residential properties. Staff engaged in these activities receive a higher level of training to enable them to spot issues of concern relating to modern slavery and understand how to support and respond to concerns.

8.0 Partnership working

- 8.1 Chesterfield Borough Council has a strong track record of working in partnership with other agencies to respond to safeguarding, slavery and trafficking issues. This includes supporting the Derby and Derbyshire Modern Slavery Partnership via the Safe Derbyshire Partnership. We work with colleagues to develop a common understanding and partnership approach to the threats, vulnerabilities and risks relating to slavery and human trafficking.

- 8.2 We also work with a range of agencies to safeguard children and vulnerable adults. This includes supporting the work of the local safeguarding boards and district Councils safeguarding network.

9.0 Further improvement

- 9.1 The Co-operative Party has launched a Charter against modern slavery, which recognises the important role that local authorities in the UK can play in reducing modern slavery, in particular through its procurement activity and supply chains. We are recommending that we sign up to the Charter and use it as an improvement tool to strengthen our policies, procedures and practices to maximise our impact particularly in the prevention of modern slavery.

This Modern Anti-Slavery and Human Trafficking Statement is approved by the Council's Senior Leadership Team and endorsed by its Cabinet. It will be reviewed and updated as necessary and published on an annual basis.

Modern Slavery Charter

Charter	Current position	Further improvement
<p>1. Train its corporate procurement team to understand modern slavery through the Chartered Institute of Procurement and Supply's (CIPS) online course on Ethical Procurement and Supply.</p>	<p>Our procurement service is currently provided in partnership with the NHS. Staff are trained and aware of issues relating to modern slavery and the importance of ethical procurement.</p>	<p>Procurement arrangements are currently being reviewed. This issue will be considered as part of the improvement programme.</p>
<p>2. Require its contractors to comply fully with the Modern Slavery Act 2015, wherever it applies, with contract termination as a potential sanction for non-compliance.</p>	<p>In the procurement process, Chesterfield Borough Council expects all suppliers of goods and services to comply with all applicable laws, statutes, regulations [and codes] from time to time in force [including [but not limited to] the Modern Slavery Act 2015, their own anti-slavery policy (where applicable) and this Modern Anti-Slavery and Human Trafficking Statement.</p> <p>All new suppliers for new or extended contracts are required to self-certify during the tendering process whether the Modern Slavery Act applies to them and that they meet the requirements of the Act.</p>	<p>Compliant – no further action recommended.</p>

<p>3. Challenge any abnormally low-cost tenders to ensure they do not rely upon the potential contractor practising modern slavery.</p>	<p>This forms a key part of our procurement processes. Tenders are carefully considered against a range of criteria including challenging costs and practices.</p>	<p>Compliant – no further action recommended.</p>
<p>4. Highlight to its suppliers that contracted workers are free to join a trade union and are not to be treated unfairly for belonging to one.</p>	<p>We encourage our suppliers to engage with trade unions and work together to improve rights and conditions for staff.</p>	<p>Compliant – no further action recommended.</p>
<p>5. Publicise its whistle-blowing system for staff to blow the whistle on any suspected examples of modern slavery.</p>	<p>Our whistle blowing policy is regularly updated and well publicised to staff. Modern slavery is one of the examples used.</p>	<p>Compliant – no further action recommended.</p>
<p>6. Require its tendered contractors to adopt a whistle-blowing policy which enables their staff to blow the whistle on any suspected examples of modern slavery.</p>	<p>Our procurement policies include a number of requirements which potential contractors and sub-contractors must meet. This includes contractors and sub-contractors engaged activities with children and vulnerable adults to have safeguarding policies, procedures and training in place and to comply with the reporting procedures in the Council's Safeguarding Policy.</p>	<p>Whistle blowing policies is not currently one of our requirements. This issue will be considered as part of procurement review and improvement programme.</p> <p>This will need to be carefully considered to ensure there isn't a negative impact on small and medium sized enterprises tendering for work.</p>
<p>7. Review its contractual</p>	<p>Our spend is challenged</p>	<p>While we do undertake</p>

<p>spending regularly to identify any potential issues with modern slavery.</p>	<p>throughout the year via a rigorous budget challenge programme. This includes challenging any contractual spend with mindfulness regarding modern slavery potential.</p>	<p>significant challenge on spend, we recognise that further improvements could be made in terms of interrogating spend and this is an area we aim to continually improve.</p>
<p>8. Highlight for its suppliers any risks identified concerning modern slavery and refer them to the relevant agencies to be addressed.</p>	<p>As part of our commitment to preventing and reducing modern slavery we produce a voluntary annual modern slavery statement. This highlights to our communities, members, staff and contractors modern slavery issues and concerns.</p> <p>Our client arrangements include the ability for contractors and sub-contractors to raise concerns and we can help to refer them for relevant support or notification requirements.</p>	<p>Compliant – no further action recommended.</p>
<p>9. Refer for investigation via the National Crime Agency’s national referral mechanism any of its contractors identified as a cause for concern regarding modern slavery.</p>	<p>Our staff have been trained to be aware of issues relating to modern slavery including the duty to refer concerns to the national crime agency.</p>	<p>Compliant – no further action recommended.</p>
<p>10. Report publicly on the</p>	<p>Reporting on the Charter</p>	<p>Compliant – no further</p>

implementation of this policy annually.	will form part of our annual Modern Slavery Statement which is publically available.	action recommended.
---	--	---------------------

For publication

Local Council Tax Support Scheme 2019/20

Meeting:	Council Cabinet
Date:	12 December, 2018 4 December, 2018
Cabinet portfolio:	Homes & Customers
Report by:	Director of Finance & Resources

For publication

1.0 Purpose of report

- 1.1 To gain approval for the Local Council Tax Support (LCTS) scheme to apply in 2019/20.

2.0 Recommendations

- 2.1 That Council agrees to continue with the current Local Council Tax Support scheme for 2019/20. The scheme is based on The Council Tax Reduction Scheme England Regulations 2012 amended to reflect the following local decisions concerning the key principles of the scheme:

- For those of working age the maximum amount of Council Tax that will be eligible for reduction is 91.5% of their full Council Tax Liability.
- The Council continues its policy of disregarding war pensions for the purposes of calculating income in respect of the Local Council Tax Support scheme.
- The 'taper', i.e. the rate at which support is withdrawn as income increases be maintained at 20%.

2.2 That the Director of Finance and Resources be granted delegated powers to update the 2019/20 scheme to reflect such up-ratings of premiums, allowances and non-dependent deductions as may be determined by the Department of Work and Pensions, and for other minor technical changes which may be required.

2.3 That the current local council tax discounts, which were originally implemented in 2013/14, be continued (para. 3.4).

3.0 **Background**

3.1 Prior to April 2013 central government funded the actual cost of the Council Tax Benefit scheme (CTB). In the 2010 Spending Review the Government announced its intention to introduce a Localised Council Tax Support Scheme (LCTSS) from April 2013 to replace the national CTB scheme.

3.2 As part of a wider package of public expenditure reductions and reforms to the welfare benefit system the proposals were required to deliver a 10% reduction in expenditure. The Council implemented a local scheme in respect of 2013/14 which required property occupiers of working age to pay at least the first 8.5% of the Council Tax liability for their property. Those of pensionable age continued to receive up to 100% support.

- 3.3 Under the localised arrangements local councils were required to manage the 10% reduction in Government support and in future years to absorb the burden of any additional funding required should caseloads and costs increase. These additional financial costs are shared between the precepting authorities through the mechanisms of the Collection Fund, which based on the 2018-19 precepts gives the following shares: Derbyshire County Council (74.2%), the Borough Council (9.3%), the Police Authority (11.2%), Fire and Civil Defence (4.4%) and the Parish Councils (0.9%).
- 3.4 To help mitigate the 10% funding reduction, the Council agreed a number of changes to other Council Tax discounts and exemptions from April 2013. The changes included:
- A local discount of 100% for vacant properties, which would previously have qualified for an exemption under class C, for periods of up to three months. A three month discount (reduced from six months) was agreed to avoid having to collect small amounts of debt which would arise as residents sold or moved property. In a situation where a property becomes occupied or furnished for a period of 6 weeks or less it will only be eligible to receive discount for any of the original three month period which remains.
 - A local discount of 100% for properties which are uninhabitable due to them requiring or undergoing major structural repairs or alterations that would have previously qualified for exemption under class A for a period of up to 12 months was also agreed. While this exemption is unchanged it has now become a locally determined discount.
 - Removal of the residual 10% discount for second homes.
 - A 150% charge for property empty for more than 2 years.

4.0 **Previous Years' Schemes**

- 4.1 The key statistics to note include:

- The number of working age people receiving support has reduced from 6,438 on 1st April 2013 to 5846 as at 30th September 2018; a reduction of 592 or 9.2%.
- The number of pensioners receiving support has reduced from 5,342 on 1st April 2013 to 3,906 as at 30th September 2018; a reduction of 1,436 or 26.9%.
- The number of households receiving support has reduced from 13,925 in 2013/14 to 11,902 in 2017/18 (a reduction of 2,023 or 14.5%.
- The value of the support given has reduced from £8.24m in 2013/14 to £7.96m in 2017/18 a reduction of £280k or 3.4%. 2018/19 expenditure as at 30th September 2018 is £8.11m. The amount of CTS expenditure is affected by changes to Council Tax charges. The collection rate for the element of tax that is payable by those who previously received 100% Council Tax Benefit was 71% for 2013/14, 80% for 2014/15, 85% for 2015/16, 87.6% for 2016-17, 87.8% for 2017/18 and 61.6% to date for 2018/19.

4.2 The collection rates achieved to date, whilst in excess of the 67% collection rate forecast originally assumed when the local scheme was first introduced, is nevertheless well below the rate for the other Council Tax payers of above 97%.

5.0 **Proposed Scheme for 2019/20**

5.1 Welfare Reform changes to the benefits and tax credits people can receive continues. There is a four year freeze on working age benefit increases that started in April 2016. Because the allowances and premiums used to assess Council Tax Support for working age claimants mirror those in Housing Benefit, this freeze applies to working aged Council Tax Support recipients also. There is also the extension of the benefit cap to more households as the total amount of benefit income (excluding CTS) has reduced from 7th November 2016. This means that

currently 48 households in Chesterfield are subject to Housing Benefit restrictions compared to 12 cases before the 7th November 2016. The implication on Council Tax Support expenditure of other benefit reductions is being monitored. It is difficult to forecast what the financial impact on the CTSS would be and what mitigating actions might be required.

- 5.2 Universal Credit went Full Service for the Chesterfield Jobcentre on 29th November 2017. This has impacted on Chesterfield residents and may impact on Council Tax collection. The Council is working with partners and DWP to mitigate the risks. The Council's benefit service continues to encourage Council Tax Support take-up and there are concerns that the separation of Housing Benefit from Council Tax Support is having an effect on people claiming Council Tax Support.
- 5.3 If the Council plan to make any significant changes to the scheme there is a legal duty to consult stakeholders and to undertake an equalities impact assessment, an exercise that would take several months to do properly. In view of these uncertainties and constraints it is proposed to leave the scheme unchanged for 2019/20.
- 5.4 The experience of the schemes in previous years has also been a key consideration in arriving at the recommendation to continue with the current scheme for 2019/20. The collection rate at 31st March 2018 at 87.8% has surpassed our initial forecast of 67% when the scheme was first introduced. If the minimum contribution rate is increased above the current 8.5% level the contributions would inevitably become more difficult to collect and could become uneconomic to recover.
- 5.5 The operation of the scheme depends upon the premiums, allowances and non-dependent deductions for the elderly being uprated in accordance with figures provided by the Department for Work and Pensions. For working age claimants,

the premiums and allowances are uprated in accordance with those provided by the DWP for Housing Benefits and the non-dependent deductions are the same as those for elderly cases. It is recommended that delegated powers are granted to the Director of Finance and Resource to amend the 2019/20 local scheme with the relevant details. In addition to these specific delegations it is considered appropriate that the delegation should be extended to cover other minor technical changes where amendment of the scheme may be necessary during the course of the financial year in order to ensure that the local scheme reflects accepted practice and DWP guidance.

- 5.6 Given the continued financial pressures on the Council's finances it is also recommended that the Council Tax Discounts and Exemptions outlined in paragraph 3.4 be maintained at their current levels. While these measures do create an added financial burden for the tax payers affected they do, nevertheless, act as incentives to bring property into use.
- 5.7 The Council will continue to work with individuals and the local advice agencies to ensure that those experiencing difficulties paying will receive appropriate advice and support.
- 5.8 The impact of the welfare, tax and living wage changes will be monitored throughout 2019/20 to enable a review of the options in good time for setting the scheme for 2020/21.

6.0 **Financial Considerations**

- 6.1 Local Council Tax Support will be calculated using 91.5% of the Council Tax liability, leaving residents of working age to pay a minimum of 8.5% themselves. Assuming they were living in a Band A property then the Council Tax Liability would be in the region of £96.30 per annum ($£1,132.90 \times 8.5\%$) for a couple or £72.22 per annum (£96.30 less 25% discount) for a single person, before any award of CTS. Those of pensionable age will be eligible for CTS of up to 100% of their council tax liability.

- 6.2 Continuing with an 8.5% minimum contribution rate will mean that part of the cost of the Local Scheme will fall upon the Council, rather than being passed on to those of working age. A key factor in this decision has been that if the full cost of the reduction in Central Government support were passed on to claimants the amount due may well become uncollectable. On the basis of evidence to date a Council Tax liability of 8.5% for those of working age is a collectable amount in most cases, with a recorded collection rate of 87% in previous financial years.
- 6.3 If Council adopts the recommended approach then the income that will be generated from charging a minimum of 8.5% Council Tax to those of working age on benefits is estimated to be some £579k after an assumed non-collection rate of 15%. The income will be shared amongst the precepting authorities.
- 6.4 It is not possible to quantify precisely what the LCTSS costs because the major element of funding, Government grant, is no longer separately identified but is now combined into the overall Funding Settlement. The Settlement Funding amount continues to reduce each year as part of the Government's austerity measures. In the first year of the scheme (2013/14), when the funding was separately identified, it was estimated that the net cost of the scheme, after Government funding, was £1.1m. Of the £1.1m, it was estimated that the changes to other discounts and the requirement to pay the first 8.5% would reduce the net cost down to £0.4m which was then to be shared amongst the precepting authorities through the mechanics of the Collection Fund. It should also be noted that as case load decreases, which has happened each year since 2013/14, this will increase the Tax Base and increase the overall tax raising capacity. It is estimated that by 2018/19, 932 Band 'D' equivalent properties will have been added to the Tax Base since the first year of the CTSS (2013/14), potentially generating over £1.6m additional income to the Collection Fund.

6.5 In 2013/14, £66k of the CTS funding which the Council received was earmarked as relating to the parish councils and this amount was paid over to the parishes. In setting the Budget it was agreed that the parish funding would be phased out over a period of ten years to reflect the fact that the Council's funding was being reduced.

7.0 **Legal and data protection implications**

7.1 Sections 9 to 12 of the Local Government Finance 2012 give the Council the necessary legal powers to implement the proposals made in this report regarding the Local Council Tax Support Scheme and other Council Tax discounts.

7.2 The Council Tax Support Scheme will need to be adopted by 31st January each year and will be required to meet the requirements as set out by legislation.

7.3 The Local Council Tax Support Scheme and changes to council tax discounts must be advertised within 21 days of the decision to adopt them being made.

8.0 **Equalities Issues**

8.1 Council tax support is intended to provide financial support to some of the most vulnerable groups in society. The Government has already given a commitment to protect those of state pension age but does not intend to prescribe in statute which other vulnerable groups must be protected. Instead, local authorities are expected to take into account existing duties in relation to vulnerable groups in designing their schemes. The following duties must therefore be considered:

- The public sector Equality Duty;
- The duty to mitigate the effects of child poverty; and
- The duty to prevent homelessness.

A full Equalities Impact Assessment (EIA) was prepared prior to the implementation of the original scheme in 2013/14 and this was reported to the Council as part of the process of adopting the scheme.

9.0 Risk management

9.1 The key risks are summarised in the table below:

Description of Risk			Mitigating Actions	Residual	
	Impact	Likelihood		Impact	Likelihood
<p>Government funding is fixed but demand for support could increase from:</p> <ul style="list-style-type: none"> • Pensioners as the stigma of 'benefit' removed. • Job shock in the local economy e.g. major employer goes out of business. • Pensioners because they are living longer • Other welfare reforms affect the incomes of those in receipt • Higher levels of Council Tax required to achieve a balanced budget 	High	Possible	Prudent assumptions about take-up.	Medium	Possible
<p>Reduced demand for support from:</p> <ul style="list-style-type: none"> • Working age claimants as the 	Medium	Possible	Monitor trends	Medium	Likely

economy recovers and more people move into work; • Declining pensioner caseloads.					
Difficulties in collecting the amounts due.	Medium	Definite	Flexible recovery procedures. Spread the risk by funding the grant cut from a variety of measures.	Medium	Likely
Tax avoidance	Medium	Possible	Rigorous and adequately resourced validation and recovery procedures.	Low	Possible

10.0 Recommendations

10.1 That Council agrees to continue with the current Local Council Tax Support scheme for 2019/20. The scheme is based on The Council Tax Reduction Scheme England Regulations 2012 amended to reflect the following local decisions concerning the key principles of the scheme:

- For those of working age the maximum amount of the Local Council Tax that will be eligible for reduction is 91.5% of their full Council Tax Liability.
- The Council continues its policy of disregarding war pensions for the purposes of calculating income in respect of the Council Tax Support scheme.

- The 'taper', i.e. the rate at which support is withdrawn as income increases be maintained at 20%.

10.2 That the Director of Finance and Resources be granted delegated powers to update the 2019/20 scheme to reflect such up-ratings of premiums, allowances and non-dependent deductions as may be determined by the Department of Work and Pensions, and for other minor technical changes which may be required.

10.3 That the current local council tax discounts, which were originally implemented in 2013/14, be continued (para. 3.4).

11 Reasons for recommendations

11.1 To ensure that the Council is able to continue to operate a localised scheme providing council tax support from April 2019.

Decision information

Key decision number	845
Wards affected	All wards
Links to Council Plan priorities	To improve the quality of life for local people.

Document information

Report author	Contact number/email
Helen Fox	01246 345452 helen.fox@chesterfield.gov.uk

This page is intentionally left blank

For publication

Chesterfield Growth Strategy 2019-2023

Meeting:	1. Cabinet 2. Council
Date:	1. 4 December 2018 2. 12 December 2018
Cabinet portfolio:	Economic Growth
Report by:	Assistant Director Economic Growth

For publication

1.0 Purpose of report

1.1 To seek Council approval of the Chesterfield Growth Strategy (2019-2023).

2.0 Recommendations

2.1 That Cabinet recommends the Chesterfield Growth Strategy (2019-2023) for adoption by the Council.

3.0 Background

3.1 The purpose of the Growth Strategy is to set out the role of the Council in supporting the growth and regeneration of the Borough. It provides a framework for actions over the period

2019-23 that will deliver the Council's priority of making Chesterfield a thriving borough and contribute towards the priority of improving the quality of life for local people.

3.2 The draft Growth Strategy was considered by Cabinet at its meeting on the 2nd October 2018 where it was resolved that the draft Growth Strategy be approved for wider consultation.

4.0 **Growth Strategy**

4.1 The draft Growth Strategy was circulated to a number of partner organisations and to Chesterfield Champions via Destination Chesterfield. A copy of the Strategy was also placed on the Council's website.

4.2 Responses to the Strategy were received from four organisations (Chesterfield Canal Trust, Destination Chesterfield, North East Derbyshire District Council and Bolsover District Council) and a summary of comments is set out below.

4.3 Whilst there have been no substantive changes to the Strategy as a result of the consultation, a small number of amendments have been made, as well as the addition of the Foreword. The revised Strategy is attached as Appendix A to this report.

Consultation Responses

4.4 The **Chesterfield Canal Trust** consider the Canal to be an underestimated asset for the town, with 50,000 walkers / cyclists passing Tapton Lock every year and 6,000 people taking boat trips from either Tapton Lock or Hollingwood Hub. The ambition is that the Canal is fully restored by 2027, with interim developments such as the connection of the Waterside Basin and a small marina included as part of Chatsworth Settlement Trust's proposals for the Staveley Corridor adding

to the Canal's visitor appeal. The Strategy has been amended to include reference to the potential to further develop Chesterfield Canal as a visitor attraction.

- 4.5 **Destination Chesterfield** note that the document covers all the major areas of comment or feedback that they receive from businesses regarding their needs / requirements in relation to the local economy. However, they consider additional opportunities that could be highlighted in the plan include the key drivers of low carbon and digitisation. In relation to this, the Strategy already references digitisation, but this has been viewed as a challenge rather than an opportunity, given the national forecast that 20% of jobs could be displaced over the next 20 years. In response a comment has been added under the 'Infrastructure' objective about ensuring that the future provision of local infrastructure positively supports the development of the digital and low carbon economies.
- 4.6 Destination Chesterfield welcomes the importance given to place marketing in the Strategy and will continue to work closely with the Council (and other partners) to support the delivery of the Growth Strategy objectives.
- 4.7 **North East Derbyshire District Council** (NEDDC) supports the overall approach set out in the Strategy, recognising that there are clear areas of common interest and opportunities in both of the Authorities ' growth aspirations. NEDDC welcomes the opportunity to work in collaboration on growth related projects, where this can add value for both authorities.
- 4.8 In their response, **Bolsover District Council** (BDC) state that the Growth Strategy provides comprehensive coverage on a wide range of relevant growth matters such as marketing, town centre vitality and the visitor economy. BDC highlight the long history of partnership working between the three authorities (Bolsover, Chesterfield and North East Derbyshire)

and the County Council and state that it is important to recognise that the economic impact of Chesterfield (as the principal town in Derbyshire) extends across local administrative boundaries. They suggest that the reference to Chesterfield's wider employment and service role could be strengthened, and the strategy has been amended to reflect this.

5.0 Financial Implications

5.1 The Growth Strategy provides the overall strategic framework for activities by the Council to support the growth and regeneration of the Borough. As such, the preparation of the Growth Strategy has no direct financial implications for the Council, although new activities brought forward under the framework may require resourcing in future.

6.0 Risk Management

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
There is a risk that the Council's approach to supporting growth will lack focus and be fragmented in the absence of a Growth Strategy	L	L	The Growth Strategy provides a clear link between issues impacting on the local economy and the Council's policy/action response. The Strategy provides a coherent framework for the development of new programmes and	L	L

			initiatives		
There is a risk of duplication / less effective service delivery between partner organisations in the absence of a Growth Strategy	L	L	The Growth Strategy clearly sets out the role of the Council in supporting the growth and regeneration of the borough	L	L
The ability of the Council to make the case for regeneration funding is reduced in the absence of a Growth Strategy	M	L	The Growth Strategy ensures demonstration of a clear strategic fit when preparing business cases for funding	L	L

7.0 Equalities Impact Assessment

7.1 A preliminary Equalities Impact Assessment was submitted alongside the previous Cabinet report on the draft Growth Strategy on 2nd October 2018. This considered that the Growth Strategy would not have a disproportionate impact on the groups listed and would have a potentially positive impact on particular groups such as the young unemployed and those with a disability / long term condition through the delivery of specific programmes (for example the Talent Match and Ambition SCR programmes) to assist people into employment.

8.0 Alternative Options Considered

8.1 The alternative option is for the Council not to prepare and adopt a Growth Strategy. However this option is not

considered appropriate primarily for the reasons set out in the risk assessment. The preparation of the Growth Strategy will increase the credibility of the Council with policy makers and funding providers. The Growth Strategy demonstrates that the Council has a good understanding of the issues impacting on the economy and has defined its service provision in response to addressing clearly identified needs and seeking to make the most of economic opportunities for the benefit of local people

9.0 Recommendations

9.1 That Cabinet recommends the Chesterfield Growth Strategy (2019-2023) for adoption by the Council.

10.0 Reason for Recommendation

10.1 To secure the adoption of the Growth Strategy.

Decision information

Key decision number	842
Wards affected	All
Links to Council Plan priorities	Making Chesterfield a thriving borough Improving the quality of life for local people

Document information

Report author	Contact number/email
Matthew Southgate	Ex 5272 Matthew.southgate@chesterfield.gov.uk
Background documents	
These are unpublished works which have been relied on to a material extent when the report was prepared.	

Appendices to the report	
Appendix A	Growth Strategy 2019-2023
Appendix B	
Etc.	

This page is intentionally left blank

Chesterfield Growth Strategy 2019-2023

Chesterfield Growth Strategy 2019-2023

Contents	Page
Foreword	3
Executive Summary	4
Introduction	7
Economic Assessment	8
Strategic Context	12
Defining Chesterfield's Competitive Advantage	15
Challenges and Opportunities	17
The Role of the Council in Supporting Growth	19
Strategic Framework	22
Economic Growth Programme	36
Measuring Success	40

Foreword

Chesterfield's economy has faced many challenges over the years: from the major job losses linked to the decline of our traditional industrial base; to the growth of on-line retailing and the impact this is having on the high street; and most recently, the uncertainty surrounding the Brexit negotiations and the effect this is having on business investment decisions.

The most appropriate response to these on-going challenges and uncertainties is to bring an even greater focus to our efforts to build a more resilient economy for the future...an economy that can provide the high quality well-paid jobs that local people deserve.

To achieve this we need to make Chesterfield the best possible place in which to establish and grow a business. We need to build on our advantages such as a central location, strategic transport links, available workforce and competitive costs to attract new investment to the area. We need to make the most of our major development opportunities, such as the Northern Gateway scheme, Peak Resort and HS2, to deliver a step-change in the economic prospects of the area.

This Growth Strategy provides a framework for an ambitious range of activities and initiatives which the Council will be aiming to deliver over the next four years. This includes the construction of an Enterprise Centre which will support the growth of new businesses. We will also seek to attract a higher level of foot-fall into the town centre and encourage more visitors to use Chesterfield as a base for visiting surrounding attractions such as Chatsworth House and the Peak District.

A key objective of the Strategy is to support the creation of more and better jobs that are available to local people. We will work closely with partners to help improve work readiness and skill levels to ensure that all local people can benefit from the new jobs which are created.

Councillor Terry Gilby
Cabinet Member for Economic Growth

Executive Summary

Introduction

The overall purpose of this Growth Strategy is to set out the role of the Council in supporting the growth and regeneration of Chesterfield borough. Specifically it seeks to build on a range of current development prospects to accelerate the rate of economic growth and maximise opportunities for the benefit of local people and businesses.

Economic Assessment

The Strategy is underpinned by an economic assessment which highlights a number of issues including: local employment growth that has consistently lagged behind the growth seen at the national scale; an economic structure with an under-representation of key national growth sectors such as business and professional services; and higher levels of youth unemployment and working age benefit dependency. Equally, the number of businesses in the borough has increased by 20% over the last five years (2012-17); there is an improving rate of business start-ups; and the proportion of young people gaining 5 GCSEs at A*-C is ahead of the national average.

Strategic Context

Activities in this Growth Strategy will ultimately contribute towards the achievement of the aims of a range of strategies operating at the national, sub-regional and local scales, including the Government's Industrial Strategy with its focus on creating prosperous communities across the country. Chesterfield forms part of a North Midlands 'overlap geography' that sits within both the SCR LEP/CA and the D2N2 LEP areas. Funding via both LEPs is supporting the delivery of regeneration schemes in the borough including Chesterfield Waterside, Peak Resort, Northern Gateway, Markham Vale and transport improvements in the A61 Corridor.

Defining Chesterfield's Competitive Advantage

Chesterfield competes with other locations to attract investment, businesses and skilled workers. Chesterfield's competitive advantage is based on a range of factors (including its central location, strategic accessibility, historic town centre and being a great place to live) that come together to define it as an investment location.

Challenges and Opportunities

This section provides a summary evaluation of the challenges which need to be addressed, and the opportunities that can be built on, in order to drive the future growth of the borough.

The challenges include:

- Slowdown in the national economy as a result of Brexit uncertainty and a squeeze on consumer spending;
- Increasing the rate of housing delivery and maintaining the five year housing land supply; and
- Challenges faced by town centres such as Chesterfield, notably the continued expansion of on-line retailing and an investment focus on the largest retail centres.

The opportunities include:

- Development of HS2, including a stopping service at Chesterfield station and an Infrastructure Maintenance Depot and rail related activities at Staveley;
- Redevelopment of the former Co-op building to strengthen the town centre leisure offer, facilitated by the Northern Gateway scheme; and
- Seeking to attract entrepreneurs and skilled workers to the area on the basis of Chesterfield’s affordable high quality of life offer.

The Role of the Council in Supporting Growth

The key challenge that Chesterfield faces is building a resilient economy that can create and sustain a range of quality job opportunities. Linked to this, a second challenge is to ensure that local people have the right mix of skills to access the jobs which are created. Given on-going austerity measures, the public sector can no longer be relied upon to be a driver of jobs growth as it has been in the past: essentially what Chesterfield needs is a stronger private sector business base to drive employment growth in the future.

The Council has a key role to play in this process by creating the best possible environment in which to establish and grow a business. This reflects the lead role of the Council in dealing with a wide range of place-related factors that can help shape business success and make the borough a great place to live. The Council will be clear to prioritise its resources on activities where it can add value and will work pro-actively in partnership with others to secure the best outcomes for Chesterfield.

There are currently a number of significant regeneration opportunities across the borough, the successful development of which will deliver a step change in the growth prospects of the wider North Derbyshire economy. In order to realise these opportunities, there is a need to ensure that delivery arrangements are fully fit for purpose, particularly in relation to partnership working.

Strategic Framework

The overall aim of the Growth Strategy is: **‘To secure the long term growth of the borough, supporting new job creation and ensuring local people have the right skills to access future employment opportunities.’**

The Strategy provides a framework for the delivery of a range of programmes and initiatives that can be grouped under three thematic headings and seven key objectives:

1. Supporting business growth and investment	1. Work to increase business start-ups and support the expansion of the existing business base. 2. Undertake a range of marketing activities to raise the profile of the borough as a business location and attract new business investment.
2. A great place to live, visit and do business	3. Secure investment in infrastructure that enables employment and housing growth and delivers a high quality of place. 4. Strengthen the distinctive role of Chesterfield town centre to ensure its longer term vitality and viability. 5. Support the growth of Chesterfield as both a visitor

	destination and hub.
3. An inclusive approach to growth	6. Work to raise the level of workforce skills to support future business growth. 7. Ensure that all local people are in a position to benefit from the growth which takes place in the borough.

Economic Growth Programme

This section sets out the main activities and projects that the Council will deliver, either directly or in partnership with other organisations and the private sector, under each of the key objectives. Progress on delivering key projects will be reported on an annual basis.

Measuring Success

Progress will be measured in relation to the successful delivery of activities and projects set out in the programme and through improvements in the headline performance indicators as set out in the Council Plan.

Introduction

The overall purpose of this Growth Strategy is to set out the role of the Council in supporting the growth and regeneration of Chesterfield borough. It provides a framework for actions over the period 2019-2023 that will deliver the Council's priority of making Chesterfield a thriving borough and contribute towards the priorities of improving the quality of life for local people through the provision of value for money services.

Working closely with partner organisations and the private sector, the Council plays a leading role in creating a positive environment for the growth of new business activity, in response to the longer term restructuring that has taken place in the area's economic base. The local economy continues to face challenges at a number of levels, ranging from weaker growth in the national economy, through the on-going impact of austerity measures on public sector services and employment, to the future of retailing on the high street.

Equally, these challenges are balanced by a number of opportunities which can be built on to drive sustainable economic growth. These include: key regeneration schemes such as Chesterfield Waterside and Peak Resort starting on site; the strengthening of the town centre offer through the delivery of the Northern Gateway scheme and the redevelopment of the former Co-op building as a leisure destination; and longer term, the development of HS2 which has the potential to be a catalyst for significant residential and commercial development as well as attracting more visitors to the area. Collectively these developments present a real opportunity to put Chesterfield on a higher growth trajectory, starting to address the local 'jobs deficit' that has increased over a number of years as local employment creation has consistently lagged behind growth seen at the national scale.

The Growth Strategy is 'evidence-based' and aims to demonstrate a clear link between the assessment of issues on the ground and actions taken by the Council. The scope of activities in the Economic Growth Programme is defined in response to the range of challenges and opportunities that the area faces (as highlighted above) whilst recognising the key roles played by other organisations and the private sector. The Council will continue to pursue a pro-active approach to growth, working closely with partners to ensure a joined-up approach to scheme delivery and prioritising its resources on activities where it can genuinely add value.

The primary focus of this Strategy is about accelerating growth to maximise economic opportunities for the benefit of local people and businesses. It seeks to identify those characteristics that make Chesterfield a great place to live, visit and do business, and then build on these to attract further investment, visitors and skilled workers to the area. There is a clear focus throughout the strategy on inclusive growth to ensure that local people have the right skills to take advantage of the new jobs which are created.

Economic Assessment

An assessment of Chesterfield's economy has been completed in order to inform the development of the Growth Strategy. Key messages from the assessment are summarised below:

National Context

Local economic prospects are shaped to a large degree by the performance of the national economy. The decision to leave the EU is impacting on future national growth, with uncertainty over the outcome of Brexit negotiations leading to delayed investment decisions and consumer spending (a key driver of growth) being squeezed by higher inflation. Following growth of 1.8% in 2017, the Office for Budget Responsibility is now forecasting an average growth rate of only 1.4% over the next five years (compared to trend rate growth of 2.0%).

Population

Chesterfield's population, which currently stands at 104,400 people, has been growing more slowly than the regional and national averages. This lower rate of population growth reflects the economic difficulties the area has faced with fewer jobs being created, meaning that fewer people have been attracted to the area to work, or have left the area to find employment elsewhere. A key issue will be to increase the number and quality of job opportunities that will meet the needs of a growing population and attract more younger workers, including those who have previously left the area to go to university.

Economic Geography

Chesterfield functions as the sub-regional service centre of north eastern Derbyshire providing a focus for a range of employment, retail, leisure and cultural activities. It attracts over 21,000 daily commuters from surrounding areas, mainly North East Derbyshire, Bolsover, Sheffield and Derbyshire Dales. Chesterfield is the most important source of employment for Chesterfield residents with almost 31,000 (or 64%) working in the borough and a further 17,000 travelling outside the area for work, mainly to the previously named authorities. Over the last ten years there has been a notable increase in out-commuting by residents for work, and this is likely to be linked to the low level of employment growth that has been seen in the area.

Employment Base

Approximately 50,000 people work in the borough (2017), with high levels of employment in the public sector (36%), retail & wholesale (19%), and above average levels of employment in manufacturing (10%). Local employment growth has consistently lagged behind the growth seen at the national scale, for example over the last 10 years the number of jobs has increased by 4%, compared to 12% nationally. If growth had been in line with the national average there would now be 54,000 jobs in the borough, 4,000 more than the current position. This underlines the scale of the challenge the area has faced as it seeks to adjust to the decline of its traditional industrial base and secure the growth of new business activities.

Future Employment Prospects

Looking forward, it is anticipated that Chesterfield will see employment growth in future years, but this will continue to be at a slower rate than growth seen nationally. The main reason for this is that the borough has a greater exposure to sectors that are expected to show weaker or no net growth (for example parts of the public sector and manufacturing) and less exposure to the fastest growing private sector services such as ‘professional and business services’. The likely prospects for employment growth in Chesterfield’s main business sectors, taking account of past performance, national forecasts and local factors, are set out in the table below:

Sector	Employment Prospects (near term)	Employment Prospects (longer term)
Manufacturing	↔↔	↓
Construction	↔↔/↑	↑
Retail & Wholesale	↔↔/↑	↔↔/↑
Transport & Storage	↑	↑
Accommodation & Food Services	↑/↑↑	↑
Information & Communications	↑	↑
Financial, Professional & Business Services	↑	↑/↑↑
Public Admin, Education & Health	↓/↔↔	↔↔/↑
Arts, Recreation & Other Services	↔↔/↑	↑

Local employment growth opportunities include: the strengthening of the town centre leisure offer, facilitated by the Northern Gateway scheme; the development of Peak Resort as a major visitor attraction; and, in the longer term, the growth of higher-value services around the railway station (including Chesterfield Waterside) and rail related activities at Staveley linked to HS2. The successful delivery of these schemes will potentially create a significant development momentum, increasing the prospects of a faster rate of employment growth in future.

Chesterfield Town Centre

Chesterfield town centre is ranked (by CACI) as the 125th largest centre in the country for comparison retail shopping (placing it in the top 3% largest centres nationally) with a regular shopper population of 105,000 and expenditure potential of £186m. Chesterfield is the dominant centre in its core retail catchment, achieving a market share of 52%, however in its wider catchment it faces significant competition from surrounding centres and is ranked third behind Meadowhall (16%) and Sheffield (15%) with a market share of 9%. Although Chesterfield’s current retail offer has a bias towards the value end of the market, the town consistently achieves retail occupancy rates that are above the national average. A study by CACI has also

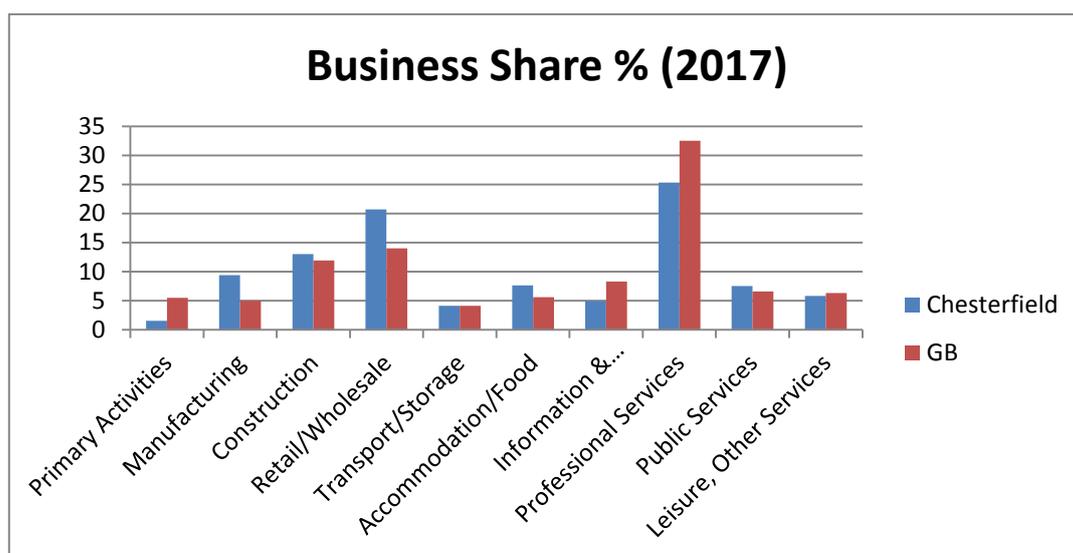
identified the town as being in the top 100 locations nationally (ranked 26th) that offer the most potential for new retail and leisure investors.

Visitor Economy

In 2017, Chesterfield attracted over 3.7m visitors (a 5% increase on the previous year), the majority of which (91%) were visiting for the day, with the balance comprising those staying overnight either with friends and relatives, or in paid accommodation. Annual visitor spend of £132m currently supports over 2,100 jobs across a range of service based sectors including retail, accommodation, food & drink and recreation. With tourism forecast to be one of the fastest growing sectors in the national economy, it is considered that the visitor economy could make an even greater contribution to local growth in future.

Business Base

In 2017 there were 3,340 businesses based in Chesterfield. Over the five year period (2012-17), the stock of businesses increased by 21% (or 575 businesses), behind the increase seen nationally of 26%, but a relatively strong performance when compared to Chesterfield's lower rate of employment growth. A comparison of Chesterfield's business base to the national average is shown below.



The number of new start businesses has increased significantly over the last five years, from 275 a year in 2011 to 450 in 2016. Despite this improvement Chesterfield has a lower level of entrepreneurial activity (7 new starts per 1,000 working age population) than the regional (8 starts) and national (10 starts) averages, but compares reasonably well with neighbouring authorities.

Economic Activity

The number of economically active residents in Chesterfield is increasing, reflecting both the growth in the population and a rise in the activity rate (although this still remains below the national rate at 68% compared to 70%). The number of people actually in employment has increased by more than 5,000 (2001 to 2011), although

the growth in part-time employment has been significantly higher than the growth in full-time employment.

Unemployment in Chesterfield currently stands at 2.6% (above the national rate of 2.2%) and has fallen significantly since peaking at over 9% in the mid-1990s. The local rate achieved a low point of 1.6% at the end of 2015, but has increased gradually since that time, mirroring the rise seen in the national rate. Chesterfield continues to have a relatively high level of youth unemployment at 4.9% (nationally 3.0%), although this has also shown a substantial improvement, declining from almost 11% over the last five years. Chesterfield has a high rate of working age people claiming key out of work benefits (11.2% compared to 8.4% nationally). The borough contains some significant pockets of worklessness, such as the wards of Loundsley Green, Rother, Middlecroft & Poolsbrook and St Helens, where the rate of claimants is over twice the national average.

Occupations and Skills

Chesterfield has fewer 'knowledge workers' (those in the highest skill occupations) than the national average (34% compared to 41%) and a greater proportion of local people in lower skilled occupations (43% compared to 35%). This shortfall is also reflected in the skills profile, with fewer well qualified people (NVQ 4 and above, 21% compared to 27%) and more people with no qualifications than the national average (28% compared to 22%). The proportion of young people achieving five GCSEs at A*-C grade is 66.1%, ahead of the national average (59.3%), highlighting the potential of Chesterfield's young people to contribute to an improved economic performance in future.

Indices of Deprivation

The Indices of Deprivation (2015) ranks Chesterfield as the 85th most deprived district in the country (out of 327 districts) measured on a range of deprivation indicators. The borough has particular issues with the Health & Disability and Employment aspects of deprivation where it is ranked 25th and 43rd respectively on a national basis. Across the borough, 20 SOAs (Super Output Areas – small scale geographies typically with a population of around 1,500) out of a total of 69 SOAs are ranked in the most deprived 20% of SOAs nationally, with 6 of these in the most deprived 10%.

Housing Market

Chesterfield's housing offer is focused towards lower and middle market housing, with a smaller proportion of larger detached properties (14%) than the regional average (19%). This is reflected in the average house price which is around 15% below the regional average, although this makes housing affordability less of an issue for the borough at just over 5 times earnings (compared to 6.5 times earnings for the East Midlands). Chesterfield's supply of new housing has been on a gradual upward trajectory following the collapse in new build activity at the time of the global financial crisis in 2008. From over 400 houses constructed in 2007, to a low point of only 24 new houses in 2009/10, it is now estimated there will be over 260 completions in 2017/18.

Strategic Context

The activities set out in this Growth Strategy are influenced by, and will contribute towards, the aims and objectives of a range of strategies and plans operating at the national, sub-regional and local scale. These include:

National Context

The '**Industrial Strategy: building a Britain fit for the future**' (2017) sets out the Government's approach to help businesses create high quality well paid jobs right across the country. The Industrial Strategy is structured around the 'five foundations of productivity' that will accelerate the transformation of the national economy: Ideas – the world's most innovative economy; People – good jobs and greater earning power for all; Infrastructure – a major upgrade to the UK's infrastructure; Business Environment – the best place to start and grow a business; and Places – prosperous communities across the UK. These foundations are reflected in the Council's Growth Strategy with its focus on promoting the growth of higher value, higher skilled employment by making Chesterfield a great place to do business.

The White Paper '**Fixing our broken housing market**' (2017) sets out the Government's plans to reform the housing market and boost the supply of new homes. The paper identifies that the average build rate since the 1970s has been 160,000 homes a year, whereas the consensus is that between 225,000-275,000 houses are required to keep up with population growth and to tackle years of under-supply. It includes measures that aim to: plan for the right homes in the right places; build homes faster; diversify the housing market; and help people to buy their own homes. The issue of housing under-supply is reflected at the local level, and the Council is working to facilitate the delivery of a number of key regeneration schemes that will significantly boost the delivery of new homes.

As part of the Government's aim of rebalancing growth across the country, new sub-national partnerships have been established to drive growth in the North (the **Northern Powerhouse**) and the Midlands (the **Midlands Engine**) respectively. Through its positioning in both the Sheffield City Region (SCR) Local Enterprise Partnership (LEP) and the D2N2 LEP, the actions of both partnerships will have a role in shaping future growth in Chesterfield. For example the Midlands Connect Strategy (the transport component of the Midlands Engine) identifies an 'intensive growth corridor' connecting the Nottingham-Derby hub to the north as a priority for investment and highlights 'the exciting opportunity' of Chesterfield being served by high speed rail. Connectivity issues in the North are being addressed by Transport for the North, which has identified a Southern Pennines multi-modal transport corridor as a strategic priority, with a particular focus on delivering transformational road and rail links between Sheffield and Manchester, and improving access to Doncaster Sheffield Airport.

Sub-Regional Context

Chesterfield forms part of a North Midlands 'overlap geography' (comprising the districts of Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales and North East Derbyshire) that sits in both the SCR LEP / CA and D2N2 LEP areas. Through the

allocation of resources via Local Growth Deals, LEPs/CAs have become the key partnership structures for driving economic growth at the sub-regional scale.

The **SCR's Strategic Economic Plan (SEP)** sets out an ambition to structurally transform the city region's economy by securing 'a bigger stronger private sector' that can support the creation of 70,000 jobs by 2025. The SEP identifies Chesterfield as the sub-regional economic centre for northern Derbyshire, with a high quality urban core and opportunities for further growth in the Staveley and A61 Corridors. The A61 Corridor (including Chesterfield town centre), alongside Markham Vale, is highlighted as one of the seven spatial priority areas in the city region where a significant proportion of growth is expected to occur.

The Council's pro-active engagement with SCR is providing significant regeneration benefits for the borough, with pump-priming infrastructure funding (via the SCR Investment Fund) supporting the delivery of Chesterfield Waterside (£2.7m), Peak Resort (£2.85m), Northern Gateway (£5.83m) and the Markham Vale Seymour Link Road (£3.1m via Derbyshire CC). Chesterfield companies benefit from access to business support via the SCR Growth Hub, including potential grant funding and bespoke workforce training programmes from the SCR's Skills Bank.

The **D2N2 LEP** is currently consulting on its revised SEP which sets out an ambition (by 2030) for a world class innovation-led, highly productive economy with a global reputation for manufacturing excellence. The SEP aims to close the persistent productivity gap (with the area producing too little output for the hours worked) as the basis for driving up living standards, with more people in higher-wage occupations. The SEP highlights the role of D2N2's major towns as important economic centres in their own right, with 'Chesterfield being home to over 30,000 jobs, having an economy generating over £2bn of GVA per annum and a planned station on the High Speed 2 line'. D2N2 will work with local partners to deliver the North Derbyshire Growth Zone, centred around the station in Chesterfield and the Infrastructure Maintenance Depot at Staveley, to enhance Chesterfield's role as a Peak District Gateway and accelerate the regeneration of the Staveley Corridor and surrounding key sites.

D2N2 has provided funding of £2.5m for the Seymour Link Road and £3.5m to the University of Derby to support the redevelopment of the former St Helena's school as a new university campus (opened October 2016). Funding has also been allocated to upgrade the A61 Whittington Moor roundabout (£3.2m) and £12.8m has been made available over a four year period to 2021 for transport investment in the wider A61 Corridor (covering both Chesterfield and North East Derbyshire).

Local Context

The Council Plan (2015-19) prioritises making Chesterfield a thriving borough, improving the quality of life for local people and providing value for money services. The Growth Strategy will provide the strategic framework for activities that will make Chesterfield a thriving borough including the delivery of key regeneration schemes, supporting the growth of the town centre and making sure local people benefit from growth opportunities. Actions in the Growth Strategy will also contribute to improving

the quality of life for local people by increasing the supply of housing, improving the quality of public places and helping to reduce inequality.

The delivery of the Growth Strategy will be supported by the **Chesterfield Local Plan: Core Strategy** (2013) which provides the planning framework to enable the provision of new housing and commercial development across the Borough. The Council is presently consulting on a new **Local Plan** (2017) which updates the overall strategy and identifies new site allocations looking ahead to 2033. The draft Local Plan makes provision for an additional 4,629 homes, at an average build out rate of 272 homes a year, and the provision of 83 ha of land for new employment uses. The Plan will support proposals which strengthen Chesterfield town centre's role as a sub-regional service centre and measures to promote sustainable tourism development.

Defining Chesterfield's Competitive Advantage

Attracting (and retaining) new investment, businesses and skilled workers is a competitive process and Chesterfield 'competes' with a range of other locations to secure these outcomes in order to support the growth of its economy. Chesterfield's ability to compete is based on a particular mix of local characteristics that come together to define it as a business location and provide the basis of its USP. Building on these characteristics (whilst addressing any weaknesses) will help reinforce Chesterfield's distinctive identity and enable it to compete more effectively for new investment. The basis of Chesterfield's competitive advantage is summarised below:



Distinct identity: Chesterfield has a unique identity, it is a name people recognise usually in connection with the Crooked Spire, Chesterfield Football Club, or as a historic market town (that people often drive through on their way to Chatsworth or the Peak District).

Central location: Chesterfield's central location provides easy access to customers and suppliers and is consistently identified as a key attribute by local businesses. Chesterfield benefits from being close to both Sheffield (access to jobs, workforce, services and leisure offer) and the Peak District, with easy access to the outstanding landscapes of the national park. It is this ability to mix different aspects of both the urban and the rural environments that forms a key part of Chesterfield's locational appeal.

Strategic transport links: well connected to the strategic motorway and rail network, with direct rail access to key cities and London in less than 2 hours. Future delivery of HS2 will see journey times to London cut to just over 70 minutes and improved connectivity to other regional cities. Only a limited number of locations will benefit from direct services on HS2, enabling Chesterfield to punch above its weight as an investment location.

Sub-regional service centre: Chesterfield functions as a sub-regional service centre providing a range of retail, employment, cultural and leisure activities. It is of sufficient scale to offer most of the services and amenities that people require on a regular basis, but not so large as to become too congested or difficult to navigate. Chesterfield's service role is continually evolving with the University of Derby establishing a new university campus in the town.

Historic town centre: Chesterfield has an attractive, pedestrian friendly, historic town centre with its large outdoor market and Crooked Spire and this also provides a key part of the destination offer for both day visitors and overnight stays.

Established business base: Chesterfield is a significant economic centre with over 3,300 businesses and is home to many world class companies. New entrants benefit from co-location with other businesses, including established business networks and support services. Although its traditional industrial base has declined, Chesterfield retains a key sector strength in metals and engineering related activities.

Business infrastructure: Chesterfield has a large (and growing) range of industrial and commercial premises, enabling new starts to establish themselves and existing businesses to grow within the locality. The scale of provision, linked to ease of access, means that Chesterfield is an attractive business location for surrounding areas (for example with entrepreneurs living in the south west of Sheffield setting up businesses in the Council's two innovation centres).

Supply of labour: approximately 500,000 people live within a 20 minute drive time of Chesterfield providing a sizeable labour supply for businesses. Chesterfield is well connected to Sheffield, enabling businesses to draw additional staff from this larger labour market pool. For example, local ICT companies have highlighted the proximity to the two Sheffield Universities as a strength when it comes to graduate level recruitment.

Lower cost location: Chesterfield is a lower cost location with average wages, commercial rents and housing costs all below the national average. A central location also helps to reduce transport and travel costs.

A great place to live: as a contemporary market town sitting on the edge of the Peak District, Chesterfield can offer people a great place to live. This quality of life offer reflects a number of attributes including: a range of affordable housing; schools' GCSE performance that is ahead of the national average; an attractive town centre; a variety of leisure and cultural facilities; attractive rural surroundings, with the Peak District on the doorstep offering a mix of outstanding landscapes and outdoor recreation opportunities; and its central location offering ease of access to all parts of the country (to be boosted in future with the arrival of HS2 services). These quality of life factors are becoming increasingly important in determining where investment takes place, particularly where this relates to the location choices of individual entrepreneurs or knowledge based companies looking to attract and retain highly skilled staff.

Challenges and Opportunities

This section provides a summary evaluation of the challenges which need to be addressed, and the opportunities that can be built on, in order to secure future growth in Chesterfield.

Challenges

Slowdown in the national economy as a result of Brexit uncertainty and a squeeze on consumer spending. Impact of on-going national austerity measures on the local public sector employment base.

Chesterfield has an older age population profile with fewer younger workers, linked (in part) to a lack of graduate level employment opportunities.

Increase in automation and digitalisation impacting on employment across a range of sectors: 20% of jobs could be displaced over the next 20 years, but new job roles will also be created.

The local economy has a bias towards lower-value and lower-growth employment sectors, and an under-representation of the fastest growing 'professional and business services' sector, impacting on future employment growth prospects.

A lower level of entrepreneurship, with fewer new start businesses per head of working age population than regional and national averages.

The town centre faces a number of challenges including: maintaining a viable outdoor market; raising the quality of the retail and leisure offer; the growth of on-line retailing; and strong competition for consumer spend from surrounding centres such as Meadowhall and Sheffield.

Limited supply of employment land available for immediate development.
Cost and difficulty of bringing forward brownfield sites for development.
Competition for resources for infrastructure investment.

Increasing the rate of housing delivery and maintaining a five year supply of available housing sites.

The Borough has a weaker occupational and skills profile, with fewer knowledge workers and more people with no qualifications than the national average.

Despite recent improvements, Chesterfield continues to have a relatively high level of youth (18-24) unemployment.

Legacy of restructuring: a high level of working age benefit claimants (particularly health related) and concentrated deprivation in some local communities.

Opportunities

Development of HS2, including a stopping service at Chesterfield station and an Infrastructure Maintenance Depot at Staveley, has potential to be a catalyst for significant residential and commercial development around the station and in the Staveley-Rother Corridor.

Delivery of Chesterfield Waterside to provide a high quality mixed-use urban neighbourhood, including residential, office space and leisure uses.

Implementation of the town centre masterplan to support the longer term vitality and viability of the town centre. Priorities include the delivery of high quality public spaces, improved pedestrian connectivity and more homes in and around the centre.

Redevelopment of the former Co-op building (private sector) to strengthen the town centre leisure offer, facilitated by the delivery of the Northern Gateway scheme.

Provision of a new enterprise centre to promote the growth of service based employment in the town centre.

Strengthening Chesterfield's role as both a visitor destination in its own right and as a hub for visits to major attractions such as Chatsworth and the Peak District. This role will be greatly enhanced by the construction of Peak Resort, a nationally significant leisure destination.

Supporting the further development of Chesterfield as a university town.

GCSE attainment levels ahead of regional and national averages, highlighting potential of Chesterfield's young people to support a longer term shift to a higher-skill, higher-value economy.

On-going actions to reinforce Chesterfield's distinctive identity, including via the Destination Chesterfield place marketing initiative and the Council's Percent for Art scheme.

Further strengthen relationships with the existing business base to support growth and jointly promote the borough as a business location.

Seek to attract skilled workers and entrepreneurs to the area on the basis of Chesterfield's affordable quality of life offer, including provision of an appropriate housing mix to attract and retain younger workers.

Maximise the local benefits of major developments through the use of local labour clauses and supply chain initiatives.

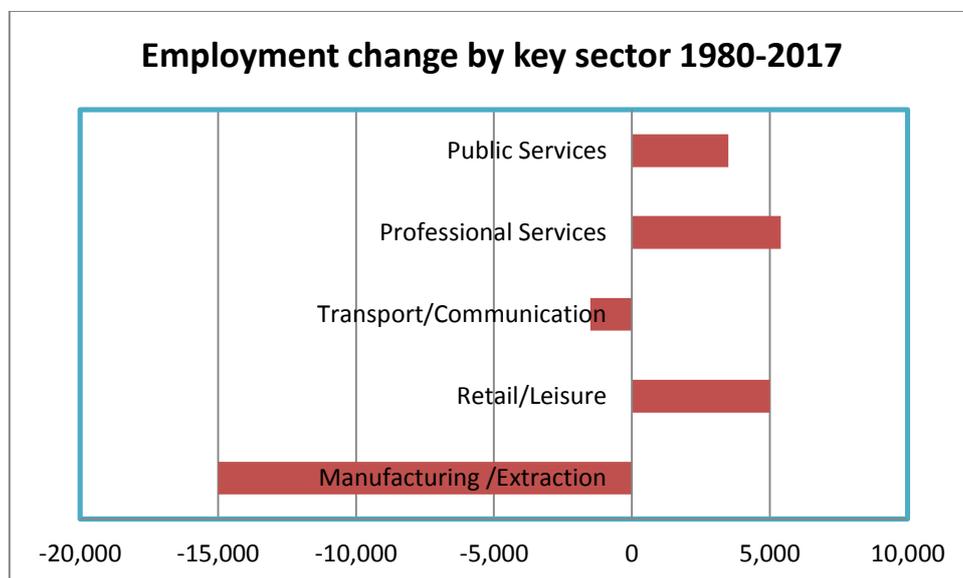
Developing the Chesterfield Apprentice Town Initiative to raise the profile and increase local participation in apprenticeships.

Positive engagement with both SCR and D2N2 LEPs to support local growth including access to regeneration funding.

The Role of the Council in Supporting Growth

The key challenge that Chesterfield faces is building a resilient economy that can create and sustain a range of quality job opportunities. Fundamentally Chesterfield needs more jobs and better jobs to drive growth and meet the future employment needs of local people.

Local employment growth has consistently (and significantly) lagged behind the growth seen at national level, such that over a longer timeframe (1980-2017) there has been no net employment growth in the borough. Over that period a large number of jobs were created in public and private sector services, but unfortunately even more jobs were lost in traditional industries, as the economy went through a difficult period of restructuring (see below). If the economy had grown in line with the national average there would now be a third more jobs in the borough than there are today.



Given on-going austerity measures, the public sector can no longer be relied on to be a driver of jobs growth as it has been in the past: essentially what Chesterfield needs is a stronger, more diversified, private sector business base to grow jobs in the future. This can be achieved by actions to: increase the number of new start-ups; support the growth of existing businesses; and attract more entrepreneurs and businesses to the area. In order to secure sustainable employment growth, the quality of jobs will be as important as the quantity of jobs. Actions should therefore seek to diversify the economic base towards higher value business sectors that can deliver higher skill, higher wage employment.

The Council has a key role to play in this process by creating the best possible environment in which to establish and grow a business. This reflects the Council's lead role in dealing with a whole range of place-making factors that can help shape business success. These include: the direct provision of a significant portfolio of business premises; securing resources and enabling the delivery of major regeneration schemes by the private sector; providing managed business centres and business advice; strengthening the town centre offer to increase footfall;

promoting the area to attract new investment and more visitors; and working with partners to make sure businesses have access to workforce skills development.

As well as the direct delivery of economic development services, the Council undertakes a range of place related activities that enable business growth by making the borough a great place to live. These include: planning for, and facilitating the delivery of, a sufficient range and quality of housing that meets the needs of local people and helps attract skilled workers to the area; maintaining the quality of homes across all tenures and making significant investments in the council housing stock; the provision of cultural venues such as the Pomegranate Theatre and leisure facilities including the new Queens Park Sports Centre; and maintaining and improving the quality of public space across the borough.

Alongside the creation of more and better jobs, Chesterfield faces a further challenge of ensuring that local people have the right mix of skills to access the jobs which have been created. The restructuring in the economic base has left a legacy of a persistently high number of residents who are claiming key out of work benefits as well as concentrated levels of deprivation in particular communities in the borough. The Council will seek to deliver an inclusive approach that engages with the harder to reach to ensure that all local people are in a position to benefit from the growth which takes place in the borough. This will involve: addressing work-readiness issues; ensuring the workforce have the right mix of skills to meet future job requirements; and the shaping of regeneration opportunities to meet local needs.

The Council's role in future service provision will be defined in response to addressing clearly identified needs or seeking to make the most of economic opportunities for the benefit of local people. The Council will be both pragmatic and flexible in its approach to service delivery, whilst being clear to prioritise its resources on activities where it can genuinely add value.

There is currently a number of significant regeneration opportunities in the borough, the successful development of which has the potential to deliver a step change in local economic performance, placing Chesterfield on a higher growth trajectory that will support increased levels of job creation. In order to achieve this accelerated rate of growth, there is a need to ensure that delivery arrangements are fully fit for purpose. This requires a joined-up approach between key partners that works to remove any potential blockages and speeds up the process of scheme delivery.

The Council recognises the important role played by other organisations in supporting the growth of the borough and enabling local people to fully participate and benefit from that growth. The Council will work proactively in a range of partnerships at the local, sub-regional and regional scales in order to secure the best possible outcomes for Chesterfield. An example of this is the current working around HS2 involving neighbouring authorities, Derbyshire County Council, the SCR and D2N2 LEPs and regional and national partners.

Whilst the Council and partner organisations can shape the business environment, it is clearly acknowledged that it is the private sector that will ultimately have the biggest impact on growth through its decision making process on locations for investment and job creation. The Council will continue to work closely with the

private sector in bringing forward major regeneration schemes and seek to engage widely with the local business base to jointly champion Chesterfield as a great place to do business.

Strategic Framework

The overall aim of the Growth Strategy is:

‘To secure the long term growth of the borough, supporting new job creation and ensuring local people have the right skills to access future employment opportunities.’

The Strategy provides a framework for the delivery of a range of programmes and initiatives by the Council that will contribute towards the achievement of this aim. These activities can be grouped under three thematic headings and seven key objectives:

Supporting business growth and investment

1. Work to increase business start-ups and support the expansion of the existing business base.
2. Undertake a range of marketing activities to raise the profile of the borough as a business location and attract new business investment.

A great place to live, visit and do business

3. Secure investment in infrastructure that enables employment and housing growth and delivers a high quality of place.
4. Strengthen the distinctive role of Chesterfield town centre to ensure its longer term vitality and viability.
5. Support the growth of Chesterfield as both a visitor destination and hub.

An inclusive approach to growth

6. Work to raise the level of workforce skills to support future business growth.
7. Ensure that all local people are in a position to benefit from the growth which takes place in the borough.

The three themes (businesses, places and people) are interlinked, with actions under one theme positively re-enforcing the delivery of activities under the other two themes. For example, raising the level of workforce skills supports business growth and investment, whilst skilled workers are attracted by a stronger business base and by Chesterfield being a great place to live.

Supporting business growth and investment

1. Work to increase business start-ups and support the expansion of the existing business base.

Whilst the number of businesses in Chesterfield has been increasing, the rate of growth has not kept pace with that seen nationally, and the existing business base continues to have a bias towards lower-value added and lower-skill activities. Essentially, there is a need to increase the number of start-ups and boost levels of business productivity, for example, by encouraging more companies to: engage in the development of innovative products and services; make new capital investments; export to new markets; and invest in the skills of their workforce.



The Council undertakes a range of activities to directly support business growth and these will continue to provide the focus of activity going forward. These include:

- Provision of a Land and Property Information Service (LPIS). This service provides a one-stop-shop to enable new starts and businesses to meet their commercial property requirements in Chesterfield. The Economic Development Team (EDT) typically deals with 800 to 900 enquiries a year, with the majority of these from the local market, but also including inward investment enquiries received via the SCR's Inward Investment Team, the Invest in Derbyshire project and Destination Chesterfield.
- Management of Innovation Centres. The Council operates two innovation centres (Tapton Park and Dunston) which provide a managed environment to support the growth of knowledge based businesses at all stages of their development and is currently developing a further enterprise centre as part of the Northern Gateway scheme.
- Business Support Programme. The Council has a business advisor who provides free one-to-one support to local businesses, including undertaking independent business reviews, identifying and brokering specialist support, and delivering a programme of workshops, seminars and networking events.
- Statutory Services advice. The Council provides advice on a range of business related topics including business rates, licensing, commercial waste and planning services. For example, the Planning Team offer businesses pre-planning application advice to help improve the quality of submitted applications.

Chesterfield's location means that businesses can benefit from services provided by both the SCR and D2N2 Growth Hubs (in 2016/17 over 400 Chesterfield businesses engaged with the two Growth Hubs). Each of the Growth Hubs offer a range of support including: a 'Launchpad' service (SCR) for people starting up in business; an 'Access to Finance' Centre of Expertise (SCR) that enables companies to access private and public funding sources, including potential grants; and, an 'Enabling Innovation' programme (D2N2) providing business access to Nottingham and Derby universities expertise. With two Growth Hubs operating in the area, the Council's business advisor has a key role to play in helping businesses to navigate to the right support and making sure that the maximum number of businesses benefit from the support that is available.

2. Undertake a range of marketing activities to raise the profile of the borough as a business location and attract new business investment.

The EDT uses a mix of media to promote the availability of commercial property in Chesterfield. This includes a searchable property database on the Council's website, promotion via on-line platforms, and local radio and newspaper advertising.



Place marketing is delivered by 'Destination Chesterfield', an organisation tasked with developing a co-ordinated approach to promoting the town and raising its profile as a contemporary living and working destination. Destination Chesterfield is currently running a number of marketing campaigns and events including: 'Made in Chesterfield' to raise the profile of the manufacturing and engineering sectors, and highlight these sectors as a career option with local schools; a Retail Awards and Food & Drink Awards to showcase the quality and depth of businesses in these sectors; and 'Inspired Investment' which is supporting national and overseas promotion as part of a wider 'Invest in Derbyshire' campaign.

Destination Chesterfield has successfully engaged with the local business community and there are currently over 170 businesses signed up as 'Chesterfield Champions'. Working in partnership, the business community is equally keen to talk-up the town and promote it as a great place to live, work, visit and do business.

The EDT will continue to respond proactively to investment enquiries received either directly from its own marketing activities or via Destination Chesterfield, the SCR's Inward Investment Team and the Invest in Derbyshire project. Where appropriate the Team will take the lead role in co-ordinating the partner response to investor enquiries.

The Council directly engages with businesses at a number of levels, reflecting the range of services it provides, and the public-private partnerships it is involved in. This includes meetings with local and foreign owned companies via a process of Key Account Management. This approach recognises that by strengthening local relationships, not only is the business supported, but there is a greater chance that future investment decisions will be taken in favour of Chesterfield.

The above marketing activities are complemented by the Council's provision of a Visitor Information Service and the wider promotion of the Borough as a visitor destination.

A great place to live, visit and do business

3. Secure investment in infrastructure that enables employment and housing growth and delivers a high quality of place

The Council has a key role to play in creating a quality of place that delivers a competitive advantage as a business location and provides an attractive environment where people want to live. This objective is primarily about securing the public and private investment in infrastructure that supports the delivery of new commercial and residential development, whilst recognising the broader range of factors that need to be shaped to enhance the overall quality of place. Key drivers such as the development of the



digital and low carbon economies have the potential to increasingly shape the area's infrastructure needs and the Council will work with partners to ensure the area is in a position to respond positively to these changing requirements.

Over many years the Council has been a major investor in business infrastructure including the provision of employment sites and the construction of offices and industrial units. This is an on-going process with a new enterprise centre in the town centre scheduled for opening in 2019. There is now a portfolio of over 600 units and the on-going management of this portfolio will continue to support start-ups and SME business growth.

The Council seeks to enable new employment and residential development through the planning framework and works proactively with public and private sector partners to bring forward key regeneration schemes. For example the Council is partnering the private sector in a joint venture company 'Chesterfield Waterside Ltd' to secure the development of a 25ha brownfield site that will deliver 30,000 sqm of office space and 1,500 residential units, alongside a mix of hotel, retail and leisure uses. The EDT secured infrastructure funding for the scheme and the first phase development 'Basin Square' is now underway.

The arrival of HS2 services at Chesterfield station has the potential to deliver a step change in the growth prospects for the area, with shorter journey times to major cities boosting the attractiveness of Chesterfield as a residential and business location and strengthening its role as a hub for visits to the Peak District. Working in close partnership with Derbyshire County Council (DCC), a Chesterfield HS2 Vision and Masterplan has been prepared to establish the station and its environs as a vibrant gateway with improved connectivity to the town centre.

The development of HS2 will also see the construction of an Infrastructure Maintenance Depot (IMD) at Staveley which will employ 200-250 people when fully operational. This will need to be fully integrated into the regeneration plans for the Staveley and Rother Valley Corridor, which could deliver up to 2,000 dwellings and 50 ha of employment land, with the potential to attract additional rail related uses to sit alongside the IMD. The Council's Planning Team is working closely with relevant landowners to masterplan the area in order to ensure that the different scheme phases are delivered in a comprehensive and coordinated manner.

Ensuring the borough has the right housing offer is not only vital for the quality of life and well-being of local communities, it also supports economic growth by providing for the needs of the local workforce and helping attract skilled workers to the area. For example the development of higher density 'Build To Rent' housing at Chesterfield Waterside will broaden the local residential offer and potentially appeal to younger workers with its easy rail access to surrounding cities.

The draft Local Plan (2017) makes provision for an additional 4,629 homes between 2016 and 2033 at an average build out rate of 272 homes a year, with the Council required to demonstrate it has a five year supply of deliverable housing sites. The rate of new housebuilding in Chesterfield has been slowly recovering following the recession, with the most recent figures pointing towards the delivery of over 260 homes in 2017/18, although this remains below the target completion rate.

A range of factors can influence the rate of housing delivery at the local level including: the availability of mortgage finance; the level of market demand (with a low level of local employment growth acting as a potential constraint on housing demand); the physical characteristics and associated costs of bringing housing sites forward for development; the delivery strategies of regional housing developers; and landowner expectations about the value of potential housing sites in their ownership. As at April 2017, there were over 100 sites in the borough (capable of accommodating over 3,000 houses), which either had planning permission for residential development or where housing construction had already started, highlighting the Council's positive approach to supporting housing development via the planning process.

The Council will continue to take actions to help ensure a sustained level of housing delivery that can keep pace with the housing completion requirements. These actions will include: securing resources to help unlock the development potential of priority sites; liaising with landowners and developers to find workable solutions to bring forward appropriate housing sites; and looking to make best use of its own land assets to deliver new housing.

Future employment and housing growth will be supported by the Community Infrastructure Levy (CIL), which came into effect April 2016. The purpose of CIL is to help provide the key infrastructure needed to support new development in the borough and this will be determined in line with Core Strategy (2013) and draft Local Plan (2017) priorities.

The Council will seek to deliver wider quality of place improvements both directly and through the development process, making use of the CIL, Section 106 agreements, the Council's Percent for Art scheme and other funding sources.

4. Strengthen the distinctive role of Chesterfield town centre to ensure its longer term vitality and viability

Chesterfield town centre faces a number of challenges going forward including: the growth of on-line retailing which is having an increasing impact on the high street; changing retailer strategies with an increasing focus on the top 100 destinations (which serve the majority of the national population) for new store development; and on-going investment in surrounding centres (such as Sheffield and Meadowhall) which increases the competition for consumer spend in Chesterfield's retail catchment.



Chesterfield needs to respond positively to these challenges, not just to maintain its current position, but to make the most of the town centre which is the key economic asset for the wider area. To realise its full potential there is a need to build on the town's core functions, strengthening its role as a retail, leisure, cultural, learning and employment centre. In addition, the provision of new homes in and around the centre (for example the redevelopment of the former Saltergate Health Centre site) will help generate more activity (and demand for services) throughout the daytime, evening and weekends, creating a more vibrant town centre. New development should seek to capitalise on, and reinforce, Chesterfield's distinctive historic character, helping to strengthen the unique identity of the town.

In recent years, the Council has made a number of investments in the town centre including the redevelopment of the Market Hall and the restoration of the town's historic fabric via the delivery of the Townscape Heritage Initiative. However, maintaining a strong town centre offer is both a dynamic and competitive process and without on-going improvements there is an increasing risk that trade will be diverted either to other centres or to on-line retailers.

One way of addressing this issue is to broaden the appeal of the town centre, making it an attractive place to visit, not just a place to shop. This could be achieved by strengthening the town's wider leisure offer to encourage 'destination trips' that combine a range of retail, catering and leisure activities (including events), extending the amount of time people spend in the centre and increasing associated expenditure. The key will be to provide people with an experience that is uniquely 'Chesterfield' which cannot be replicated by surrounding centres or by shopping on-line.

The redevelopment of the former Co-op building (delivered by the private sector) will support this approach by providing a mix of restaurants, hotel and a gym in the northern part of the town centre. This development will be facilitated by the Council's

wider 'Northern Gateway' scheme, which will see the construction of a new enterprise centre, the rebuild of the Saltergate MSCP and the provision of enhanced public realm along Elder Way and Knifesmithgate. These investments will breathe new life into the area and help generate increased footfall and expenditure across the wider town centre.

Future development will be guided by the Chesterfield Town Centre Masterplan (2015) which highlights a number of priorities including: securing a sustainable future for the outdoor market as a key town centre asset; better pedestrian connectivity of both the train station and the Ravenside Retail Park to the historic retail core; and investing in a high quality urban environment (buildings and public realm) to encourage greater patronage and extend dwell times. The more people who are attracted by the great public spaces (including digitally enabled), the more attractive the centre becomes for retail and leisure operators, creating a positive cycle for further development and growth.

The Council will continue to play an important role in the management of key elements of the wider town centre offer including the operation of the markets, the provision of car-parking, CCTV and street cleaning services. The Council works effectively with retailers in the town centre, engaging with businesses through the Town Centre Forum and in the delivery of the Healthy High Street Initiative.

5. Support the growth of Chesterfield as both a visitor destination and hub

The visitor economy makes an important contribution to the local economy, largely based on Chesterfield's role as the sub-regional service centre for north eastern Derbyshire, attracting a mix of business, leisure, retail and family related visits to the area. Chesterfield also plays a role as a tourist destination, with the historic town centre, focusing on the indoor and outdoor markets and Crooked Spire, comprising the core tourism product,



alongside the developing role of Barrow Hill Roundhouse as a popular visitor attraction (particularly on event days). The restoration of Chesterfield Canal to full navigation also has the potential to attract a significant number of visitors to the area.

Events form an important part of the local tourism offer (for example the Cricket Festival and various events linked to the outdoor market, including the recent attraction of the Big Wheel), helping to raise the borough's profile and increasing the number of visitors from a wider catchment. The Council provides a Visitor Information Centre in the town centre and works with partner organisations to promote Chesterfield as a visitor destination.

There is scope to increase both the number and value of visits to Chesterfield, reflecting an enhanced future role both as a destination in its own right and as a base for visits to the iconic landscapes and attractions of the Peak District and surrounding area. To achieve this, further investment will be required in both the visitor product and supporting infrastructure, with the overall quality of the town centre offer being key to attracting more visitors to the area. A wide range of factors can shape the town centre offer, including: the number of vacancies on the high street; the quality of the public realm; the choice of places to stay, eat and drink; the variety of programming at the Pomegranate and Winding Wheel; the provision and cost of car-parking; the standard of street cleaning; perceptions of safety; and the maintenance of a viable outdoor market as a key town centre asset. There is a need to ensure that all of these factors (and more) are acting to reinforce, rather than undermine, the quality of the destination offer.

Despite its popularity, the Peak District continues to provide opportunities for growth, particularly around increasing the number of higher value staying visits. Given its proximity to the national park and the major attraction of Chatsworth House, Chesterfield is well placed to capitalise on this growth potential, although presently the town plays a more limited role as a hub for visits to the Peak District. Further work is required to positively shape visitor perceptions about the relationship between the town and the Peak District. This relationship will be strengthened through the development of Peak Resort, an all-weather, year round, leisure, health and education destination, located in the north west corner of Chesterfield Borough.

Peak Resort will function both as an attraction in its own right and as a hub for visits to the national park, providing a variety of packaged Peak District experiences.

Longer term, the arrival of HS2 services will improve rail access to the Peak District for higher value national (and international) markets, particularly from London and the South East, with Chesterfield ideally placed to be the key rail gateway to the national park. The challenge will be to ensure that Chesterfield functions not only as a gateway but also 'captures' a share of this market to base itself in the borough whilst exploring the area.

Reflecting these emerging developments, a Visitor Economy Action Plan will be prepared to enable Chesterfield to position itself to make the most of future visitor growth opportunities.

An inclusive approach to growth

6. Work to raise the level of workforce skills to support future business growth

A skilled workforce is vital to the future economic success of the area, supporting business growth and attracting new investment to the borough. The local economy presently has a bias towards lower-value activities, so developing a skilled workforce will be key to supporting the shift towards a more sustainable higher-value, higher-wage economy. However, this is something of a chicken and egg situation, with actions to improve the supply of workforce skills needing to go hand in hand with actions to increase business demand for those skills (ie the creation of new jobs), if the economy and local people are to fully benefit.



The Council is proactively addressing the demand side by creating an environment that supports the growth of higher value businesses, for example through its investment in innovation and enterprise centres. On the skills side, GCSE attainment levels are above the national average, highlighting the potential of young people to support the shift to a higher value economy, and Chesterfield is establishing itself as a university town. Taking these factors together, there is now a greater prospect that more higher skill jobs will be created and more skilled workers, particularly younger people and graduates, will be attracted to, or remain in the area.

There is a need to ensure that the mix of workforce skills is responsive to both the current needs of business (ie addressing existing skills gaps) and the way in which the demand for labour is evolving. A stronger link needs to be made between education / skills provision and the development of future business sectors and identified growth opportunities, such as the construction, operation and maintenance of HS2. The link between local businesses and schools should also be strengthened so that young people are more aware of, and better prepared for, the local career pathways that are available to them.

In relation to skills delivery, the Council primarily plays a facilitation role, seeking to ensure that programmes are delivered effectively at the local level and acting as a conduit between businesses and the skills providers. The Council is currently supporting (through events, marketing and key account management) the delivery of the SCR's 'Skills Bank' and D2N2's 'Skills Local' and 'Employ Local' programmes, which collectively have engaged with over 100 employers (760 learners) so far, with a further 55 employers (860 learners) in the pipe-line.

Alongside programmes delivered by partners, the Council has taken a lead role in establishing the 'Apprentice Town' initiative, designed to raise awareness and increase the take-up of apprenticeships in Chesterfield. A Skills Action Plan has

been prepared to guide future activity by the Council including the delivery of an annual skills conference as a way of sharing local and regional skills' priorities with schools and the business community.

7. Ensure that all local people are in a position to benefit from the growth which takes place in the borough

Despite some improvement, Chesterfield continues to be adversely affected by the legacy of restructuring with high levels of working age benefit claimants, youth unemployment and some local areas that are amongst the most deprived 10% on a national basis. Alongside economic inactivity, the borough has a particular issue with health related deprivation. These two issues are often linked such that measures to improve employability will need to address health related issues and vice versa.



The aim of this Strategy is to accelerate economic growth, creating more and better jobs that are accessible to local people. Improving work readiness and skills will be key to this approach, ensuring all local people can participate and benefit from the jobs which are created. An inclusive approach to growth will engage with the hardest to reach and target provision at the communities where it is most needed. For example, the Council is currently supporting the delivery of a number of employment programmes including 'Talent Match' and 'Ambition SCR' which have so far worked with more than 340 young people, of which one third have gone on to secure employment.

As highlighted in previous sections, there are a number of significant development schemes, either underway or in the pipe-line, that will not only provide new employment upon completion, but also have the potential to offer wider employment, training and supply chain opportunities during the delivery phase.

To maximise the benefits of this new investment, the Council takes a pro-active approach in securing local labour clauses and supply chain contracts both in terms of its own procurement processes and through the negotiation of section 106 agreements on planning applications. For example, the main contractor for the construction of the new Queens Park Leisure Centre provided apprenticeships and employed two-thirds of construction workers from within a local radius. The Council will work closely with the developers of major schemes to bring forward skills and employment plans that prioritise local access to jobs and training.

Economic Growth Programme

This section sets out the key activities and projects that the Council will deliver over the next four years, either directly or in partnership with other organisations and the private sector, in order to help secure the long term growth of Chesterfield's economy. The programme focuses on those activities which directly impact on regeneration and growth, whilst recognising the broader range of activities undertaken by the Council that enable growth by making Chesterfield a great place to live. Progress in delivering the programme will be reported on an annual basis.

1. Work with partners to increase business start-ups and support the expansion of the existing business base

Activity:

- Provide a Land and Property Information Service to support the growth of the business base
- Deliver a Business Support Programme to help new start-ups and improve the competitiveness of local businesses
- Work closely with the SCR and D2N2 Growth Hubs to ensure a co-ordinated approach, and local access, to business support delivery
- Maximise the role of Dunston and Tapton Park Innovation Centres as a focus for the growth of knowledge based businesses
- Provide advice on a range of business related services delivered by the Council including pre-planning application advice to support new development.
- Encourage local supply chain opportunities as part of Council contracts and in relation to new developments.

2. Undertake a range of marketing activities to raise the profile of the borough as a business location and attract new business investment

Activity:

- Promote the availability of commercial property in Chesterfield
- Support the delivery of the Destination Chesterfield place marketing initiative and provide input to relevant marketing initiatives undertaken by the LEPs
- Respond proactively to investor enquiries including those received via SCR's Inward Investment Team, the Invest in Derbyshire project and Destination Chesterfield.
- Strengthen relationships with local and foreign owned companies via a process of Key Account Management.

3. Secure investment in infrastructure that enables employment and housing growth and delivers a high quality of place

Activity:

- On-going investment and management of the Council's commercial property portfolio to support business start-ups and growth
- Ensure the provision of a sufficient range of employment and housing sites in the borough and seek to positively enable growth through the local planning framework / process
- Proactively engage with relevant organisations (including SCR, D2N2 and DCC) to secure investment in local transport and business infrastructure
- As a partner in Chesterfield Waterside Ltd, support the delivery of the first phases of residential and commercial development on the Waterside site
- Work with DCC to secure the implementation of the Chesterfield HS2 Masterplan to develop the station area as a vibrant HS2 gateway and unlock significant commercial and residential development
- Enable the regeneration of the Staveley and Rother Valley Corridor (including the Staveley HS2 IMD), working closely with the landowners to ensure that development phases are brought forward in a co-ordinated and comprehensive manner
- Work with landowners, developers and the HCA (including through the establishment of a Developer Forum) to accelerate the delivery of housing development sites across the borough
- Make the best use of public sector land assets to deliver new housing
- Support wider improvements to community infrastructure and quality of place, making use of the Community Infrastructure Levy, Section 106 agreements, the Council's Percent for Art scheme and other funding sources.

4. Strengthen the distinctive role of Chesterfield town centre to ensure its longer term vitality and viability

Activity:

- Secure on-going investment and development of the town centre, building on the town's core functions and historic character, and guided by proposals set out in the Chesterfield Town Centre Masterplan

- Implement the Northern Gateway scheme to include the construction of a new enterprise centre, the rebuild of the Saltergate MSCP and the provision of enhanced public realm to Elder Way and Knifesmithgate
- Encourage improvements to the range and quality of the town centre leisure offer, including supporting the private sector in the redevelopment of the former Co-op building
- Seek to sustain and enhance the important role played by the outdoor market as the key asset in the town centre, including the introduction of additional evening and event markets
- Provide a positive town centre experience for residents and visitors through the effective co-ordination and delivery of town centre services.

5. Support the growth of Chesterfield as both a visitor destination and hub

Activity:

- Provide a high quality Visitor Information Service
- Raise the profile of Chesterfield as both a visitor destination and hub, through a range of marketing activities, working in partnership with the Visit Peak District and Derbyshire DMO and neighbouring authorities
- Support the further development of the borough's visitor product and infrastructure, with a particular focus on the quality of the town centre offer
- Deliver an enhanced programme of festivals and events to attract more visitors to the town
- Work with the private sector to help enable the successful delivery of the Peak Resort development
- Prepare a Visitor Economy Action Plan to help realise opportunities to grow both the number and value of visits to Chesterfield.

6. Work to raise the level of workforce skills to support future business growth

Activity:

- Deliver Apprentice Town activity with Chesterfield College and other partners to raise awareness of, and increase participation in, apprenticeships
- Encourage the further development of higher education provision in Chesterfield
- Work with SCR and D2N2 LEPs to facilitate local business access to training that will up-skill the workforce via programmes including Skills Bank and Skills Local

- Engage with businesses through key account management to enable a bespoke response to the specific skills needs of the business
- Work with businesses, education and training providers, and other key stakeholders to ensure that skills provision evolves in line with future business sector growth opportunities, including the delivery of HS2
- Foster links between the local business community and schools / education providers to raise awareness of future career pathways
- Deliver an annual skills conference and maintain up to date information to signpost people and businesses to appropriate training programmes.

7. Ensure that all local people are in a position to benefit from the growth which takes place in the borough

Activity:

- Work with partners to ensure that work readiness, skills and employment support programmes are fully accessible to local people, and seek to direct provision to the communities where it is most needed
- Support the delivery of local programmes that provide targeted support to 16-24 year olds including Talent Match, Pathways to Progression and Youth Engagement programmes
- Agree local labour clauses on 100% of new eligible major developments, and in relation to the most appropriate opportunities, work with applicants to bring forward skills and employment plans.

Measuring Success

Progress will be measured in relation to the successful delivery of the activities and projects set out in the programme and through improvements in the headline performance indicators as set out in the Council Plan:

- Increase year on year the number of businesses in Chesterfield borough (position 2018 – 3,270 businesses)
- Sustain town centre occupancy at 90% or higher (position Sept 2018 – 91% occupancy)
- Increase the value of the visitor economy by at least 5%, bringing in an additional £7m per annum (position 2017 - £132m visitor expenditure)
- Reduce the number of young people not in education, employment or training (position Oct 2018 – 5.1% 18-24 claimant unemployed)
- Secure local labour clauses on major developments (target – 100% clauses secured)
- Net new dwellings completed (target – 262 net new dwellings).

For publication

Chesterfield Borough Local Plan 2018-2033 (J010R)

Meeting:	1. Cabinet 2. Council
Date:	1. 4 December 2018 2. 12 December 2018
Cabinet portfolio:	Economic Growth and Development
Report by:	Strategic Planning and Key Sites Manager

For publication

1.0 Purpose of report

- 1.1 To advise Members of the production of a new Chesterfield Borough Local Plan for the years 2018 – 2033 (Appendix A).
- 1.2 To update members on the results of consultation on the draft Local Plan and subsequent evidence.
- 1.3 To seek approval for the Chesterfield Borough Local Plan (2018-2033) to be submitted to the Secretary of State for Independent Examination.
- 1.4 To advise members of the arrangements for formal consultation on the Local Plan prior to submission to the Secretary of State.

2.0 **Recommendations**

- 2.1 That Members consider the results of the previous stages of consultation and evidence base.
- 2.2 That the Chesterfield Borough Local Plan be approved for formal consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations and for subsequent submission to the Secretary of State for Independent Examination by an Inspector appointed by the Secretary of State.
- 2.3 That the Strategic Planning Manager be granted delegated authority, in consultation with, and with the agreement of, the Cabinet Member for Economic Growth and the Assistant Director – Economic Growth to make minor consequential changes to the plan (that do not materially alter the plan) as may be required to prepare the plan for consultation and subsequent submission.
- 2.4 That the Strategic Planning Manager be granted delegated authority, in consultation with, and with the agreement of, the Cabinet Member for Economic Growth and the Assistant Director – Economic Growth to prepare the technical submission documents required under Regulation 22 (1) of the Town and Country Planning (Local Planning) (England) Regulations 2012.

3.0 **Background**

- 3.1 Every Local Planning Authority is required, under the Planning and Compulsory Purchase Act 2004, to prepare a Local Plan for their area that addresses priorities for development and use of land. The plan must be based on robust evidence and be in accordance with the National Planning Policy Framework (NPPF).

- 3.2 The borough's current Local Plan consists of the Chesterfield Borough Local Plan Core Strategy (adopted July 2013) and the saved policies of the Replacement Chesterfield Borough Local Plan (adopted June 2006). The plan is now over five years old and pre-dates the most recent NPPF. Furthermore the evidence base upon which it was developed is mostly out of date and new evidence demonstrates different need for core land uses including housing, employment and retail.
- 3.3 Preparation of the Local Plan is overseen by the council's Local Plan Steering Group (LPSG), consisting of the Cabinet Member for Economic Group, Chair of Planning Committee, Assistant Director – Economic Growth, and standing invitations to a representative of each of the political groups (including independents) and Executive Director. The LPSG received regular reports on Local Plan progress.
- 3.4 The new plan has been prepared in line with the Town and Country Planning (Local Planning) (England) Regulations 2012. It has now reached the stage where it needs to be subject to formal publication ('regulation 19' consultation) before being submitted to the Secretary of State, who will appoint an independent Planning Inspector to hold a public examination of the plan. This version of the plan is referred to as the 'Submission Local Plan' in the rest of this report.
- 3.5 The council consulted on a draft plan in January and February of 2017 and undertook a further consultation on potential Gypsy and Traveller Sites in January 2018. The representations received through these consultations have been taken into account in preparing the Submission Local Plan.
- 3.6 An initial report on the results of the 2017 draft Local Plan consultation was considered by the council's Local Plan Steering Group in April 2017, and on the Gypsy and traveller

Sites consultation in April 2018. A further report in July 2018 summarised the key changes to be made to the local plan. Most of the changes proposed to the draft policies from 2017 are minor, relating to either clarifications or minor wording changes to resolve potential objections. More significant changes to policies are largely related to new evidence that has been received as set out below:

Draft Local Plan Policy/Chapter	Proposed Change	Reason for Change
CS1 Spatial Strategy	New housing and employment targets	Response to updated evidence
CS7 Managing the Water Cycle	Include the optional water efficiency standard	Response to Environment Agency Request
CS9 Green Infrastructure	Policy to split between biodiversity and open space	Response to updated evidence
CS10 Flexibility in Housing Delivery	Additional criteria for isolated development in countryside and reworded to add flexibility within urban area	Response to new NPPF and deletion of saved policy from 2006
CS12 Sites for Travellers	Confirm criteria based approach	Response to sites consultation
CS13 Economic Growth	Updated employment target	Response to updated evidence
CS15 Vitality and viability of Centres	New targets for retail floorspace added	Response to updated evidence
CS16 Retail	New thresholds for retail impact assessments	Response to updated evidence
PS1, 2 and 5 (Town Centre, Waterside & Staveley Works)	Policies updated	Response to progress with schemes
Dunston	New policy	To ensure masterplan approach to Strategic Housing Site
Chesterfield Railway Station	New policy	Response to emerging HS2 masterplan

- 3.7 A full Statement of Consultation, summarising the consultation undertaken throughout preparation of the Local Plan, including a summary of key issues raised and how they have been dealt with, has to be prepared by the council and

submitted alongside the Submission Version of the Local Plan to the Secretary of State.] The current draft Statement of Consultation is included at Appendix C for information.

3.8 A summary of all the representations received and how these have been addressed in the submission Local Plan is set out in Appendix D1/D2 of this report.

3.9 The Submission Plan has also been prepared in the light of extensive evidence prepared by or on behalf of the council's Strategic Planning Team on need and impact. This includes but is not limited to:

- Housing Market Assessment
- Employment Land Assessment
- Retail Needs Study
- Strategic Flood Risk Assessment

3.10 The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is "sound" – namely that it is:

Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;

Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

It is important to remember that at this stage in the process, representations on the Local Plan are restricted to these matters of soundness.

3.11 The plan has also been subject to viability assessment, sustainability appraisal, an equalities impact assessment, and Habitat Regulations Assessment.

4.0 **The Submission Local Plan**

4.1 The Local Plan will cover a 15 year period covering the years 2018 to 2033.

4.2 The plan sets out the overall strategy for the pattern, scale and quality of development and will make sufficient provision for:

- Housing, employment, retail, leisure and other commercial development
- Infrastructure
- Community facilities
- Conservation and enhancement of the natural, built and historic environment, and planning measures to address climate change.

4.3 The Plan is an evolution of the Core Strategy adopted in 2013, keeping the same overall spatial strategy of concentrating development within walking distance of centres wherever possible and prioritising regeneration. Policies of the 2013 Core Strategy have been updated where necessary to keep them in line with current national policy and practice and in the light of representations received.

- 4.4 The plan does add allocations for development and land to be protected.
- 4.5 In total the plan makes provision for at least :
- 5250 new homes
 - 44ha of employment land
 - 7736 sqm of new retail space (3444sqm comparison and 4292sqm convenience)
- 4.6 Around 15% of the provision for new housing will come from small sites (less than one hectare, exceeding the requirement of 10% required by the NPPF). 2,350 of the total need will be met by sites that already have planning permission, including Chesterfield Waterside, land north of Dunston and the recently permitted development at Poolsbrook.
- 4.7 It is not possible to meet the entire housing need from previously developed land. In particular, the allocation of a large regeneration site at Staveley Works is unlikely to deliver significant amounts of new housing during the plan period due to the need to remediate contaminated land, provide critical infrastructure (including the Chesterfield Staveley Regeneration Route (CSRR) and a new Primary School) and uncertainty resulting from the proposed HS2 infrastructure maintenance depot (IMD), (it will not be possible to finalise the route of the CSRR until the final layout of the IMD is declared in the HS2 Hybrid Bill in 2020). Whilst the current Housing Infrastructure Fund (HIF) bid that the council is involved in preparing may help to resolve this and accelerate delivery of the site; as it has not yet received approval a cautious approach has been taken in terms of the site's contribution to the overall housing delivery trajectory at this stage of Local Plan preparation.

- 4.8 The plan therefore includes a number of large Greenfield sites to deliver the required level of housing. Including:

Sites at Regeneration Priority Areas identified in the 2013 Core Strategy

- Linacre Road
- Mastin Moor
- Duckmanton

New Sites:

- Land NW of Dunston
- Land east of Inkersall

- 4.9 All of the housing sites have been the subject of a detailed assessment using the council's Land Availability Assessment (LAA) methodology (which has been prepared in line with national policy and guidance), Heritage Impact Assessment (where necessary) and Sustainability Appraisal.

- 4.10 The Green Belt remains unchanged with the exception of minor changes between Mastin Moor and Netherthorpe to ensure the boundary follows identifiable features on the ground and a number of other minor corrections for accuracy.

- 4.11 The plan identifies a number of strategic gaps and green wedges to maintain the distinct character of communities in the borough and maintain access to open countryside and continues to protect public and private open spaces within the urban area. Should the new Open Space Strategy (when completed) identify any surplus public open space sites, the plan policies allow for alternative uses to be brought forward through the Development Management process where appropriate.

- 4.12 Implementation of the Local Plan will be monitored according to the monitoring framework set out in the plan and through external mechanisms including annual housing returns to

government and the soon to be introduced Housing Delivery Test.

5.0 **Submission and Examination**

5.1 Once the plan is approved for submission consultation, the LPA does not make any further changes to the plan before it is submitted to the Secretary of State.

5.2 The plan must then be subject to a formal consultation for a minimum of six weeks. Representations can be made during this period on whether the plan is 'sound' (see 3.6).

5.3 Any representations received during the consultation are submitted alongside the Local Plan for consideration by a Planning Inspector at an Examination in Public. The council does not at this stage amend the plan in response to representations.

5.4 The submission plan must be accompanied by a number of additional technical documents required by regulation 22 (1) of the Town and Country Planning (Local Planning) (England) Regulations 2012:

- The Sustainability Report
- A submission Policies Map
- A statement of consultation undertaken
- copies of any representations made regarding the submission plan
- such supporting documents as in the opinion of the local planning authority are relevant to the preparation of the local plan

5.5 The Secretary of State will then appoint a Planning Inspector to hold an Examination in Public (EIP). The Inspector will set out the timetable for the EIP and the matters to consider.

5.6 Based on the timings of the North East Derbyshire District Council and Bolsover District Council Local Plan examinations, it is likely that hearings will commence around 5 months following submission of the plan. It is currently estimated that submission will be in late March 2019; therefore hearings are likely to be in September/October 2019 although this is entirely subject to the available resources and workload of the Planning Inspectorate.

6.0 **Human resources/people management implications**

6.1 There are no HR implications arising specifically from this report. The Local Plan preparation, consultation and examination needs will be met primarily from within the team with some support from other parts of the council (in particular Housing Strategy and Economic Development).

7.0 **Financial implications**

7.1 The Local Plan is being prepared from existing resources. A reserve is in place to cover the costs of the examination of the plan (including Sustainability and Viability Appraisal, engaging a Programme Officer to manage the examination and assist the Inspector, and the Inspector's costs). At the time of writing this stands at approximately £186,000 (once existing commitments are taken in to account) and is considered sufficient. However this will need to be kept under review in case of unexpected challenges to the Local Plan that may result in a longer examination or Legal Challenges to the plan.

8.0 **Information assurance and data protection**

8.1 The Local Plan has been prepared and consulted on in line with the requirements of the Town and Country Planning (Local Planning) Regulations 2012, the National Planning Policy Framework, the National Planning Policy Practice Guidance and the council's own Statement of Community Involvement.

8.2 Representations to the plan received during the consultation period will be dealt with according to the General Data Protection Regulation.

9.0 **Consultation and Community Engagement**

9.1 The plan has been prepared in line with the Town and Country Planning (Local Planning) (England) Regulations 2012 and the provisions of the National Planning Policy Framework, which requires that plans should “be shaped by early, proportionate and effective engagement between plan-makers and communities, local organisations, businesses, infrastructure providers and operators and statutory consultees”. As well as ongoing discussions with Statutory and General Consultees (set out in the council’s Statement of Community Involvement) Specifically this has involved the following structured consultation events:

- Sites & Boundaries Issues and Options - November 2012 – Feb 2013
- Draft Local Plan & Consultation - January – February 2017
- Gypsy & Traveller Sites Consultation – February 2018

9.2 A summary of all the representations received and how these have been addressed in the submission Local Plan is set out in Appendix B of this report.

9.3 The next stage is a formal stage of consultation where representations are limited to whether the plan meets the tests of soundness. Prior to Cabinet two all-day drop in sessions were held for CBC Members. The attendance numbers were lower than expected, although those that did attend stayed for a significant length of time and engaged in detailed discussions with the Planning Officers.

9.4 Consultation on the submission Local Plan will be undertaken as follows:

Stage	Date
Full Council	Wednesday 12 th December 2018
Derbyshire Times Advert	Thursday 10 th January 2019
Start of Six Week Public Consultation	Monday 14 th January 2019
Press and Publicity <ul style="list-style-type: none"> - Dedicated webpage - Direct mail out to approx... 1000 Local Plan contacts - Press Release - Notice item in CBC publication 	Date to be agreed with CBC Communications January 2018
Drop In events <ul style="list-style-type: none"> - Chesterfield Town Hall - Staveley Speedwell Rooms 	10am – 7pm Wednesday 30 th January 2019 1pm – 6pm Wednesday 6 th February
Targeted meetings/presentations <ul style="list-style-type: none"> - Staveley Town Council - Brimington Parish Council 	Dates tbc
End of Public Consultation	5pm Friday 22 nd February 2019

It is important to note that late representations will not be accepted during this formal stage.

10.0 Sustainability and bio-diversity

10.1 The Local Plan has been the subject of an ongoing Sustainability Appraisal. The final draft report is currently with consultants Wood plc for an independent check and will be made available prior to the meeting.

11.0 Risk management

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
Objections received to the Local Plan	Low	High	All objections will be provided to the planning inspector. Potential amendments to resolve objections will be considered at Examination	Low	High
Legal challenge received to the Local Plan	High	Low	The plan has been prepared in line with regulations and guidance	Med	Low
Further changes are made to National Planning Policy prior to examination	Med	High	The government is currently consulting on a number of further changes. These will be kept under review and, if necessary, changes will be proposed to the	Low	High

Examination is delayed or extended	Med	Low	The plan has been prepared in line with regulation and advice. A robust reserve is in place. Progress will be kept under review and in the event of any indications from the Inspector of delay, a further report will be brought to the council's cabinet	Low	Low
------------------------------------	-----	-----	--	-----	-----

12.0 **Alternative options and reasons for rejection**

- 12.1 A range of alternatives were considered as part of the preparation of the plan and in the publication of the draft plan for consultation in 2017. At this stage the alternatives are to not publish the plan for consultation or to delay publication for further consideration. Both options would leave the council at risk of being identified for intervention by the Secretary of State and at increasing risk of not being able to demonstrate a five year supply of deliverable housing sites.
- 12.2 Following the consultation on the draft plan in 1027, the Local Plan Steering Group were presented with a range of options for site allocations to meet the housing requirement of the Local Plan, particularly with regard to the options for Strategic and Large Housing sites.
- 12.3 For these reasons the alternatives of not publishing, or delaying publication of, the Local Plan have been rejected.

13.0 **Recommendations**

- 13.1 That Members consider the results of the previous stages of consultation and evidence base.
- 13.2 That the Chesterfield Borough Local Plan be approved for formal consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations and for subsequent submission to the Secretary of State for Independent Examination by an Inspector appointed by the Secretary of State.
- 13.3 That the Strategic Planning Manager be granted delegated authority, in consultation with, and with the agreement of, the Cabinet Member for Economic Growth and the Assistant Director – Economic Growth to make minor consequential changes to the plan (that do not materially alter the plan) as may be required to prepare the plan for consultation and subsequent submission.
- 13.4 That the Strategic Planning Manager be granted delegated authority, in consultation with, and with the agreement of, the Cabinet Member for Economic Growth and the Assistant Director – Economic Growth to prepare the technical submission documents required under Regulation 22 (1) of the Town and Country Planning (Local Planning) (England) Regulations 2012.

14.0 **Reasons for recommendations**

- 14.1 To meet the council's duty to prepare a Local Plan under the Planning and Compulsory Purchase Act 2004.

Glossary of Terms	
NPPF	National Planning Policy Framework
PPG	Planning Practice Guidance

LDS	Local Development Scheme
SCI	Statement of Community Involvement
SA	Sustainability Appraisal
EIP	Examination in Public
CSRR	Chesterfield-Steveley Regeneration Route
IMD	Infrastructure Maintenance Depot
LPSG	Local Plan Steering Group

Decision information

Key decision number	837
Wards affected	All
Links to Council Plan priorities	to make Chesterfield a thriving borough to improve the quality of life for local people to provide value for money services

Document information

Report author	Contact number/email
Alan Morey	01246 345371 Alan.morey@chesterfield.gov.uk
Background documents	
These are unpublished works which have been relied on to a material extent when the report was prepared.	
<p><i>Local Plan Evidence base.</i> https://www.chesterfield.gov.uk/planning-and-building-control/planning-policy-and-the-local-plan/evidence-base.aspx</p> <p>Land Availability Assessment (LAA) https://www.chesterfield.gov.uk/planning-and-building-control/planning-policy-and-the-local-plan/land-availability-assessment.aspx</p>	

Appendices to the report	
Appendix A	Chesterfield Borough Local Plan 2018-2033, Submission Version
Appendix B	Local Plan Policies Map
Appendix C	Draft Statement of Common Ground
Appendix D1	Report on representations – 2017 Draft Local Plan
Appendix D2	Report on representations – Gypsy and Traveller sites 2018
Appendix E	Equalities Impact Assessment
Appendix F	(to follow) Sustainability Appraisal Report

This page is intentionally left blank



Chesterfield Borough Local Plan

Submission Version

December 2018

***Draft for Cabinet and Full Council December
2018***

This page is intentionally blank

Contents

Introduction	7
1. Vision and Strategic Objectives	9
<i>VISION</i>	9
<i>STRATEGIC OBJECTIVES</i>	14
2. Spatial Strategy	15
<i>SPATIAL STRATEGY</i>	15
LP1 Spatial Strategy	17
<i>PRINCIPLES FOR LOCATION OF DEVELOPMENT</i>	18
LP2 Principles for Location of Development	19
<i>PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT</i>	20
LP3 Presumption in favour of sustainable development	20
3. Homes and Housing	21
<i>FLEXIBILITY IN DELIVERY OF HOUSING</i>	21
LP4 Flexibility in Delivery of Housing	22
<i>HOUSING ALLOCATIONS</i>	23
<i>RANGE OF HOUSING</i>	25
LP5 Range of Housing	27
<i>TRAVELLERS</i>	28
LP6 Sites for Travellers	29
4. Jobs, Centres and Facilities	30
<i>GROWTH OF BUSINESSES</i>	30
LP7 Economic Growth	33
<i>TOURISM AND THE VISITOR ECONOMY</i>	35
LP8 Tourism and the Visitor Economy	36
<i>VITALITY AND VIABILITY OF CENTRES</i>	36
<i>Retail Floorspace Needs</i>	39
LP9 – Vitality and Viability of Centres	41
LP10 Retail	42
<i>SOCIAL INFRASTRUCTURE</i>	43
LP11 Social Infrastructure	44
5. Infrastructure Delivery	46
LP12 Infrastructure Delivery	47
<i>RENEWABLE ENERGY</i>	48
LP13 Renewable Energy	49
<i>SUSTAINABLE MANAGEMENT OF THE WATER CYCLE</i>	50
LP14 Managing the Water Cycle	51

7. Environmental Quality	53
<i>A HEALTHY ENVIRONMENT</i>	53
LP15 A Healthy Environment	53
<i>GREEN INFRASTRUCTURE, BIODIVERSITY and GEODIVERSITY</i>	55
LP16 Green Infrastructure	56
LP17 Biodiversity, Geodiversity and the Ecological Network	58
<i>OPEN SPACES, PLAY PROVISION AND OUTDOOR SPORTS FACILITIES</i>	60
LP18 Open Space, Play Provision, Sports Facilities and Allotments	61
<i>CHESTERFIELD CANAL</i>	62
LP19 Chesterfield Canal	64
<i>RIVER CORRIDORS</i>	65
LP20 River Corridors	65
8. Design and the Built Environment	66
<i>DESIGN</i>	66
LP21 Design	69
<i>HISTORIC ENVIRONMENT</i>	70
LP22 Historic Environment	71
9. Travel and Transport	74
<i>INFLUENCING THE DEMAND FOR TRAVEL</i>	74
LP23 Influencing the Demand for Travel	77
<i>MAJOR TRANSPORT INFRASTRUCTURE</i>	80
LP24 Major Transport Infrastructure	80
10. Regeneration Priority Areas	82
RP1 Regeneration Priority Areas	86
11. Strategic Sites & Locations	89
<i>CHESTERFIELD TOWN CENTRE</i>	89
SS1 Chesterfield Town Centre	90
<i>CHATSWORTH ROAD CORRIDOR</i>	94
SS2 – Chatsworth Road Corridor	95
<i>CHESTERFIELD WATERSIDE AND THE POTTERIES</i>	96
SS3 Chesterfield Waterside and the Potteries	96
<i>MARKHAM VALE</i>	99
SS4 Markham Vale	99
<i>STAVELEY AND ROTHER VALLEY CORRIDOR</i>	101
SS5 Staveley and Rother Valley Corridor	103
<i>LAND NORTH OF DUNSTON</i>	107
SS6 Land at Dunston	108
<i>CHESTERFIELD RAILWAY STATION AND STATION ARRIVAL</i>	109
SS7 – CHESTERFIELD RAILWAY	110
<i>NEIGHBOURHOOD PLANS</i>	111
SS8 Neighbourhood Plans	111

Appendix A Infrastructure Delivery	112
<i>TRANSPORT</i>	112
<i>FLOOD MITIGATION</i>	114
<i>WATER</i>	116
<i>EDUCATION</i>	116
<i>HEALTH</i>	117
<i>STAVELEY AND ROTHER VALLEY CORRIDOR</i>	118
<i>CHESTERFIELD WATERSIDE</i>	119
<i>CHESTERFIELD CANAL</i>	120
<i>CHESTERFIELD TOWN CENTRE</i>	120
<i>BRIMINGTON PARISH (LOCAL CENTRE)</i>	121
<i>EASTERN VILLAGES (DUCKMANTON & MASTIN MOOR)</i>	122
<i>CHATSWORTH ROAD CORRIDOR</i>	123
<i>STAVELEY TOWN CENTRE</i>	124
Appendix B Open Space Standards	126
Appendix C Electric Vehicle Charging Standards	129
Appendix D Committed Housing Scheme with Planning Permission (as of 1st April 2018)	130

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.
Chesterfield Borough Council Licence No. 100018505, 2017

Introduction

What is a Local Plan?

Every Local Planning Authority is expected to have a Local Plan for its area. The Local Plan sets out a vision and framework for the development of the area covering housing, the economy, community facilities and infrastructure – as well as providing a basis for safeguarding the environment, adapting to climate change and securing good design¹.

Planning Law also requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise.

Alongside the Chesterfield Borough Local Plan, there are also the emerging Minerals and Waste Local Plans being jointly prepared by Derbyshire County Council and Derby City Council, which will be a relevant consideration in the assessment and determination of some development proposals in the area.

Why and how has it been prepared?

National planning policy, set out in the National Planning Policy Framework (NPPF), requires councils to prepare long-term development plans for their area. The Town and Country Planning (Local Planning) (England) Regulations 2012 prescribe processes that the council must follow when preparing the Local Plan. Work on the Local Plan is at Regulation 19 stage, which is the formal publication consultation. To date, the council has consulted on a Draft Local Plan (January/February 2017), a further consultation (January/February 2018) on Gypsy and Traveller sites. The responses to those consultations have been considered by the Council and this formal publication draft local plan takes account of the comments made during the previous stages of consultation.

A range of evidence has been commissioned or undertaken by the council to underpin the Local Plan and this can be viewed on the council's website. The preparation of the draft plan has also been informed by the following:

- Sustainability Appraisal
- Habitat Regulations Assessment
- Equalities Impact Assessment
- Health Impact Assessment

What is in it?

¹ <http://planningguidance.communities.gov.uk/blog/guidance/local-plans/local-plans-key-issues/>

The plan contains **Development Management** policies, which will apply to all developments or developments of a particular type (for example policies about design or housing).

It also includes proposed **Site Allocations** set out on an accompanying **Policies Map**. These are policies that only apply in specific locations in the borough, and include sites for new housing or economic development as well as areas to be safeguarded for their environmental, leisure or social benefits.

How do I get involved?

The submission plan will be available for anyone to comment on **until XXXXXX** 2019. Details of how you can comment and what happens next are available on the council's website www.chesterfield.gov.uk/newlocalplan

1. Vision and Strategic Objectives

VISION

- 1.1. Our approach to the Local Plan Vision is based on the Council's Vision for Chesterfield Borough and is supported by a fuller, descriptive Spatial Vision to provide clarity and detail.

A thriving Borough, where everyone has access to the jobs, training and support they need.

A clean, green and attractive Borough, where our open spaces and built heritage are valued.

A healthy and safe Borough, where the community is free from the fear of crime.

A place where everyone has fair access to a decent and affordable home.

An inclusive Borough, where everyone feels valued and has equal and fair access to local services.

We want Chesterfield Borough to be a thriving Borough, where everyone has access to the jobs, training and support they need where...

- 1.2. Former industrial land in the Staveley and Rother Valley Corridor, south of Chatsworth Road, in the A61 Corridor and at Markham Vale, is put to the best use.
- 1.3. There will be 44 ha of land provided between 2018 and 2033 for new high quality employment development so that together with existing employment areas, a range of jobs and training opportunities are easily accessible to those who need them. All this new development will be in areas with an established industrial character or areas of regeneration specifically designated for mixed use. Economic activity and employment opportunities are focussed where the

regeneration benefits can be maximised, particularly in the Staveley and Rother Valley Corridor and along the A61 Corridor where there is significant need for work and training. High employment density uses such as offices are located in the most accessible locations near to town and district centres.

- 1.4. The borough has a strong economic role within the Sheffield city region, and the infrastructure needed to support business growth is secured. The development of Markham Vale as part of the Sheffield City Region Enterprise Zone is supported. A range of education and employment opportunities create and retain skilled residents to support economic prosperity. The role of Chesterfield College in providing quality training and education is recognised and encouraged. Regeneration and development projects boost the local economy through encouraging the use of local labour and local supply chains.
- 1.5. Retail, employment, leisure and community activity is focussed in the town and district centres. The vitality of existing centres and of Chesterfield Market remains of paramount importance. Chesterfield Town Centre acts as the focus for retail, economic, cultural and leisure activity across the north east Derbyshire sub-region, whilst Staveley Town Centre provides a focus for activity in the north east of the borough. District and Local Centres build on their own, distinct character while ensuring residents have easy access to services meeting their day to day needs. These centres are sustainable places for the provision of community and cultural facilities and the council will encourage their location and development there. Voluntary organisations are key partners for the council in achieving and maintaining this ambition.
- 1.6. The visitor economy is strong, complementing the role of Chesterfield as a sub-regional centre and a destination both in its own right and in relation to the Peak District and internationally significant attractions such as Chatsworth, Sherwood Forest, Bolsover Castle and Hardwick Hall. The Peak Resort proposal is delivered and provides many jobs locally, as well as providing visitor accommodation and leisure facilities. Other locally important attractions such as the Barrow Hill Roundhouse Railway Centre, Chesterfield Canal, Chesterfield Market, Staveley Hall and Chesterfield Museum are enhanced and promoted. The town is recognised for the variety of its cultural offer and its wide selection of places to eat. The borough has a range of accommodation including value for money bed and breakfasts, luxury hotels, budget hotels and environmentally sustainable caravan and camping sites. Overall, the number of visitors choosing to stay in the borough, whether for business or leisure, increases.

We want Chesterfield Borough to be a clean, green and attractive Borough, where our open spaces and heritage are valued, where...

- 1.7. There continues to be a Green Belt around the north, west and south west of the borough and all key green wedges between the settlements of Brimington, Staveley and Chesterfield are safeguarded. Green wedges and strategic gaps between villages and between distinct parts of the urban areas are also maintained. Green Belt, Green Wedges and Strategic Gaps function as an

integral part of the borough's green infrastructure.

- 1.8. Green spaces and open land are enhanced and connected to provide and link high quality and diverse habitats for wildlife and important spaces for sport, recreation, leisure and healthy living. Everyone in the borough can access a variety of green spaces, including local play areas, informal recreational space and larger sports facilities, properly looked after with long term maintenance and management.
- 1.9. River and canal corridors are recognised and protected as major assets and enhanced, and opened up where possible to create routes for sustainable travel, tourist attractions, recreation areas and wildlife corridors. Links are made between key water corridors, including the Pools Brook / Doe Lea and the Chesterfield Canal following the restoration of the canal to a navigable state along all its length in the borough.
- 1.10. Maximum use is made of sustainable drainage so that new development is less at risk from risk of flooding and does not exacerbate flooding problems in existing developed areas both within the borough and downstream. SuDs and the management of floodplains present positive habitat opportunities and contribute to the wider network of Green Infrastructure. Action is taken to lessen the risk of breach at places along the river Rother on Derby Road, Clayton Street, and the Slitting Mill Farm area. All developments pay due regard to flood risk from all sources, including surface water run-off, whether the risk bears on the development itself or might affect other places. Careful and innovative design solutions enable some development to take place in key brownfield sites deemed at risk of flooding.
- 1.11. Our buildings and spaces are designed to adapt to climate change, minimising energy use, planting for a drier climate and urban cooling. All new development contributes to reducing greenhouse gas emissions through design measures that lower the energy used. Proposals for renewable and low carbon energy generation are supported. Good physical planning, high standards of design and proper management of the public realm are essential features of a sustainable urban environment.
- 1.12. The borough's overall contribution to climate change is reduced through tree planting in areas of poorer biodiversity where it would not adversely affect the landscape character or habitat availability for ground-nesting birds and other wildlife.
- 1.13. Food growing opportunities are maximised, and land for growing food, especially within and adjoining residential areas in allotments and community gardens and the best and most versatile agricultural land, is safeguarded. Waste generation is reduced, and the energy efficiency of existing buildings, particularly housing, is improved to reduce both fuel poverty and greenhouse gas emissions. Minerals resources are protected from unnecessary sterilization, and consideration is given to prior extraction of mineral resources.

- 1.14. Heritage assets, including locally important buildings are protected and enhanced, retaining the features that make our communities distinctive, and enabling people to engage with the local character and heritage of our built environment on a day to day basis.
- 1.15. Different landscape characteristics, such as the gently undulating farmland, coalfield villages, well-wooded and species-rich areas along the eastern fringe, and ecologically important riverside meadows, are recognised as important features, influencing the design and layout of all new development.

We want Chesterfield Borough to be a healthy and safe Borough, where the community is free from the fear of crime, where...

- 1.16. People feel safe, whether in their homes or out and about. Future environments are designed to minimise opportunities for crime and anti-social behaviour. Where possible improvements are made to safety features in areas where crime rates are relatively high, particularly in Chesterfield Town Centre, Grangewood, St Augustines, Birdholme, Boythorpe, Staveley Town Centre, Poolsbrook, Barrow Hill, Netherthorpe, Duckmanton, Middlecroft, Newbold Moor and Whittington Moor.
- 1.17. Opportunities for anti-social behaviour in new developments are minimised, especially in the hot spots of Chesterfield Town Centre, Dunston, Moor and St Helens Ward, and Holmebrook and Rother Ward, paying attention to the Chesterfield Community Safety Partnership and Safer Neighbourhoods Team Local Priorities.
- 1.18. People are protected from the harmful effects of development, whether they are the legacy of mining hazards, flooding, traffic risks for pedestrians and cyclists, or pollution of any kind.
- 1.19. Everyone has the opportunity to have a healthier lifestyle, through improved walking and cycling routes, parks and access to nature, and locating facilities such as sports centres and fresh food shops in accessible locations.

We want Chesterfield Borough to be a place where everyone has fair access to a decent and affordable home, where...

- 1.20. Sites are made available for at least 4374 homes between 2018 and 2033 to meet the Objectively Assessed Need (OAN), the majority of which are located within easy walking and cycling reach of the existing district and town centres. Some new housing development will be directed to areas suffering from deprivation to aid the regeneration of these communities. Some of this housing will need to be in well-designed, sensitive urban extensions on greenfield sites. Local centres and community facilities there will need to be improved. In addition, some housing is also concentrated around 'Local Service Centres'.
- 1.21. Everyone has the opportunity of a decent, affordable and accessible home. People who need specialist accommodation, such as warden-aided housing,

will be able to access it in locations that are suitable and well served by community facilities and public transport.

We want Chesterfield Borough to be an inclusive Borough, where everyone feels valued and has equal and fair access to local services where...

- 1.22. Deprivation in key areas is addressed by focussing regeneration and new development in those places and improving accessibility to employment opportunities.
- 1.23. Opportunities for walking, cycling and use of public transport are prioritised and maximised, to encourage healthy lifestyles, reduce the rate of increase in traffic congestion and minimise any worsening of air quality. New forms of sustainable transport are encouraged. Networks of walking and cycling routes are extended and well maintained. Appropriate levels of car parking are provided to meet the residual demand, and most new public car parking takes the form of park and ride or park and walk schemes.
- 1.24. Development is located to minimise the need to travel and designed to prioritise walking, cycling and public transport. Opportunities to make links between different modes of transport are maximised to achieve a seamless network of public transport, walking and cycling routes throughout and beyond the borough. This will include making links to wider local and national walking and cycling networks including the Trans Pennine Trail, Cuckoo Way and, via a new link to the Avenue development site in North East Derbyshire, the five pits trail and national cycle network route 67.
- 1.25.
- 1.26. There is appropriate transport infrastructure to serve new development in Staveley and Rother Valley Corridor and the east of the borough, and to relieve congestion on the A619. The adverse impacts of additional traffic on M1 Junctions 29, 29a and 30 are minimised by working with Highways England and other authorities in the M1 corridor. There is a town centre loop road to take traffic away from St Mary's Gate and improve the accessibility of the railway station, and a rail freight head at Markham Vale to encourage freight off the roads and onto the railways. Railway infrastructure such as the track bed between Seymour Junction and the Clowne Linear Park in Bolsover is safeguarded, for future use as a rail transport route and as a walking and cycling route in the meantime. Land is safeguarded for future passenger rail halts at Barrow Hill and at Markham Vale. Extensions to existing greenways and new routes are secured, in particular to connect Chesterfield town centre with the north of the borough and Dronfield.
- 1.27. Everyone has access to social infrastructure, including community, leisure, religious, education and health facilities including local shops, public houses and places of worship.

STRATEGIC OBJECTIVES

The Strategic Objectives are focussed on delivering the vision.

- S1: Minimise greenhouse gas emissions in line with Government targets, increase the use of renewable energy and help the borough adapt to the effects of climate change.
- S2: Provide sites for at least 4374 homes to be built between 2018 and 2033 to meet the housing requirement for Chesterfield borough.
- S3: Support the growth, vitality and viability of Chesterfield and Staveley town centres and the borough's district and local centres.
- S4: Adopt the approach to flood risk set out by the Government in allocating land for development, so that risk of flooding at existing and new properties is reduced.
- S5: Deliver significant amounts of affordable and adaptable housing to meet identified needs.
- S6: Provide 44 ha of new employment land between 2018 and 2033
- S7: Promote a net gain in biodiversity and protect and improve the borough's key green infrastructure assets and landscape character.
- S8: Ensure that new development is designed to a high standard that promotes architectural quality, energy efficiency, protects and enhances the boroughs historic environment, and reflects local distinctiveness.
- S9: Tackle traffic congestion, improve air quality, secure strategic improvements to the transport system in the borough and enable healthier and more sustainable transport choices.
- S10: Ensure that all development is supported by appropriate and inclusive infrastructure provision.
- S11: Maintain and enhance the Green Belt.
- S12: Restore the Chesterfield Canal to a navigable state along all its length within the borough.
- S13: Enhance the health and wellbeing of the borough's residents.

2. Spatial Strategy

SPATIAL STRATEGY

Regeneration Priority Areas

2.1. Regeneration including new development can address the needs of communities experiencing deprivation. The RPAs reflect multiple deprivation and spatial concentrations of deprivation, expressed by the national IMD data. Other parts of the borough are ranked higher than some of the RPAs in some individual indices, but the identification of the RPAs also reflects other spatial issues such as concentrations of social housing stock, proximity to major new employment development at Markham Vale, and dwindling local services and facilities.

Housing Growth

2.2. The Strategic Housing Market Assessment Update 2017 indicates an Objectively Assessed Need (OAN) of **265** net new dwellings per annum is required to meet the borough’s housing needs.

2.3. Between 2014-2033, this equates to **5035** dwellings.

2.4. 661 net new dwellings were been completed between 2014 and 2018.

2.5. Because there has been an under-delivery of homes since 2014 (the base date for the SHMA update projections), a shortfall of **399** dwellings is added which will be spread over the plan period.

2.6. This gives a housing target of 292 net new dwellings per annum.

Objectively Assessed Need (OAN)	265 pa
OAN over plan period 2014 to 2033 (19 x 265)	5035 net new dwellings
Net completions 2014 to 2018	661 dwellings
Outstanding need	4374 net new dwellings
Shortfall of dwellings from 2014 to 2018	399 dwellings
Revised OAN including shortfall	292net new dwellings pa

Economic Growth

- 2.7. The Council has undertaken an update of the [Employment Land Requirements](#) for the Local Plan period. This takes account of a demographically derived assessment of employment need; employment growth forecasts; past take-up rates; and local knowledge of the functioning of Chesterfield’s commercial property market to identify a future land requirement.
- 2.8. This work concludes that 44 hectares of employment land are required between 2018-2033, split into B1 5.2 ha, B2 – 21 ha and B8 – 17.6 ha. Chesterfield needs to be able to offer an appropriate range of employment sites, in terms of quantity, size and location. The quality of site provision is key, and the best employment sites must be protected.

Table 2	
Employment Land Requirement (2018-2033)	44ha

Green Belt

- 2.9. The openness and permanence of the Green Belt is of great importance. It contains urban development, prevents the coalescence of settlements, protects the countryside, preserves the setting and character of historic towns such as Chesterfield, and aids urban regeneration by encouraging the use of previously developed urban land. The underlying principles and policies for protecting the Green Belt are set out in National Planning Policy Framework.
- 2.10. The Green Belt is a highly valued part of the borough’s green infrastructure, and as such the council will seek opportunities to provide access, outdoor sport and recreation for the benefit of the community.
- 2.11. As there is sufficient land outside the Green Belt to meet the borough’s housing and employment land needs, it is not necessary to review the Green Belt at this time. The council has, however, agreed to a joint methodology as part of Sheffield City Region which would guide a review if and when this occurs. There is no current plan or timeframe to review the Green Belt, but the Council is committed to working with partners on a strategic review in the future.
- 2.12. It is not proposed to delete any areas of land from the Green Belt, except where minor adjustments are necessary to reflect current anomalies e.g. garden extensions.

Green Wedges and Strategic Gaps

- 2.13. Strategic gaps give distinct identity to different areas, prevent neighbouring settlements from merging into one another, and maintain open space. Green Wedges provide access to the countryside from urban areas. The boundaries are based on an independent assessment of the character of the proposed Green Wedge or Strategic Gap and its contribution to; the setting and identity of the borough and its urban areas; landscape character, habitat and biodiversity; access to countryside and recreation; the ability to connect areas of green infrastructure; and the impact that development would have on the function of the Green Wedge or Strategic Gap.

LP1 Spatial Strategy

The overall approach to growth will be to concentrate new development within walking distance of centres, and to focus on areas that need regenerating, including the 'place shaping' areas set out in policies SS1 to SS6 and Regeneration Priority Areas.

Regeneration Priority Areas

The council will maximise regeneration benefits to existing communities offered by development opportunities in the following areas:

- Eastern Villages– Barrow Hill, Duckmanton, Mastin Moor, Poolsbrook
- Holme Hall

Housing Growth

The council will make provision for the delivery of a minimum Objectively Assessed Need (OAN) of 4374 dwellings over the period 2018 to 2033. New housing development will be in line with the strategy of 'Concentration and Regeneration'.

Economic Growth

To maintain economic growth and quality of provision, the council will make provision for 44 hectares of new employment land (B1, B2 and B8 uses) over the period 2018 to 2033. The key areas for employment land are at the already committed Markham Vale development, and at Staveley and Rother Valley Corridor. Policy LP7 sets out broad locations for employment uses.

Green Belt

The existing Green Belt will be maintained and enhanced.

Strategic Gaps and Green Wedges

Strategic gaps give distinct identity to different areas, prevent neighbouring settlements from merging into one another, and maintain open space. Green Wedges provide access to the countryside from urban areas. The open character of Strategic Gaps will be protected from development between:

- Brimington and Tapton (SG1)
- Ringwood and Hollingwood (SG2)
- Lowgates / Netherthorpe and Woodthorpe / Mastin Moor (SG3)
- Woodthorpe and Markham Vale (SG4)
- Old Whittington and New Whittington (SG5)
- Brimington North (SG6)

Green Wedges provide access to the countryside from urban areas. Green Wedges will be protected from development at:

- Walton River Hipper Corridor (GW1)
- Holme Hall and Newbold Green (GW2)
- Dunston and Sheepbridge (GW3)

The boundaries of Strategic Gaps and Green Wedges are identified on the Policies Map.

PRINCIPLES FOR LOCATION OF DEVELOPMENT

- 2.14. There are certain principles and criteria that will apply to all development within the borough. These development management considerations are fundamental to the successful delivery of the other Local Plan policies. They are also intended to protect sensitive or vulnerable users and adjoining occupiers (whether proposed or existing), and to do this the borough council will take into account the character and use of development proposals and their settings.
- 2.15. The Local Plan's spatial strategy aims to encourage walking and cycling by locating new development within reasonable walking distance of services in centres.
- 2.16. National Travel Survey data² continues to show walking as being the second highest mode of transport after private vehicles but only for short distances (i.e. 76% of walking trips being under 1 mile/1.6km), whilst people on low incomes are more likely to depend on walking to get around³. Guidance indicates that a walking distance of up to 800m is appropriate for accessibility to town centres and would achieve the aims of the Spatial Strategy with

² National Travel Survey: England 2014 (DfT)

³ Paragraph 16 Making the Connections: Final Report on Transport and Social Exclusion (ODPM 2003)

walking distance taken to be at maximum a ten minute walk or 800m distance⁴ on a safe route with no significant obvious 'barriers to walking'. This is based on an average walking speed of approximately 1.4 m/s or 3 mph⁵

- 2.17. However, a "reasonable" walking distance is likely to be affected by location, topography, weather, pedestrian facilities, trip purpose and cultural factors. There are also qualitative considerations, including (but not exclusively):
- topography
 - lighting
 - quality of surface
 - provision of off road pathways
 - safety, including isolated pathways, extent of overlooking, lighting, traffic, pedestrian crossings
 - accessibility, including dropped curbs

LP2 Principles for Location of Development

In allocating new development, or assessing planning applications for developments that are not allocated in a DPD, sites will be assessed by the extent to which the proposals meet the following requirements:

- a) deliver the council's Spatial Strategy (policy LP1);**
- b) are on previously developed land that is not of high environmental value;**
- c) are not on the best and most versatile agricultural land;**
- d) deliver wider regeneration and sustainability benefits to the area;**
- e) utilise existing capacity in social infrastructure (policy LP11) or are of sufficient scale to provide additional capacity, either on site or through contributions towards off-site improvements;**
- f) maximise opportunities for walking and cycling and the use of public transport (policy LP23);**
- g) Ensure the long term protection of safeguarded Minerals Related Infrastructure as identified in the Derbyshire and Derby Minerals Local Plan and shown on the Policies Map**
- h) meet sequential test requirements set out by other national or local policies.**

Exceptions to the council's Spatial Strategy will be considered where development proposals can clearly demonstrate that the proposed use:

- i. needs to be in a specific location in order to serve a defined local catchment or need, to access specific resources or facilities (including transport connections) or to make functional links to other, existing uses; or**
- ii. is required to regenerate sites and locations that could not otherwise be addressed or to support existing community facilities that**

⁴ Table 3.2 on page 49 Guidelines for Journeys on Foot (Institution of Highways and Transportation)

⁵ Paragraph 3.30 on page 48 of Guidelines for Journeys on Foot (Institution of Highways and Transportation)

otherwise would be at risk of closure.

New residential development will be expected to be within walking distance (800m) of an existing or proposed Local, District or Town Centre, via a safe, lit, convenient walking route, or demonstrate the ability to deliver appropriate provision on site.

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- 2.18. The NPPF (para 11) states that all plans should be based upon and reflect the presumption in favour of sustainable development. Policy LP3 sets out what this means in practice, and how the presumption will influence decisions on development proposals.

LP3 Presumption in favour of sustainable development

When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- b) Specific policies in that Framework indicate that development should be restricted.

3. Homes and Housing

FLEXIBILITY IN DELIVERY OF HOUSING

- 3.1. To meet the housing needs of a growing population and a growing economy, a total of at least 4374 net new dwellings must be built in Chesterfield Borough between 2018 and 2033. This is derived from the objectively assessed need figure of 265 dwellings per annum plus the net level of completions since 2014. This requires the completion of, on average, 292 dwellings each year over the remaining 15 year period. This strategic housing requirement is not a ceiling, and may be exceeded provided that it is sustainable, it can be supported by existing or new infrastructure and it meets the objectives and policies in the Local Plan.
- 3.2. The distribution of housing within the borough is guided by the approach set out in policies LP1 and LP2. It is also be guided by the assessment of suitable developable and deliverable housing sites as set out in the borough council’s Land Availability Assessment. Specific sites for developments of 5 or more dwellings are allocated in the Local Plan.
- 3.3. Well over 60% of new development in the borough has been delivered on previously developed land or through re-use of buildings in the form of conversions. The priority for development will be to continue delivering and regenerating brownfield land. In the borough a minimum of 60% completions on brownfield land will continue to be sought, with the aim being for the redevelopment of the major previously developed sites including Waterside and Steveley Works. However it is acknowledged that large greenfield sites as extensions to the urban area will also have a role to play in delivering the borough’s strategic housing requirement on an annual basis.
- 3.4. In order to provide some flexibility for choice and the aspirations of the LEPS, and to account for potential lapses in sites or sites delivering less than the assumed housing figures, the plan allocates more sites than the minimum needed to meet the OAN, sufficient for a (20)% buffer (which would be at least 5250 net new dwellings).
- 3.5. The housing supply for the plan period consists of the housing allocations set out in table 4, combined with committed planning permissions that do not have an allocation (either because they are below the size threshold for allocation or were substantially under construction at the time of writing), applying a 10% buffer for non-implementation.

Table 3	
Sites with planning permission	550 dwellings
Housing Allocations	4900 dwellings
Total Supply	5450 dwellings

- 3.6. The NPPF also requires⁶ that at least 10% of the housing requirement should consist of small sites of no larger than one hectare. Between the commitments and allocations described in this Local Plan, the plan makes provision for approximately 15% of the requirement to come forward on such sites.
- 3.7. The dwellings to be delivered as part of the Staveley and Rother Valley Corridor (policy SS5) have not been included as part of the supply at this stage due to uncertainty about the timing of key infrastructure and the HS2 Infrastructure Maintenance Depot, which may put the majority of housing delivery on this site beyond the plan period. The council and landowners are continuing to work jointly on the regeneration of this key site. At the time of writing a bid to the government's Housing Infrastructure Fund is under consideration for key infrastructure to unlock this site, including the Chesterfield Staveley Regeneration Route (safeguarded under policy LP24). The HS2 Hybrid Bill is due to be submitted in early 2020 and this site will be kept under review and progress reflected in a future Local Plan review if necessary.
- 3.8. Policy LP4, 'Flexibility in Delivery of Housing' is intended to ensure a supply of deliverable housing sites sufficient for five year as set out in the NPPF that meets the aims of the Local Plan's Spatial Strategy, and allows for some uncertainty in the timing of delivery of housing on allocated sites. It sets out the council's position on the development unallocated sites in open countryside and outside of the built up area for housing and how this relates to the principles for the location of development set out in policy LP2. The council will take action if monitoring is unable to demonstrate that the council has a supply of deliverable housing sites sufficient for 5 year (plus 5 or 20%, depending upon delivery rates) due to either under delivery increasing the shortfall requirement or improved delivery resulting in a reduced pool of remaining sites.

LP4 Flexibility in Delivery of Housing

Planning permission will be granted for residential development on the sites allocated on the policies map and as set out in table 4, provided they accord with other relevant policies of the Local Plan

Planning permission for residential development proposals on unallocated sites will only be permitted where it accords with the strategy of 'Concentration and Regeneration' as set out in policies LP1 and LP2 and other relevant policies of the Plan, and:

- a) It is within the built up area: or
- b) It re-uses redundant or disused buildings and enhances their

⁶ Para 68(b) National Planning Policy Framework

- immediate setting; or
- c) It is for the sub-division of an existing residential dwelling; or
 - d) It is for the redevelopment of previously developed land in a manner that would not harm the intrinsic positive character of the countryside; or
 - e) It represents the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of the heritage asset; or
 - f) It meets a specific demonstrable housing need that can only be met in that particular location; or
 - g) It is of exceptional quality of design quality, in that it:
 - a. is truly outstanding or innovative, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and
 - b. would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area;

Where the council cannot, at the time, demonstrate a five year supply of deliverable sites for housing, planning permission for new residential development outside the built up area will be permitted in exception to the above criteria where it can demonstrate that it accords with the strategy of 'Concentration and Regeneration' as set out in policies LP1 and LP2 and other relevant policies of the Plan.

HOUSING ALLOCATIONS

Table 4 Local Plan Housing Allocations

Policies Map reference	Site Name	Capacity	Site Size (ha)
H1	Edale Road garage court, Mastin Moor	6	0.20
H2	Catherine Street Garages, Catherine Street, Chesterfield	10	0.27
H3	Manor House Farm, 118 The Green, Hasland	10	0.40
H4	Heaton Court (Former), Meynell Close, Chesterfield	12	0.34
H5	Pondhouse Farm, Troughbrook Road, Hollingwood	12	1.10
H6	Miller Avenue, Mastin Moor	14	1.50
H7	Land off Hollythorpe Close, Hasland	14	0.54
H8	Land North of Chesterfield Road, Staveley	14	0.30
H9	Former White Bank Sports Centre, White Bank Close	15	0.56
H10	Derwent House HOP, Ulverston Road, Chesterfield	17	0.57
H11	Sycamore Road (land at), Hollingwood, Brimington	18	0.70
H12	Ashbrooke Centre (Former) Cuttholme Road Chesterfield	20	0.68
H13	Elm Street,	23	0.71

	Hollingwood, Brimington,		
H14	Swaddale Avenue, Tapton	25	0.88
H15	Goldwell Rooms (Former) and 6 Ashgate Road Chesterfield	25	0.54
H16	Red House HOP & Spire Lodge Sheffield Road Chesterfield S41 7JH	25	0.84
H17	Poultry Farm (Former) Manor Road Brimington	27	0.87
H18	Commerce Centre, Canal Wharf, Chesterfield, Derbyshire, S41 7NA	30	0.72
H19	Ash Glen Nursery (Former) Sheffield Road Unstone	30	1.20
H20	Land at DUEWELL COURT, Station Road, Barrow Hill	35	1.18
H21	Staveley Canal Basin Eckington Road Staveley	36	3.22
H22	Listers Car Sales (Former) Sheffield Road Unstone	38	1.40
H23	Allen and Orr Timber yard, Saltergate	40	0.86
H24	Barker Lane (GK Group premises)	40	1.10
H25	Boat Sales (Former) Sheffield Road Unstone	48	1.29
H26	Land adjacent Rectory Road, Duckmanton	35	2.02
H27	Walton Hospital (land at) Harehill Road	60	1.49
H28	Walton Hospital (land at) Whitecotes Lane Chesterfield	90	2.28
H29	Dunston Road (Land Off), Cammac Site	146	4.49
H30	Walton Works (Former) Factory Street Chesterfield	150	3.60
H31	Varley Park, Staveley Road	175	5.16
H32	Bent Lane, Staveley	140	7.26
SS6	Dunston Road (Land to West of) (Parcel 1)	270	15.8
H33	Linacre Road	300	14.85
H34	Land South of Tom Lane, west of Rectory Road, Duckmanton	400	39.39
H35	Land South of Worksop Road, and East and West of Bolsover Road, Mastin Moor	400	????
SS3	Chesterfield Waterside Brimington Road Chesterfield	1000	23.17
H36	Land at Inkersall Road	400	
SS6	Land south of Dunston Lane	500	
SS1	Chesterfield Town Centre / Spire Neighbourhood	100	
SS5	Staveley Works	150	
	TOTAL	4900	

RANGE OF HOUSING

- 3.9. National planning guidance encourages the creation of sustainable, inclusive and mixed communities. This means delivering a well-integrated mix of decent housing of different types and tenures to support a range of households of different sizes, ages and incomes. Local Development Documents are expected to achieve a broad balance of different households, to translate this into a provision between affordable housing and normal market provision and to address the needs of specific groups such as disabled and elderly people. Opportunities for self-build schemes will be encouraged.
- 3.10. The Strategic Housing Market Assessment (SHMA) 2017 estimated what type and amount of housing is required in the borough. This includes the need for affordable housing.

Recommended Size Mix of Homes

	1-bed	2-bed	3-bed	4+ bed
Market	0-5%	30%	50%	15-20%
Low-cost home ownership	10-15%	40-45%	35-40%	5-10%
Affordable housing (rented)	25-30%	45%	20%	5-10%

- 3.11. This takes account of both local need and the potential for delivery of larger aspirational housing which helps to diversify the housing mix in the Borough and to support economic regeneration and reduce in-commuting of higher earners. If the Council wishes to focus more specifically on meeting local needs the mix of market housing needed would be focused slightly more towards two and three bedroom homes than that shown, with lower expected delivery of homes with four or more bedrooms.

Affordable Housing

- 3.12. The 2017 SHMA estimated a small surplus (-44) of affordable housing in Chesterfield over the plan period, driven by a high estimated future level of re-let supply. However, if the affordable housing need is met over 5 year rather than 21 years, then there is a small annual affordable housing need figure of 42 dwellings.
- 3.13. The affordable housing needs evidence does not provide evidence to suggest that overall housing provision needs to be adjusted upwards.
- 3.14. The 2014 SHMA recommended a mix of affordable housing with 90% comprising social and affordable rented homes, and 10% intermediate affordable housing. The 2017 SHMA update recommended that if Councils are required by national planning policy to provide 10% of affordable housing as

affordable home ownership, then the analysis would suggest that shared ownership is the most appropriate option.

Adaptable and Accessible Housing

3.15. The 2011 Census data identified that a quarter of households in the Borough contain older persons. In addition to this, the number of people aged 65 and above in Chesterfield is projected to grow rapidly:

Table 5 Population growth by age				
Age Group	2012 Population	2036 Population	Increase	% Change
65-74	10800	14200	3400	24%
75-84	6400	11100	4700	42%
85+	2900	6600	3700	56%
All Persons	103800	110400	6600	6%

3.16. The SHMA found that 28% of households in Chesterfield Borough have support needs, projected to rise to 29.8% in 2031. The SHMA concluded that given the ageing population and higher levels of disability and health problems amongst older people there is a clear need to increase the supply of accessible and adaptable dwellings and wheelchair user dwellings.

Table 6 Projected Need For Specialist Housing For Older People (2014-35) – 2014-Based SNPP	
	Need
Population aged 75+ (2014)	9,447
Population aged 75+ (2035)	15,605
Change in population aged 75+	6,158
Specialist housing need (@ 170 units per 1,000)	1,047
Per annum need (2014-35)	50

Table 7 Estimated need for wheelchair adapted homes (2014-2035)		
Current need	Projected need (2014-35)	Total
166	129	295

1. As well as the need for specialist housing for older people, the SHMA looked at the needs for registered care and identified potential need of 21 bed spaces per annum for the borough.

3.17. National planning guidance emphasises the need for policy to be deliverable and viable. Developments should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. The 2018 Viability Study concluded that up to 20% affordable housing could be

delivered in the borough. The proportion of affordable housing the council will seek to negotiate will vary up to a maximum of 20%, and will be informed by the Viability Study evidence and the CIL zones. The zones will be reviewed alongside CIL rates when updated viability evidence is available.

- 3.18. Between commencement of the Self Build Register in May 2016 and October 2018, the register contained records amounting to a total of 22 plots for Custom and Self build housing (20 of these as single plots). During the same period (following implementation of CIL), the council has approved CIL part 1 self build exemptions for a total of 15 plots. As of April 1st 2018 the borough also had existing planning permissions for 54 dwellings on plots suitable for a single dwelling. This indicates that at present, those interested in custom and self-build are not facing significant difficulties accessing sites for development.

LP5 Range of Housing

In order to increase local housing choice, respond to emerging needs and promote the creation of sustainable communities, in new housing developments the council will require a range of dwelling types and sizes based on the council's assessment of local housing needs and characteristics of the area.

On sites totaling 10 or more dwellings (including phases of those sites) up to 20% of affordable housing and 25% of adaptable and accessible housing⁷, will be sought by negotiation informed by the charging zones set in the council's CIL, subject to viability assessment.

Subject to site suitability, all affordable dwellings should be built to be adaptable and accessible homes, and within this 10% of the affordable dwellings should be built as wheelchair user homes.

Any affordable home ownership delivered as part of an affordable housing contribution should be in the form of shared ownership.

Where it is not possible or appropriate to deliver affordable housing on site, a financial contribution will be sought for provision off-site (including for adaptations).

Where the provision of affordable housing would adversely impact on the viability of development, the developer will be required to submit evidence demonstrating this and justifying a lower contribution or alternative tenure mix.

Proposals for new registered care facilities for older people will be supported.

⁷ Accessible and adaptable homes are those that meet requirements of M4(2) Category 2: Accessible and adaptable buildings of the Building Regulations (2010). Approved Document M: access to and use of buildings (2015 incorporating 2016 amendments) or any subsequent comparable standard set nationally

TRAVELLERS

- 3.19. The Derbyshire [Gypsy and Traveller Accommodation Assessment 2014 \(GTAA\)](#) concluded that Chesterfield Borough has a pitch requirement of 4 over the period 2014 to 2019, with no requirement for the remainder of the plan period. Half of this need has been met through planning permissions.
- 3.20. The latest government published updated guidance on [Planning Policy for Travellers](#)⁸ in 2015. This policy takes ‘travellers’ to mean gypsies and travellers and travelling showpeople. This guidance requires local planning authorities to make a robust assessment of need for sites for travellers and to identify and update annually a supply of sites to meet pitch targets set to meet the need identified. Sites to address a five year supply are allocated in the Local Plan.
- 3.21. The council undertook an exercise to identify potential sites for Gypsy and Traveller sites in late 2017 and early 2018. This considered 46 sites and included public consultation on six⁹. At the end of this process it was concluded that none of the sites met the criteria of being available and suitable.

Table 8 Local Plan Gypsy and Traveller Site Allocations

Policies Map Reference	Site Name	Capacity (Pitches)	Site Size
T1	Hady Lane	2	XXX

There is an outstanding need for 2 pitches within the plan period. Based on historic delivery, it is anticipated that this will be delivered via a windfall.

- 3.22. In the absence of suitable sites, and in the event of an unanticipated need for a site arising, the Local Plan sets out a criteria based approach by which planning applications for Gypsy and Traveller sites can be assessed. When considering proposals the council will take account of the most recent government guidance ‘Planning Policy for Traveller sites’ (August 2015), including:
- The existing level of local provision and need for sites
 - The availability (or lack) of alternative accommodation for the applicants
 - Other personal circumstances of the applicant

⁸ <https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

⁹ Chesterfield Borough Council Gypsy and Traveller Sites Consultation Report.

3.23. The 'Designing Gypsy and Traveller Sites Good Practice Guide 2008' should also be considered in relation to detailed design.

LP6 Sites for Travellers

Planning permission will be permitted for Traveller pitches on the sites allocated on the Policies Map and as set out in table XXXX, and also on unallocated land where:

- a) the site is not located in the Green Belt or adopted Local Green Spaces;**
- b) there is no unacceptable impact on the function and purpose of Strategic Gaps, Green Wedges or on wildlife sites or other protected green spaces;**
- c) the site is reasonably accessible to community services and facilities;**
- d) The site provides adequate levels of amenity for users**
- e) the site can be adequately serviced with drinking water and sewerage disposal facilities;**
- f) the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary work areas as appropriate;**
- g) there is satisfactory boundary treatment to ensure privacy and to maintain visual amenities.**
- h) the site is located outside of Flood Zone 3**
- i) It meets other relevant policies of the Local Plan**

4. Jobs, Centres and Facilities

GROWTH OF BUSINESSES

- 4.1. The government's objective is to proactively drive and support sustainable economic development to deliver business and industrial units, infrastructure and thriving local places. A healthy and active economy is an essential requirement for a sustainable borough and employment is a key factor in ensuring a good quality of life for residents. The borough is an important sub-regional centre for employment and economic activity for northern Derbyshire and parts of South Yorkshire, with a strong history of innovation and industry which continues to this day.
- 4.2. Chesterfield sits within the extents of two Local Economic Partnerships (LEPs): Sheffield City Region (SCR), and the Derbyshire and Derby and Nottinghamshire and Nottingham (D2N2) partnership. Both LEPs have Strategic Economic Plans (SEPs) in place to encourage aspirational levels of economic growth. Both completed in March 2014, the SCR growth plan seeks to create 70,000 new jobs and 6,000 new businesses across the region and the D2N2 plan 55,000 new jobs across the two counties over the next decade. Both SEPs are currently under review.
- 4.3. In July 2017, HS2 Ltd announced that Chesterfield would be served by High Speed Rail Services running to Sheffield (currently one stop per hour in both directions). The council has been working jointly to contribute to both the SCR and East Midlands HS2 growth plans, including identifying opportunities for growth around the railway station (see policy SS7)
- 4.4. The 2011 census showed that over 52,110 people were employed in Chesterfield, more than half of whom (30,660) were resident in the borough. The level of local employment has been relatively static in recent years with job's growth in public and private sector services off-set by declines in the area's traditional industrial base. As a sub-regional centre, employment in Chesterfield is spread across a range of sectors beyond the 'B' class uses; including retail and leisure. A particularly high proportion are also in the public sector (35.8% of jobs as of 2014) in public administration, education and health, due to the presence of head offices for a borough, Chesterfield College and the Walton and Chesterfield Royal hospitals.
- 4.5. The locational needs of these employment sectors can differ substantially. Retail and leisure uses will remain predominantly in town, district and local centres as (set out in policy LP9 and LP10), along with the majority of office use. However it will remain important to maintain a supply of land suitable for a wide range of business and industrial use (within use classes B1, B2 and B8)

in order to promote economic growth and a diverse and vibrant business sector. This flexibility in employment land is essential and will allow the council to welcome opportunities for new models of economic growth, such as clusters of high-tech businesses, should such opportunities arise.

- 4.6. Business and industrial sites are also likely to be suitable for a range of other employment uses that share similar characteristics, such as industrial processes that do not fit into particular use classes or training uses that have an industrial character (such as training in building trades). Some sites with an employment history may also be better suited to alternative uses now, but in order to maintain a suitable land supply it will be necessary to carefully control the release of existing employment sites for non-employment uses (such as for residential or town centre uses), whilst also allowing sufficient flexibility. The council will consider the requirements for waste management sites in reviews of the scale, distribution and type of employment land allocated in the Local Plan once the Derbyshire Waste Local Plan has been adopted.
- 4.7. Between 2011 and 31st March 2018, monitoring showed 54.9ha of land (net) had been developed for employment purposes.
- 4.8. The 2018 Employment Land Study recommended that Chesterfield Borough should provide approximately 44ha of new land for Business and Industrial use between 2018 and 2033 in order to provide sufficient jobs for the borough's population and wider catchment.
- 4.9. As of April 1st 2018, Unimplemented planning permissions for employment land provided a potential supply of 24.3ha.
- 4.10. Other undeveloped land within established employment areas allocated on the policies map will provide an additional 16.2 h..
- 4.11. In addition, the Staveley Works Corridor has the potential to deliver additional employment land, in the form of the proposed HS2 IMD. As the land take for the IMD has not been confirmed, but is likely to be significant in comparison to the jobs created (estimated at 250), the contribution of this site has been included in the supply as an equivalent to the same number of jobs delivered by a B8 use, or 4ha, in order to not to appear as a disproportionate element of the supply. Depending on the final land take of the IMD, up to 30ha of additional land. However due to the implementation timetable for HS2 including the need for a larger site during the HS2 construction period, and the need to remediate the site and provide essential infrastructure in the form of the proposed Chesterfield-Staveley Regeneration Route, it is not expected that this sites will contribute significantly to the pool of employment land until beyond the plan period.
- 4.12. Land around Works Road will provide the opportunity to deliver a limited amount of employment floorspace from the Staveley Works site in the short to

medium term, primarily around land adjacent to the Chesterfield Canal.

Table 9 Employment Land Supply	
Commitments	
Land with planning permission (31/3/18) (excluding Markham Vale)	21.09
Markham Vale	5.2ha
Waterside	-2ha
Total	24.3ha
Sites without Planning Permission	
Whitting Valley Road	3.74ha
Station Road (Wagon Works)	6.3ha
Former GKN works, Sheepbridge Lane	3.6ha
Impala Estates (land adj Markham Vale)	2.6ha
Former Bpythorpe Works, Goyt Side Road	5ha
Staveley Works Corridor	2 ha
HS2 IMD*	4ha
Total	27.33ha
Total Supply	51.63ha

* Based on an equivalent site area assuming 250 jobs at equivalent to B8 use instead of site size

- 4.13. In order to meet both current and future employment / business requirements, Chesterfield needs to be able to offer an appropriate range of employment sites, in terms of quantity, size and location. There is a need to ensure that the best employment sites are safeguarded for employment use and not lost to other uses such as housing. This is not to preclude the development of mixed uses on former industrial sites so long as appropriate provision is made to meet employment land requirements. The council will restrict the future permitted development rights of uses, including through the use of Article 4 directions where appropriate, to ensure the long-term vitality of key employment sites.
- 4.14. Enabling economic growth is a high priority for the council, evidenced by the inclusion of Markham Vale in the Sheffield City Region Enterprise Zone. Alongside this the 'Destination Chesterfield ' place-marketing project is seeing the council, local employers and businesses work together to promote Chesterfield, strengthen existing businesses and attract new inward investment. The council is committed to ensuring the viable re-development of currently vacant and underused business and industrial land for a range of uses. Delivery of employment sites will be monitored closely, working with the economic development team and taking account of vacancy rates and the frequency of enquires about sites and premises.

LP7 Economic Growth

Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged.

Planning permission will be granted for new employment development where they accord with the council's overall spatial strategy as set out below:

- a) B1(a) Office development within and on the edge of existing town and district centres and at developments at Chesterfield Waterside and Markham Vale as set out in policies SS3,SS4 and SS5
- b) B1(b&c) Light Industrial in locations within and close to existing town and district centres
- c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the proposals map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor
- d) B8 uses at Markham Vale and the Staveley and Rother Valley Corridor. In other Established Business Areas, new B8 uses will be permitted where they would not have an unacceptable adverse impact as a result of traffic movements.

Within Established Business Areas (as shown on the proposals map) other business and industrial uses, not falling within the B1, B2 or B8 classes, and 'B' class uses outside of the criteria set out above will be considered based upon the locational criteria set out in policy LP2, the suitability of the use for the location and the employment generation of the proposed use when compared to the existing or previous use, and will normally be permitted where they would otherwise not have a significant adverse impact upon the surrounding area.

Where appropriate, conditions will be used to manage the future use of developments, including the restriction of future permitted development rights where these are appropriate to ensuring the viability and vitality of employment areas in the future.

Proposals for farm and rural diversification developments, live/work units and rural businesses will be supported where they are appropriate to the character and scale of the area and otherwise meet the policies of the plan.

Subject to policy LP2, the redevelopment or change of use of existing business and industrial sites within Established Business Areas (as shown on the proposals map) for non-employment uses will only be permitted where:

- i. It would not lead to a quantitative and/or qualitative deficiency in the supply of available employment land; and
- ii. It would not inhibit existing or future business and industrial activity on adjacent sites

Where appropriate, conditions will be used to manage the use of such

developments.

For all major development proposals, the council will seek to negotiate agreements with developers and occupiers covering recruitment, training and procurement to benefit the local economy and supply chain, so as to contribute to the sustainability of the borough and the surrounding area, both during construction and on a long-term basis.

TOURISM AND THE VISITOR ECONOMY

- 4.15. Tourism is important to the chesterfield borough economy. In 2009, tourism brought £117m into the borough's economy and supported 1,836 jobs across a range of sectors (Derbyshire STEAM Model). The Core Strategy seeks to maximise the potential of the major regeneration areas, particularly Waterside and the Staveley and Rother Valley Corridor. The borough has many attractions, natural, historical and cultural. The Chesterfield Canal restoration is drawing more visitors to the canal and the borough in general. Complementary uses such as slipways/moorings, food and drink uses and small scale accommodation will help boost the canal as a tourist attraction. The borough also boasts a rich railway and industrial heritage including the recently expanded Roundhouse (Barrow Hill Engine Sheds) and historical industrial buildings such as Walton Works and Cannon Mill. This is supplemented by a range of cultural activities, including regular second hand and artisan markets, the annual mediaeval and 1940's market festivals, the Chesterfield Canal festival and a range of other events.
- 4.16. Chesterfield is increasingly acting as a hub for visitors to the Peak District and north Nottinghamshire, providing attractions such as the market and the Crooked Spire, cultural events, evening activity, accommodation and transport links. The Peak Resort leisure and tourism development will provide a significant boost to the borough's tourism offer, with high quality visitor accommodation and unique leisure attractions, and up to 3,000 new jobs. There is also high quality countryside within the borough, and there are opportunities for agricultural diversification to create quiet recreation and small scale sensitively designed visitor attractions and accommodation.

Visitor Accommodation

- 4.17. . The Casa hotel now provides the borough's first four star provision, and there are planning permissions for further provision at the Peak Resort and Chesterfield Waterside. Within the town centre, the former Co-op department store is being converted to provide a new Premier Inn (to open by end of 2018). The approach to locating visitor accommodation in existing centres and close to Chesterfield railway station is appropriate in most cases. However, there needs to be a range of visitor accommodation available in the borough, including types of accommodation that cannot necessarily be located in existing centres or close to the train station, such as country hotels, holiday cottages, camping accommodation and small scale accommodation such as bed and breakfasts. All forms of visitor accommodation can play a role in establishing Chesterfield Borough as a destination.
- 4.18. The borough council will work collaboratively with partners to promote and secure sustainable tourism development. A more diverse and high quality tourism offer will be encouraged that seeks to expand the tourism season, increase the number of people visiting, provide local job opportunities and help to regenerate the economy. Growth in tourism must be sustainable and not harm the historic, natural and cultural assets on which it is based.

LP8 Tourism and the Visitor Economy

The Council will promote and enhance tourism development in the borough where it is:

- a) located in areas that can accommodate additional visitor numbers without detriment to the environment or the vitality of existing centres
- b) appropriate to the local environment and context
- c) contributes to sustainable economic growth and the delivery of the Core Strategy
- d) in locations that are well connected to other tourist destinations and amenities, particularly by public transport, walking and cycling

In particular, proposals for tourism development will be encouraged where they are related to:

- i. enhancing the offer of existing centres
- ii. the restoration and enhancement of Chesterfield Canal
- iii. supporting delivery of the Peak Resort scheme
- iv. railway and industrial heritage
- v. connections with the Peak District National Park
- vi. rural diversification
- vii. opportunities to encourage physical activity
- viii. enhancing and improving access to the Green Belt, Green Wedges and Strategic Gaps

VITALITY AND VIABILITY OF CENTRES

4.19. Town, district and local centres lie at the heart of local communities and their primary role is providing shopping and community services. These are critical to the future prosperity, quality of life and sustainability of the borough. A key aim of the Local Plan is to promote the vitality and viability of the borough's town, district and local centres. The borough council will achieve this by emphasizing new economic growth and development of the main town centre uses including retailing, leisure, entertainment, offices, arts, culture, tourism facilities, towards existing centres. The outcomes of this focus will:

- Encourage variety, choice and quality of retail provision in the town centre and other district and local centres;
- Support healthy, competitive and successful town centre provision;
- Enhance town, district and local centre environments as a focus for community and civic activity.

Town and District Centres

- 4.20. Chesterfield is the largest town in Derbyshire. As well as a focus for shopping and service provision and a focus of economic activity within the borough, it is also a significant sub-regional centre for the wider North Derbyshire and South Yorkshire area. In 2015 the borough council adopted an updated non-statutory masterplan for Chesterfield town centre, emphasizing its future development and management. Chesterfield town centre will be the main location for new shopping development in the borough. The town's 800 year old market tradition will continue to be a central part of shopping and visitor activity. Chesterfield town centre should continue as the hub for cultural, civic and commercial office activity within the borough. There will also be scope for the adjustment of the town centre boundary to incorporate further commercial, retail and office development, principally in the Northern Gateway area which is identified for future expansion of Chesterfield town centre (see policy SS1).
- 4.21. Staveley town centre and the Chatsworth Road and Whittington Moor district centres meet the day to day needs of their local catchment and week to week needs of many people outside the local catchment. Each of the centres serves a primary local, convenience function for the surrounding residential areas, as well as providing significant specialist comparison retail. All three centres have a reasonable range of local shopping facilities including major food stores in Staveley and Chatsworth Road and smaller food stores in Whittington Moor. They include a number of service uses which complement the retail uses. The aim is to preserve and enhance the vitality of these centres.
- 4.22. Staveley town centre will have an increasingly important role as a centre in terms of supporting further growth within the Staveley and Rother Valley Corridor and the eastern villages of Poolsbrook, Barrow Hill, Mastin Moor and Duckmanton.

Local Service Centres

- 4.23. 'Local Service Centres' at Brimington, Hasland, Holme Hall, Littlemoor and New Whittington are serve wide communities with provision of a range of retail, service and community facilities and good public transport links to the town centre and other locations. The priority is to preserve the health of these centres, enhance them and retain and expand the current range of facilities. To do this, the strategy is to focus development in and around the centres and to take other land use, promotional and other improvement measures to increase economic and community activity and to improve the attractiveness of these centres. Such measures can include environmental improvements, community safety improvements, transport enhancements, parking initiatives, rate relief on units and accessibility improvements.

Local Centres

- 4.24. Local centres offer a smaller range of facilities and serve a smaller catchment than a District Centre, but play an important role in meeting the day-to-day

shopping needs for the community, particularly the less mobile and elderly. Local centres often add to the character of neighbourhoods, giving them a focal point and enhancing sustainability by being easily accessible to people's homes by walking or cycling.

- 4.25. Typically, local centres include a range of small shops of a local nature such as a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette.
- 4.26. The borough contains a large number of local centres that vary in size and form, from purpose-built centres within housing developments, single linear streets and parades of shops through to more sprawling and/or scattered layouts.

New Local Centres

- 4.27. New local centres will be required in settlements or areas being earmarked for significant growth over the plan period which do not have any significant groupings of current provision. These are at Chesterfield Waterside, Dunston Grange, Mastin Moor and Staveley and Rother Valley Corridor.

Small Shops

- 4.28. Small convenience shops outside of centre provide a vital day to day resource for residents of the borough, allowing for small scale, 'top-up' and 'out of hours' shopping within walking distance of home. These opportunities are particularly important for those with mobility issues or outside a reasonable walking distance of an existing centre. There has been significant growth in small shops recently, with the major supermarkets now investing in 'local' convenience retail stores. The council generally supports the creation of new small shops within residential areas provided they would not harm the amenity of local residents or the vitality and viability of existing centres, and support the retention of existing small shops where their loss would lead to a gap in provision.

Retail Parks

- 4.29. The borough currently contains four identified retail parks. These provide retail opportunities that are more difficult to accommodate within existing centres due to the nature of the goods sold or the scale of floorspace. Chesterfield benefits from these parks being well-related to existing town and district centres, with the potential to create linked trips. Footfall surveys of Chesterfield Town Centre in particular have demonstrated strong walking connections between Ravenside and Lordsmill Street retail parks, and Chesterfield Town Centre.

Table 10 Hierarchy of Centres	
TYPE OF CENTRE	ZOCATION

Sub-Regional Town Centre	Chesterfield Town Centre
Small Town Centres and District Centres	Chatsworth Road Whittington Moor Staveley Town Centre
Local Service Centres	Brimington Hasland Holme Hall Littlemoor New Whittington
Local Centres	Abercrombie Birdholme Derby Road North Duckmanton Dunston Grange (new) Grangewood Hollingwood Inkersall Green Loundsley Green Lowgates East Mastin Moor (new) Newbold Old Whittington Station Lane Staveley and Rother Valley Corridor (new) Storrs Road Walton Waterside (new)
Out of Centre Retail Locations	
Retail Parks	Lordsmill Street Ravenside Retail Park Sheffield Road Wheatbridge Road
Out of Centre foodstores	Sainsburys, Rother Way Tesco, Lockoford Lane Aldi, Sheffield Road Morrisons, Chatsworth Road

Retail Floorspace Needs

- 4.30. The National Planning Policy Framework states that local authorities should quantify the need for additional retail development and then identify locations for such development by applying a sequential approach which prioritises town

centre locations. The council supports this approach as a means of ensuring the vitality and vibrancy of its centres.

- 4.31. A joint Retail Study for Bolsover, Chesterfield and North East Derbyshire¹⁰ was published in April 2018. This modelled future retail expenditure growth for the borough up to 2033 and the potential implications for new floorspace:

Table 11 Retail Floorspace Needs				
Year	Floorspace Capacity (sq m net)			
	Convenience		Comparison	
	Minimum	Maximum	Minimum	Maximum
2021	1,300	1,800	-500	-800
2026	1,600	2,300	4,400	7,000
2031	1,800	2,600	10,300	16,100
2033	1,900	2,800	12,700	19,900

Convenience Retail

- 4.32. The requirement for additional convenience retail is expected to be met from existing commitments and new allocations consisting of:

Table 12 Convenience Retail Supply	
Lidl, Former Perrys Ford Garage, Chatsworth Road	1140 sqm (net)
Lidl, extension, Sheffield Road, Whittington Moor	352 sqm (net)
Former Walton Works, Factory Street, Walton (policy SS2)	1300 sqm (net)
Staveley Works Corridor (Policy SS5)	1500 sqm (net)
Total	4292 sqm

- 4.33. Although the commitments indicate a degree of oversupply, it should be noted that they include some provision (in the Staveley Works Corridor) that will be delivered later in the plan period or partially beyond).
- 4.34. The commitments should not prevent proposals for additional floorspace being considered where they would improve accessibility to local shopping facilities or would extend choice or quality. The potential impact of such proposals would be considered in the light of the retail impact thresholds set out in policy LP10, below.

Comparison Retail

¹⁰ Chesterfield Borough, Bolsover District and North East Derbyshire District Retail and Centres Study, April 2018

4.35. The retail capacity study indicated no need for additional convenience floorspace in the short term (up to 2021), although acknowledges that this should not exclude granting planning permission for new development that improve choice and quality. In the longer term, up to 2033, it identifies a wide range of potential floorspace scenarios. The sector is likely to face continuing uncertainties facing the retail sector, and the comparison retail sector in particular, from new forms of trading and online sales in particular. For this reason, the Local Plan identifies specific provision in the form of commitments for the first five years only, and broad locations for the remainder of the plan period

Table 12 Comparison Retail Supply	
Commitments (up to 2021)	
Lidl, Former Perrys Ford Garage, Chatsworth Road	285 sqm (net)
Former Fire Station, Sheffield Road, Whittington Moor	538 sqm (net)
Former Walton Works, Factory Street, Walton	2621 sqm (net)
Broad Locations (2021-2033)	
Staveley Works Corridor (policy SS5)	1500 sqm
Chesterfield Town Centre Northern Gateway (Policy SS1)	
Chesterfield Town Centre Railway Terrace (Policy SS7)	

- 4.36. It is also anticipated that additional floorspace is likely to come forward from the installation of mezzanine floors within existing retail units, including the former Toys r Us unit at Spire Walk.
- 4.37. These findings will need to be considered alongside the 2010 CACI study entitled ‘Chesterfield’s Retail Offer’ which examined the make-up and extent of the borough’s existing and potential retail catchment and how in particular Chesterfield town’s offer may change to maximise its market share.
- 4.38. The 2018 Retail Study made recommendation regarding primary Shopping Areas and Primary and Secondary frontages. It does not recommend the inclusion of primary or secondary frontages for Staveley Town Centre or the District and Local Centres. For Chesterfield Town Centre the Local Plan identifies a Primary Shopping Area (PSA) but, in line with the study’s recommendations, does not include further frontage policies.

LP9 – Vitality and Viability of Centres

Role of centres

The council will support the role of the town, district, local service centres and

local centres in providing shops and local services in safe, accessible and sustainable locations. New retail development within centres shown on the proposals map should:

make a positive contribution to the centre's viability and vitality
be of an appropriate scale

To ensure the vibrancy, inclusiveness and economic activity of the borough's centres, main town centre uses including health, leisure, entertainment, community facilities, sports, offices, art, food and drink, cultural and tourism facilities will be encouraged. .

Within centres and Chesterfield Town Centre Primary Shopping Area (PSA) planning permission will normally be granted for A1 retail uses. Main town centre uses other than A1 retail will normally be permitted where they will:

- a) not overwhelm the retail function of the centre, street or frontage where it is located by having a detrimental impact on vitality and/or viability;
- b) provide active ground floor uses;
- c) contribute to an active, well-used and safe environment in the evening with acceptable impacts on residential amenities;
- d) cater for a wide public through diversity of leisure and cultural attractions and events;
- e) contribute to an appropriate mix of licensed premises; and
- f) contribute to efforts to tackle vacant, under-used and derelict buildings within centres, particularly in historic buildings.

Within Secondary shopping areas of Chesterfield Town Centre planning permission will normally be granted for any main town centre uses.

Residential uses (C3) will normally only be permitted at first floor level and above (with the exception of suitable provision for access)

The Council will support the temporary occupation of empty buildings and cleared sites by creative industries and cultural and community organisations where they contribute to regeneration and enhance the character of the area'.

Proposals for comprehensive redevelopment of a centre or part of a centre will be considered where the proposals can demonstrate the community benefits of redevelopment and justify any loss of retail facilities. The provision of new local centres may be considered where a need arises.

LP10 Retail

Across the borough, a sequential approach will be used to assess sites for retail and other town centre uses, to focus such development on town, district, local service centres and local centres to meet the requirements of

national planning policy.

Retail impact assessments will be required to accompany planning applications for new retail proposals within Chesterfield Town Centre, Staveley Town Centre and District Centres, in accordance with the NPPF:

- **Within 500m of Chesterfield Town Centre, for all retail proposals with a floorspace of more than 500 sqm (gross internal floorspace)**
- **Within 500m of Staveley Town Centre and District Centres, for all retail proposals with a floorspace of more than 280 sqm (gross internal floorspace)**
- **Within 500m of Local and Local Service Centres, for all retail proposals with a floorspace of more than 200 sqm (gross internal floorspace)**

Specific forms of retail use outside Use Class A1 that require large premises such as showrooms, trade counters and wholesale premises, will normally be permitted in the identified retail Parks and may be permitted in other edge or out of centre locations if, due to reasons such as scale and servicing, the use would be unsuitable within a centre. In such cases, conditions will be applied where appropriate to define permissible changes of use and the range and type of goods or services sold.

Individual small shops designed to serve local day to day needs will normally be permitted outside defined centres (as shown on the proposals map) subject to consideration of the impact test thresholds set out above.

Applications for development that would result in the loss of isolated local shops will be considered under LP11 Social Infrastructure.

SOCIAL INFRASTRUCTURE

- 4.39. The provision of community, leisure, cultural, religious, education and health facilities including local shops, public houses and places of worship, is essential to the quality of life of the borough's residents. Such facilities are considered to be vital social infrastructure, and places benefit when the people who live there have a sense of local identity and actively participate in community life. The council recognises the importance of the third sector to the life of the borough and wishes to support their work. Where opportunities arise, the council will work with the third sector to explore opportunities for involvement in regeneration and development and identifying opportunities for new provision. For reasons of sustainability, equality and diversity, it is important that good quality services and facilities are available locally. Not least of these reasons is reducing the need to travel which leads to environmental benefits as well as contributing to improving health and wellbeing.

- 4.40. The provision and enhancement of social infrastructure assets and their location within town, district and local service centres are to be encouraged across the borough. The extent of existing provision has been identified in the Community Infrastructure Study 2009 (available at www.chesterfield.gov.uk/evidencebase) and it is important that facilities and services are provided in the most effective and accessible way. In areas that are not well served, existing social infrastructure assets must be protected and enhanced wherever practical, since their loss can have a major impact on communities.
- 4.41. The Community Infrastructure Study found that in general the borough has a good coverage of community facilities, ward by ward, and relatively good accessibility by public transport. Chesterfield faces a number of key issues. It contains some of the most deprived areas of Derbyshire, with many residents having poor health. Residents in the north east part of the borough have the longest travel times to get to key facilities. In the west of the borough, Walton Ward has limited provision. This area does however benefit from facilities in neighbouring wards and has access to good public transport links and high levels of car ownership. Improving the health of the borough is about more than access to medical treatment and services. It is about lifestyle, including routine exercise and fitness for all ages and interests. It is also about living in a safe environment and feeling part of an inclusive community.
- 4.42. Another key issue for the borough is how to improve the ability of its residents to access skills, training and education, particularly amongst young and long-term unemployed people. To ensure convenient and equal access to educational facilities, any expansion of education and skills provision should be accompanied by the access to public transport or other travel modes to achieve a good match between new development and education and skills provision.
- 4.43. Although some local schools within the borough have spare capacity and can take the extra pupils who will be living in new housing development, public resources for education are limited. It is important to make best use of this existing capacity. A number of schools across the borough are oversubscribed. In addition, where schools have spare capacity their facilities may be in need of upgrading.

LP11 Social Infrastructure

Location of new development

Social infrastructure facilities will be permitted in and on the edge of the town,

district and local service centres where they are accessible by public transport, walking and cycling, unless they are meeting a specific local need. Opportunities to deliver new or enhanced provision as part of new developments will be maximised, depending on the capacity and suitability of existing services.

Co-location of facilities

The co-location and multi-use of facilities will be encouraged. Where proposals involve the provision of new or expanded social infrastructure facilities, they should be well related to existing centres and settlements and public transport infrastructure, and should provide high standards of accessibility for all sectors of the community.

Improvement of existing facilities

The quality, functionality and accessibility of existing social infrastructure facilities will be improved at sites including Chesterfield Royal Hospital, Walton Hospital and Chesterfield College, so as to allow for their future expansion. Masterplans will be required to accompany proposals to ensure the sustainable and co-ordinated development of the hospital and college sites.

The amalgamation and loss of facilities

Development will not be acceptable where it includes the change of use, amalgamation of uses or redevelopment of existing local community or recreational facilities, if it would result in the loss of a facility which is required to meet a local need or contributes to the network of facilities throughout the borough unless:

- a) There is an equivalent facility available in the locality or an equally accessible one is made available prior to the commencement of redevelopment to serve the same need; and
- b) It can be demonstrated through a viability assessment that the current use is economically unviable and all reasonable efforts have been made to let or sell the unit for the current use over a 12 month period.

5. Infrastructure Delivery

- 5.1. Most new development will have an impact on infrastructure capacity in the Borough, and so will need to make contributions to the delivery of new or enhanced infrastructure. This should be in proportion to the scale of development and the impact it causes. The definition of infrastructure is wide although most commonly thought of in terms of physical infrastructure (such as new roads and flood mitigation, electronic communications networks, including telecommunications and high speed broadband; green infrastructure (such as parks, greenways and allotments), and social infrastructure (including schools and health facilities). Although Minerals and Waste Local Plans are County Council responsibilities, it is recognised that minerals and waste management facilities are important in supporting the growth of the local economy.
- 5.2. The appropriate mechanism for delivering infrastructure will vary between developments, but on-site infrastructure that primarily meets the need of the occupants of new development (e.g. landscaping, amenity open space, road access) will normally be dealt with via planning conditions or a Section 106 agreement. Other more strategic infrastructure requirements which are included on the Regulation 123 Infrastructure List will be met via the Community Infrastructure Levy (CIL). The Council's Infrastructure Study & Delivery Plan sets out the Borough's strategic infrastructure requirements over the Local Plan period. The updated Delivery Plan is shown in Appendix A. The CIL charging schedule took effect in Chesterfield on 1st April 2016. It sets out the types of eligible development and the rates which will be applied in each charging zone¹¹.
- 5.3. The Council will work co-operatively and jointly with partners to ensure delivery of the infrastructure required to enable development and improve existing facilities. Key partners include Derbyshire County Council as the Waste Disposal, Education and Highways Authority, Highways England, private sector partners, the Environment Agency, utility companies and other public sector organisations.
- 5.4. As Infrastructure requirements are likely to change over time, the Infrastructure Study & Delivery Plan will be updated and reviewed regularly. It provided the starting point for Council to identify its priorities for the Community Infrastructure Levy (known as the CIL Regulation 123 list). Whilst over time the Community Infrastructure Levy may provide significant contributions to infrastructure delivery, the Levy is intended to fill the funding gaps that remain once existing sources of funding have been taken into account. Core public funding will continue to bear the main burden of infrastructure funding. The Levy is intended to fill the funding gaps that remain

¹¹ Whilst the Community Infrastructure Levy Regulations 2010 (as amended) do not allow CIL Charging Authorities to exert discretion on whether payments should be made, the council has made provision for 'exceptional circumstances relief' and 'payment in kind' under specific circumstances allowed for in the Regulations.

once existing sources of funding have been taken into account. To ensure efficient and effective negotiation, applicants are advised to engage with the Council and its partners in pre-application discussions to ensure clarity over assessments of infrastructure requirements in advance of applications being submitted.

- 5.5. The Council is committed to ensuring the viability and deliverability of schemes.

LP12 Infrastructure Delivery

Developer contributions will be used to mitigate the impact of new development and ensure that appropriate infrastructure is in place to support growth. The Borough Council will normally require that on-site infrastructure requirements are met via planning conditions or a Section 106 agreement. Developers will be required to demonstrate that the necessary infrastructure (green, social and physical) will be in place in advance of, or can be provided in tandem with, new development, and where appropriate arrangements are in place for its subsequent maintenance.

Where the provision of infrastructure is considered to be a strategic need and is included in the Council's CIL Regulation 123 list then development, if liable, will be required to contribute via the Community Infrastructure Levy (CIL).

Section 106 contributions will not be sought for infrastructure projects that are included in the Council's CIL Regulation 123 list.

All infrastructure requirements will be co-ordinated and delivered in partnership with other authorities and agencies.

Where new development would result in the loss of existing essential infrastructure, appropriate replacement provision should be provided as part of the new development proposals.

6. A Changing Climate

RENEWABLE ENERGY

6.1. One of the major issues facing the Borough Council and our partners is climate change; how best to adapt to the changes that are inevitable and how best to minimise our contribution to global warming. Reducing our carbon footprint and being more resilient to changing climate conditions is a critical thread running through the whole Local Plan. The Borough Council has signed the Nottingham Declaration on Climate Change a pledge to tackle the issue by addressing the causes and preparing for the impacts of climate change. Minimising carbon emissions associated with growth within the authority area is key to this objective. This section, and policies in other sections of the Plan such as those relating to Design and Travel and Transport, are aimed at both reducing CO₂ emissions and helping the Borough adapt to a changing climate.

Renewable and Low Carbon Energy

- 6.2. The government has a target to generate 15% of the UK's energy needs by 2020 (comprising 30% in electricity, 12% in heat, and 10% in transport). The Chesterfield Borough Renewable and Low Carbon Energy Study (2010) identified areas in the Borough where there is potential for different forms of renewable and low carbon energy generation. Areas suitable for district heating are within Chesterfield town centre and on large development sites.
- 6.3. National guidance acknowledges that the approach to assessing the landscape and visual impact of large scale solar farms is likely to be the same as assessing the impact of wind turbines.
- 6.4. National planning guidance on wind energy was revised in 2015¹² to take account of a ministerial statement¹³ stating that planning permission should only be granted for new proposals if the development site is in an area identified as suitable for wind energy development. Such areas need to be identified clearly in a Local or Neighbourhood Plan.
- 6.5. The Renewable and Low Carbon Energy Study analysed the potential of a range of renewable technologies and their potential deployment in Chesterfield. The Study concluded that the wind speeds across the Borough were relatively low, that the wind resource was highly constrained due to Borough's urban nature, offering few opportunities for delivering large scale turbines.

¹² <http://planningguidance.communities.gov.uk/blog/guidance/renewable-and-low-carbon-energy/particular-planning-considerations-for-hydropower-active-solar-technology-solar-farms-and-wind-turbines/>

¹³ <http://www.parliament.uk/documents/commons-vote-office/June%202015/18%20June/1-DCLG-Planning.pdf>

LP13 Renewable Energy

The Council will support proposals for renewable energy generation particularly where they have wider social, economic and environmental benefits, provided that the direct and cumulative adverse impacts of the proposals on the following assets are acceptable, or can be made so:

- a) the historic environment including heritage assets and their setting;
- b) natural landscape and townscape character;
- c) nature conservation;
- d) amenity – in particular through noise, dust, odour, and traffic generation.

Proposals will be expected to

- i. reduce impact in the open countryside by locating distribution lines below ground where possible
- ii. include provision to reinstate the site if the equipment is no longer in use or has been decommissioned.
- iii. incorporate measures to enhance biodiversity

Wind Energy

Proposals for wind energy development will be supported where they:

- 1) can be demonstrated to be community-led or set out within an area defined as being suitable for wind energy development within an adopted Neighbourhood Plan; and
- 2) are able to demonstrate, following public consultation, that all material planning impacts identified by affected local communities have been adequately addressed; and
- 3) meet criteria a) to d) above.

In addition to meeting criteria 1. to 3. above, wind energy development located within the Green Belt will constitute inappropriate development and planning permission will only be granted where very special circumstances (as set out in the NPPF) can be demonstrated.

Renewable Heat

New developments will connect to or be designed for future connection to community heating networks where appropriate. Where no district heating scheme exists or is proposed in the proximity of a major new development, the potential for developing a new scheme on the site should be explored and pursued where feasible. Priority sites for district heating include Staveley and Rother Valley Corridor, Town Centre Northern Gateway, and South of Chatsworth Road.

Hydro Power

Developments along the river and canal corridors (watercourses) will be expected to investigate the feasibility of using small scale hydro power. Pre-application advice from the Environment Agency is advised.

SUSTAINABLE MANAGEMENT OF THE WATER CYCLE

- 6.6. Flooding is a natural hazard causing immeasurable stress to the people affected and can have serious economic impacts. Recent flood events in the Borough have emphasised the possible extent and impact of flooding that can occur. Over the last century, pressures for development have resulted in the widespread development within floodplains, particularly in areas like Chesterfield Borough which have a history of industrial development alongside rivers. This has increased the risk of flooding and caused problems not only in the area developed on but also in areas further downstream.
- 6.7. Consequently, every effort should be made to ensure development only takes place in areas with the lowest probability of flooding, or constructed safely where it has been demonstrated that this is not possible. Development should not increase the risk of flooding to either the proposed site itself, or to third parties. The Borough Council has in place a Strategic Flood Risk Assessment (2009) and will also have the Chesterfield Integrated Model to allow it to make more informed judgements about potential development sites in the Local Plan. Strategic decisions can therefore be made on where development is most appropriate in relation to flood risk. However, as the SFRA represents only a snapshot in time, development proposals should always be considered against the best available flood risk information, such as the EA's Flood Map for Planning and flood risk modelling
- 6.8. A key objective of the Spatial Strategy is to focus development within existing urban areas or on large brownfield sites, particularly in Chesterfield town and Staveley and a number of these sites fall within areas of flood risk. However, in order for the key objectives of the Spatial Strategy to be delivered flood mitigation measures will be required. The need for regeneration may be an overriding reason to allow development in areas at risk of flooding where it can be demonstrated that the level of flood risk can be managed or reduced through measures such as improved water management or the separation of more vulnerable uses horizontally onto parts of the site at low flood risk, or vertically above less vulnerable or flood compatible uses. In all cases the council will work closely with the Environment Agency in considering development proposals, and will seek to ensure satisfactory emergency planning, as well as safe access and egress during a flood event.
- 6.9. Derbyshire County Council is the lead local flood authority, responsible for managing local flood risk across Derbyshire. It published a Flood Risk Management Strategy (2015). Related guidance includes the Chesterfield Integrated Model, a project co-ordinated by the Environment Agency which recognises the nature and extent of flood risk in the Borough and identifies

solutions to mitigate future flooding of development areas. Proposals should also consider the findings of the Environment Agency's Chesterfield Flood Risk Investigation (due to be published in September 2017), as this document will form the starting point for flood risk considerations across the area.

- 6.10. Tackling flooding means more than just defending against floods. It means understanding the complex causes of flooding and taking co-ordinated action. Given that hard surfacing resulting from development (including roofs) reduces the ability of the land to absorb and/or store water, it is important that Sustainable Drainage Systems (SuDS) and other methods are utilised for water management. This will include grey water recycling, rainwater harvesting, green roofs, permeable paving, infiltration areas and soakaways. Ultimately, developers are required to move towards an integrated approach, managing the runoff from new developments to hold back rainfall from reaching the drainage and river systems too quickly.
- 6.11. The council's approach to water management complements the work of the Environment Agency as set out in the River Basin Management Plan for the Humber River Basin District. In particular the Core Strategy has an important role in the key actions of promoting water efficiency, SuDS, re-use of water and the value of green infrastructure. The Borough Council will specifically require major development proposals to demonstrate that a sustainable urban drainage system will be put in place and that there are clear arrangements for on-going maintenance over the developments lifetime, unless SuDS are otherwise demonstrated to be inappropriate. On smaller development the Borough Council considers that Sustainable Drainage Systems (SuDS) are desirable and encourages their use by developers. Drainage schemes should be appropriate and adequate for developments and should not increase flood risk to land and property either upstream or downstream of the development site.

LP14 Managing the Water Cycle

Flood Risk

The council will require flood risk to be managed for all development commensurate with the scale and impact of the proposed development.

Development proposals and site allocations will:

- a) be directed to locations with the lowest probability of flooding or water resources as required by the flood risk sequential test;
- b) be assessed for their contribution to overall flood risk, taking into account climate change.

Within areas of functional floodplain, development is expected to preserve or enhance the contribution of the area to water management / reducing flood risk.

Outside flood zone 1, the redevelopment of previously developed land for uses not allocated in this Local Plan land will be permitted where proposals

can demonstrate that:

- i. the development will deliver the economic, social and environmental regeneration of the borough that outweighs the risk of flooding and reduces flood risk overall;
- ii. the safety of the development and users from flooding can be achieved and, as a minimum, there will be no increase in on- or off-site flood risk demonstrated through a site-specific flood risk assessment;
- iii. the proposed uses are compatible with the level of flood risk, and;
- iv. a sequential approach to the location of uses has been taken within the site itself, including matching the vulnerability of uses to the risk of flooding.

Improving the drainage network

The council will seek opportunities to increase the capacity of the floodplain safely, make space for water across the whole borough, and to remove problems from the drainage network, particularly in connection with new development.

Sustainable Drainage Systems (SuDS) and clear arrangements for their on-going maintenance over the lifetime of the development should be incorporated into all relevant development, unless it can be demonstrated that this is not appropriate in a specific location. The council will seek the maximum possible reduction in surface water run-off rates based on the SFRA or most recent national guidance.

Protecting the Water Environment

Development proposals will be expected to demonstrate that water is available to support the development proposed. and that they meet the optional Building Regulation water efficiency standard of 110 litres per occupier per day.

7. Environmental Quality

A HEALTHY ENVIRONMENT

- 7.1. Ensuring a safe and healthy environment is a challenge, taking into account areas of poor air quality and areas of unstable and contaminated land (often a legacy of mining and industrial development). Directing new development to these areas is essential to aid regeneration, but due regard must be paid to ensuring the safety and health of users and occupiers.
- 7.2. At the time of writing, the Borough has declared one Air Quality Management Area (AQMA) at Church Street in Brimington (which came into force on 1st September 2015). An Air Quality Action Plan is currently being drafted.
- 7.3. Soil is a finite resource that fulfils many important functions and ecosystem services; for instance as a growing medium for food, timber and other crops, as a store for carbon and water, as a reservoir of biodiversity and as a buffer against pollution. It is therefore important that the soil resources are appropriately protected and used sustainably.

LP15 A Healthy Environment

The quality of the environment will be recognised at all levels of the planning and development process with the aim of protecting and enhancing environmental quality.

All developments will be required to have an acceptable impact on the amenity of users or adjoining occupiers, taking into account noise and tranquility, dust, odour, air quality, traffic, appearance, overlooking, shading (daylight and sunlight) and glare and other environmental impacts.

Air Quality

Where appropriate, development proposals will include an assessment of impact on air quality and incorporate measures to avoid or mitigate increases in air pollution and minimise the exposure of people to poor air quality. Development that would make a declared Air Quality Management Area (AQMA) materially worse will not normally be permitted.

New development will have regard to the measures set out in any Air Quality Action Plan.

Water Contamination

Development proposals will be expected to contribute positively to the water environment and its ecology, and should not adversely affect surface or ground water quality, in line with the requirements of the Water Framework Directive

Where any such risk exists, developments must include measures to reduce or avoid water contamination and safeguard groundwater supply.

Soil and Agricultural Land Quality

Development of "best and most versatile" agricultural land will only be permitted where it can be demonstrated that:

- a) The need for the development clearly outweighs the need to protect such land in the long term; or,
- b) In the case of temporary/potentially reversible development (for example, minerals), that the land would be reinstated to its pre-working quality; and,
- c) There are no suitable alternative sites on previously developed or lower quality land.

The Council will require all applications for development on such land to include realistic proposals to demonstrate that soil resources were protected and used sustainably, in line with accepted best practice.

Unstable and Contaminated Land

Proposals for development on land that is, or is suspected as being, contaminated or unstable will only be permitted if the land is capable of remediation and fit for the proposed use and shall include:

- a) a desk top survey with the planning application
- b) a phase II study and strategy for remediation and final validation where the desk top survey (a) indicates remediation may be necessary, on any full or reserved matters planning applications

A programme of remediation and validation must be agreed before the implementation of any planning permission on contaminated and/or unstable land. The requirement to undertake this programme will be secured using planning conditions.

GREEN INFRASTRUCTURE, BIODIVERSITY and GEODIVERSITY

- 7.4. Green Infrastructure is a strategic rural and urban network of multi-functional green and blue space, and the connections between them. It supports natural and ecological processes and is integral to the health, quality of life and economic success of sustainable communities. The Green Infrastructure network refers to a wide variety of public and privately owned 'green assets' such as parks, open spaces, Green Belt, farmland, open countryside, woodlands, wildlife sites, allotments, private gardens, greenways (multi-user trails) and river/canal corridors. It also includes any adopted Local Green Spaces.
- 7.5. Whilst thought of as an urban area, almost half of Chesterfield borough is relatively undeveloped land containing green infrastructure assets, many of which are firmly established and are key elements of the boroughs identity, for example, the Chesterfield Canal corridor and Pools Brook Country Park.
- 7.6. Green infrastructure offers a range of direct and indirect benefits, including addressing climate change adaptation and mitigation, improving quality of place, improving physical and mental health and social wellbeing, sustaining economic growth and investment, protecting and enhancing biodiversity, providing opportunities for local food production and protecting and enhancing landscape character and the setting of heritage assets. These benefits have been termed 'ecosystem services'. Investment in Green Infrastructure via tourism, recreation and biodiversity improvements provide economic and health benefits for a Borough that is still in the process of economic restructuring away from a legacy of heavy industry.
- 7.7. The council will aim to maintain and improve the green infrastructure network in the borough on a landscape scale, by protecting, enhancing, creating, linking, and managing multifunctional greenspace within and around the urban area and settlements in order that everyone has access to high quality natural and semi-natural habitats, open space and sport and recreation facilities, and to assist in resilience to the impacts of climate change. Individual elements of the green infrastructure network can serve a useful purpose without being connected. However, connectivity between different green infrastructure assets can help maximise the benefits that they generate. For example, well-connected green infrastructure assets create a network that allows and encourages movement by people and wildlife, helping to maximise the benefits and support adaptation and resilience to a changing climate, such as potentially dramatic increases in rainfall.
- 7.8. Regarding landscape, *The Landscape Character of Derbyshire* document sets out the types of landscape present in the borough, highlighting its qualities and sensitivities.
- 7.9. The main components of green infrastructure in the borough were initially identified in the Chesterfield Borough Council Green Infrastructure Study 2009. Further studies have built on the initial study including a green wedges and

strategic gaps indicative assessment and its subsequent review in 2016 and an updated Greenprint. Work has also been carried out with the Local Nature Partnership and Derbyshire Wildlife Trust to update information on the ecological network. The maps in diagrams show the current extent and nature of the identified green infrastructure network.

Green Wedges and Strategic Gaps

7.10. The Spatial Strategy (LP1) sets out the locations of a series of [Green Wedges and Strategic Gaps](#). These are areas of generally open land that help to shape the urban form of the borough and provide relief and access to open countryside.

7.11. The purpose of the Green Wedges is to:

- Maintain open areas between parts of settlements within the urban area of Chesterfield to prevent them from merging.
- provide a 'Green Lung', penetrating from open countryside into an urban area
- Support recreational purposes which allow access from urban areas to the countryside and, where appropriate, contains informal and formal outdoor recreational facilities.
- Maintain existing or influence the form and direction of urban development.

7.12. The purpose of the Strategic Gaps is to:

- Maintain open land between neighbouring settlements to prevent merging (perceptual and physical) and protect the setting and separate identity of settlements.
- Support appreciation and wider perceptual benefits of open countryside.
- Maintain existing or influence form and direction of settlements.

LP16 Green Infrastructure

Chesterfield borough's green infrastructure network will be recognised at all levels of the planning and development process with the aim of protecting enhancing, linking and managing the network, and creating new green infrastructure where necessary. Development proposals should demonstrate that they will not adversely affect, or result in the loss of, green infrastructure, unless suitable mitigation measures or compensatory provision are provided.

Development proposals should, where appropriate:

- a) not harm the character or function of the Green Belt, Green Wedges and Strategic Gaps, and Local Green Spaces shown on the adopted Proposals Map**
- b) enhance connectivity between, and public access to, green**

infrastructure

- c) protect and increase the opportunities for cycling, walking and horse riding
- d) enhance the multi-functionality of the Borough's formal and informal parks and open spaces
- e) Protect or enhance Landscape Character
- f) increase tree cover in suitable locations in the borough to enhance landscape character, amenity and air quality.
- g) Where new green infrastructure is proposed, there must be clear funding and delivery mechanisms in place for its long term management and maintenance, prior to the development commencing.

Development will be expected to make a contribution through obligations or CIL towards the establishment, enhancement and on-going management of green infrastructure by contributing to the development of a strategic green infrastructure network within Chesterfield Borough,

The council will require with planning applications the submission of ecological surveys and assessments of the biodiversity and geological value of sites proportionate to the nature and scale of the development.

Biodiversity, Geodiversity and the Ecological Network

- 7.13. Under the National Environment and Rural Communities Act 2006, all public bodies have a statutory duty to promote and enhance biodiversity. The Borough Council has adopted *A Greenprint for Chesterfield*, the Council's action plan for conserving and strengthening biodiversity. The Council has updated the Greenprint to take account of the most recent Lowland Derbyshire Local Biodiversity Action Plan (LDBAP) and in doing so has identified components of the ecological network at a landscape scale, including corridors and stepping stones that link sites, and opportunities for restoration and enhancement.
- 7.14. The Council will aim to ensure that where net measurable gains in biodiversity are made that these make for a more coherent ecological network, minimising or reversing habitat fragmentation. Such an approach should provide opportunities for protected and priority species to respond and adapt positively to current and future negative pressures on their numbers, range and distribution. Where development of a site is unavoidable, mitigation unfeasible and compensatory measures are necessary, the Council will consider proposals for off-setting. Biodiversity offsets are conservation activities that are designed to give biodiversity benefits to compensate for losses - ensuring that when a development damages nature (and this damage cannot be avoided or mitigated) new nature sites will be created.
- 7.15. The Chesterfield Greenprint aims to increase the tree cover in the Borough for the benefit of both people and wildlife as well as improve both landscape and air quality. Increased tree and woodland planting will help the borough to respond to climate change, provide an urban cooling effect, can mitigate some forms of air pollution and provide flood alleviation, as well as improve biodiversity and levels of amenity, outdoor activity levels, health and well-being.

LP17 Biodiversity, Geodiversity and the Ecological Network

The Council will expect development proposals to: -

- protect, enhance and contribute to the management of the borough's ecological network of habitats, species and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a local wildlife site or priority habitat; and
- avoid and/or minimise adverse impacts on biodiversity and geodiversity; and
- provide a net measurable gain in biodiversity.

This should be secured using planning conditions and obligations by:

- The provision of new, restored and enhanced habitats and links between habitats that make a positive contribution to the coherence of ecological

networks; and

- promoting the recovery of protected species and species identified as a priority in the Local Biodiversity Action Plan (or subsequent equivalent evidence).

If significant harm to biodiversity resulting from a development cannot be avoided, or through conditions or planning contributions adequately mitigated, or, as a last resort, compensated for (including off-setting), then planning permission will be refused.

Sites of International and National Importance

Where a site of designated international importance would be adversely affected (either individually or cumulatively) by a development within the Borough, permission will be refused unless it has been demonstrated that there are no other alternatives; or there are imperative reasons of overriding public interest; and that compensatory measures will be provided to ensure the overall coherence of the network of sites is protected

Where the impact of a development (either individually or cumulatively) within the Borough, on a site of designated national importance (such as SSSIs) would be adverse permission will be refused unless the benefits of the development would demonstrably outweigh both the impacts that it is likely to have on the features of the site that make it of national importance and any broader impacts; and a suitable compensation/off-setting strategy has been secured with planning conditions or obligations.

Sites of Local Importance

Development proposals resulting in the loss or deterioration (including fragmentation) of; sites of local importance (such as Local Wildlife Sites and priority habitats) will not normally be permitted, unless the need for, and benefits of, the development in that location demonstrably outweigh the loss or harm and a suitable compensation/off-setting strategy has been secured with planning conditions or obligations

Irreplaceable Habitats

Development proposals resulting in the loss or deterioration (including fragmentation) of; irreplaceable habitats (such as ancient woodland and ancient or veteran trees); will be refused, unless there are wholly exceptional reasons and the need for, and benefits of, the development in that location demonstrably outweigh the loss or harm, and a suitable compensation/off-setting strategy has been secured with planning conditions or obligations.

The council will require the submission with planning applications of ecological surveys and assessments of the biodiversity and geological value of sites as set out in a list of local requirements.

OPEN SPACES, PLAY PROVISION AND OUTDOOR SPORTS FACILITIES

- 7.16. Open space, play provision and sports facilities are important elements of both green infrastructure and social infrastructure, enabling healthy lifestyles and positive community relationships.
- 7.17. In 2014 the Council adopted the Chesterfield Parks and Open Spaces Strategy 2015-2024 and the Chesterfield Playing Pitch and Outdoor Sports Strategy following public consultation. These Strategies considered supply and demand for open space, sport and recreation facilities and play provision and includes an assessment of the quantity, quality and accessibility of different types of open space. The Parks and Open Spaces Strategy found that the Borough has a more than adequate provision of publicly accessible parks and open spaces in relation to the size of its population. However, provision is unevenly distributed with some wards containing well above average and others falling significantly short. The existing Parks and Open Space Strategy is now currently under review with a new assessment having been carried out and a new strategy being prepared for adoption in 2019. The Playing Pitch and Outdoor Sports Strategy requires the protection of the majority of sites but not all, with a need to reconfigure provision to better fit local need.
- 7.18. The Local Plan strategy for public open space is to seek to ensure that everyone has access to a network of multifunctional public open spaces. It will aim to ensure that the network is accessible and of sufficient quality and quantity to meet a diverse range of needs within the Borough including people's health and well-being and other ecosystem services. The emphasis will be on maintaining and improving the capacity, accessibility and quality of the network of public open space in the Borough with a view to increasing activity levels, health and well-being, and improving the ecological network. Investment will also be required to meet the open space needs of a growing population. This will be achieved through financial contributions from development to improve the capacity, accessibility and quality of the existing open space network; and if necessary the provision of new open space.
- 7.19. The new Parks and Open Spaces Strategy will set clear priorities for addressing open space need arising from new developments and these should be applied in decision making on new development. It will also acknowledge the increasing financial constraints on the council to maintain existing open spaces and the aim of requiring developers to ensure private management and maintenance of new public open space where provided within developments.
- 7.20. When considering new residential development or development that affects existing open space, the council will have regard to the locally adopted accessibility, quantitative and qualitative standards and thresholds for public open space that are set out in the most recent Parks and Open Spaces Assessment or Strategy or any subsequent Supplementary Planning

Document. New open spaces should be designed to ensure that they will promote activity and are multi-functional, taking into consideration local character, accessibility, inclusivity, community safety and links to the Green Infrastructure network.

Built Sports Facilities

- 7.21. The Council will seek to improve the quality of, and access to sports facilities and ensure that residential development provides an appropriate amount of new sports facilities.
- 7.22. The Council adopted the Chesterfield Playing Pitch and Outdoor Sports Strategy 2014 following public consultation. The Playing Pitch and Outdoor Sports Strategy is to be updated and currently requires the protection of the majority of sites but not all, with a need to reconfigure provision to better fit local need. The council also undertook and adopted in 2014 a Sports Facilities Strategy that aims for a high quality sporting infrastructure which meets the needs of residents at all levels and promotes participation and physical activity across the borough. Specifically the Strategy looked at sports halls, swimming pools and artificial grass pitches and is focused on providing facilities for the most popular activities and which have the highest participation rate across the borough. The main conclusions of the Sports Facilities Strategy are that existing public swimming pools, sports halls and artificial grass pitches are to be protected up to 2028 with a need for a new full size '4G' artificial grass pitch within the Borough.

Allotments

- 7.23. There are 33 allotments sites in the Borough (over 41ha)The adopted allotment strategy 2012-2016 contains an objective to protect all existing sites and identifies areas of deficiency in the wards of Linacre, Loundsley Green, Dunston, Walton, South of Rother, South of Hasland, Hollingwood and Inkersall. The Strategy acknowledges a need for further work in order to consider options for statutory sites that are uncultivated and also to seek to provide additional allotments in areas of need. The Council is committed to reviewing and updating the allotments strategy in 2019 in order to best meet the future need and demand for this type of open space.

LP18 Open Space, Play Provision, Sports Facilities and Allotments

Where a need is identified, development must contribute to public open space, sports facilities and play provision in accordance with the Council's adopted standards:

- a) on-site in a suitable location taking account of accessibility wherever possible; or**
- b) Where on site provision is not feasible or suitable, as a financial contribution to the creation of a new facility off-site or the upgrading**

and improvement of an existing facility, secured by planning obligation or CIL; and

- c) As multifunctional, fit for purpose space that supports local communities health and wellbeing and activity levels and the ecological network; and

Contributions to off-site provision will be secured through CIL and/or S106 agreement as appropriate.

On-site provision will be incorporated into development proposals with suitable management and maintenance arrangements secured through S106 agreements.

Planning permission will not be granted for development which would have a negative impact on, or result in the loss of, open space, play provision and sports facilities unless:

- i. The site is clearly surplus to requirements and the land is not needed or is not suitable to meet a deficiency in a different type of open space provision; or
- ii. Equivalent or better alternative open space provision in terms of quantity, quality and accessibility can be provided on a replacement site; or
- iii. The loss of the open space will enable the enhancement of the existing open space network serving the locality affected, in a manner that will result in material planning benefits in terms of increased public health and well-being or other ecosystem services that demonstrably outweigh the loss of open space;
- iv. The site is unallocated and its loss or development would not detract from visual amenity and local character, and it is not a community facility

CHESTERFIELD CANAL

7.24. The Chesterfield Canal is a route of “national strategic significance”. The canal runs for 46 miles from the River Trent to the middle of Chesterfield, linking Nottinghamshire, South Yorkshire and Derbyshire and Every yard of the canal can be walked on the towpath known as The Cuckoo Way. The Borough Council is a member of the Chesterfield Canal Partnership, which aims to restore to navigation those remaining disused sections of the canal. Within the Borough the section of the canal between the Staveley Town Basin and the Borough boundary to the south of Renishaw is disused and derelict. It is proposed that the canal should be restored on its original line wherever possible. There is a need to protect the character of the Chesterfield Canal and any historic features and structures associated with the canal as well as its immediate setting.

- 7.25. Significant progress has already been made in restoring the canal. Since 1989, 12 miles of the canal have been restored along with 37 locks and 11 bridges, and 2 new marinas have been built. Only 12 miles are now left to restore, including the stretch north of Staveley Basin within Chesterfield Borough. Since 2013 progress on this section of restoration has been affected by the proposed route of HS2 Phase II, which crossed the line of the canal in a number of locations with both the main route and the access to the proposed Infrastructure Maintenance Depot at Staveley. In July 2016 HS2 published a revised route for this section of Phase II which showed a significant reduction in the impact upon the canal.
- 7.26. Measures will be taken by the Borough Council, working with partners and through development where appropriate to enhance the environment of the canal for the benefit of nature conservation and where appropriate, public access and recreation including walking and cycling that are a positive benefit to healthy communities.
- 7.27. The restoration of the canal will create opportunities for business activities associated with the increased use of the canal corridor for recreation, including waterside developments. These should be accommodated within the urban areas close to the canal wherever possible and within easy walking distance of it. Specifically there is already provision planned for:
- Chesterfield Waterside: a new canal basin at the southern terminus of the canal has been constructed and outline planning permission is in place to deliver access to this and improvements to the canal and River Rother as part of a major mixed-use scheme (policy SS3)
 - Staveley and Rother Valley Corridor; an opportunity exists north of the canal adjacent to Works Road for canal related commercial activity as part of the wider regeneration of this corridor (policy SS5)
 - Staveley Basin; a new canal basin and lock has already been constructed at Hall Lane at Staveley and there is an opportunity for further development in this location to support the canal.

LP19 Chesterfield Canal

The council will safeguard the route of Chesterfield Canal as shown on the policies map. Development which prejudices the existing character of and/or the future potential for the improvement and enhancement of the chesterfield canal, including public access, environment and recreation, will not be permitted.

Proposals for development associated with the recreation and leisure potential of the canal will be permitted close to its route provided that they do not have an adverse impact on habitats, the environment or public health and accord with other relevant policies of the plan.

Where new development, including infrastructure, is proposed adjacent to the canal, it will be required to conserve and enhance the route of the canal, including restoring the canal along its original route wherever possible. New developments should include provision for safe and convenient walking and cycling access to the canal

On land at Staveley Basin, as shown on the policies map, and subject to an approved masterplan for the whole site, planning permission will be granted for development that delivers:

- An events area adjacent to the canal; and
- Moorings and facilities for visiting boats; and
- A mix of uses including residential (C3), food and drink uses (A3 and A5), and/or business and light industrial use (B1(a) and B1(b))

RIVER CORRIDORS

- 7.28. The rivers and other water features in the Borough provide valuable amenity, wildlife and leisure areas. They are a crucial part of local ecological networks and provide wildlife corridors and stepping stones that link many wildlife sites, open spaces and areas of green infrastructure in the borough, including areas such as Holmebrook Valley Park, Poolsbrook Country Park, Somersall Park, Norbriggs Flash. They also relate to a number of the Green Wedges and Strategic Gaps set out in policy LP1 and strategic walking and cycling routes such as the Hipper Valley and Holmebrook Valley Trails.
- 7.29. With the decline of heavy industry in Chesterfield and wider North East Derbyshire the water and ecological quality of the borough's rivers has improved considerably.
- 7.30. Although access to rivers is good in many locations in the borough, including the parks, wildlife sites and trails mentioned above, in other areas it is less so. This includes some areas of the borough where rivers are culverted or canalise under or at the rear of development. Some of these are related to areas of high flood risk. There are also a number of weirs in place that limit further ecological enhancements by acting as a barrier to aquatic species.

LP20 River Corridors

Development which prejudices the existing character of and/or the future potential for the improvement and enhancement of the environment of rivers as shown on the policies map, including public access and recreation as shown on the proposals map, will not be permitted.

New development proposals on or adjacent to a river corridor should include provision for safe and convenient walking and cycling access wherever possible.

Planning permission will be granted for proposals that result in the removal or enhancement of existing weirs to allow for improved fish passage, and for hydroelectric power scheme subject to the provisions above and other relevant policies of the plan

8. Design and the Built Environment

DESIGN

- 8.1. A key principle of the Core Strategy is to nurture local distinctiveness and good design. Good design is fundamental to sustainable development. Improving our places through raising the quality of the built environment is one of the Core Strategy's main challenges. In addition, there is a need to continue to identify, protect and enhance the best of the borough's built and natural environment and the characteristics of its landscape and its communities that make different parts of the borough special. This has to do with the way places are used and managed (such as Chesterfield Market and the area around the Crooked Spire), as well as their physical form.
- 8.2. The quality of the public realm and built environment is an important factor in their identity and sense of place. This is most notable in the historic town centre where many of the borough's shops and civic buildings date from the 18th and 19th centuries and provide a strong sense of place. Areas of uniform or bland development and public realm results from the use of standardised designs and lack of consideration of local character, traditions and distinctive qualities.
- 8.3. Townscape is the character and appearance of spaces and buildings in an identified area of a town. The borough has an important archaeological and built heritage, linked to its industrial and commercial past, which help to define its character. The character of new developments also contributes to the local townscape. In most cases there should not be a conflict between historic character and new development if there is high quality sensitive design. Materials are an important aspect of local distinctiveness and make an essential contribution to the character and appearance of a place. Historically local coal measures sandstone and brick made of local clay have been used in many of the town's older buildings and these materials are distinctive to our borough. Styles of building and design often show the influence of local industries.
- 8.4. Over the years the borough's industrial heritage has had its effects on the borough's townscape and architecture. Parts of the borough's built environment, for example Hasland and New Whittington, have the character of separate settlements. Landscape character and Local Distinctiveness are inextricably linked and variations in landscape character across the borough need to be recognised and appropriately responded to in new development and in schemes of management as described in the Landscape Character of Derbyshire (Derbyshire County Council, 4th Edition 2014).
- 8.5. Ensuring that buildings and places are safe is an integral part of design, and should be considered at the earliest stages of the process. The council's adopted SPD 'Designing Out Crime' includes useful guidance.

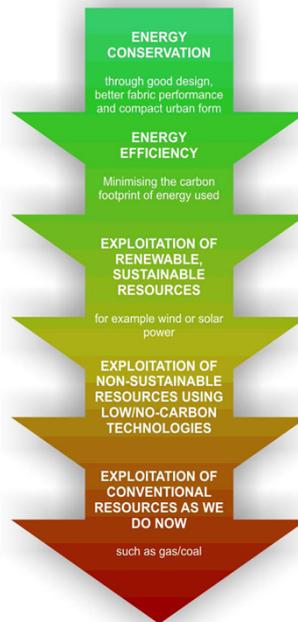
- 8.6. The priority for the future is to protect the assets that enhance the borough's quality, and improve those elements that detract. In looking to the future of the borough good high quality urban design, landscape design and high quality architecture that respects Chesterfield's heritage whilst promoting innovative forms of development will be essential to the process of regeneration. Vibrant, safe places with a distinct identity are important to the quality of life of all Chesterfield Borough's residents as well-being essential tools for promoting Chesterfield Borough as a destination.
- 8.7. To assist developers in achieving good design, the council has an adopted Residential Design SPD, jointly prepared with North East Derbyshire, Bolsover and Bassetlaw District Councils. Proposals that are considered to be locally significant or strategic will be referred to design review with an appropriate local provider that adheres to the Design Council CABI principles for design review. The council will expect applicants to respond positively to recommendations made. Design review should take place as early as possible in the life of a proposal, preferably at pre-application stage.

Reducing Emissions

- 8.8. The Borough Council is working towards a long-term goal of reducing the Borough's carbon footprint in line with a national target set out in the Climate Change Act 2008. The Act aims to encourage the transition to a low-carbon economy in the UK through unilateral legally binding emissions reduction targets. This means a reduction from 1990 levels of at least 34 percent in greenhouse gas emissions by 2020 and at least 80 percent by 2050. Each carbon budget covers a five-year period. The ¹⁴fifth, running from 2028-2032, was set in law at the end of June 2016. A key component of the government's approach to achieving these targets is the Energy Hierarchy which primarily aims to reduce the need for energy followed by being more energy efficient, then using renewable energy. The Energy Hierarchy is shown in Diagram 6 below.

Energy Hierarchy

¹⁴ <https://www.gov.uk/guidance/carbon-budgets>



8.9. Changes to the Building Regulations in 2013 brought in higher standards for CO₂ emissions, meaning there is now less need for planning policies to include a target percentage of energy to come from renewable sources. The Borough Council also recognises that different energy technologies and CO₂ reduction strategies will suit different parts of the borough and different types of development. In some cases it has better CO₂ savings, and is more cost effective, to improve the building fabric rather than generate a certain percentage of the buildings' energy use from renewable energy technologies.

Adapting to a changing climate

8.10. As well as warmer, wetter winters and more intense episodes of rainfall, climate change will bring with it hotter, drier summers, intensification of the urban heat island effect and more occasions of high wind speeds. All these trends have implications for the way we should design and use our buildings and spaces. For example, designing buildings to keep them cool without using power will become very desirable, and conservation of water will be more and more important. Landscape planting may need to use different species and increasing tree cover will bring many benefits. Water is a precious resource and the impacts of climate change will place pressure on the demand for water and its quality. Minimising water use will not only reduce the environmental impacts of climate change but also reduce greenhouse gas emissions associated with water abstraction, treatment, transport, use and disposal

Percent for Art

8.11. The Borough Council considers art to be integral to good quality design. Works of art can make a positive contribution to the built environment by giving new and refurbished buildings a unique identity. This helps to create a sense of place and adds to the character of the neighbourhood. It can

encourage economic development and tourism. By engaging with the local communities the Percent for Art process can promote social inclusion.

- 8.12. The Borough Council has operated a highly successful percent for art policy since 1994. To date over 60 schemes have been completed. There has been considerable community involvement in developing schemes, with artists leading workshops in schools, colleges and with community groups. The borough council will encourage developers to engage an artist at the earliest possible stage in the project to work in collaboration with the architect.
- 8.13. Viability of development is an important consideration for the council. In this respect abnormal site costs would be acknowledged as well as general viability. It has been the practice of the borough council to negotiate with developers as to the precise figure of percent for art in relation to a S106 agreement. The council intends to continue this approach. However the inclusion of public art is in addition to, and should not replace, good design. For housing development in particular the council publishes a residential design guide. Developers should not seek to trade off good design and public art when negotiating Section 106 agreements.
- 8.14. The policy is directed at major developments with a value in excess of £1 million, but the Borough Council would also encourage other smaller development schemes to consider including works of art within their developments. The preference to incorporate art work within the design of the development, although contributions to off-site provision will be considered, particularly where multiple sites may be able to contribute to a scheme.

LP21 Design

All development should identify, respond to and integrate with the character of the site and surroundings and respect the local distinctiveness of its context.

Development will be expected to:

- a) promote innovative forms and building designs that positively contribute to the distinctive character of the borough, enrich the quality of existing places and enhance the quality of new places;**
- b) respect the character, form and setting of the site and surrounding area by virtue of its function, appearance and architectural style, landscaping, scale, massing, detailing, height and materials;**
- c) be at a density appropriate to the character of the area whilst not excluding higher densities in and close to centres;**
- d) contribute to the vitality of its setting through the arrangement of active frontages, accesses, and functions, including servicing;**
- e) ensure that the interface between development boundaries and their surroundings are attractive and take account of the relationship between public and private spaces;**
- f) provide appropriate connections both on and off site, including footpath and cycle links to adjoining areas to integrate the development with its surroundings;**

- g) provide adequate and safe vehicle access and parking;
- h) provide safe, convenient and attractive environment for pedestrians and cyclists;
- i) preserve or enhance the landscape character and biodiversity assets of the borough;
- j) be designed to be adaptable and accessible for all;
- k) have an acceptable impact on the amenity of users and neighbours;
- l) be designed to be safe and secure and to create environments which reduce the potential for crime;
- m) minimise the impact of light pollution

Reducing Emissions

All development should, as far as possible, contribute towards reduction of CO2 emissions and generation of renewable energy.

Planning applications for new development should be accompanied by a statement which sets out how the development:

- i. makes effective use of resources and materials through sustainable design and construction
- ii. minimises water use and provide for waste reduction and recycling
- iii. uses an energy hierarchy that seeks to use less energy, source energy efficiently, and make use of renewable energy
- iv. is sited and designed to withstand the long-term impacts of climate change

The Council will consider the extent to which sustainability has informed the design of proposals, taking account of:

- Impact on viability
- Scale and nature of development
- Operational requirements of the proposed use
- Site specific constraints
- The need to meet other planning policy requirements

Percent for Art

For major developments with a value in excess of £1 million, the council will seek to negotiate up to 1% of the total development value of the scheme for the design, installation and maintenance of public artwork, subject to consideration of the impact on the viability of the development, secured by planning obligations and/or conditions where necessary.

HISTORIC ENVIRONMENT

- 8.15. The NPPF requires a positive approach to the conservation and enjoyment of the historic environment. The Borough possesses a rich historic environment with an array of heritage assets. As of April 2016 the borough has a variety of

nationally recognized heritage assets which includes 244 Listed Buildings, including 1 Grade I Listed, 17 Grade II* Listed Buildings and a Grade II* Listed Historic Park & Garden at Queen's Park. There are 2 Scheduled Ancient Monuments; (Brampton Barn and Tapton Castle Hill) and 12 Conservation Areas designated. In particular, the borough has a rich Industrial Heritage including the Grade II* listed Walton Works, the only remaining working roundhouse in the UK at Barrow Hill Engine Shed, and the partially restored Chesterfield Canal. A programme of Conservation Area Appraisals and Management Plans has been completed for all of the borough's conservation areas. These will also have an important role to play when decisions are being made on planning applications that impact upon the conservation and/or enhancement of heritage assets and their setting.

- 8.16. Within the Borough there are other locally recognised historic sites, such as the 4 locally important Historic Parks and Gardens at Tapton House and grounds, Ringwood Hall grounds, Tapton Grove and Dunston Hall Deerpark. There are other archaeologically important areas across Chesterfield borough that have been identified in the Historic Environment Record (HER); this includes an area known as the Historic Town Centre Core which encompasses medieval and Roman activity within the historic core of Chesterfield. Where possible, the council will work to preserve and enhance these areas through positive action and management and within the Historic Town Centre Core, development proposals will need to demonstrate careful consideration of archaeological impacts. The council will also continue to co-operate with partners including adjoining authorities on the restoration of Chesterfield Canal.
- 8.17. In addition to the heritage assets which are statutorily nationally designated, the borough has many more non-designated buildings, structures, parks, gardens and views (including cemeteries and open spaces) that are special because of their local historic or architectural interest. These contribute to local heritage and local identity and their importance should be recognised for that reason. The NPPF requires that non-designated heritage assets of archaeological interest that are demonstrably of equivalent significance to scheduled monuments, should be considered subject to the same policies as designated heritage assets. The Borough Council will identify non-designated built heritage assets in a local list specifying the local built heritage assets within the borough that will be afforded protection. This will be done in consultation and collaboration with partners, local people, landowners, neighbouring authorities and other stakeholders on a rolling basis. The council is currently preparing a Local List of Heritage Assets which is expected to be in place by 2017.
- 8.18. The Council will work with Historic England to support flexible and sensitive solutions to address issues of those heritage assets identified as at risk where this would remove an asset from Historic England's at-risk register or local records of heritage at risk.

The council will protect the historic environment and heritage assets throughout the borough and seek to enhance them wherever possible. All new development must conserve or enhance the local character and distinctiveness of the area in which it would be situated.

The council will do this through:

- a) a presumption against development that would unacceptably detract from views of St Mary's Church (The Crooked Spire) by virtue of its height, location, bulk or design;
- b) the protection of Designated Heritage Assets and their settings including Conservation Areas, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens;
- c) the use of Conservation Area Appraisals and associated Management Plans to ensure the conservation or enhancement of the individual character of each of the borough's conservation areas;
- d) the identification and, where appropriate, protection of important archaeological sites and historic environment features;
- e) the identification and, where appropriate, protection of non-designated heritage assets of local significance, set out in and referred to as The Local List;
- f) Enhancing the character and setting of Queens Park, Chesterfield Market Place, the Hipper River Valley, Chesterfield Canal and locally important Historic Parks and Gardens.
- g) Requiring development proposals within the Town Centre Historic Core to be accompanied by appropriate levels of archaeological assessment

The council will consider the use of measures including Article 4 directions and Local Development Orders where they are appropriate to ensure the conservation and enhancement of heritage assets.

The council has a presumption in favour of retaining heritage assets on The Local List. Development that involves substantial harm or loss of a non-designated heritage asset will not be acceptable unless it can be demonstrated that:

- i. the asset is structurally unsound and poses a safety risk
- ii. it is unviable to repair or maintain the asset
- iii. alternative uses have been fully explored
- iv. it would have wider social, economic or environmental benefits as part of a masterplanned regeneration scheme

Where a proposal that involves unavoidable harm or loss of a heritage asset on The Local List meets the criteria above, the council will seek a replacement development of a similar quality, where possible retaining the features of the heritage asset.

Where the council is satisfied that the loss of heritage assets (both designated and non-designated) is considered to be justified, the council will require the developer to have the asset surveyed and recorded by a suitably qualified

professional prior to the development commencing, and the records made publically available.

9. Travel and Transport

INFLUENCING THE DEMAND FOR TRAVEL

- 9.1. Chesterfield borough is well located on the national transport network, with a main line railway station, three junctions of the M1 motorway close to the east side of the borough and several major roads (notably the A61 and the A619) converging at Chesterfield itself. Whilst this general level of accessibility has advantages, there are also disadvantages when through traffic and local traffic competes to use the road network at peak hours. In particular the road network becomes congested when there are traffic flow problems on the M1, since the A61 acts as an alternative north-south route for many users and several of the routes connecting it to the M1 junctions have very limited capacity. As a result of this congestion a number of areas in the borough suffer from poor air quality, particularly in Brimington where an Air Quality Management Area has been designated.
- 9.2. While congestion is less of an issue in the more rural parts of the borough, such as Barrow Hill, Poolsbrook, Mastin Moor and Duckmanton, there is an issue over access to services, jobs and facilities, worsened by the low levels of car ownership in these villages, where levels of deprivation are higher than average. Public transport however is relatively good, enabling residents to access key facilities by bus in reasonable times.
- 9.3. Improvement of the networks for public transport, walking and cycling will allow a range of smarter travel choices to be made, to reduce reliance on the private car and help towards overcoming congestion and improving air quality on the main routes in and out of Chesterfield; the A61 corridor, Chatsworth Road and the A619 to the east, Derby Road and the A61 to the north.
- 9.4. Walking and Cycling**
- 9.5. Ultimately the aim is to reduce congestion and carbon emissions, tackle air pollution and increase accessibility for all the borough's residents. The provision of joined-up strategic walking and cycling networks will assist in meeting this aim. To do so will allow sustainable access to key facilities such as schools, employment areas and the town centre, as well as providing recreational opportunities via greenways and the rights of way network.
- 9.6. The opportunity to walk to essential services and facilities is at the core of the council's spatial strategy, as set out in policy LP1.
- 9.7. As well as replacing car use for shorter journeys, walking and cycling can also promote healthy lifestyles and provide access to the countryside. Greenways, such as the Trans Pennine Trail which follows the Chesterfield Canal, are particularly important as they provide recreational opportunities and can also

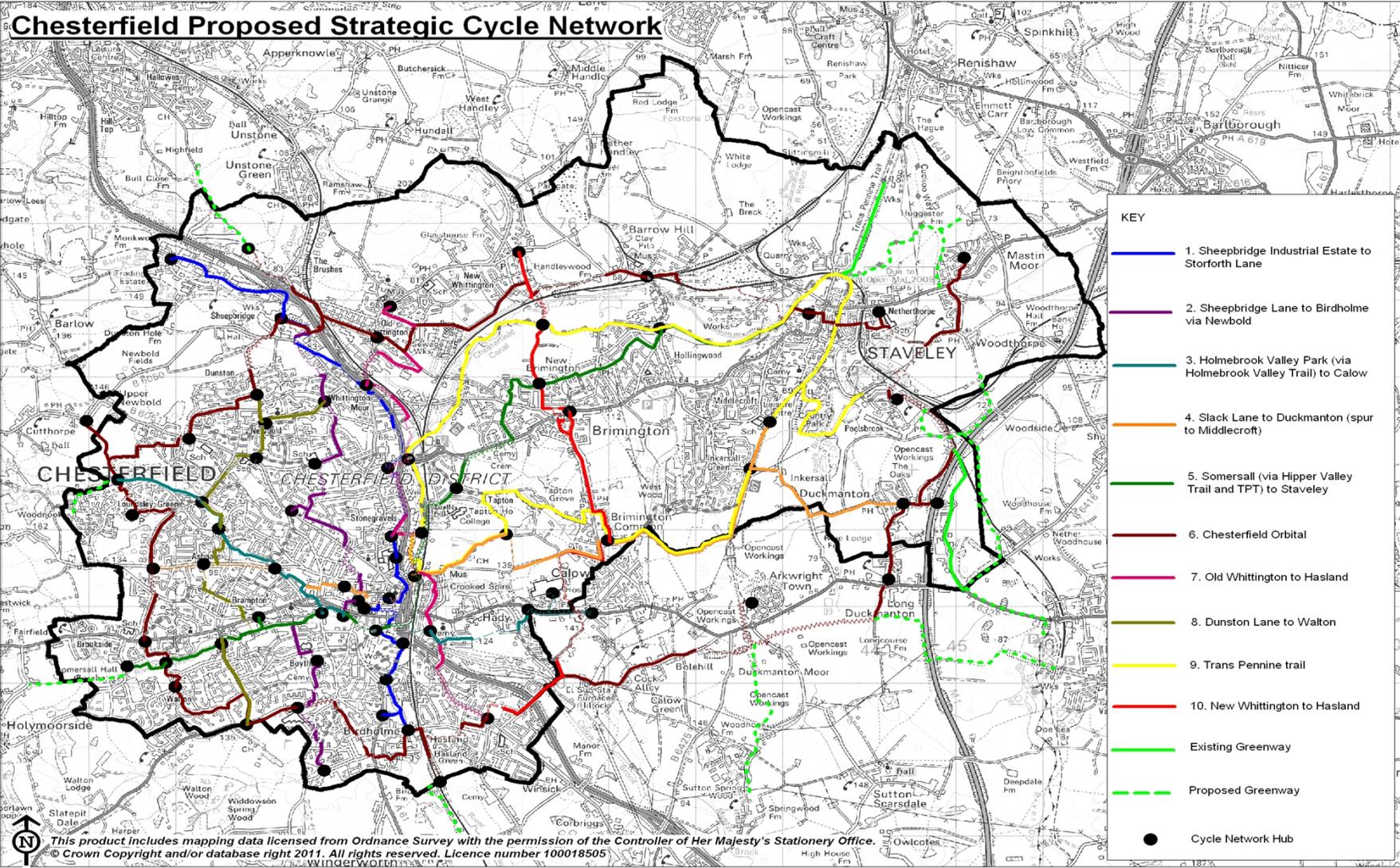
help boost tourism in the borough. Derbyshire County Council has identified a number of existing and potential Greenways in the East Derbyshire Greenways Strategy. Several of these are designated sections of the National Cycle Route network.

- 9.8. The borough council will work with partners including Derbyshire County Council and Chesterfield Cycle Campaign to improve and expand the network of cycle routes in and beyond the borough and will seek developer contributions through planning obligations and/or CIL towards this where appropriate.
- 9.9. A strategic cycle network for the borough has been drawn up by a partnership of Derbyshire County Council, Chesterfield Cycle Campaign and the borough council. It is officially recognised by both councils and is set out in Policy TF2 of the third Local Transport Plan (LTP). The strategic network is indicated on Diagram 7. More information is available by following the link to the LTP at www.chesterfield.gov.uk/evidencebase. The council is working with Derbyshire County Council and local partners to identify and designate a similar network of walking routes, having regard to the Derbyshire County Council Rights of Way Improvement Plan. Both networks will be the subject of further work during the Local Plan period to improve, promote and where appropriate, extend them.

Public Transport

- 9.10. Access to the rail network is provided by Chesterfield railway station which is located at the edge of the town centre. The capacity and facilities at the station are the responsibility of Network Rail, which has highlighted the following issues (Draft East Midlands Route Utilisation Strategies 2010):
- Total passenger demand in the East Midlands is expected to grow by 28 percent over the next 10 years, particularly the market for rail travel to and from Birmingham (including Chesterfield) with the number of trips increasing by 40 percent over the same time frame.
 - The route between Chesterfield and Birmingham via Derby is one of the major drivers of performance in the East Midlands, the mix of fast and stopping passenger trains and freight services presents a major performance challenge.
- 9.11. Chesterfield has excellent access by rail to most parts of Britain. The railway station has seen growth in patronage of 3-5% year on year. Many service levels and facilities have been improved over the last 10 years so that Chesterfield now has two trains per hour to London, a minimum hourly service on the Cross Country network, and direct links to Derby, Sheffield, Nottingham Leeds and Manchester as well as good local connections.

Strategic Cycle Network



- 9.12. The proposed route of HS2 phase 2B mainline (Birmingham to Leeds) passes through the borough. As of July 2017 it was also confirmed that the revised route to serve Sheffield would result in at least one service each way per hour stopping in Chesterfield Railway Station using 'Classic Compatible' Services, with the potential of further expansion of the route from Sheffield to rejoin the line to Leeds in conjunction with the 'Norther Powerhouse' transport proposals. An Infrastructure Maintenance Depot (IMD) to serve phase 2B is also planned for the site of the former Staveley Works. Services are expected to operate from 2033.
- 9.13. Bus services are generally good across the borough, with the vast majority of residents able to access key services such as GPs by public transport and/or walking in 30 minutes or under. Although there is no single bus interchange in the borough, there are a number of locations that have multiple route stops and have a similar function to an interchange, such as New Beetwell Street in Chesterfield Town Centre and Market Street/High Street in Staveley Town Centre. In addition to local services, the borough also has Chesterfield Coach Station which provides services to towns and cities throughout England, including Manchester, and East Midlands airport and the London airports.

Influencing the demand for travel

- 9.14. First and foremost, in tandem with other Local Plan themes, development will be located so that the need to travel is reduced. This policy seeks to ensure that travel behaviour is influenced through the design of developments, so that peoples' travel needs can be met by the use of a range of transport choices other than the private car. The way that the network is managed will be crucial to the success of this intention, requiring close working with a range of partners, above all the local highway authority, Derbyshire County Council. The council will have regard to the Local Transport Plan, particularly the detailed policy statements in Appendix B, when considering development proposals. In terms of influencing sustainable travel choices, the council will work with Derbyshire County Council to implement Smarter Choices techniques where appropriate, according to priorities outlined in the LTP.

LP23 Influencing the Demand for Travel

To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the Council will seek to maximise walking, cycling and the use of public transport through the location and design of development and parking provision. Priority will be given to measures to encourage more sustainable travel choices.

To secure this aim, the council will expect development proposals to demonstrate the following (in order or priority):

- a) site specific and area wide travel demand management (measures to reduce travel by private car and incentives to use walking, cycling and**

- b) planning);
- c) b) improvements to walking and cycling facilities and public transport services that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport;
- d) c) optimisation of the existing highway network to prioritise walking, cycling and public transport that are provided early in the build out period of new developments, such as measures to prioritise the needs of pedestrians above the car and improved or new cycle and bus lanes; and
- e)) highway capacity enhancements to deal with residual car demand where the initiatives required under points (a) to (c) above are insufficient to avoid significant additional car journeys."
- f) Provision of opportunities for charging electric vehicles where appropriate

The impacts of any remaining traffic growth expected, shall be mitigated through physical improvements to the highways network where necessary, to ensure that development has an acceptable impact on the functioning and safety of the highway network.

The level of parking provision appropriate to any individual proposal will take into account the circumstances of the particular scheme, including in particular:

- i. The size of the dwellings proposed.
- ii. The type, mix and use of the development.
- iii. The proximity of facilities such as schools, shops or employment
- iv. The availability of and capacity for safe on-street and public car parking in the area.
- v. Proximity to and availability of public transport and other sustainable transport options.
- vi. The likelihood that any existing on-street parking problems will be made worse
- vii. Local car ownership levels

All residential proposals with off-street parking provision dedicated to individual properties should include provision for charging electric vehicles on each property. Residential and commercial proposals with shared provision should include spaces with charging provision where practical.

Any necessary mitigation measures should be set out in development proposals, including within Transport Statements, Transport Assessments and Travel Plans where these are required, and secured through conditions and/or legal agreements.

Priority areas for combinations of sustainable transport measures and highways improvements will be:

- The A61 Corridor
- The A619 Chatsworth Road

- The A619 corridor through Brimington and Staveley
- Chesterfield Town Centre
- Access to Chesterfield Railway Station

For masterplanned or phased developments, provision for the monitoring of traffic impact and mitigation of identified problems will be made through the use of legal agreements.

MAJOR TRANSPORT INFRASTRUCTURE

- 9.15. In accordance with the themes from the spatial vision, one of the aims of the transport policies is to make the best use of the existing road network. New roads do not necessarily address the causes of congestion and they may have damaging environmental impacts. However, limited new road building may be required in particular circumstances to support the borough's regeneration objectives, such as in conjunction with the development of the Staveley and Rother Valley Corridor.

Safeguarding Directions have been made by the Secretary of State for Transport for the route of HS2 (including the location of the Staveley IMD and associate rail access). They are not proposals of the LPA and the routes in question will not be determined through the development plan process. They will be considered in Parliament under hybrid Bill procedures, which will provide appropriate opportunities for petitions to be made to Parliament by those directly affected by the scheme.

- 9.16. A number of major transport routes have been safeguarded in the local plan and identified in the Derbyshire County Local Transport Plan (LTP). The most significant of these is the Chesterfield-Staveley Regeneration Route (CSRR). Derbyshire County Council is currently reviewing this scheme and will be considering alternative options for and alignments of any major new road infrastructure. The Staveley and Rother Valley Corridor Area Action Plan will also consider the most appropriate transport options to provide access to the corridor. Proposals for the CSRR will need to identify solutions to safeguard the route and setting of Chesterfield Canal in line with policy LP2. As of September 2018, Derbyshire County Council had appointed AECOM to prepare the business case for the CSRR, including clarifying costs and design issues suitable for submission of a planning application in 2019. The CSRR is included in a bid for funding via the Housing Infrastructure Fund submitted through Nottinghamshire County Council, which would fund elements of the first phase of the road between Chesterfield Road (A619) and Bilby Lane.
- 9.17. The plan also safeguards the route of the proposed Hollis Lane Link Road between Hollis Lane and Crow Lane. This road would significantly improve accessibility to the railway station from the south and reduce the level of traffic currently travelling through the town centre past the Historic St Mary's Church. This road also forms a key part of the council's proposals for the regeneration of the station area (policy SS7) in connection with the arrival of HS2 rail services, and for the implementation of the town centre masterplan. Detailed Design work is currently being prepared by AECOM on behalf of DCC, to be provided via the LGF funded A61 Corridor project.

LP24 Major Transport Infrastructure

The council will safeguard land for major new transport infrastructure as shown on the Proposals Map, including:

- **Chesterfield-Staveley Regeneration Route (CSRR) between Rother Way on the A619 and Bilby Lane, and within the area of the Staveley and Rother Valley Corridor (as set out in Policy SS5)**
- **Staveley Northern Loop Road Phase 2**
- **Hollis Lane Link Road between Hollis Lane and Crow Lane**

Proposals for the CSRR and Staveley Northern Loop Road will be required to conserve and enhance the route of Chesterfield Canal and the Trans Pennine Trail and make provision for safe and convenient walking and cycling access to these routes.

10. Regeneration Priority Areas

10.1. Regeneration, including new development, can address the needs of communities experiencing deprivation. The RPAs reflect multiple deprivation and spatial concentrations of deprivation, expressed by the national IMD data. Other parts of the Borough are ranked higher than some of the RPAs in some individual indices, but the identification of the RPAs also reflects other spatial issues such as concentrations of social housing stock, proximity to major new employment development at Markham Vale, and dwindling local services and facilities. The Council will engage meaningfully and actively with local communities and other stakeholders to ensure that deprivation is minimised. New development can help provide jobs and homes for local people, improve the environment, introduce new and potentially more active households to a deprived area. The Borough Council will seek to ensure that regeneration addresses the needs of households experiencing deprivation by:

- Rebalancing the housing market
- Negotiating local labour agreements as part of major development schemes
- Ensuring that new development contributes to the enhancement of the area
- Seeking new facilities and improvements to existing facilities for the benefit of the local community.
- Adding value by drawing in public subsidy where possible
- Working in partnership with the local community and external organisations to help achieve non-planning measures

10.2. RPAs are a key area for growth as set out in the Spatial Strategy and are identified on the Policies map. They are: Barrow Hill, Duckmanton, Holme Hall, Mastin Moor, and Poolsbrook

10.3. Rather than allocating specific sites at the RPAs, the Council considers that designating a broad area at each RPA allows for more flexibility in securing development, with the emphasis on what regeneration benefits can be secured, rather than a specific site allocation approach. All the sites that make up the broad areas are assessed to the same level of detail as all other housing sites.

Barrow Hill

10.4. Barrow Hill is a small community to the north of the Borough, formerly closely associated with employment in the Staveley Works complex. Although its nineteenth century heritage is still visible in some attractive buildings, many of which are within a Conservation Area, and at the unique, working railway roundhouse, the village itself now is challenged with deprivation and high unemployment. Barrow Hill is within the top 10% of most deprived areas in England in terms of multiple deprivation, income, income affecting children,

employment, education skills and training and health and disability,. It has only a limited range of community facilities and is at some distance from the services to be found in Staveley town centre to the south. It is therefore dependent on public transport to reach the town centre and destinations like the secondary schools at Middlecroft and Netherthorpe.

- 10.5. The Barrow Hill Conservation Area provides an example of surviving mid-nineteenth century company housing and is an important record of the historical development of the village. There are also a number of listed buildings within the settlement, and non-listed assets including St Andrews Church, one of the earliest collaborations of Raymond Unwin and Richard Barry Parker, leading figures in the Arts and Crafts movement.
- 10.6. Barrow Hill Roundhouse is the only remaining functioning railway roundhouse in the country. As well as being a popular visitor attraction, with active plans and planning permission for expansion, and a range of events during the year (including steam days, concerts and the 'Rail Ale' festival), it is also a centre for rail related employment, training and business activity, providing research and rolling stock maintenance. The potential exists to develop this activity further in the future, particularly the possible links with HS2 and the proposed Infrastructure Maintenance Depot which will be located close by on the former Staveley Works site.
- 10.7. The settlement has a high proportion of public sector housing, particularly within the 'London Boroughs' estate, parts of which suffer from poor environmental quality. In 2014 Chesterfield Borough Council's Housing Services appointed landscape architects to develop and manage a £4 million programme of environmental improvements at the London Boroughs Estate at Barrow Hill. The proposals were approved by the council in March 2015 and planning permission was granted for the works in October 2016.

Duckmanton

- 10.8. Duckmanton is located within the eastern part of the Borough close to the boundary of North East Derbyshire (to the south) and the M1 (to the east). Whilst the settlement's history goes back to the medieval period (it is recorded in the Domesday book), the village is now primarily associated with the local coal mining industry and was constructed to house local miners, mainly those working at Markham Vale Colliery which closed in 1992.
- 10.9. As a result of the decline of the mining industry and associated businesses, the village and surrounding area suffered from economic decline. This has meant reduced economic opportunities, a rise in social deprivation and in some instances, environmental degradation. Duckmanton is within the top 10% of most deprived areas in England in terms of income, income affecting children, employment, education skills and training and health and disability, But Duckmanton remains socially cohesive, is located in attractive countryside; has good transport links and improving employment opportunities due to the re-development at Markham Vale.

10.10. Consequently there are opportunities for sustainable regeneration in the form of new housing and associated infrastructure and services.

Holme Hall

10.11. Holme Hall is based around a large housing estate built in the 1970s. The Holme Hall Estate is a mixture of owner occupied and council owned properties. Holme Hall has a strong local centre, identified as local service centre. Outside of the local centre there is also a primary school (Holme Hall Primary School) and a public house (The Holmebrook Tavern).

10.12. Development at Holme Hall would support the vitality and viability of both the centre and the services and facilities they offer. Holme Hall is within the top 10% of most deprived areas in England in terms of multiple deprivation, income, income affecting children and older people, employment, and health and disability.

10.13. In Holme Hall itself there are few employment opportunities, regular bus services give good access to other parts of the Borough where jobs are located. There is a good footpath and cycle network, the estate has easy access on to Holmebrook Valley Park and Trail which is a greenway into Chesterfield Town Centre suitable for both walkers and cyclists.

10.14. To the south of the Holme Hall Local Service Centre is Ashgate Plantation, a designated Local Wildlife Site. Further to the local wildlife site Holme Hall has one of the Borough's largest green infrastructure assets, Holmebrook Valley Park on its doorstep.

Mastin Moor

10.15. Mastin Moor flourished when employment was available locally in the coal mines. The last of these local mines, Markham Colliery and the nearby Bolsover Colliery, eventually closed in 1993. Since then Mastin Moor has faced difficulties in respect of deprivation and high unemployment, and services have dwindled, although it is relatively well-served by public transport. Mastin Moor is characterised by social housing, with most homes being of one size and tenure, resulting in social imbalance and not meeting the diverse needs of local people. Mastin Moor is within the top 20% of most deprived areas in England in terms of multiple deprivation, income, income affecting children and older people, employment, education skills and training and health and disability.

10.16. To the south of Mastin Moor the significant Markham Vale employment development is currently taking shape, around the new motorway junction 29A built specifically to serve it. The development will eventually provide many employment opportunities.

10.17. Mastin Moor village has two convenience stores, one of which includes a Post Office, Mastin Moor Miners Welfare, a fast food takeaway (Chinese), a Community Garden and a children's play area. Two local primary schools

(Norbriggs Primary and Woodthorpe CofE Primary) serve the village. Pharmacy and GP facilities are beyond the lower walk threshold, and currently residents in Mastin Moor use the GP surgery at Barlborough in Bolsover district, or at Staveley.

- 10.18. Local public transport serving Mastin Moor is reasonable with two regular Stagecoach services running 2 buses per hour and one per hour on Sundays. There is a reasonable footpath network, but the area is relatively isolated in terms of the strategic cycle network.
- 10.19. In the early 1900's there was a pumping engine in the vicinity of Pump House Farm. This was associated with a tramway running to Seymour Colliery. There is some archaeological potential relating to early post-medieval buildings on Woodthorpe Road and buried archaeology of medieval date associated with the medieval hamlet/demesne of Woodthorpe. There is low potential of hitherto unknown archaeology anywhere in the non-opencast areas. The area that has been subject to opencast coal extraction is unlikely to retain any archaeological potential.
- 10.20. The closest area identified at being at risk of flooding is Flash Local Nature Reserve to the west of Mastin Moor. There is also an area susceptible to surface flooding along the well vegetated stream corridor running between the fields in a generally east-west orientation towards Norbriggs. This watercourse has historically caused flooding during heavy rain in the vicinity of Norbriggs Primary School.
- 10.21. Land to the north of Mastin Moor is Greenbelt. Land to the west of Mastin Moor and Woodthorpe consists of Netherthorpe and Norbriggs Flash Nature Reserves

Poolsbrook

- 10.22. Poolsbrook is a former mining village on the eastern side of the Borough near Staveley.
- 10.23. The village of Poolsbrook was built by Staveley Coal and Iron Company towards the end of the 19th Century to provide housing for workers employed at the nearby Speedwell and the later Ireland Collieries.
- 10.24. The area has a number of challenges facing it, including reduced economic opportunities and associated deprivation mainly as a result of the decline in the mining industry and associated trades. Poolsbrook is within the top 10% of most deprived areas in England in terms of multiple deprivation, income, employment, education skills and training and health and disability.
- 10.25. But whilst there has been an economic decline, Poolsbrook remains socially cohesive. It is located in attractive countryside, has good transport links and improving employment opportunities as a result of development at Markham Vale to the south.

10.26. In terms of services, the village currently has a convenience store, a Primary School and a Miner's Welfare. One of the main challenges for Poolsbrook is ensuring that these facilities can be maintained. Development at Poolsbrook would help support these and could bring about enhancement of some existing facilities and the provision of new facilities where there is a demonstrated need.

RP1 Regeneration Priority Areas

Within the RPA boundary as shown on the Policies Map, the Council will expect a masterplanned approach to deliver sustainable high quality residential development, enhanced community facilities, respecting the constraints of the area and sensitive to the adjoining open countryside and existing residential communities.

Masterplans are expected to investigate the potential to, and support projects that, improve the quality of the area and the existing housing stock through refurbishment and/or redevelopment.

Within the RPA boundaries as shown on the policies map, the Council will grant planning permission for development which supports regeneration and where it would:

- a) Extend the type, tenure and quality of housing;**
- b) Deliver environmental and biodiversity benefits;**
- c) Provide additional community facilities;**
- d) Provide training and employment opportunities to existing residents by entering into a Local Labour Agreement**
- e) Increase trees and tree groups to enhance landscape character**

The level of housing growth for each RPA may be exceeded if the landscape, infrastructure and highways impacts (including cross-boundary impacts) are acceptable and if the additional growth is needed to secure regeneration benefits as demonstrated through a viability appraisal.

Within the Barrow Hill Regeneration Priority Area, development is expected to:

- i. Deliver 50 new homes**
- ii. Conserve or enhance the character or setting of heritage assets;**
- iii. Support the activities of Barrow Hill Roundhouse as a visitor attraction and centre for employment.**
- iv. Provide safe and convenient walking and cycling connections to New Whittington heritage assets at Chesterfield Canal and the Staveley and Rother Valley Corridor**

Within the Duckmanton Regeneration Priority Area, development is expected to:

- i. Deliver 400 new homes**
- ii. provide safe and convenient walking and cycling access to job**

- opportunities at Markham Vale
- iii. Provide safe and convenient walking and cycling connections to Poolsbrook and Poolsbrook Country Park
- iv. Promote building designs that positively contribute to the surrounding area, and heritage assets including Duckmanton Model Village and Long Duckmanton
- v. Deliver highway and pedestrian improvements at Tom Lane and Duckmanton Road

Within the Holme Hall Regeneration Priority Area, development is expected to:

- i. Deliver 300 new homes (as allocated on site XX in table XX)
- ii. deliver a sustainable high quality residential development in line with the adopted masterplan
- iii. support the existing services and community facilities on offer in and around the local service centre
- iv. Provide safe and convenient walking and cycling connections to Linacre Road, Wardgate Way (Local Service Centre) and the Holmebrook Valley Park and Trail.
- v. provide an appropriate buffer and boundary treatment to minimise and mitigate any adverse impacts upon the Ashgate Plantation Local Wildlife Site

Within the Mastin Moor Regeneration Priority Area, development is expected to:

- i. Deliver 400 new homes
- ii. Provide safe and convenient walking and cycling access to job opportunities at Markham Vale, the community garden and Norbriggs Primary School
- iii. Provide a new Local Centre with additional community facilities and the opportunity for provision of health facilities;
- iv. Provide safe and convenient walking and cycling connections to the surrounding rights of way network, including connections to The Cuckoo Way and Chesterfield Canal
- v. Promote design that positively contributes to the surrounding area, responding to and reflecting local heritage assets in the design and location of new buildings where relevant, including the historic pumping engine and tramway. Deliver a new and/or improved pedestrian and cycle crossing over the A619
- vi. Protect and enhance the setting of and access to the community garden
- vii. Minimise visual impact on the ridgelines along Worksop Road and Woodthorpe Road
- viii. Provide a defined edge of development and a clear break to prevent continued coalescence and extension of ribbon development along Worksop Road
- ix. Maintaining the distinct identities and settings of Mastin Moor and Woodthorpe through the use of landscaping and open space

Within the Poolsbrook Regeneration Priority Area, development is expected to:

- i. Deliver 100 new homes**
- ii. Provide safe and convenient walking and cycling access to job opportunities at Markham Vale**
- iii. Provide safe and convenient walking and cycling connections to the surrounding rights of way network, including connections to Duckmanton and Poolsbrook Country Park**
- iv. Conserve or enhance the heritage assets of the surviving buildings of the Model Village and their setting**

11. Strategic Sites & Locations

CHESTERFIELD TOWN CENTRE

- 11.1. Chesterfield Town Centre is well known for its parish church of St Mary and All Saints ('The Crooked Spire'), and for its historic Market Square and Market Hall, which attract visitors from far afield. It is also a vibrant sub regional centre for shopping, services, and employment with a very active night-time economy. The town centre also acts as a major hub for transport services, with bus services serving much of North East Derbyshire and the Peak District, a modern Coach Station serving national services and direct main line rail access to destinations including London, Birmingham, Manchester and Edinburgh. The historic core of the town was recently enhanced through a Townscape heritage Initiative (THI) programme and the restoration of the town's historic, listed Market hall.
- 11.2. Chesterfield town has a catchment covering a total population of 1.6 million people. As well as a strong offer from multiple retailers, Chesterfield town centre has a unique independent retail offer, complemented by a thriving, regular market. Despite a challenging economic climate, the town centre offer has remained strong, with vacancy rates not rising above the national average since the economic downturn in 2008. Although the collapse of regional and national chains resulted in some large, high profile vacancies, including BHS and the East Midlands Co-Operative department stores, both these units are now either back in use (in the case of BHS) or being redeveloped (for a hotel and food and drink uses in the case of the former department store). Other town centre units have also seen swift turnover of vacancies, in many cases to a wider range of town centre uses including residential (especially at upper floors) and food and drink uses.
- 11.3. The council's latest retail capacity study¹⁵ does indicate reduced demand for floorspace in the short term, but still with potential for longer term growth, and a need to concentrate on improving the range and quality of the offer.
- 11.4. In 2015, the borough council approved an updated Town Centre Masterplan for Chesterfield. The masterplan sets out a long-term vision for Chesterfield Town Centre to be:

".....recognised as a distinctive historic market town, with a thriving centre built around the market squares, national and independent retailers and leisure operators. The town will embrace the opportunities created by new technology

¹⁵ [Chesterfield Borough, Bolsover District and North East Derbyshire District Retail and Centres Study Retail and Centres Study April 2018](#)

and be a popular place to live and visit, with an economy based on employers attracted by great access, beautiful environments and a specialised well qualified workforce.”

- 11.5. The masterplan acknowledges the role of the centre in providing office accommodation and identifies the potential for new investment in this sector, which largely relies on older, smaller premises. The masterplan also recommends moving through traffic out of the town centre in order to create a more attractive environment generally and around the ‘Crooked Spire’ in particular.
- 11.6. The masterplan identifies 7 character areas:
- Northern Gateway
 - Civic Quarter
 - Markham Road
 - Historic Core
 - The Spire Neighbourhood
 - Station Arrival
 - Educational Quarter
- 11.7. As a result of changes to the retail market generally and the large foodstore sector in particular, the council has chosen not to progress the development of the previously proposed Northern Gateway scheme (which was to have been a foodstore and retail led, mixed use extension of Chesterfield Town Centre) at this time. However the council has invested in replacing the aging Saltergate Multi Storey Car Park (currently under construction) and is committed to building a new enterprise centre at Holywell Cross. The site still presents the key opportunity for any further physical expansion of the retail offer of Chesterfield Town Centre.
- 11.8. In bringing these sites forwards for development the council will use a combination of masterplans, site-specific planning briefs, SPD’s and Outline Planning Applications, with reference to other relevant policies of the Plan including CS15, CS16 and CS19.

SS1 Chesterfield Town Centre

Subject to policy LP9, planning permission will be granted for development that contributes towards:

- a) Protecting and enhancing the centre’s sub-regional and local role in providing employment, services, leisure, cultural venues and retail**
- b) Supporting the objectives of Chesterfield town centre masterplan**
- c) Economic development and community safety by providing a diverse range of uses including retail, office, community facilities, leisure and food and drink uses**
- d) Conserving and enhancing the historic character of the centre and the role of the Historic Market and Market Hall**
- e) Improving accessibility between the centre and surrounding areas,**

including Chesterfield Railway Station, Waterside, Queen's Park, Chesterfield College and Ravenside Retail park

- f) Enhancing walking, cycling and public transport provision
- g) Maintaining the overall level of provision of public car parking; new off street car parking will usually only be permitted when justified through a transport assessment or travel plan
- h) Reducing through traffic
- i) Enhancing the range and quality of residential uses within Chesterfield town centre

Outside of the Town, District and Local Centre areas as shown on the policies map and set out in policy LP9, planning permission will not normally be granted for new retail uses (A1) other than small shops as set out in policy LP10. Planning permission will normally be granted for other main town centre uses, B1(a) offices, health and education uses subject to the other policies of this plan.

Northern Gateway

Land between Newbold Road/Holywell Street and Saltergate, as shown on the policies map, will be safeguarded for the future expansion of Chesterfield Town Centre.

Within this area, planning permission will only be granted for proposals that enhance and support the centre's sub regional role in providing employment, services, leisure and retail and where they can demonstrate that they would not prejudice the future development of the site.

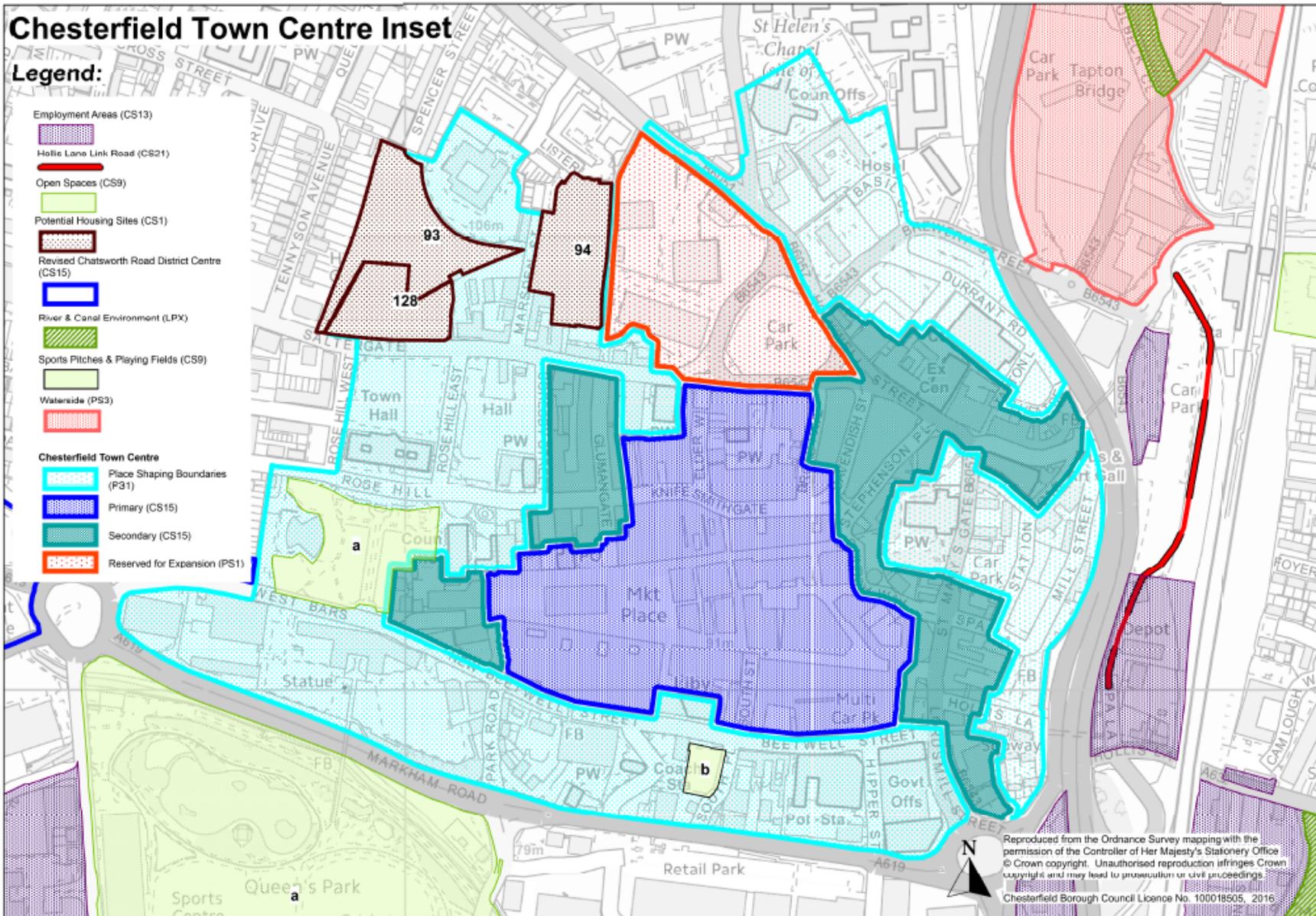
Spire Neighbourhood

Planning permission will be granted for new residential development between St Mary's Gate and the A61, subject to re-provision of any public car parking lost elsewhere within or closely related to Chesterfield Town Centre.

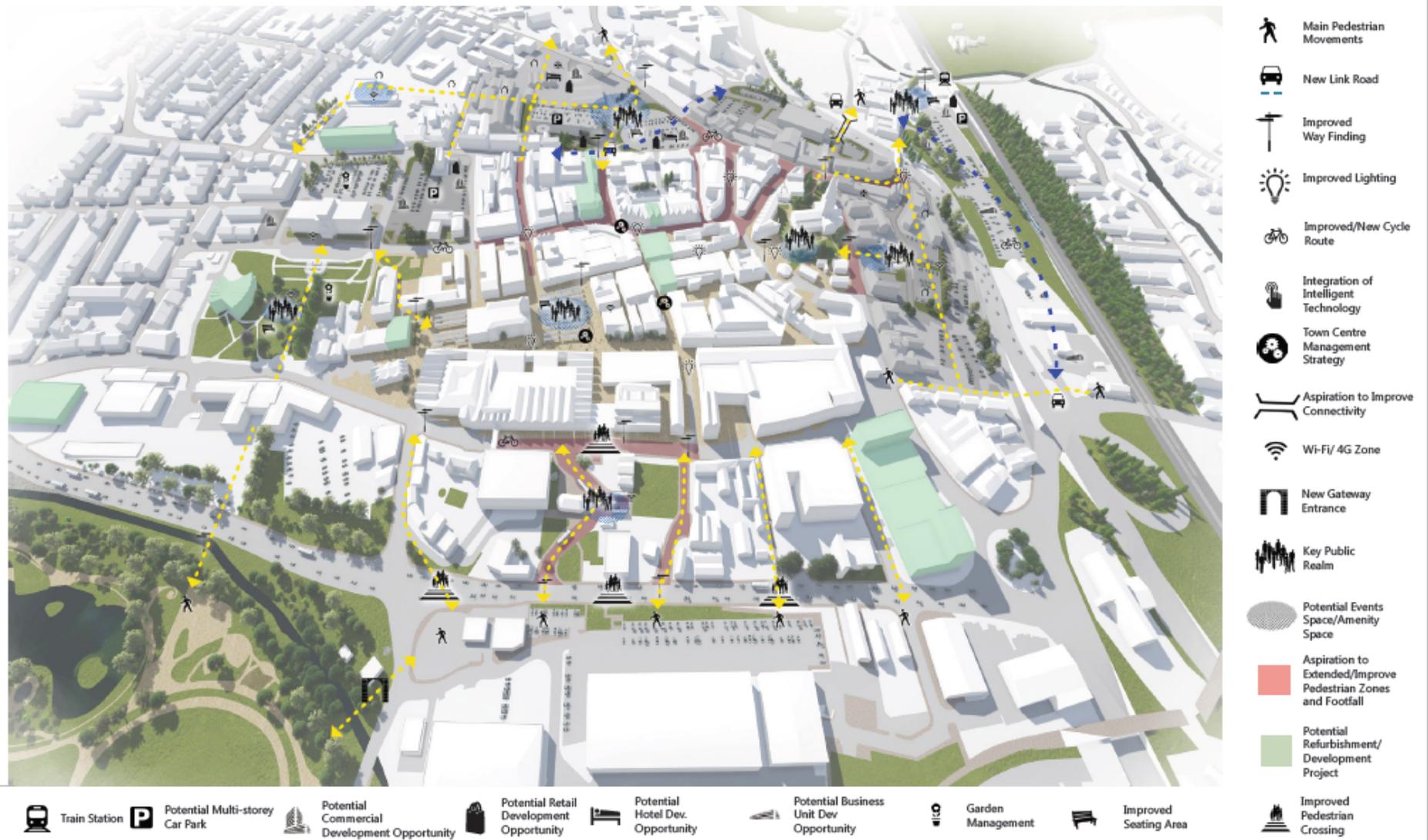
Chesterfield Town Centre Inset

Legend:

- Employment Areas (CS13)
- Hollie Lane Link Road (CS21)
- Open Spaces (CS9)
- Potential Housing Sites (CS1)
- Revised Chatsworth Road District Centre (CS15)
- River & Canal Environment (LPX)
- Sports Pitches & Playing Fields (CS9)
- Waterside (PS3)
- Chesterfield Town Centre**
- Place Shaping Boundaries (P31)
- Primary (CS15)
- Secondary (CS15)
- Reserved for Expansion (PS1)



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings
 Chesterfield Borough Council Licence No. 100018505, 2016



Chesterfield Town Centre Illustrative Masterplan 2015 – Overall Strategy (Aspinall Verdi and WCEC Group Ltd)

CHATSWORTH ROAD CORRIDOR

- 11.9. The Chatsworth Road Corridor stretches westwards from Chesterfield town centre along the A619 from the West Bars roundabout to Morrison's supermarket; forming the main route from Chesterfield town centre to the Peak District. At the area's heart is the Chatsworth Road district centre, whilst to the south lies a corridor of former industrial land containing a mixture of active, under-utilised and vacant sites along the line of the River Hipper. The corridor also contains a variety of small employment premises and residential areas, mixed in with other uses.
- 11.10. The district centre that runs along the frontage of Chatsworth Road is undergoing a renaissance; with a variety of new uses giving it renewed vigour. Further development within the district centre should nurture and harness this. Parking within the district centre is an issue and can add to levels of congestion in the area. Improved areas of car parking will be required to meet needs of the additional numbers of people living and using the facilities within the centre. The aspiration is that the former industrial land south of Chatsworth Road will integrate and provide strong links with both the district centre and surrounding communities. This will provide a new variety of uses that include cafes, restaurants, independent shops and creative businesses creating a mixed, sustainable community for all to enjoy.
- 11.11. In September 2005, a masterplan for the land south of Chatsworth Road was adopted by the council. This guides future development of the former industrial area and provides a starting point for redevelopment proposals. This land presents a range of opportunities to regenerate an under-used area for a mix of new, high quality development, including potential for a prestigious residential setting using the Grade II* listed Walton Works building, new employment opportunities and enhancement of the River Hipper as a wildlife corridor and walking and cycling route. The masterplan also seeks to tackle the risk of flooding from the River Hipper, which has historically been a problem in this area, and to build on the successful east-west Hipper Valley cycle trail by improving north-south walking and cycling connections across the area.
- 11.12. As a main transport route, Chatsworth Road suffers from high levels of traffic and associated air quality issues. Available transport evidence identifies that Chatsworth Road also has a problem with severance. The existing and potential mix of uses also makes it an attractive and sustainable location to live and work, however. Development in this area should emphasise access to sustainable transport and integration with the opportunities and services of the district centre, by reducing the need to travel by car.
- 11.13. Within the wider context of the Chatsworth Road Corridor the Chesterfield Town Centre Masterplan was adopted in October 2009. The masterplan identifies the importance of West Bars located at the eastern end of Chatsworth Road. West Bars is acknowledged as a key gateway site to both Chatsworth Road and the Peak District and to Chesterfield town centre.

SS2 – Chatsworth Road Corridor

Planning permission will only be granted for development that contributes towards:

- a) The vitality and viability of Chatsworth Road district centre
- b) Improving the West Bars gateway to Chesterfield town centre.
- c) Strengthening the links between the land south of Chatsworth Road with the Chatsworth Road district centre and surrounding communities.
- d) Providing a new variety of uses that will create a mixed, sustainable community.
- e) The improvement of identified transport and highway issues.
- f) The enhancement of walking, cycling and public transport provision

Within the defined district centre, proposals for development will be considered in accordance with policy LP9. Outside the district centre development will be focussed on new housing and compatible uses.

Within the regeneration area south of Chatsworth Road a comprehensive scheme providing a mix of uses will be permitted in accordance with the adopted masterplan, including: employment generating uses, open space and housing. The sites of Walton Works (including the re-use of the Grade II* listed building) and Griffin Mill/Wheatbridge Mill shall be for housing-led mixed use development. Development proposals for the Griffin Mill and Wheatbridge Mills area should include the re-use of the Grade II listed Cannon Mill. To ensure that development within the regeneration area south of Chatsworth Road provides a mixed, integrated, sustainable community within the Chatsworth Road Corridor, developments must demonstrate that they have:

- i. Taken a comprehensive approach to flood risk management;
- ii. Incorporated the Hipper Valley walking and cycle route and improved north-south walking and cycling links;
- iii. Integrated the site into a network of green spaces, such as Walton Dam, Somersall Park and the Walton river corridor green wedge, connected by the River Hipper and footpaths and cycleways
- iv. Considered the impact upon heritage assets and their setting and identified any means of mitigation and/or enhancement through submission of a Heritage Impact Assessment.

Proposals for development should demonstrate how they accord with the adopted masterplan through site-specific masterplans and/or development briefs.

CHESTERFIELD WATERSIDE AND THE POTTERIES

11.14. The Chesterfield Waterside area is a corridor of land centered on the River Rother and Chesterfield Canal, important parts of Chesterfield's green infrastructure. Historically the area contained a range of employment uses, some of which are now vacant or underused.

11.15. Outline planning permission was granted in 2011 for the comprehensive redevelopment of the Chesterfield Waterside area for:

- Up to 1550 new dwellings (C3);
- Up to 30,000sqm of new office space (B1(a));
- Retail, financial and professional services, and food and drink uses (A1 to A5);
- doctors surgery and creche (D1); two hotels (C1); health and fitness (D2); nursing home (C2);;
- a new canal link and basin, open space including linear and eco parks;
- Two multi-storey car parks
- A section 106 agreement covering community infrastructure, open space, public art, community safety, affordable housing, and an extensive travel plan.

11.16. Development of the site has commenced. As of September 2018, 19 affordable homes have been completed on Brimington Road and the canal Basin already constructed. Site preparation works have been undertaken on the first phase of Basin Square in anticipation of receiving final reserved matters for a hotel, MSCP, offices and over 300 apartments (reserved matters having already been granted for siting, layout and scale of development). Pre-application discussions are also underway for phases of housing on the 'Park', 'Island' and 'Station Place' character areas. Planning permission is also in place for a replacement road bridge over the River Rother and works to restore the Rother to a navigable state for leisure vessels.

SS3 Chesterfield Waterside and the Potteries

Within the Chesterfield Waterside area as set out on the policies map, planning permission will only be granted for development that contributes towards:

- a) Creating jobs in office, industry, retail, tourism and education
- b) Restoring Chesterfield Canal and the River Rother to navigation and creating a new canal terminus
- c) Achieving a mix of uses including residential, office, employment and leisure
- d) Improving access to the site including enhancing the footpath and cycle network through the site and making links to the wider Trans Pennine Trail and Chesterfield Railway Station
- e) A high quality urban environment including eco-park and green infrastructure corridor

f) Managing flood risk

Land within the Chesterfield Waterside area will be comprehensively redeveloped in accordance with an approved masterplan, including provision of a new Local Centre located adjacent to the existing canal basin.

Planning applications submitted for development outside of the existing outline planning permission, but which otherwise deliver the objectives of the approved masterplan, will be expected to contribute towards the overall delivery of the infrastructure required for comprehensive development, secured through a section 106 agreement.



Chesterfield Waterside Illustrative Masterplan (Source: Bond Bryan/Chesterfield Waterside)

MARKHAM VALE

11.17. Markham Vale is a 127.3 hectare employment site which straddles the three local planning Authorities in north eastern Derbyshire on the site of the former Markham Colliery. Two thirds of the site is located in the south east of the borough. Its regeneration is a key part of the area's response to the loss of the mining industry, providing a strategic site serving a sub-regional area, with the potential to create up to 2,000 jobs. In 2012, Markham Vale was declared a part of the Sheffield City Region Enterprise Zone, which seeks to encourage growth in the advanced manufacturing sector within the M1 corridor in North Derbyshire and South Yorkshire through tax allowances and business rates relief.

11.18. Outline planning permission was granted for the scheme in 2005 (and amended in 2010) establishing the principal objectives for this area, setting out that the development must incorporate the following elements:

- A new junction on the M1 (now constructed as J29a)
- Provision of the Staveley Loop Road (the first phase of which, from J29a to Hall Lane at Staveley, is now open)
- Provision of public transport connecting to surrounding settlements, to include bus services, a park and ride facility and, where feasible, passenger rail services
- Provision for a rail freight terminal
- Land for B2, B1(b&c) and B8 employment uses
- Limited B1 (a) office use
- Provision for a hotel in the southern part of the site not exceeding 1 hectare in area
- A design framework for the development, including public art
- Substantial landscaping and tree planting

11.19. Significant elements of the original permission have now been implemented, although the outline permission will continue to provide the context within which the whole development takes place. Junction 29A of the M1 and the majority of the road infrastructure is complete. The following policy is included in the Core Strategy to make the council's intentions for the site clear, and to give a continuing policy context. The policy will also inform decisions on any planning applications for new uses and works or variations to the original outline planning permission that may be proposed in response to changes in economic circumstances, technologies and the emerging needs of business already on or planning on being on the site.

SS4 Markham Vale

All development within the Markham Vale area must contribute to the role of the area as a strategic employment site of sub-regional importance.

Within the Markham Vale area, as indicated on the policies map, planning

permission for works or development not covered by the existing outline planning permission (and any subsequently approved amendments) will only be granted where they can demonstrate that they:

- a) Support the principal objectives of the Markham Vale development and the advanced manufacturing sector in particular; and
- b) Support job creation; and
- c) Meet the needs of businesses on the site; and
- d) Minimise any adverse impact on the local and national highways network; and
- e) make appropriate provision for walking and cycling access to development in accordance with policy LP23
- f) have no unacceptable impacts upon heritage assets, their settings and key views outside of the Borough at Bolsover Castle and Sutton Scarsdale Hall, through submission of a Heritage Impact Assessment where appropriate; and
- g) Accord with the approved design framework for the site; and
- h) Meet the requirements of other relevant policies in the plan.

STAVELEY AND ROTHER VALLEY CORRIDOR

- 11.20. The Staveley and Rother Valley Corridor is the largest regeneration opportunity within Chesterfield Borough (covering approximately 150 ha) and its regeneration is a key aspiration for the council as a whole. As such, it has major implications in terms of its ability to deliver new housing, employment and improved environment, although this must be balanced with the impact of development on the transport network, existing community infrastructure and the wider landscape.
- 11.21. The corridor lies in the north east of the Borough, to the north of the settlements of Staveley and Brimington. The site consists of mostly vacant former industrial land. Historically this was a site of heavy industry that provided the focus, and much of the employment for, the communities of Barrow Hill, Hollingwood and Staveley. Employment on the site has declined over a number of decades, leaving left the Clocktower and Devonshire Business Centres on Works Road as the only active employment uses within the site. The area has in the past been subject to a range of uses, including foundries, chemical works and areas of opencast coal mining and landfill. All of these have left a difficult legacy of contaminated land and problematic ground conditions. The decline of manufacturing on the site has also left a legacy of economic and social problems in the surrounding settlements. In particular Barrow Hill, which as well as having relied heavily on the site for jobs, has become physically isolated by vacant and derelict land.
- 11.22. Although economic activity on the site is much reduced, the corridor is in an excellent location. The quality of the wider environment and landscape is high, being located in the valley of the River Rother (which runs through the site), with open countryside close by and the restored Chesterfield Canal also running though the site, including the home of Chesterfield Canal Trust at Hollingwood Hub. The potential for creating links between the site and surrounding areas is strong, with a number of connecting footpaths (including the long-distance Trans Pennine Trail/Cuckoo Way, which provides off-road cycle and pedestrian access to Chesterfield Town Centre), although some are currently unattractive. Vehicle access into the site is restricted at present, with the central parts served by Works Road, which has limited width in parts and is constrained by low rail bridges. The site is split in half by the River Rother and, although a connecting bridge exists, it is currently closed. The construction of a new Loop Road around Staveley as part of the Markham Vale development, giving direct access to Junction 29a of the M1, has significantly improved vehicle access at the eastern end, however.
- 11.23. The presence of the River Rother means that parts of the site are identified by the Environment Agency as being at high flood risk. Although parts of the site undoubtedly flood, further investigation has demonstrated that a significant proportion of this risk is as a result of poor drainage rather than fluvial flooding, which could be addressed on site. Survey work carried out on parts of the site by landowners also indicates that contamination and ground conditions vary

greatly across the site and significant parts are suitable for development with appropriate remediation.

- 11.24. The scale of the whole site and its location, provide a unique opportunity in the Borough for a large-scale regeneration that can tackle both the physical and environmental issues of the site. It can do this while also addressing some of the economic and social issues of the surrounding area, in particular the isolation of Barrow Hill. Public consultation on four development options, over the summer of 2009, demonstrated support for the principle of regenerating this key brownfield site and for doing so through a mix of uses. The consultation also demonstrated the importance of preserving and enhancing the character of the landscape and features such as Chesterfield Canal in particular. Further consultation was carried out through the preparation of the Core Strategy in the lead up to its adoption in 2013, leading to the preparation of a preferred option. Rather than pursuing the proposals through an Area Action Plan, the Borough Council has taken the decision to work closely with landowners and other key stakeholders in masterplanning the area to set the strategic framework for subsequent planning applications.
- 11.25. The complexity and size of the area inevitably means that regeneration will be a long-term project, with distinct phases. It will need to be carried out in a comprehensive and coordinated manner, involving a range of parties and bodies. The council is working with landowners and HS2 to achieve the regeneration of this site. It should be noted that whilst development should occur within the context a comprehensive masterplan, this should not prevent the phased development of individual parcels of land from being brought forward in a timely manner. Work is underway on the detailed design of the CSRR, which is also the subject of a bid to the Housing Investment Fund. If this bid is successful, this could see the first phases of the CSRR, from Rother Way to Bilby Lane, completed by the mid 2020's. Combined with remediation work required on the former St Gobain pipelines site and settling pond, and the need to deliver key infrastructure, development is likely to occur in phases. The Hall Lane end of the site in particular will not be possible to fully design until the final form of the HS2 IMD is known upon submission of the Hybrid Bill for HS2 phase 2b in early 2020. For these reasons, the housing and employment land proposed within the corridor are not currently included in the Local Plan's Housing and Employment land trajectories. However if the council is successful in securing the HIF funding bid, this would not prevent housing coming forwards and would be reflected in a future Local Plan review.
- 11.26. The development potential of this site is directly linked to proposals for a Chesterfield to Staveley Regeneration Route (CSRR). This long standing highway proposal was intended to follow the line of the then disused Chesterfield Canal, providing a link between the M1 and Chesterfield that avoids Staveley and Brimington. The rebirth of the Chesterfield Canal and the regeneration of the Staveley and Rother Valley Corridor now provide an opportunity to review this route and consider its value and potential alternatives. The proposed CSRR has been identified as a key infrastructure project in Derbyshire County Council's Local Transport Plan and the Sheffield City Region Infrastructure Investment Plan (SCRIIP) and is currently the

subject of a bid to the Housing Infrastructure Fund. A full business case for the CSRR and design leading to a planning application is currently being prepared by AECOM on behalf of Derbyshire County Council.

- 11.27. The site is identified as the preferred location for an Infrastructure Maintenance Depot (IMD) as part of the proposals for the eastern leg of HS2 phase 2b. A safeguarding direction for the IMD has been published and a revised boundary was consulted on by HS2 in July 2018. Work undertaken by Chesterfield Borough, Derbyshire County and Chatsworth Settlement Trust in response to this demonstrated that the IMD proposal could be accommodated as part of regeneration proposals with minor changes to the proposed layout, although the revised layout present difficulties in terms of delivering an element of employment land within the corridor. The borough council, Derbyshire County Council and the landowners continue to work closely with HS2 to ensure that the corridor can deliver new jobs and the Chesterfield-Steveley Regeneration Route. The proposed IMD is located in the eastern most portion of the site, which is likely to be brought forwards as part of a later phase of development due to more complex ground conditions and ownership arrangements. The proposed timescales of HS2 are therefore not expected to delay the delivery of the earlier, housing-led phases.

SS5 Staveley and Rother Valley Corridor

The Borough Council will support the comprehensive redevelopment of the Staveley and Rother Valley Corridor to create a sustainable urban extension in a landscape setting through a masterplanned approach.

The overall objectives of the masterplan will be to:

- a) Deliver approximately 1500 new dwellings through a range of new housing opportunities focussed on the centre and western end of the corridor**
- b) Create employment opportunities focussed on the Hall Lane end of the corridor and around Works Road**
- c) Deliver the section of the Chesterfield to Staveley Regeneration Route between Bilby Lane and Hall lane, connected to the route safeguarded under policy LP24 and the existing Staveley Northern Loop Road Phase 1**
- d) Accommodate an Infrastructure Maintenance Dept to serve the eastern leg of HS2**
- e) Provide a new local centre to serve both the development itself and adjacent communities of Barrow Hill and Hollingwood**
- f) Make provision for a new primary school to serve the development**
- g) Develop a sustainable community including on-site energy generation where possible and practicable.**
- h) Enhance the quality of and access to the landscape and green infrastructure, particularly the Chesterfield Canal and River Rother waterways**
- i) Deliver access and transport improvements, emphasising sustainable**

transport

- j) Improve water management on site, including new wetland habitat associated with the River Rother
- k) Provide for the remediation and re-use of contaminated and unstable land where possible and practicable
- l) conserve and enhance the quality of the historic environment, taking account of designated and non-designated heritage assets and their setting, within and closely related to the site.
- m) Secure a structured approach to delivery of infrastructure to ensure it is delivered in a timely fashion to support new residential and employment communities and limit the need to travel off-site to access services.
- n) Establish a network of open mosaic grassland habitats through the site to maintain and enhance brownfield biodiversity

Development proposals for individual land parcels/phases must be brought forward as part of a comprehensive masterplan for the area and must demonstrate how they will deliver these objectives where appropriate.

Planning applications for development within this area will be expected to demonstrate how they have addressed these objectives.

Planning applications submitted for specific character areas and/or phases of development will be expected to contribute appropriately towards the overall delivery of the infrastructure required for comprehensive development, secured through a section 106 agreement.

Planning applications specifically for the Works Road and Lagoon Character Areas will be expected to include information demonstrating:

- i. A joint masterplan as part of a Design and Access Statement and evidence of how the application addresses this masterplan and the delivery of critical infrastructure
- ii. A Transport Assessment based on modelling of the overall impact of development and a Travel Plan setting out how the impact of the specific planning application traffic will be managed
- iii. A phasing plan setting out the approach to delivery of critical infrastructure, including transport and community infrastructure

WORKS ROAD CHARACTER AREA

Planning permission will be granted for a mixed use development incorporating:

- a new Local Centre on Works Road (use classes A1 to A5 and other Main Town Centre uses, to include a single foodstore of no more than 1000 sqm),
- residential (C3)

- Up to 10 ha of employment space (B1, including B1(a) offices)
- Canal-related commercial activity including food and drink uses (A3 and A4) and employment (B1), including provision for moorings, in the location of the former canal wharf to the east of Hollingwood Lock
- Retention of the Clocktower building
- A site for a new Primary School
- Flood mitigation measures for the River Rother/Works Road bridge

THE LAGOON CHARACTER AREA

Planning permission will be granted for a residential led development incorporating:

- residential (C3)
- Retail (A1) to serve day to day needs, with no single unit to exceed 280 sqm net sales area
- Extension of the Bluebank Pools Local Nature Reserve (to the west of Bilby Lane within the land allocated on the Policies Map)
- Restoration of the former settling pond as public open space
- An enhanced landscape buffer between the site and Chesterfield Canal

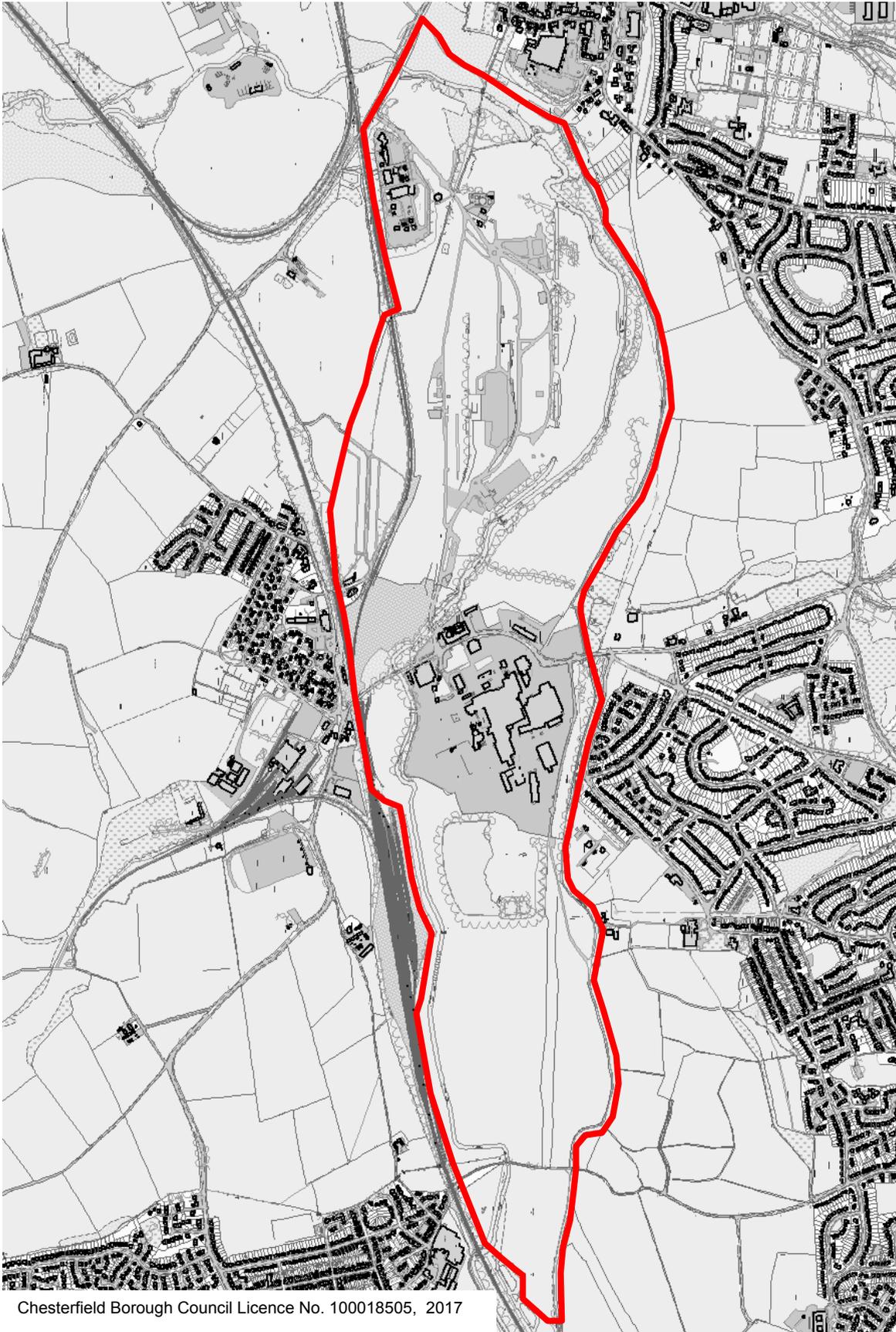
HALL LANE CHARACTER AREA – KEY OBJECTIVES

Planning permission will be granted for an employment led development incorporating:

- Proposals for the HS2 IMD
- Development of Approximately 30ha of Employment generating development within use classes B1, B2 and B8 or, subject to HS2 finalising the extent of the proposed IMD.
- Housing (C3) led development for western end of the Character Area and ancillary uses where it is well-related to the existing settlement of Barrow Hill and Works Road
- The improvement of walking and cycling connections between Barrow Hill and Staveley Town Centre
- New wetland habitat in the south of the character area associated with the River Rother

11.28. The Staveley and Rother Valley Corridor indicative diagram and strategic site area are shown on the following maps.

Staveley and Rother Valley Corridor Strategic Site Area

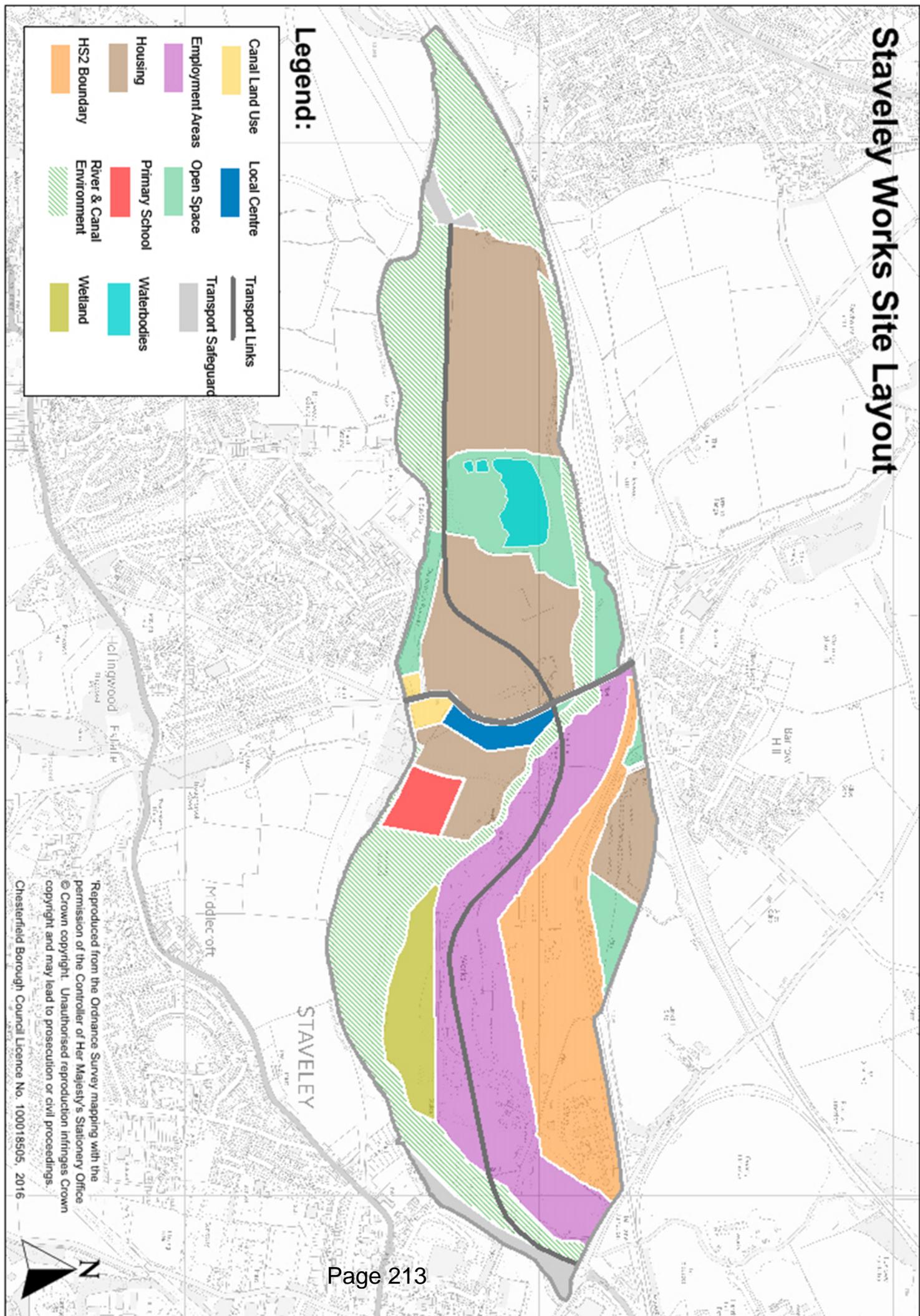


Chesterfield Borough Council Licence No. 100018505, 2017

Staveley Works Site Layout

Legend:

	Canal Land Use		Local Centre		Transport Links
	Employment Areas		Open Space		Transport Safeguard
	Housing		Primary School		Waterbodies
	HS2 Boundary		River & Canal Environment		Wetland



Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office
 © Crown copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings.

Cheshire East Borough Council Licence No. 100018505, 2016

LAND NORTH OF DUNSTON

- 11.29. Land to the north of Dunston and south of the Green Belt forms a strategic opportunity for housing delivery across the plan period. However due to the potential scale of development and landscape sensitivity it is essential that any development be carefully planned through a masterplan to ensure that the necessary infrastructure is delivered in a timely manner to ensure a sustainable community where residents have access on foot to day to day shops, services and leisure space, and where development is integrated into the landscape and surrounding areas in a sensitive manner.
- 11.30. At the time of writing planning permission is in place for up to 300 dwellings on land to the west of Dunston Lane (CHE/16/00016/OUT), which will form the first phase of development with access to existing services in Dunston and at Littlemoor Local Centre. Later phases will need to make provision for a new local centre and to reserve a site for a new one form entry primary school, in the event that existing provision is not sufficient for later phases.
- 11.31. The area is sensitive in terms of landscape. The ridge line at the north west boundary is particularly sensitive and will require early implementation of a carefully designed landscaping treatment to minimise the impact of residential development on the landscape and ridgeline. The part of the site to the far west will also be retained and improved for open space and habitat, and includes the opportunity to re-instate a former Cricket Ground to active use.

SS6 Land at Dunston

Planning permission will be granted for residential development for approximately 800 dwellings on land north of Dunston and south east of Dunston Road as allocated on the policies map and as set out in table 4. Development should be carried out in accordance with a masterplan to be agreed with the Local Planning Authority prior to development that demonstrates:

- Access arrangements from Dunston Road and Dunston Lane
- Proposals for walking and cycling provision within the site
- Provision of a new local centre to serve development
- A site reserved for a new one form entry primary school (to be retained until such time as required or evidence can be provided of a lack of need)
- A scheme of green infrastructure including landscaping, open space, play and sports provision including re-instatement of the former cricket pitch, and early implementation of a landscaping and planting scheme along Dunston Road
- A phasing plan for development phases and the provision of infrastructure

CHESTERFIELD RAILWAY STATION AND STATION ARRIVAL

- 11.32. Chesterfield Railway Station is the first point of arrival or last point of departure for approximately 1.78 million passengers¹⁶., with usage growing by 3 - 5% per year. Over a million people live within a half hours drive time of the Station¹⁷. AECOM research 2017. Currently three Train Operating Companies (East Midlands Trains, Northern Trains and the Cross Country franchise call at the Station and it is the 6th busiest station in the East Midlands, with direct services available to London, Birmingham, Liverpool, the West Country and the North East and Scotland. The announcement in July 2017 that HS2 services to Sheffield will stop at the station when they commence in 2033 creates the potential for further growth in services and investment.
- 11.33. However, the Station area is currently characterised by under-utilised land, predominantly used for surface car parking, and poor connections to the town, wider borough and region.
- 11.34. Corporation Street and the footbridge over the A61 are currently the main pedestrian route into the town centre and, whilst this underwent a significant scheme of ERDF funded improvements to landscaping and public art, it remains a weak link between two key locations. Vehicle access also remains poor with limited access by public bus and car access from the north only.
- 11.35. The area around Chesterfield Railway Station was identified in the Town Centre masterplan (May 2015) as a key character area for regeneration projects, and the route of a link road between Hollis Lane and Crow Lane has been reserved in the Local Plan since 2006.,. The Council has worked in partnership with both the EM HS2 Growth Strategy Board and the Sheffield City Region Growth Programme Boards to generate an understanding of the future needs of the station area. There is an agreement with DfT and MHCLG that work on Chesterfield and the northern Derbyshire HS2 Growth Zone will be supported by both LEPs. In the period November 2016 – to June 2017 work was undertaken using HS2 Growth Fund support from D2N2 LEP to examine how the Station and its access could be improved, alongside Derbyshire County Council and AECOM. In July 2017, A Concept Vision Document was published, and incorporated into the EM HS2 Growth Strategy “World Class - Locally Driven.”
- 11.36. SCR has provided funding for further research and development of the Master Plan and its refinement, currently being prepared by Cushman & Wakefield, Arup and Whittham Cox Architects This strategy should be in place by early 2019. Funding for the Hollis Lane Link Road is to be set aside as part of the wider LGF funded A61 Corridor Project.

¹⁶ (Estimates of Station Usage for 2016-17, ORR)

¹⁷ AECOM research 2017

11.37. Key assets in the Station Master Plan area require Safeguarding. A new road alignment joining Crow Lane and Hollis Lane will improve access to the station from the south (and reduce traffic through Chesterfield Town Centre, see policy SS1). There is also a need to ensure adequate land is safeguarded to allow for the development of an improved pedestrian bridge over the A61 to Corporation Street. The bridge would ideally be a statement piece of architecture and has been termed "Platform 4": arrival to the Town Centre. Land has been also identified for and improved station forecourt, Multi-story car parks (to release development land), bus, taxi and cycling use, limited leisure and retail use, connected to station users and an area of public realm.

11.38. It is also critical that any development of this site also co-ordinate with proposals for Chesterfield Waterside (Local Plan policy SS3) and improvements to the town centre, specifically the Spire Neighbourhood (Local Plan policy SS1).

SS7 – CHESTERFIELD RAILWAY STATION

Within land between Hollis Lane and Crow Lane, as shown on the policies map, the council will prepare an approved masterplan/development framework to maximise the regeneration benefits of future HS2 services and conventional rail services utilising the station. Within this area, and in accordance with the approved masterplan, planning permission will be granted for development that supports for:

- a) Improved access to Chesterfield Railway Station by all modes of transport including improved forecourt arrangements;
- b) Modernisation of Station facilities and electrification of the Midland Main Line through it;
- c) A new link road between Hollis Lane and Crow Lane and related road alignments;
- d) Improvements to the A61 Corporation Street footbridge, including its replacement with a new bridge;
- e) mixed use development to include residential dwellings (C3), commercial office space (B1), car parking
- f) limited retail and leisure uses (A1 to A5 and D1 and D2) in association with the Station;
- g) Pedestrian and cycle links to Chesterfield Waterside, Chesterfield Town Centre and the.
- h) Essential infrastructure required to deliver the improvements set out in the approved masterplan
- i)

Planning Permission will not be granted for development that would prevent the delivery of the above improvements.

NEIGHBOURHOOD PLANS

11.39. The Localism Act of 2011 introduced a new right for communities to shape their local areas. Neighbourhood Plans are an opportunity for local people to actively and positively help to make their local area a great place to live and work. The borough council will support community groups and bodies such as Town and Parish Councils who wish to prepare a plan, provided that it is done in accordance with the regulations.

SS8 Neighbourhood Plans

Where the views of a community are expressed in a Neighbourhood Plan they will be taken into account in the planning system provided that the plan:

- **has been endorsed by Chesterfield Borough Council;**
- **is in conformity with the Local Plan; and**
- **can be regularly updated if necessary.**

Appendix A Infrastructure Delivery

Infrastructure Delivery Plan (IDP)

NB: This IDP is an evolving document which will be updated as more knowledge is obtained about infrastructure costs, funding and delivery.

TRANSPORT						
Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP1, LP24	Local Plan identifies corridor to be reserved	<ul style="list-style-type: none"> • Chesterfield Borough Council • Homes & Communities Agency • Derbyshire County Council • Sheffield City Region • D2N2 	Chesterfield- Staveley Regeneration Route	Staveley Spur estimated at £4,635,760 (2017). Remaining costs to be determined through ongoing development work	Regeneration agencies/SCR ; Private sector; Housing Infrastructure Fund CIL; £2 million funding set aside for construction of Northern Loop Road no longer required (see below) would form DCC financial contribution.	Medium term: 2020 – 2026:

LP1, LP24	Dependent on provision of Chesterfield – Staveley Regeneration Route)	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • Sheffield City Region • D2N2 	Northern Loop Road Phase 2* (*N.B. scheme likely to be superseded by provision of Chesterfield – Staveley Regeneration Route (see above))	£6.5m (DCC, 2016)	Regeneration agencies/SCR ; developer contributions	Medium term: 2020 – 2026:*
LP23, LP24, SS7	Local Plan identifies transport scheme	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • NEDDC • D2N2, 	A61 Growth Corridor improvements, including Whittington Moor Roundabout improvements, Sheepbridge junction improvements, A61/St Augustines Road junction improvements, provision of new and upgraded pedestrian cycle routes, and technological solutions, including bus real time information, urban traffic management system, and variable message signs	£16million (£12.8m Local Growth Fund and £3.2 Local Contribution)	Local Growth Fund and Local Contribution, (plus developer contributions and Local Transport Plan allocations where identified)	Short term (to 2021)
SS1	Local Plan identifies transport scheme	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • Sheffield City Region • D2N2 • 	Chesterfield Station Masterplan; Hollis Lane Link Road; Lordsmill Roundabout remodelling (linked to A61)	£1.65m (Design and costs being prepared by DCC)	D2N2 (LGF) Sheffield City Region; CIL; HS2 (in connection with proposed Chesterfield HS2 station)	Medium term: 2020 – 2026
SS7	Local Plan identifies developer's preferred route; Implementation tied to developer's programme	HS2 Ltd	HS2 Station masterplan; & provision of HS2 Infrastructure Maintenance Depot at Staveley	Costs associated with overall HS2 programme, /A61 Growth Corridor (LGF)	HS2 Ltd	Medium to Long term

LP23, LP8, LP16, SS1, SS2, SS7	Local Plan identifies opportunities linked to walking & cycling strategies	<ul style="list-style-type: none"> Derbyshire County Council private providers 	<p>Improvement of walking and cycling routes, identified on Key Cycle Network/Local Cycle Network, including delivery of Standard Gauge for Sustainable Travel (A61 Growth Corridor improvements- see above)</p> <ul style="list-style-type: none"> Whittington Moor to Sheepbridge cycle route. A61 Hornsbridge roundabout to Storforth Lane cycle route upgrade Wayfinding strategy. 	Costs of individual projects developed through	DCC and developer contributions / CIL	Throughout plan period
--------------------------------	--	--	---	--	---------------------------------------	------------------------

FLOOD MITIGATION

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5	Staveley and Rother Valley Corridor masterplanning and working with landowners	<ul style="list-style-type: none"> Chesterfield Borough Council Derbyshire County Council Environment Agency 	Flood mitigation & defence works associated with regeneration of former Staveley works site	Overall costs: £7M <i>Source: Options Report, Taylor Young (2010)</i>	Developer contributions	Medium-term: 2020 – 2026:
SS2	South of Chatsworth Road Masterplan	<ul style="list-style-type: none"> Chesterfield Borough Council Development industry Landowners Environment Agency. 	Chatsworth Road Corridor Bridge works (Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.	£ 135,204 <i>Source: Arup, 2010</i>	Environment Agency & Trent RFDC. Included as part of developer costs	Plan period

SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • Environment Agency 	River Hipper Flood Improvement Works – Tin Mill Storage Reservoir	£6m	Environment Agency, SCR, CIL & Developer contributions	Medium to Long term
SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • Environment Agency 	River Rother Flood Improvement Works, including Horns Bridge.	Not currently estimated	Environment Agency, SCR, D2N2, CIL & Developer contributions	Long term
SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	<ul style="list-style-type: none"> • Yorkshire Water • Derbyshire County Council 	Horns Bridge Sewer Flooding	Not currently estimated	Yorkshire Water	Plan period
LP24	Co-operation with neighbouring authorities	<ul style="list-style-type: none"> • North East Derbyshire District Council • Development industry • Landowners • Environment Agency 	Flood mitigation measures beyond Chesterfield Borough administrative boundary; including in association with remediation of The Avenue; and upper Hipper Valley	Not currently estimated	Environment Agency, SCR, D2N2, CIL & Developer contributions	Plan period

WATER

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5		<ul style="list-style-type: none"> Yorkshire Water 	Increased capacity required at Staveley Waste Water Works	Not currently estimated	Developer contributions + utility providers' capital programmes	Long-term: 2026 – 2031

EDUCATION

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5	Staveley and Rother Valley Corridor masterplanning and working with landowners	<ul style="list-style-type: none"> Derbyshire County Council Chesterfield Borough Council Development industry 	Staveley – new primary school required to support SRVC regeneration	Not currently estimated	<ul style="list-style-type: none"> CIL Derbyshire County Council DfES 	Medium to Long term
LP1	Development proposals	<ul style="list-style-type: none"> Derbyshire County Council Chesterfield Borough Council Development industry 	Potential capacity issues at Brookfield Secondary School	Dependent on local school capacity at the time housing proposals come forward	<ul style="list-style-type: none"> CIL Derbyshire County Council DfES 	Local Plan period: 2016 – 2033

LP1	Development proposals	<ul style="list-style-type: none"> Derbyshire County Council Chesterfield Borough Council Development industry 	Potential primary school capacity issues at Brimington	Dependent on local school capacity at the time housing proposals come forward	<ul style="list-style-type: none"> CIL Derbyshire County Council DfES 	Local Plan period: 2016 – 2033
LP1	Development proposals	<ul style="list-style-type: none"> Derbyshire County Council Chesterfield Borough Council Development industry 	Brockwell Primary school at capacity	Dependent on local school capacity at the time housing proposals come forward	<ul style="list-style-type: none"> CIL Derbyshire County Council DfES 	Local Plan period: 2016 – 2033
LP1	Development proposals	<ul style="list-style-type: none"> Derbyshire County Council Chesterfield Borough Council Development industry 	Potential capacity issues at Netherthorpe Secondary School & Woodthorpe Primary School	Dependent on local school capacity at the time housing proposals come forward	<ul style="list-style-type: none"> CIL Derbyshire County Council DfES 	Local Plan period: 2016 – 2033

HEALTH

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
-----------------------	----------------	-------------	-----------------------------	--------------------------------	---------------------------	--------------------

LP1	Development proposals	<ul style="list-style-type: none"> Chesterfield Borough Council Care Commissioning Group 	Brimington GP Surgery and Whittington Medical Centre are approaching capacity Potential capacity issues also identified Barlborough Medical Practice, and Newbold Surgery (Windemere Road, Newbold)	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS request £512 per dwelling. <i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries.</i>	Developer contributions	Local Plan period: 2016 – 2033
-----	-----------------------	--	--	---	-------------------------	--------------------------------

STAVELEY AND ROTHER VALLEY CORRIDOR

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5: Staveley & Rother Valley Corridor	Staveley and Rother Valley Corridor masterplanning and working with landowners	<ul style="list-style-type: none"> Chesterfield Borough Council Staveley Town Council Chatsworth Settlement Trust (landowner) Saint Gobain (landowner) Homes & Communities Agency Derbyshire County Council 	Land decontamination and remediation	Overall costs: £60M - £70M <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions ; + HS2	Medium term: 2016– 2020
			On-site road infrastructure	Overall costs : see above	developer contributions/CIL	Medium term: 2020 – 2026:
			Flood mitigation and defence works	Overall costs: £7M <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions or CIL	Medium-term: 2020 – 2026:

			Masterplanned green infrastructure provision (inc proposed greenways)	Not currently estimated	Included as part of development costs or CIL	Long-term: 2026 – 2033:
			Potential capacity issues at Springwell Secondary School	Dependent on local school capacity at the time housing proposals come forward	CIL; SCR skills agenda	Long-term: 2026 – 2033
			New single form entry primary school (<i>evidence from DCC</i>)	Estimated by DCC	CIL	Long-term: 2026 – 2033

CHESTERFIELD WATERSIDE

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS3: Waterside & the Potteries	Waterside Masterplan	<ul style="list-style-type: none"> • Urbo Regeneration (which includes Bolsterstone and the main landowner, Arnold Laver) • Chesterfield Borough Council • Chesterfield Canal Partnership • SCR/D2N2 	Off-site road improvements; provision of bridge for site access; completion of canal infrastructure, preparation of development platforms	Up to £5M <i>Source: Planning application legal agreement</i>	Developer contributions; SCRIF funding of £2.7m secured to deliver site infrastructure in relation to Basin Square.	Short-term: 2013- 2020
			Masterplanned green infrastructure provision	Not currently estimated	Included as part of development costs. <i>NB: Ongoing management of green infrastructure will be funded via a management fee on residential properties</i>	Medium-term: 2020 – 2026

CHESTERFIELD CANAL

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP8; LP22; SS3; SS5 LP1 & LP2	Local Plan protects canal corridor as a major asset for sustainable transport, recreation & wildlife	<ul style="list-style-type: none"> Chesterfield Borough Council Derbyshire County Council Chesterfield Canal Partnership SCR/D2N2 	Restoration of whole route to a navigable state along whole length in the Borough; Specific transport infrastructure requirements.	£7m (DCC 2016)	<ul style="list-style-type: none"> Developer contributions; Chesterfield Canal Partnership 	Restoration of whole route across Local Plan period: 2016 – 2033

CHESTERFIELD TOWN CENTRE

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS1: Chesterfield Town Centre	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	<ul style="list-style-type: none"> Chesterfield Borough Council Development industry Landowners SCR/D2N2 Derbyshire County Council 	Enhancement of the town centre walking and cycling network (based on the network put forward by Derbyshire County Council, 2010)	No current estimates (costs will vary according to types of infrastructure required for the various routes)	Developer contributions and Local Transport Plan allocations, CIL	Local Plan period: 2016 – 2033

			Health capacity at town centre medical facilities- as identified by North Derbyshire CCG: Hasland Medical Centre; Avenue House Branch ; Avenue House Surgery; Chatsworth Road Medical Centre.	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling <i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries</i>	Developer contributions	
			Chesterfield Town Centre Masterplan: - Northern Gateway road infrastructure proposals - West Bars roundabout improvements - Hollis Lane link road - Lordsmill Roundabout improvements	Not currently estimated	Developer contributions, CIL, LEPs.	
BRIMINGTON PARISH (LOCAL CENTRE)						
Key Local Plan Policies	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery

LP1	Future masterplanning	<ul style="list-style-type: none"> Chesterfield Borough Council Brimington Parish Council Development industry Derbyshire County Council 	Foul sewerage provision	£190,000 <i>Source: Design Services, CBC</i>	Included as part of developer costs	Long-term: 2026 – 2033
LP1		<ul style="list-style-type: none"> North Derbyshire NHS CCG 	Capacity issues identified at Calow & Brimington Medical Practice (Foljambe Road, Brimington), and Whittington Moor Surgery (Scarsdale Rd, Whittington)	<p>Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling</p> <p><i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries</i></p>	Developer contributions	

EASTERN VILLAGES (DUCKMANTON & MASTIN MOOR)

Key Local Plan Policies	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
-------------------------	----------------	-------------	-----------------------------	--------------------------------	---------------------------	--------------------

LP1	Future masterplanning	<ul style="list-style-type: none"> Chesterfield Borough Council Development industry Derbyshire County Council 	Upgrades to the sewer network likely to be required at both Duckmanton and Mastin Moor (i.e. Bent Lane Sewage Pumping Station & Staveley Wastewater Treatment Works)	Not currently estimated	Included as part of developer costs	Long-term: 2026 – 2033
			Potential capacity issues at Netherthorpe Secondary School & Woodthorpe Primary School	Dependent on local school capacity at the time housing proposals come forward	Included as part of developer costs/CIL	
LP1		<ul style="list-style-type: none"> North Derbyshire NHS CCG 	Barlborough Medical Practice is approaching capacity.	<p>Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling</p> <p><i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries</i></p>	Developer contributions	

CHATSWORTH ROAD CORRIDOR

Key Local Plan Policies	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
-------------------------	----------------	-------------	-----------------------------	--------------------------------	---------------------------	--------------------

SS2	South of Chatsworth Road Masterplan	Chesterfield Borough Council Development industry Landowners Derbyshire County Council (Highways & Education). Environment Agency.	Bridge works (Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.	£ 135,204 <i>Source: Arup, 2010</i>	Environment Agency & Trent RFDC. Included as part of developer costs	Local Plan period: 2016 – 2033
			Enhancement of the walking and cycling network	Not currently estimated	Included as part of developer costs	
			Development and enhancement of the GI network	Not currently estimated	Included as part of developer costs	
			Improvement of Dock Walk to an adoptable standard, and adopt, incorporating dedicated cycle facilities	Not currently estimated	Delivered as part of new development to improve site accessibility	
			Improvement of Hipper Valley Corridor	Not currently estimated	Delivered as part of new development to improve site accessibility	
			Improvements to Old Hall junction	Not currently estimated	Delivered as part of new development to improve site accessibility	
STAVELEY TOWN CENTRE						
Key Local Plan Policies	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery

<p>LP1- LP21</p>	<p>Staveley Town Centre Masterplan</p> <p><i>NB: Whilst not part of the Local Plan programme the masterplan does set out the long-term development options for Staveley Town Centre. These options have not been costed and specific delivery arrangements are not yet in place.</i></p>	<ul style="list-style-type: none"> • Staveley Town Council • Chesterfield Borough Council • Regeneration agencies • Development industry 	<p>Whilst the Staveley Town Centre Masterplan provides a framework for new development in the town, development is mainly focused on public realm improvements. Therefore, development is unlikely have a significant impact on existing infrastructure capacity</p>	<p>There are no cost estimates for proposals in the Staveley Town Centre masterplan</p>	<ul style="list-style-type: none"> • Regeneration agencies • Developer Contributions or CIL 	<p>Local Plan period: 2016– 2033</p>
------------------	--	--	--	---	---	--------------------------------------

Appendix B Open Space Standards

Quantitative Standards	
Type of Open Space	Hectares of Provision per 1000 people
Allotments	0.34
Amenity Greenspace	0.90
Natural and Semi-Natural Greenspace	3.01
Parks and Gardens	1.06
Provision for Children and Young People	0.06
Cemeteries and Green Corridors	No standards

Minimum Thresholds for Provision of New Public Open Space

Type of Open Space		Minimum size of site
Allotments		0.4 ha (0.025 per plot)
Amenity greenspace		0.4 ha
Natural and semi natural		0.4 ha
Parks and gardens		2 ha
Play/Young People Provision	Equipped	0.04 ha
	Informal/Casual	0.10 ha

Accessibility Standards

Open space type		Accessibility catchment	Equivalent radial distance ¹
Parks & Gardens		15-minute walk time	1,200m
		30-minute drive time to country parks	n/a
Natural & Semi-natural Greenspace		15-minute walk time	1,200m
		30-minute drive time	n/a
Amenity Greenspace		15-minute walk time	1,200m
Play areas & provision for young people	Children's play	15-minute walk time	1,200m
	Youth provision	15-minute walk time	1,200m
Allotments		15-minute walk time	1,200m
		15-minute drive time	n/a

Equivalent radial distance calculated on basis of average person walking one mile in 20 minutes

Appendix C Electric Vehicle Charging Standards

Residential Development

Development	Recommended minimum provision
Dwellings with dedicated of street parking provision within curtilage	1 charging point per dwelling
Dwellings with shared off-street parking	1 charging point for every 10 parking spaces
Non-residential	1 charging point for every 10 parking spaces

To prepare for increased demand in future years, appropriate cable provision should be included in scheme design and development in agreement with the local authority.

Residential charging points should be provided with an IP65 rated domestic socket 13amp socket, directly wired to the consumer unit with 32 amp cable to an appropriate RCD. This socket should be located where it can later be changed to a 32amp EVCP.

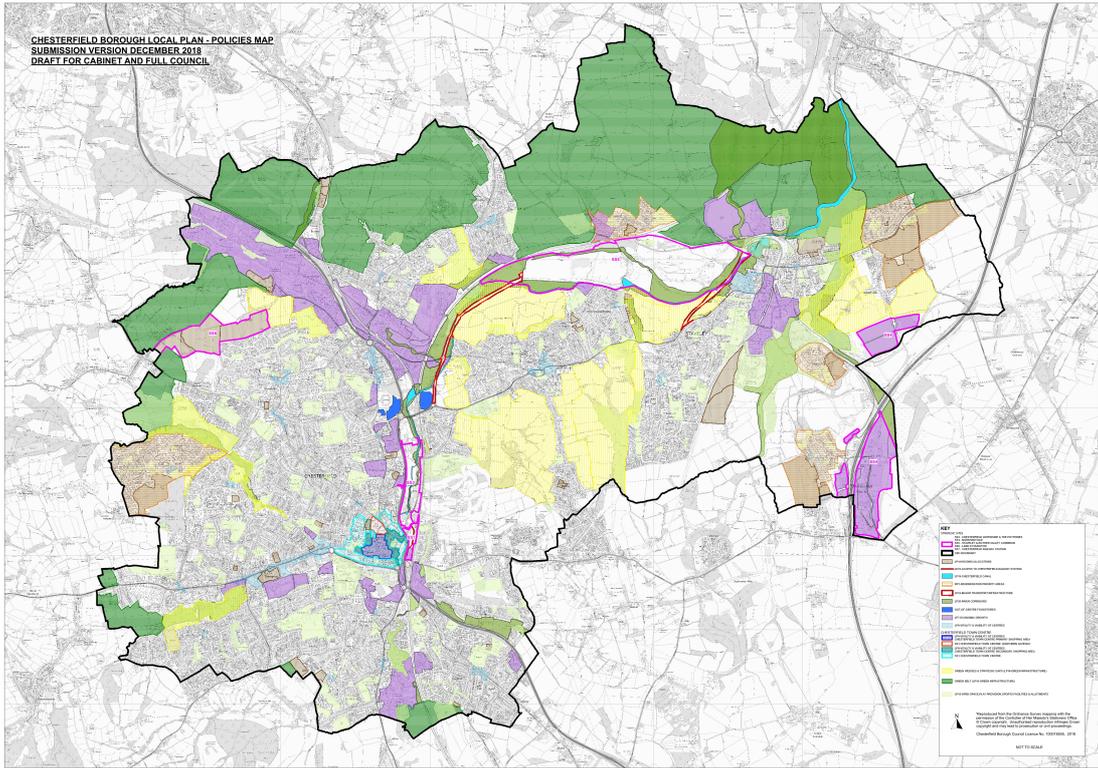
Non-residential charging points should be supplied by an independent 32 amp radial circuit and equipped with a type 2, mode 3, 7-pin socket conforming to IEC62196-2.

Appendix D Committed Housing Scheme with Planning Permission (as of 1st April 2018)

Planning Permission Reference	Site Name	Dwellings Committed	Site Size (ha)
CHE/08/00311/FUL	Land At Wessex Close, Chesterfield	5	0.22
CHE/12/00028/FUL	Manor Syck Farm 132 Church Street North, Chesterfield	4	0.29
CHE/13/00595/FUL	Club House, 3 Station Road, Barrow Hill, Chesterfield	4	0.13
CHE/14/00139/FUL	44 - 46 Park Road, Chesterfield	8	0.07
CHE/12/00286/MA	14A Spital Lane, Chesterfield	5	0.23
CHE/14/00345/FUL	Holbrook Farm, Renishaw Road, Chesterfield	1	0.44
CHE/14/00313/FUL	Poplar Farm, Rectory Road, Duckmanton	1	0.01
CHE/15/00614/REM	Site Of Former Sheepbridge Sports and Social Club, 202 Newbold Road, Chesterfield	21	8.66
CHE/14/00772/FUL	91 Brearley Avenue, Chesterfield	1	0.03
CHE/14/00713/FUL	3 Salisbury Avenue, Chesterfield	1	0.04
CHE/14/00725/FUL	4 Cross Street, Chesterfield	1	0.04
CHE/14/00392/FUL	Dunston Grange Farm, Dunston Lane, Chesterfield	2	0.66
CHE/15/00838/REM	Ringwood Centre, Victoria Street, Brimington	12	0.98
CHE/14/00768/FUL	Tasty Bites, Chesterfield Road, Staveley, Chesterfield	3	0.18
CHE/14/00883/FUL	15 Rosedale Avenue, Chesterfield	1	0.02
CHE/15/00051/COU	Angel Inn, 49 South Street North, Chesterfield	2	0.04
CHE/15/00310/FUL	6 - 8 Avenue Road, Chesterfield	1	0.03
CHE/15/00172/FUL	Dunston Hall, Dunston Road, Chesterfield	2	0.2
CHE/15/00711/FUL	Land Adjacent To 24 Riber Terrace, Walton Walk, Chesterfield	1	0.05
CHE/15/00394/FUL	Land At Upper King Street, Chesterfield	6	0.21
CHE/16/00034/OUT	Land Adjacent Five Acres	6	0.17
CHE/16/00042/FUL	Lodge Farm, Westwood Lane, Brimington, S43 1PA	4	0.32
CHE/16/00345/FUL	Post Office, 1, Market Place, S40 1TL	7	0.06
CHE/16/00428/FUL	Land To Rear Of 19, Bentham Road	1	0.05
CHE/16/00425/FUL	15-17, West Bars, S40 1AQ	2	0.01
CHE/14/00657/TCU	9 - 21 Stephenson Place, Chesterfield	4	0.07
CHE/16/00625/FUL	Land Adjacent 135, Cordwell Avenue, Newbold, S41 8BN	1	0.02
CHE/16/00518/FUL	Site Of Former Newbold Community School, Newbold Road, Newbold, Chesterfield	44	1.94
CHE/16/00769/FUL	26 A, Circular Road, Staveley, S43 3QX	2	0.05
CHE/17/00106/FUL	Land Adjacent 215, Hady Lane, Hady	1	0.1
CHE/17/00068/FUL	7 Myrtle Grove, Hollingwood, Chesterfield, S43 2LN	1	0.02
CHE/17/00271/FUL	Land Adjacent Troughbrook Road, Hollingwood, Chesterfield	3	0.1
CHE/17/00263/FUL	107 Saltergate, Saltergate, Chesterfield	31	1.14
CHE/17/00467/FUL	27 Willow Garth Road, Newbold, Chesterfield	1	0.05
CHE/17/00488/FUL	Land Adjacent to 24 Dovedale Avenue, Inkersall, Chesterfield	1	0.03
CHE/17/00218/FUL	Land to the Rear of 3 and 5 Wharf Lane, Chesterfield	4	0
CHE/17/00546/FUL	Land to rear of 11 Chesterfield Road, Chesterfield	1	0.05
CHE/17/00475/FUL	1-3 Knifesmithgate, Chesterfield	10	0.03
CHE/17/00626/FUL	64 Chester Street, Chesterfield	1	0.03
CHE/17/00661/FUL	51, Chesterfield Road, Staveley, Chesterfield	2	0.02
CHE/17/00586/FUL	Land Adjacent to 12 Cavendish Street, Old Whittington, Chesterfield	1	0.03

Planning Permission Reference	Site Name	Dwellings Committed	Site Size (ha)
CHE/17/00685/REM	Land North-East Of Sainsbury's Roundabout, Rother Way, Chesterfield	120	7.03
CHE/15/00746/REM1	25 Netherthorpe, Chesterfield	1	0.09
CHE/18/00005/COU	156 Keswick Drive, Newbold, Chesterfield	1	0.05
CHE/16/00305/TCU	6, Rose Hill, S40 1LW	1	0.01
CHE/15/00514/REM	246A Ashgate Road, Chesterfield, S40 4AW	6	0.16
CHE/15/00031/OUT	Land Adjacent To 20, Woodthorpe Road, Chesterfield	1	0.06
CHE/15/00087/FUL	Land At Rushen Mount, Chesterfield	1	0.06
CHE/14/00782/OUT	Fridays Chip Shop, 109 Highfield Road, Chesterfield	5	0.09
CHE/15/00272/OUT	Land To Rear Of 98 Grangewood Road, Chesterfield	4	0.11
CHE/15/00386/FUL	24 Netherthorpe, Chesterfield	2	0.01
CHE/15/00301/FUL	31 High Street, New Whittington, Chesterfield	2	0.02
CHE/15/00519/FUL	45 Wythburn Road, Chesterfield	1	0.05
CHE/15/00600/FUL	Avondale Surgery, 3 - 5 Avondale Road, Chesterfield	6	0.12
CHE/15/00348/FUL	115 Coniston Road, Chesterfield	1	0.04
CHE/15/00486/FUL	341 Ashgate Road, Chesterfield	1	0.18
CHE/15/00779/FUL	Land Adjacent, 102 Brooke Drive, Chesterfield	1	0.02
CHE/15/00595/OUT	The Conservatory Centre, Hazlehurst Lane, Stonegravels, Chesterfield	9	0.2
CHE/16/00824/REM	Land Opposite Oaks Farm, Markham Road, Duckmanton	1	0.13
CHE/15/00831/FUL	Land To The Rear Of 570 Chatsworth Road, Chesterfield, Derbyshire	1	0.11
CHE/15/00796/FUL	131A Station Road, Brimington, Derbyshire	1	0.08
CHE/15/00678/OUT	Moorlea, Ashgate Road, Linacre, Chesterfield	7	0.41
CHE/15/00195/FUL	Former Social Club, Saltergate, Chesterfield	10	0.08
CHE/15/00464/FUL	Land To The Rear Of 79 Sheffield Road, Stonegravels, Chesterfield	19	0.34
CHE/16/00019/OUT	Land North West Of Sandiway, Walton, Chesterfield	1	0.07
CHE/15/00701/FUL	Land To The Northern End Of Rushen Mount, Chesterfield	2	0.19
CHE/16/00053/FUL	Apple Trees, Lancaster Road, Newbold, S41 8TP	6	0.41
CHE/14/00896/FUL	Littlemoor Shopping Centre, Littlemoor Centre, Chesterfield	10	0.24
CHE/16/00145/OUT	Land Adjoining 20 Harehill Road, Harehill Road, Grangewood	1	0.03
CHE/15/00314/FUL	7, Walton Walk, Chesterfield	1	0.03
CHE/16/00210/FUL	Land To The Rear Of 572 Chatsworth Road, Chatsworth Road, Chesterfield	1	0.12
CHE/16/00121/FUL	Land To The West Of Keswick Drive, Newbold	9	0.59
CHE/16/00258/OUT	Land Adjacent To 2 Hathern Close, Brimington, Chesterfield	1	0.03
CHE/16/00360/REM1	Basil Close S41 7SL	22	0.15
CHE/16/00023/FUL	Handleywood Farm, Whittington Road, Barrow Hill	5	0.39
CHE/16/00421/FUL	Land Adjacent to 105, Kendal Road, Newbold	1	0.06
CHE/16/00306/FUL	Rear Of 246, Ashgate Road, S40 4AW	1	0.13
CHE/16/00218/OUT	Land Adjacent To 24, Dovedale Avenue, Inkersall	2	0.07
CHE/16/00436/OUT	325, Ashgate Road, S40 4DB	5	0.43
CHE/16/00582/FUL	52, Lowgates, Staveley, Chesterfield, S43 3TU	1	0.01
CHE/17/00578/REM	97 Station Road, Chesterfield	2	0.03
CHE/16/00216/FUL	Jacksons Bakery, New Hall Road, S40 1HE	7	0.08
CHE/16/00571/OUT	35, Whittington Hill, Old Whittington, S41 9HJ	1	0.03
CHE/16/00721/OUT	Land Between 16 - 18, Eyre Street East, Hasland, Chesterfield	1	0.02
CHE/17/00013/FUL	118, High Street, New Whittington, S43 2AL	2	0.02
CHE/16/00831/FUL	21 Clarence Road, Chesterfield	1	0.03
CHE/17/00067/COU	1 Tennyson Avenue, Chesterfield, S40 4SN	5	0.06
CHE/17/00037/FUL	The Gables, Staveley, S43 3PU	3	
CHE/17/00104/MA	Land To The West Of 234, Hady Hill, Hady, Chesterfield, S41	1	0.05

Planning Permission Reference	Site Name	Dwellings Committed	Site Size (ha)
	OBJ		
CHE/17/00279/FUL	25, Porter Street, Staveley, Chesterfield	1	0.1
CHE/17/00156/OUT	158 Middlecroft Road, Staveley, S43 3NG	1	0.04
CHE/17/00123/OUT	35 Ashgate Road, Chesterfield, S40 4AG	1	0.03
CHE/17/00213/FUL	24 Riber Terrace, Walton Walk, Boythorpe, Chesterfield, S40 2QF	1	0.04
CHE/17/00459/FUL	82 Walton Road, Chesterfield	1	0.02
CHE/17/00394/COU	91 Newbold Road, Newbold, Chesterfield	1	0.05
CHE/17/00251/OUT	Land At Chester Street, Chesterfield	4	0.03
CHE/17/00152/FUL	Land Adj Trinity Court Newbold Road, Chesterfield	7	0.21
CHE/17/00252/OUT	20 Harehill Road, Chesterfield	2	0.03
CHE/17/00444/FUL	43 Knifesmithgate, Chesterfield	4	0.04
CHE/17/00464/COU	29 Sheffield Road, Chesterfield	1	0.01
CHE/17/00456/OUT	20A Avondale Road, Chesterfield	1	0.08
CHE/17/00384/FUL	Jubilee Works Middlecroft Road, Staveley	4	0.11
CHE/17/00585/COU	27 Albion Road, Chesterfield	3	0.01
CHE/17/00623/COU	54 Rutland Road, Chesterfield	1	0.01
CHE/17/00375/REM	Hady Miners Welfare Club, Houldsworth Drive, Hady, Chesterfield	6	0.12
CHE/17/00690/OUT	11 Bridle Road, Chesterfield	1	0.07
CHE/17/00686/FUL	Ashton Lodge, 28 Abercrombie Street, Chesterfield	1	0.08
CHE/16/00835/FUL	The Elm Tree Inn, High Street, Staveley, S43 3UU	23	0.14
CHE/17/00477/FUL	8 Park View, Chesterfield	1	0.04
CHE/17/00747/FUL	Land to the Rear of 109 Middlecroft Road, Staveley	3	0.1
CHE/17/00756/OUT	Land On Goyt Side Road Corner, Factory Street, Chesterfield	5	0.12
CHE/17/00757/OUT	Land Used For Storage and Premises, Goyt Side Road, Chesterfield	8	0.22
CHE/17/00340/FUL	24 High Street, Chesterfield	3	0.03
CHE/17/00786/FUL	5 Westwood Lane, Brimington, Chesterfield	1	0.03
CHE/16/00083/OUT	Land To The Rear Of 18 Lancaster Road, Newbold, Chesterfield	4	0.05
CHE/17/00874/REM	Land Adjacent To 89 Sheffield Road, Stonegravels, Chesterfield	3	0.13
CHE/17/00634/OUT	1 Bridle Road, Chesterfield	5	0.17
CHE/17/00437/FUL	Q House, The Green, Chesterfield	3	0.08
CHE/17/00334/FUL	10B Marsden Street, Chesterfield	5	0.05
CHE/17/00353/PNCOU	Derbyshire Carers Association, 69 West Bars, Chesterfield	2	0.01
	TOTAL	611	
	10% Potential lapse rate applied	550	



This page is intentionally left blank



Statement of Consultation

Draft Local Plan

April 2017



Appendix C

Introduction

This statement of consultation presents an overview of the draft local plan consultation process that took place from 12 January to 27 February 2017. Whilst this was only an informal consultation, all statutory and general consultees were invited to comment on the draft plan at this stage. This statement details the consultees invited to make representations, how they were invited to do so and a summary of the main issues raised during the consultation period.

The National Planning Policy Framework (NPPF) states within paragraph 155 that “early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that Local Plans, as far as possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made”.

This document details how such early and meaningful engagement has been achieved and also makes recommendations as to the actions that could be taken to ensure that the next version of the Local Plan addresses the issues raised by consultees through the next stage of the consultation process.

In addition to the statement itself, appendices have been included which provide more detail on the various consultation events and methods of publicity.

This consultation statement complies with Regulation 18 and 35 of The Town and Country Planning Regulations (2012). The consultation was also carried out in line with the councils’ adopted [Statement of Community Involvement](#) (2014).

Table 1 outlines the stages of consultation that have taken place in the lead up to the pre-submission stage and the next stages following the finalisation of the pre-submission version.

Table1:

Stage	Description	Date Held
1	Sites & Boundaries Issues and Options Report	November 2012 – Feb 2013
2	Draft Local Plan & Consultation	January – February 2017
3	Gypsy & Traveller Sites Consultation	Spring / Summer 2017
4	Proposed Submission Local Plan	September 2017
5	Submission of Local Plan to Secretary of State	December 2017
6	Public Examination of the Local Plan by a Planning Inspector	2018
7	Adoption of full plan by council	2018

Communications Objectives

- To ensure that all key stakeholders are fully aware of the need to produce and contents of the new Local Plan.
- To ensure that residents and other stakeholders are aware of the opportunities to respond to and comment upon the Local Plan.

Appendix C

- To ensure that the key themes of the Local Plan are presented in a manner that is accessible to all, allowing for a wide audience to engage in the process.
- To hold a range of events and exhibitions to convey the key themes of the local plan to enable the Forward Planning team to identify reoccurring themes and issues.

Notification of Consultation

The public consultation on the Draft Local Plan, including the associated technical documents (i.e. the Sustainability Appraisal and Habitats Regulations Assessment), prepared in accordance with the relevant legislation, commenced on 12th of January 2017 for six weeks, closing at 5pm on the 27th of February 2017.

Letters and emails (depending on previously stated preference) were sent to all residents and businesses on the Council's Local Plan database in addition to statutory consultees. The contacts within the database totalled 1401. Where email addresses were no longer valid, effort was made to update the address by contacting the business or organisation in question.

The notification set out details of the consultation and invited recipients to attend the public drop-in events that would be taking place.

The full list of the Council's statutory consultees and descriptions of the general consultee bodies are presented in **Appendix 1**.

Social media and the Council's website were also used to issue a press statement on the Local Plan consultation which was widely disseminated online. Tweets (via "@ChesterfieldBC") and Facebook posts were scheduled between January and February 2017 to encourage residents to take part in the consultation. There were regular tweets either promoting drop in events, press releases or the consultation itself. The press release and example Tweets can be seen in **Appendix 2** which details the publicity around the draft Local Plan.

Leaflets were distributed at the consultation events (see **Appendix 4**), college, all Borough libraries and in the Council's contact centre. Copies of the draft Local Plan and policies map were also made available to view at the Town Hall, at all libraries throughout the Borough and in the Contact Centre.

Duty to Cooperate

The consultation has been undertaken in accordance with Section 110 of the Localism Act 2011 in that we have sought comment from neighbouring local planning authorities, county councils and other bodies with statutory functions to cooperate with each other on strategic planning matters. The Council has worked with neighbouring authorities in the preparation of the draft Local Plan and will continue to do so.

Appendix C

Participation in the Consultation

Participation in the consultation was facilitated through the Council's website. All documents were available to view online and comments could be made via a downloadable form. Residents and specific consultees were able to return the consultation in person or by post. Comments were also accepted by email to the Council at Local.plan@chesterfield.gov.uk. Paper versions of the consultation form were also available at libraries, the Town Hall and the contact centre for those who preferred to submit their response by post or hand.

Events Held

The following methods of consultation were carried out throughout the Local Plan consultation period. Summaries of the comments made at the events are presented in **Appendix 3**.

Community Assembly Presentation Evening

The Forward Planning team gave a presentation at the Community Assembly presentation evening which took place on Wednesday 11th January 2017. The presentation detailed the key points of the draft local plan and details of consultation and was well attended with approximately 75 people in attendance on the night. Given time constraints there was no opportunity for questions, however subsequent events where more planning officers would be in attendance were advertised.

Awareness Raising Events

Staveley Market Stall – 17th January, 10:00-14:00

Chesterfield Pavements Centre – 19th January, 10:00-18:00

Objectives:

- Raise awareness of the forthcoming Exhibition event by engaging with underrepresented parts of the local community and encourage them to become involved in the consultation events.
- Capture views of various members of the community by holding events at different locations in the borough.
- Provide opportunities for a wide audience to engage in the process through a selection of feedback tools.
- Disseminate a summary of the local plan and links to more information via a leaflet.

Appendix C



Residents engaging with the Local Plan Consultation materials

Awareness raising stalls were booked with objective of raising awareness of the Local Plan consultation and to distribute summary leaflets detailing how to get involved. The stalls (in the town centre and Staveley market place) were widely attended with approximately 150 visiting the Pavements stall and 40 speaking to members of the planning team at Staveley market. Large A0 maps were available for residents to see how the new draft Local Plan may affect their locality. A summary of the key issues raised is presented in **Appendix 3**.

Exhibition

Chesterfield Assembly Rooms – 6th February, 12:00-20:00

Objectives:

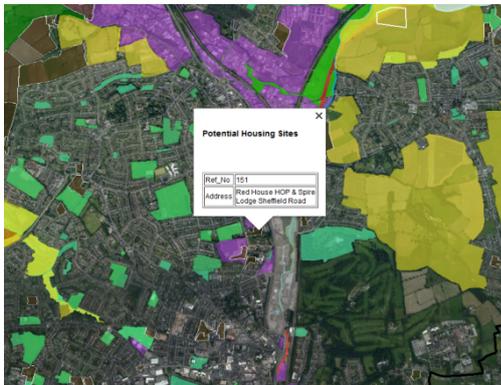
- Provide an opportunity for in-depth discussion on the emerging themes
- Identify the reoccurring themes and key issues
- Present more detailed information on specific areas of interest

A room was booked in the Market Hall Assembly Rooms for the main local plan exhibition. The event ran until 8pm to allow those working in the daytime to attend. A presentation on the local plan was placed on loop and planning officers were available to answer any queries on the plan and proposed allocations. A laptop was also available with a Google Earth version of the plan loaded, this allowed residents to enter their postcode to see how the local plan affected their locality and easily look up any supplementary data relevant to each allocation (e.g. potential housing capacity and reference numbers).

Copies of the local plan map and constraints map were available to look at alongside some boards which looked at the town centre in focus and summarised the key policies and strategic sites. Copies of the response form and local plan leaflets were available to take away.

Appendix C

The event was attended by approximately 80 people and highlighted a wide range of issues and comments on the local plan policies and allocated sites (see **Appendix 3** for summaries).



Google Earth version of Local Plan

Assembly Rooms Exhibition Event

College Outreach Event

Chesterfield College – 10th February 11:30 – 13:30

Objectives:

- Encourage more representations from younger people within the Borough
- Engage young people with the local plan

A stand was booked in the main Heartspace of Chesterfield College in order to engage the students and staff in the consultation process. Students were asked to think about their priorities for the development of Chesterfield via a dot voting exercise. This proved to be an effective way of helping the students think about the trade-offs between certain local plan concepts such as the wellbeing derived from enhancing green space provision and improving housing provision through the allocation of greenfield sites. Whilst the number of students that engaged with the stall was relatively low (15-20) a number of conversations highlighted the following as priorities amongst young people:

- the provision of affordable housing
- the improvement of transport links within the town centre (higher frequency of bus services)
- large multi-use developments such as Waterside coming to fruition.

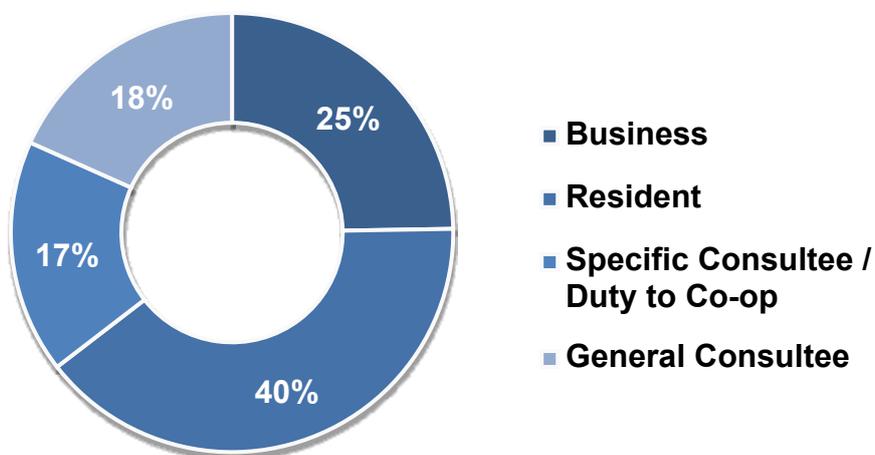


Appendix C

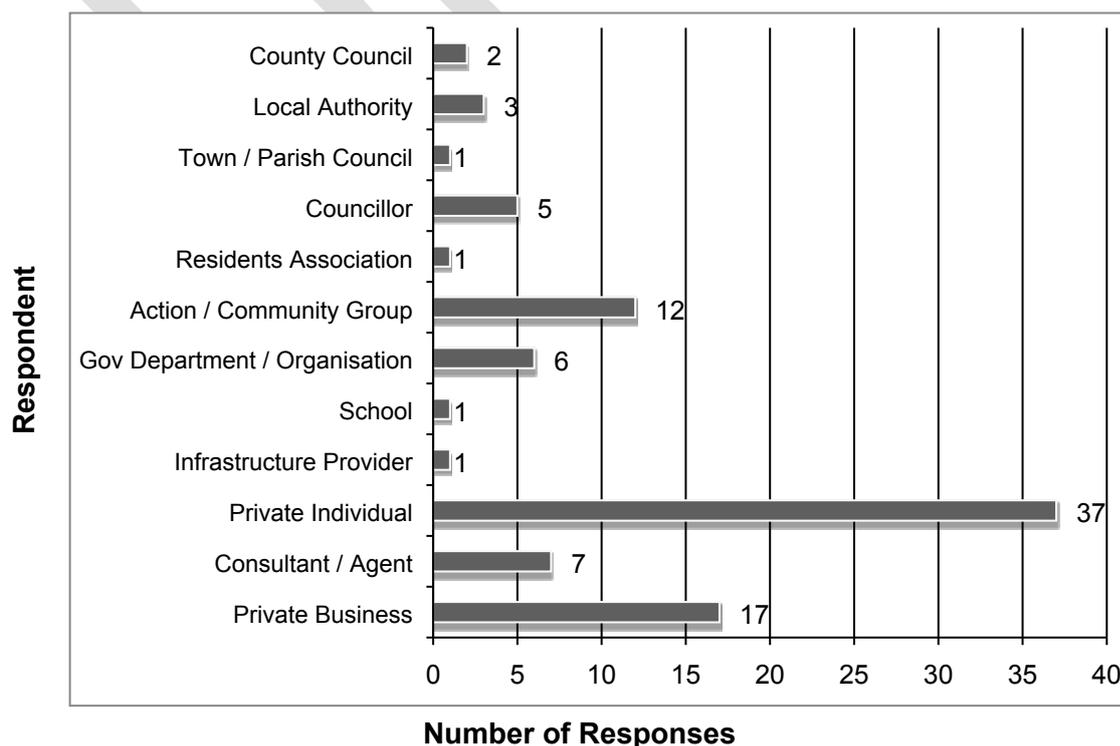
Response to Consultation - Initial Results

A total of 93 representees responded to the draft Local Plan Consultation period which were broken down further into individual representations on specific sites and policies. Of the respondents 40% were from residents and 25% from businesses with the remainder being from general and statutory consultees (Graph 1). Graph 2 below shows a detailed breakdown of representees, of the statutory and general consultees there were a number of responses from community / action groups, government organisations and local government institutions. Of all of the individual comments, 37% were objecting to a specific site or policy and 27% of the comments expressed support (Graph 3). The detailed breakdown of objections and support (Tables 2 & 3) will require an update when the remainder of the comments have been entered into the Local Plan Consultation database.

Graph 1: Representees to the draft Local Plan

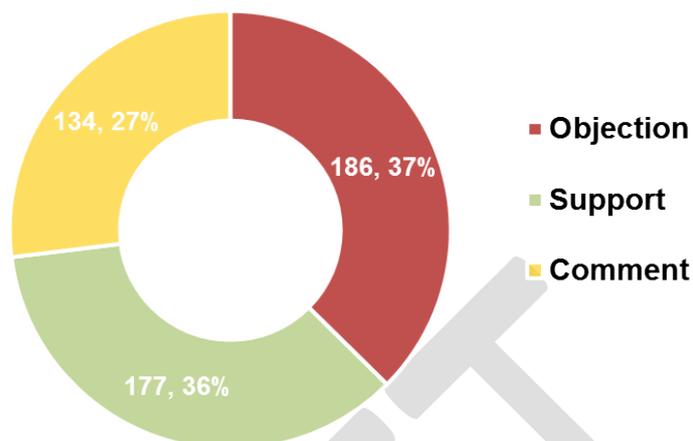


Graph 2: Breakdown of Respondents



Appendix C

Graph 3: Nature of Responses



Objections and support by Policy

A pivot table has been produced in order to determine which policies have received the most objections (Table 2). This permits an initial exploration of the local plan response data which will be explored further in a more comprehensive report to follow.

The policy which received the most objections was CS10 (Flexibility in Delivery of Housing) which details the sites explored as potential housing sites under the Land Availability Assessment. This housing policy raised the most objections amongst residents who identified concern over the potential allocation of particular sites. There was also concern over the range of housing (Policy CS11) where representees were keen to see more done to meet the requirement of the Borough's demographic profile through improving the range of housing.

The larger planning consultancies (which act as agents for developers interested in specific sites within the Borough) raised concerns over the validity of the Strategic Housing Market Assessment, the method used to calculate the housing target and the deliverability of strategic and reserve sites within the plan period.

Policy CS1 (the Spatial Strategy) received a wide range of objections relating to the use of greenfield sites, the validity of the Strategic Housing Market Assessment (in its approach to calculating the housing shortfall and allocation of land) and the Employment Land Requirement study's lack of consideration of HS2.

The Mastin Moor and Duckmanton Regeneration Priority Areas (RPA) received objections owing to the impact on the character of the existing community and the proposed use of greenfield sites. Both the Staveley and Rother Valley (PS5) and Mastin Moor RPA sites have received objections from consultancies with clients developing the areas looking for minor changes in the policies that better represent development aspirations.

Appendix C

With regards to Policy CS5 objections, some residents feel as though the allocation of wind turbine areas will have a detrimental impact on landscape character, wildlife and the setting of heritage assets.

Concern has been raised over the Percent for Art Policy under CS18 (especially the linkage to development value rather than cost) and request that the scheme should be subject to viability.

Policy CS9 has been critiqued by sports England as the Play and Open Spaces Strategy is deemed to be out of date and requires revision in line with circumstances relating to specific sites. The adoption of a 'standards' approach for sports provision is also questioned as it does not draw upon local evidence.

Table 2: Policies with most Related Objections

Policy	Sum of Objection
CS10 - Flexibility in Delivery of Housing	45
Not Specified	28
CS1 - Spatial Strategy	16
RPA's	12
PS5 - Staveley & the Rother Valley Corridor	10
CS4 - Infrastructure Delivery	8
CS11 - Range of Housing	7
CS5 - A Changing Climate	7
CS18 - Design	6
CS2 - Principles for Location of Development	5
CS9 - Green Infrastructure & Biodiversity	5
CS13 - Economic Growth	4
CS19 - Historic Environment	4
CS20 - Influencing the Demand for Travel	4
CS8 - A Healthy Environment	4

Appendix C

Support by Policy

The policies with the most support (Table 3) include CS10 (Flexibility in the Delivery of Housing), the Spatial Strategy (CS1), the regeneration priority areas, Green Infrastructure and Biodiversity, Major Transport Infrastructure and the Canal Corridors. The number of associated objections has been included for context.

With regards to the environment the comments supported the commitment to the Biodiversity Action Plan and welcomed work to update the Greenprint for Chesterfield. Also welcomed was the protection afforded to ancient and non-ancient woodland and the recognition of the importance of green infrastructure. The restoration of the canal was also supported in relation to environmental and heritage benefits.

Support under Policy CS1 related to the inclusion of reserve sites within the local plan, the method of dealing with historic housing under delivery and the inclusion of strategic gaps and green wedges.

Under CS10, support was received predominately from developers keen to see their sites included within the plan and one resident who had undertaken an evaluation of each of the sites included as potential housing allocations. Comments of support were also received for housing in the RPA designations.

Under Policy CS21 (Major Transport Infrastructure) most comments expressed support for the Hollis Lane Link Road.

Table 3: Policies with most Related Support

Policy	Sum of Objection	Sum of Support
CS10 - Flexibility in Delivery of Housing	45	62
Not Specified	28	23
CS1 - Spatial Strategy	16	14
RPA's	12	10
CS9 - Green Infrastructure & Biodiversity	5	7
CS21 - Major Transport Infrastructure	2	6
Canal Corridors	1	6
PS5 - Staveley & the Rother Valley Corridor	10	4
CS18 - Design	6	4
PS1 - Chesterfield Town Centre	2	4
PS3 - Chesterfield Waterside & the Potteries	1	4

Appendix C

Sites of Contention

The sites that received the most objecting comments are shown below in Table 4. Potential housing sites at Lodge Close and Calow Lane received the most objections in addition to the allocation of a Regeneration Priority Area at Duckmanton. Lodge Close has already been rejected at planning committee however its inclusion within the draft local plan was deemed to be appropriate given that the decision had not yet been taken. Concerns regarding the Calow Lane site predominately related to traffic congestion and access issues.

Table 4 – Sites which received the most Objections

Sites	Description	Sum of Objection	Sum of Support	Sum of Comment
No reference to site		128	117	110
H40	Lodge Close (Land east of), Brimington Common	19	0	1
H15	Calow Lane (Land to the South East of), Chesterfield	9	0	0
Duckmanton (RPA)	Regeneration Priority Area	5	0	0
Mastin Moor (RPA)	Regeneration Priority Area	3	2	0
SG2	Strategic Gap	3	0	0
H35	Inkersall Road (Land west of), Staveley	2	1	0
H43	Newbold Road (Land north of), Newbold, Chesterfield	2	0	1
H69	White Bank Close (land at), Hasland	2	0	2
SBWIND10	Potential Wind Area	2	0	0

The next stage of the consultation process will be to produce responses to all comments on the local plan. These will be published on the council's website alongside summaries of each of the representations.

Appendix C

Appendix 1 – Consultees

Statutory Consultees

Specific and Duty to Co-operate consultation bodies include the following;

Neighbouring Local Planning Authorities:

- Bolsover District Council
- North East Derbyshire Borough Council
- Derbyshire County Council

Town or Parish Councils within or adjoining Chesterfield Borough

Civil Aviation Authority

Coal Authority

Derbyshire Chamber Of Commerce & Industry

Derbyshire Wildlife Trust

English Heritage (the Historic Buildings and Monuments Commission for England)

Environment Agency

Homes and Communities Agency

Natural England

Network Rail Infrastructure Ltd

National Grid

Highways Agency

NHS North Derbyshire Clinical Commissioning Group

Local Enterprise Partnerships

Severn Trent (water and sewerage undertaker)

Sport England

Yorkshire Water (water and sewerage undertaker)

Western Power Distribution

Marine Management Organisation

Plus other relevant gas, electricity and electronic communications network infrastructure providers

Other ‘General’ consultation bodies include the following;

(a) voluntary bodies some or all of whose activities benefit any part of the local planning authority’s area,

(b) bodies which represent the interests of different racial, ethnic or national groups in the local planning authority’s area,

(c) bodies which represent the interests of different religious groups in the local planning authority’s area,

(d) bodies which represent the interests of disabled persons in the local planning authority’s area,

(e) bodies which represent the interests of persons carrying on business in the local planning authority’s area;

Appendix C

Appendix 2 – Publicity

Press Release

A press release was uploaded to the Chesterfield Borough Council website prior to the consultation period in order to convey the key themes of the local plan and advertise the consultation events programme.

10 January 2017

Public views sought on Local Plan to guide future developments

Chesterfield residents are being asked for their views on a revised Local Plan which sets out where key housing and industrial developments will take place in the future.

Chesterfield Borough Council's Local Plan strategic planning document has been updated to take account of new Government policy and the changing demand for housing and other key sites. It identifies:

- Potential sites for more than 4,600 new homes between 2016 and 2033 (272 a year), with reserve sites for another 1,000 homes
- 205 acres (83 hectares) of new employment land
- Retail, commerce and industrial sites
- Open spaces, play areas and environmental spaces
- The approach to finding sites for traveller pitches
- Renewable wind energy sites

The plan proposes no changes to the green belt area of Chesterfield and protection for strategic gaps and green wedge areas between settlements within the borough. It also safeguards land for the possible future Chesterfield-Staveley regeneration route, Hollis Lane link road and the restoration of Chesterfield Canal.

The majority of new housing will be built on brownfield sites but it is not possible to deliver all of the new homes this way. The proposals would mean building on some greenfield sites at Holme Hall, Mastin Moor, Poolsbrook, Duckmanton and Dunston.

A series of **public consultation events** have been organised to get the views of residents and businesses from the Chesterfield borough, explain the plan further and answer questions people may have.

Councillor Terry Gilby, Deputy Leader of Chesterfield Borough Council, said:-

"This document will impact on the lives of most Chesterfield borough residents and businesses so it is really important that people are aware of what is proposed.

"Not every site identified as an option within the plan will be developed. What the consultation is seeking is the views of people about whether the suggested sites for housing, industry and other needs are being located in the best places possible given the land available within the borough.

"I would urge as many residents as possible to read the plan and attend one of our consultation events to find out more about the process so they can give informed opinions about what the future developments they want to see in their borough."

The consultation runs from Thursday 12 January to Monday 27 February.



Derbyshire Times Newspaper

The Derbyshire Times have published some web articles on their website and advertised them via Facebook. The articles discussing the press release and the detail of the local plan are available [online](#). Each of the articles informed readers of the consultation event locations and dates.

The Derbyshire Times also produced a double page spread on the detail of the local plan with quotes from residents taken at the Pavements Centre consultation event.

Other Media

Information about the local plan was also disseminated via the S40 Local Magazine.

Appendix C



S40 Magazine Articles

Do You Care About Chesterfield's Future?

Here's your chance to review the council's development plan and have your say.

Social Media

Both Twitter and Facebook were used to advertise the release of the draft local plan, consultation period and consultation events. Given the prevalence of social media amongst the younger generation it was hoped that advertising the local plan using this method of communication would spark interest from a wide range of people.

Examples from Twitter:



Twitter statistics show that each of these Tweets were seen ~1500 times showing this to be an effective method of disseminating information about the plan and consultation. Both the tweets and Facebook posts received numerous 'likes', 'shares' and 'retweets' from the public.

Appendix C

Appendix 3 – Notes from Events

Local Plan Consultation – Draft Local Plan

Summaries of comments raised:

Traveller Sites

Concern was expressed over the potential for pitches. Residents are keen to look at which sites are being considered.

Environment

Support was offered for the continued protection of the green belt in Chesterfield, but concern voiced over proposals to alter the boundaries outside of the Borough..

Travel & Transport

Congestion on the A61, Chatsworth Road and A619 was frequently raised as an issue.

There was much support for the Hollis lane link road and its importance in alleviating congestion within the town centre.

Improved integration between key points in the town was highlighted, particularly the poor bus connectivity between the train station and town centre. Suggestions included a hopper bus to serve the town centre. There was much support for the Hollis Lane Link road which would improve the connectivity of the town centre and railway station.

Parking was highlighted as an issue given the sale and proposed development of the Ashgate Road and Waterside. A park and ride was suggested (around the B&Q area) as an improvement that would alleviate town centre congestion and parking issues.

There were concerns from residents over the cobble stones within the market area which are considered to make the centre inaccessible for disabled people.

HS2 was described both positively and negatively by residents. There was interest over the proposed route and whilst some thought it a drain on funding, some saw it as an economic boost to the area.

Town Centre

Many were interested in the future of Co-op on Elder Way and questioned whether the area would be able to support a hotel and more restaurants. Another resident expressed concern over where the users of the development would park.

Enquiries were made as to the future proposals for the Queen's Park Sports Centre, the former courthouse at Shentall Gardens and as to the future of the Chesterfield Hotel. One resident expressed concern that Chesterfield was at risk of losing its identity and charm, especially given the impact of budget developments.

Appendix C

One resident claimed that there were too many vacant properties within the town centre which should be brought back into use. There was support for more housing developments in the town centre in order to support the shops and services within.

It was claimed that the Waterside development would pull shoppers away from the town centre and the retail offering in the centre would decline over time.

Concerns were expressed over the re-location of drug misuse centre to St Mary's gate given likely anti-social behaviour issues. General concern was expressed over anti-social behaviour around the town centre and rough sleeping at the Beetwell Street bus stops.

Housing

The affordability of housing was brought in to question, especially given that starter homes are not always affordable. There was encouragement for the provision of more affordable housing (such as pre-fab units) and a greater availability of rented stock.

There was concern over the build and design quality of new housing and the impact that this has on the character of the Borough.

Given the projected demographic changes within the borough, a greater need for adaptable and lifetime housing was highlighted with particular reference to larger bungalows for private ownership.

One resident queried whether so many houses would be needed following the Brexit process.

Residents were concerned over the RTB process and suggested that it was depleting the stock of affordable housing within the borough as the receipts obtained by the council left insufficient funding to build new stock.

There was some confusion over RPA sites and whether all of the land allocated was actually due to be developed (Ashgate plantation in particular).

Site Specific

There was concern over the **Linacre Road Site** and the implications for road safety and traffic management alongside the inclusion of the plantation within the site boundary. The need for investment in more local shops and services within the area to support any new housing developments was also voiced.

The **Dunston Reserve site** concerned residents of Cutthorpe given the removal of the gap which currently separates Chesterfield and Cutthorpe.

General support was expressed for the **Walton Works** development scheme to restore the listed building for residential / retail use, however some residents are concerned that this will lead to traffic problems.

There were concerns over site 113 (H08) land at **Bent Lane, Staveley** and how it would access the A619.

Appendix C

Site 57 (H40), **Lodge Close** was frequently considered to be a controversial location for potential development, with requests for it to be placed within the Strategic Gap boundary.

A query was raised as to why **Loundsley green Road** had not been shown as a housing site given it has already been given permission.

Interest was expressed in the **Staveley Works** site and the timescale for remediation and development.

Questions were raised over site 35 (H57) and the actual capacity for building homes outside of the basin area.

Design

Concern was expressed over the quality of design with regards to new development – particularly the Northern Gateway project and the Old re station site.

Sheffield Road was highlighted as a ‘shabby’ area requiring improvement. General concerns were expressed over the quality of management of the town centre.

Retail & Services

There was concern about the loss of pubs – policy should take into account the characteristics of alternatives (CS17 “equivalent facility”), as not all pubs are the same and cater for the same people.

There was great concern over school capacity given the influx of new housing to areas which are already considered to be full in terms of school places. This was also mirrored in concerns regarding healthcare provision, particularly in the Dunston, Inkersall, Staveley and Brimington areas.



Appendix 4 – Local Plan Summary Leaflet

Have your say on the new Local Plan for Chesterfield



Come along and find out more

Planning officers will be available to answer questions at the following drop-in events:

Stalls

- Tuesday 17 January on Staveley Market, 10am to 2pm
- Thursday 19 January in the Pavements Centre (outside Tesco), 10am to 6pm.

Exhibition

- Monday, 6 February - Chesterfield: Market Hall Assembly Rooms (Room 1), Noon to 8pm.



-  **Employment land:** New evidence indicates a higher requirement for employment land to help meet the growth sought by the Sheffield City Region and Derbyshire/Nottinghamshire economic growth plans. The Plan proposes options for an increase in employment land, with the preferred being 83 hectares. This will mostly come forward within existing employment areas and at regeneration sites like Markham Vale, Waterside and the Staveley Corridor.
-  **Green belt:** No significant changes, only minor boundary amendments have been proposed to remove anomalies.
-  **Open space and play:** Improved standards on open space and sports have been outlined. New public open space within developments will be secured through section 106 agreements and contributions to the wider area through the council's Community Infrastructure Levy.
-  **Renewable energy:** Government guidance signifies that areas suitable for wind energy need to be identified within the Local Plan prior to receiving planning permission. Several areas that could be suitable as renewable wind energy sites are presented.
-  **Retail centres:** Changes are proposed to identify primary shopping areas as required by national policy, and to include Derby Road North, Duckmanton, Hollingwood, Lowgates East and Station Lane as new local centres, and re-designate Littlemoor and New Whittington as local service centres.
-  **Strategic gaps and green wedges:** Detailed boundaries for strategic gaps (areas that restrict the merging of settlements) and green wedges (areas that link the countryside to urban areas) are proposed.

Other key elements of the Local Plan include updates to Environmental quality policy following the designation of an Air Quality Management Area in Brimington and a proposal to look at Council owned garage sites to meet objectively assessed traveller pitch requirements (as necessitated by national planning policy).

The specific site allocations for traveller pitches will be subject to a further consultation in 2017.

What is the new Local Plan?

We are consulting on a draft new Local Plan for the borough which will provide an update of the overall development strategy for the borough and new site allocations looking ahead to 2033. It covers everything from the economy, sustainability, housing and infrastructure to securing effective design and enhancements to the community. All authorities are expected to publish a Local Plan.

What are the key Local Plan policies?

Concentrating development close to centres, in areas where it can deliver much-needed regeneration, and maximising the use of 'brownfield' land remain core to our strategy.

 **Housing:** Previously the borough has struggled to meet its target of outlining land for 380 new homes per year, resulting in increased pressure to build on greenfield sites. The latest evidence has been used to reassess needs, with a preferred option of setting a target of 272 dwellings a year.

How is annual housing need calculated?

Objective evidence: population data and household projections **Annual requirement: 244**

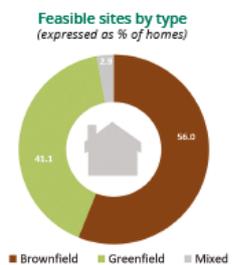
Addressing past underprovision of housing (since 2011) over course of the plan **+28 per annum = 272**

Supporting expected Local Enterprise Partnership (LEP) growth **+ Reserve sites (around 58)**

Housing land supply

We assessed 338 potential sites for feasibility, including existing planning permissions, sites in need of regeneration, and sites put forward via a 'call for sites' earlier in the year.

Of these, 69 sites have been brought forward to the consultation stage along with the Staveley Works and Waterside projects. 56 per cent of the housing capacity put forward is on brownfield land (including greenfield reserve sites). Brownfield sites alone will not meet our housing requirements.



Strategic sites overview:

The former Staveley Works site will continue to be the biggest development site in the borough, with around 1,500 new homes, new jobs and a proposed depot to serve a new high speed rail line.

Work is now underway (see right) on the Basin Square phase of Chesterfield Waterside.

The whole site will deliver up to 1,550 new homes over ten to 15 years, alongside new jobs and a new leisure and retail destination.



Find out more at our public consultation events:

The consultation is open from Thursday 12 January until Monday 27 February (see front panel for details of drop-in events).

The full Local Plan, evidence base and supporting documentation are available on the council's website. Paper copies can be viewed at our Customer Service Centre and at the Town Hall and copies of the consultation form will also be available at Chesterfield Library.

Your views on the Local Plan

You can download a consultation response form from our website at: www.chesterfield.gov.uk/newlocalplan. Please send us your comments by 5pm on the 27 of February 2017, by either emailing your response form to us at local_plan@chesterfield.gov.uk or by post to: Strategic Planning and Key Sites, Town Hall, Rose Hill, Chesterfield, S40 1LP. Comments must be in writing and cannot be treated as confidential.

A further consultation in late spring 2017 will follow before the final plan is submitted to the government for examination when (if adopted) it will replace the existing Core Strategy which has been in place since 2013.

DLP Policy	Rep ID	DLP Rep ID	DLP Summary of Rep	DLP Officer Reponse	DLP Section	objection or support
CS10	1	000001DLP	<p>Object to the allocation of site H40 for housing adverse effect on the residential amenity of the neighbours (noise, disturbance, overlooking and loss of privacy). Unacceptably high density Loss of open aspect of the neighbourhood Visual impact on the neighbourhood and also an effect on its character. Loss of existing views onto open countryside Compromising Highway safety due to the narrowing of the road on Lodge Close, extra traffic on Westwood Lane and Brooke Drive, and exits onto Manor road Manor road is very busy and would be worse if there was an increase in traffic from any development. Loss of wildlife and habitats Impact on public footpath The Trans pennine trail will be affected visually due to any cutting back of the mature hedges that dates back over 300 years There are enough vacant Brown Field sites in are area with out the need to spoil open countryside</p>	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS1	2	000001DLP	<p>Object to allocation for housing at Land east of Lodge Close Alternative brownfield sites are available 1. increase in vehicular traffic in the immediate vicinity. Westwood Lane is not suitable for heavy vehicular usage. Any increase in traffic raises an issue with regard to children's safety 2. Sewage and foul water drainage. There have been problems with the ability of the local pumping station and water courses to effectively deal with the excess capacity of sewage and foul water at times of adverse weather conditions. 3. Planning permission has recently been refused for residential development on this site for a multitude of reasons.</p> <p>Would strongly argue that this location is a green wedge area as set out in the consultation document 2017. The Local Plan should absorb area 57 on the map into SG2.</p>	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Spatial Strategy	Objection
CS4	3	000001DLP	Build the homes but do not forget the schools. All are full in this area [Hasland]	The availability of education facilities will be taken into account through the detailed process of assessing sites. Where there is potential to provide additional capacity to support new development, policy CS4	Infrastructure Delivery	Comment
CS10	4	000001DLP	<p>Object to the the inclusion of the site as a possible area for housing development Although there is a need for new housing development brownfield sites attract grants and do not involve the use of green agricultural land This field is not on the Local Development Plan (2015) as a designated area for residential development There are other locations along Manor Road marked for residential development closer to the amenities of the Brimington Local Service Centre This proposal is 'breaking out' into open countryside Westwood Lane does not provide a safe or appropriate access The current traffic levels are already unsafe The junction at the top of Westwood Lane hazardous as it is a sharp right angle junction with very poor sight lines Horses and their riders from 3 local riding centres, cyclists,(both club and private), walkers and walking clubs travel up and down Westwood Lane every day in order to access the bridle By being allowed to 'return to nature' for the last forty years or so, this field has become a haven for wildlife. This field was planned to be designated as Public Open Space on the previous Local Plan. This is now designated as a 'developing woodland' (SBwood38) on the new Local Plan. Construction works and residential use would drive out animal life The bridleway immediately to the north of this field is very well used and has been upgraded by the council It is also part of the Trans Pennine Trail route and National Cycle Network. Development would detract from the public amenity value of this path The amenity and view for would be adversely affected by development.</p>	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection

CS10	5	000001DLP	Object to residential sites H34 DLP, H15DLP, H69DLP and possible total of 313 homes School is already above capacity and people moving into the area are unable to get their children in our school. They often appeal unsuccessfully Other schools in our area are also full There would also be impact on local doctors, dentists etc	These sites will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS10	6	000001DLP	Object to inclusion of H15 as a potential housing site The proposed site is greenfield and forms an attractive feature when exiting Hasland The site is a flood plain for Calow Brook Calow Lane is difficult to navigate smoothly. More traffic generated by additional housing would be disastrous	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
	7	000001DLP	Pg 9: it is of great concern that the situation regarding health continues to deteriorate. The cause is needed before appropriate action can be undertaken.	Noted. CBC continues to work with Derbyshire County Council, The NHS and CCG's on this issue.	Strategic Objectives	Comment
	7	000002DLP	Progress on the Staveley and Rother Valley Corridor is contingent upon the prior delivery of the CST plans for Mastin Moor. It is therefore important that CBC works as expeditiously as possible once Outline Planning is applied for by CST. I would also hope that CBC seek to ensure that SRVC becomes a Government sponsored Garden Village in the event that this programme is extended or that current successful areas drop out.	Progress on the Staveley and Rother Valley Corridor is not contingent upon delivery of development at Mastin Moor. Work is progressing with CST towards a planning application for development around the Works Road Area. The corridor was unsuccessful in gaining designation as	Strategic Objectives	Comment
	7	000003DLP	I welcome the last sentence in this paragraph regarding voluntary organisations.	Noted	Strategic	Support
	7	000004DLP	I feel that it is important to mention the areas to the East of the Borough- not just Bolsover Castle and Hardwick Hall but The Dukeries area in general. The Peak District is at capacity and there is a great opportunity in terms of the visitor economy to the east. This would benefit from being mentioned and prioritised. This applies to CS14.	1.6 add reference to Sherwood Forest. Reference to north Nottinghamshire added to 7.12.	Strategic Objectives	Objection
	7	000005DLP	Reference is made to "improving safety features": can an explanation be provided as to what these are? Would welcome improvements to the A619 potentially by the SRVC Spine Road.	Includes lighting, CCTV, removing blind corners and	Strategic	Objection
	7	000006DLP	Would welcome improvements in access to the Chesterfield Railway Station. St Mary's Gate should be pedestrianised to improve the setting of the Church Plan should refer to the possibility/desirability of extending the Sheffield Supertram system to the Borough instead of using the railway infrastructure at Barrow Hill and Markham Vale or an extension of the Robin Hood Line. (Strategic Objective 9).	There are no plans to extend the Sheffield Supertram to the borough.	Strategic Objectives	Objection
	7	000007DLP	The statistics regarding unemployment are not reliable indicators of the issue. The number of people in the Borough who are economically inactive is higher than the unemployment statistics used in this Plan.	Local Plans must be based on 'based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects	Spatial Strategy	Objection
	7	000015DLP	A new Local Centre should be developed at an early stage of development at Mastin Moor. This will help establish the new community and immediately benefit the existing community of Mastin Moor.	Noted. The requirement is reflected in policy LP1 iii (Mastin Moor). The timing of a new Local Centre will need to be negotiated as part of any planning	Vitality and Viability	Objection
	7	000020DLP	Congestion is a problem on the A619 and in Mastin Moor and Woodthorpe at school dropping off and pick up times, together with the numerous times that the M1 is closed. Bus transportation is not as frequent as stated; on Sunday afternoons between 4 and six for example. Given the current situation with the removal of subsidies it is likely that bus services will get worse. The majority of the buses in the Borough are old, unattractive and highly polluting. Real Time Information boards should be provided at bus stops- initially on the major routes.	Noted. The council will continue to work with Derbyshire County Council and public transport providers to identify improvements to services and access to information.	Travel and Transport	Objection
	7	000021DLP	OBJECT The proposal by HS2 to locate an IMD on part of the former Staveley Works site is highly inappropriate and detrimental to the area. It is unlikely to bring as many jobs as alternative uses and highly unlikely that many of any of the new jobs will go to local people. The track from HS2 to Staveley will blight many houses in a way that a normal railway service would not. The depot will operate 24/7. It will pollute the immediate neighbourhood with noise, light pollution and fumes. This will have an adverse effect on health. There will be increased HGV traffic during the day and maintenance trains operating all night. The Local Plan should urge the planners of HS2 to follow the example of HS1 in siting the IMD.	The location of an HS2 Infrastructure Maintenance Depot and the access route to it from the main HS2 line has been confirmed by the safeguarding declaration issues by the government in July 2017. The Local Plan reflects this position and seeks to plan positively for it. The council is working with HS2 Ltd, Derbyshire County Council, landowners and other partners to maximise the benefits and mitigate the impact of the proposal on the borough.	Travel and Transport	Objection
	7	000022DLP	SUPPORT	Noted	Regeneration	Support
	7	000023DLP	I am not aware of a Methodist Chapel in Mastin Moor since the Jubilee /Ebenezer Chapel was closed in 2000 and then demolished.	Noted, paragraph 10.17 has been amended accordingly	Regeneration Priority Areas	Objection
	7	000024DLP	I have previously commented on the bus service	Noted	Regeneration	Objection

	7	000025DLP	I question that there is "low potential of hitherto unknown archaeology anywhere in the non-opencast areas": the opposite is likely to be true.	This statement is based on advice from the County Archaeologist and the Historic Environment Record. A heritage assessment is expected to be a requirement of	Regeneration Priority Areas	Objection
	7	000026DLP	The Norbriggs Flash LNR is a floodplain area and so naturally will flood when there are high levels of rainfall. So it is not "at risk of flooding" as understood by the public. The second area is one that is of greater concern to the public and one that the CST proposals will address with balancing/attenuation ponds.	The level of flood risk is based on Environment Agency flood risk maps	Regeneration Priority Areas	Comment
	7	000027DLP	Land to the west is Norbriggs Flash LNR not Netherthorpe Flash which is to the south.	Paragraph 10.21 has been amended for clarity	Regeneration	Objection
CS1	7	000008DLP	Agree with the RPA of the Eastern Villages. Middlecroft identified as in the top 10% of deprivation there is no strategy proposed. How is Middlecroft to be improved?	Addressing deprivation requires a multi-agency and multi-disciplinary approach. The allocation of the RPAs is one response where the availability of development opportunities that can address specific aspects (for example the range of types and tenures of properties, supporting key infrastructure or provision of new infrastructure through development). There are a	Spatial Strategy	Objection
CS10	7	000010DLP	I support Point 4: Reserved Sites Options in the Mastin Moor RPA.	Noted	Homes and	Support
CS10	7	000011DLP	I would support an expansion of the site to accommodate 650 houses using land to the north of Bolsover Road.	Noted. The site is subject to a current application for 650 houses using the land east of Bolsover Road.	Homes and Housing	Support
CS11	7	000012DLP	OBJECT to the provision of Affordable Housing in the Mastin Moor area. The CST development is needed to bring into balance the existing Mastin Moor community, which consists almost wholly of Affordable Housing	Policy CS11 applies across the borough. The policy allows flexibility for a revised provision in areas where viability would be affected, and for provision to be in the form of special needs housing to meet a specific, Local Need (for example, in providing adapted properties or adaptations to existing properties	Homes and Housing	Objection
CS11	7	000013DLP	SUPPORT Adaptable and Accessible Housing.	Noted	Homes and	Support
CS11	7	000014DLP	The statistics provided in Para 50 may well be subject to question following the Referendum and the decision to exit the EU. Probable that there will be a drastic fall in the level of immigration to the UK. We will have an even more aging population and more demand for Retirement Village style communities.	Scenarios related to levels of immigration and the impact of brexit have been considered in the updated SHMAA which will inform the next stage of the Local	Homes and Housing	Objection
CS15	7	000016DLP	The current and proposed policies have resulted in residents being denied a full range of supermarkets and large retail shops. Chesterfield Town Centre is suited to tourism and leisure use There is a place for niche and specialist shopping. The current retail parks and out of town food stores are clearly what the public want They do not want to shop at Chesterfield Market (and even less so at Staveley Market) The Chesterfield Market place is clearly suited to the continental model as a tourist attraction with a café culture. CBC should be encouraging supermarkets like Morrison's in Staveley to plan now for the future. ASDA and	Such an approach would not be consistent with the sequential approach set out in the NPPF. The plan will allocate suitable location within and on the edge of Chesterfield Town Centre, Staveley Town Centre and District Centres to meet the retail needs of the borough as identified in the retail capacity assessment currently under preparation.	Vitality and Viability	Objection
CS16	7	000017DLP	OBJECT. The current and proposed policies have resulted in residents being denied a full range of supermarkets and large retail shops. Chesterfield Town Centre is suited to tourism and leisure use There is a place for niche and specialist shopping. The current retail parks and out of town food stores are clearly what the public want They do not want to shop at Chesterfield Market (and even less so at Staveley Market) The Chesterfield Market place is clearly suited to the continental model as a tourist attraction with a café culture. CBC should be encouraging supermarkets like Morrison's in Staveley to plan now for the future. ASDA and	Such an approach would not be consistent with the sequential approach set out in the NPPF. The plan will allocate suitable location within and on the edge of Chesterfield Town Centre, Staveley Town Centre and District Centres to meet the retail needs of the borough as identified in the retail capacity assessment currently under preparation.	Vitality and Viability	Objection
CS17	7	000018DLP	SUPPORT	Noted	Social	Support
CS18	7	000019DLP	SUPPORT Percent for Art should be used to support a Green Bridge to cross the A619 at Mastin Moor, rather than a light controlled crossing.	Noted. A bridge across the A619 is not likely to be viable to deliver as a public art project.	Design and the Built Environment	Support
CS9(b)	7	000009DLP	I support this and in particular as it impacts on the CST proposals for Mastin Moor.	Noted	Open Spaces	Support
RPAs	7	000028DLP	SUPPORT the LP1 RPA with the Mastin Moor RPA being expanded to include the area to the north of Bolsover Road, as detailed earlier. I would support public transport being provided to Markham Vale in addition to walking and cycling. Precent for Art should pay for a green bridge over the A619	Noted. A bridge across the A619 is not likely to be viable to deliver as a public art project.	Regeneration Priority Areas	Support
	9	000001DLP		Noted	Vision	Support

	9	00002DLP		Noted	Strategic	Support
Canal Corridors	9	00009DLP		Noted	River and Canal	Support
CS1	9	00003DLP	Support option 2 - inclusion of Midlecroft and retaining rother ward as Regeneration Priority Areas	Noted	Spatial Strategy	Objection
CS1	9	00004DLP	Support Housing Target Option 3 and Employment Land Option 2 as most realistic and deliverable	Noted	Spatial Strategy	Support
CS1	9	00005DLP	Support no changes to Green Belt	Noted	Spatial Strategy	Support
CS10	9	000013DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000014DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000015DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000016DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000017DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000018DLP	This is greenfield land outside existing built up areas	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
CS10	9	000019DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000020DLP	land is greenfield but not high quality and adjoins built up area	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000021DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000022DLP	land outside built up area and has impact on listed Ringwood Hall	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
CS10	9	000023DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000024DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000025DLP	Need to maintain setting of Listed Building	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000026DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000027DLP	Greenfield land outside existing built up area	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
CS10	9	000028DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000029DLP	land is greenfield but not high quality and adjoins built up area	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Comment
CS10	9	000030DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000031DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000032DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000033DLP	greenfield land outside built up area and impact on listed Dunston Grange	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
CS10	9	000034DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000035DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000036DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000037DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support

CS10	9	000065DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000066DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000067DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000068DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000069DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000070DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000071DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000072DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000073DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000074DLP	Greenfield land outside the existing built up area	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
CS10	9	000075DLP		This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Support
CS10	9	000076DLP	Impact on listed building at Bank Close House	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
CS10	9	000077DLP	Object to inclusion of reserved sites around Dunston Hall due to impact on surrounding Countryside and over development of large greenfield site outside existing built up area	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
CS18	9	000006DLP		Noted	Design and the	Support
CS19	9	000007DLP		Noted	Historic	Support
CS21	9	000012DLP	Support Brimington Staveley Bypass and Hollis Lane Link Road	Noted	Major Transport	Support
PS1	9	000011DLP	Support the retention of Chesterfield Town Centre as the main primary shopping area Chesterfield could do with a bus station, although a suitable site may be difficult to find	Noted	Making Great Places	Support
River Corridors	9	000010DLP		Noted	River and Canal	Support
RPAs	9	000008DLP		Noted	Regeneration	Support
CS10	10	000001DLP	Objects to the inclusion of a possible area for 26 dwellings on land off Lodge Close when an application for 38 dwellings (REF.CHE/16/00683/FUL) has been refused already. Believes this area should not be included at all in the new Local Plan for the many reasons included in letter (ref.PS/2/1075) and the Delegated Report Sheet. Representee believes these reasons still hold and is at a loss as to why it has been included in the LP.	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS10	12	000001DLP	Strongly object to the land east of Lodge Close being on the new Consultation Plan for housing development as consider any housing development here to be unsuitable (confirmed by 90 objections from residents living in the area). Issues include over sewerage, traffic, safety and amenities. Westwood Lane and Lodge Close is a quiet residential area mostly occupied by retired people. It is also a greenfield site and loss of habitat and wildlife corridor is totally unnecessary where brown field sites are available. Would like to see site removed from Local Plan.	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS15	13	000001DLP	We recommend the following additional clause to this policy to promote and support cultural activity in town centres (alternatively in policy PS1 for Chesterfield Town Centre): The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town centre locations and the public realm.	Creative, cultural and community uses broadly fall within main town centre uses and as such the policy criteria allows for such uses within centres, either permanently or on a temporary basis. Suggested change to provide a more positive emphasis to CS15: 'The Council will support the temporary occupation of	Vitality and Viability	Comment

CS17	13	000003DLP	<p>The Council does not propose to change this policy, however, we do recommend considering changing references to economic viability in the final paragraph of the policy.</p> <p>Many community and cultural facilities are run by charities, volunteers or other community organisations and are not considered 'viable' in a developer sense, which leads to pressure being put on these facilities, which are otherwise highly valued by the local community.</p> <p>We would therefore encourage you to refer to community need, rather than viability.</p> <p>For your information, to meet the requirements of Para 70 and 156 of the NPPF, the Trust normally recommends a policy along the following lines:</p> <p>Cultural and Community Facilities Development of new cultural and community facilities will be supported and should enhance the well-being of the local community, and the vitality and viability of centres.</p> <p>Major developments are required to incorporate, where practicable, opportunities for cultural activities, including providing public realm capable of hosting events and performances to widen public access to art and culture, including through the interpretation of the heritage of the site and area.</p> <p>The loss or change of use of existing cultural and community facilities will be resisted unless</p> <ul style="list-style-type: none"> • replacement facilities are provided on site or within the vicinity which meet the need of the local population, or necessary services can be delivered from other facilities without leading to, or increasing, any shortfall in provision; or • it has been demonstrated that there is no longer a community need for the facility or demand for another community use on site. <p>The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town centre locations and the public realm.</p> <p>Council will apply the 'agent of change' principle, whereby if a development would potentially result in conflict Chesterfield is in the advantageous position of having two theatres compared to other towns of a similar size. The Trust would therefore suggest that an additional clause be included in this policy that recognises this and suggest wording such as:</p>	<p>Criteria 'a' covers the need element. The policy would be strengthened by replacing 'or' with 'and' so both criteria must apply. This ensures that community need is considered in cases where the current use is not economically viable.</p>	Social Infrastructure	Comment
PS1	13	000002DLP	<p>Protect and enhance the centre's existing cultural venues</p> <p>We also recommend the following additional clause to this policy to further promote and support cultural activity in town centres (alternatively in Policy CS15):</p> <p>The temporary and meanwhile use of vacant buildings and sites by creative, cultural and community organisations will also be supported, particularly where they help activate and revitalise town centre locations and the public realm.</p>	<p>Recommend change to PS1 criteria a: Protecting and enhancing the centre's sub-regional and local role in providing employment, services, leisure, CULTURAL VENUES and retail</p>	Making Great Places	Comment

CS10	14	000001DLP	<p>Strongly objects to the Land to the east of Lodge close, Brimington Common, being on the New Consultation Draft Local Plan.</p> <p>Concerns re. impact on the residents of Lodge Close, Westwood Lane, and brooke drive, from a large increase in traffic using these roads. Highway safety would also be affected due to the narrow entrance road from Lodge close, and with Westwood lane not having any constructed pavements pedestrians will be at risk.</p> <p>There is also the increased traffic congestion onto Manor road, which is present is gridlocked most of the day due to the cars parking on the road for access to the school and peoples homes.</p> <p>There are three other brownfield sites in the area already been planned for residential developments with over 470 homes, so why build on open countryside and green fields that benefits a large amount of different wildlife and habitats.</p> <p>There would be an increased level of noise and pollution and any development would have a negative visual impact on the neighbourhood and its character and loss of existing views and its open aspect.</p> <p>This site has recently been refused planning permission for a housing development ref- CHE/16/00683/FUL and had 100 objections from local people and parish councillors, and was contrary to policies CS1, CS2, CS3, CS9, CS10, CS18 and CS20 of the core strategy policy EVR2 of the 2006 Local Plan, successful places. With this amount of planning issues this goes to show that this land is not appropriate piece of land for the revised Local Plan and should not be approved.</p>	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS13	15	000001DLP	The proposal to include this land (which is in our ownership) located between the M1 Commerce Park Duckmanton, S44 5HS and the M1 Motorway (as shown on attached plan) as Employment Land is acceptable to us. As previously noted there is considerable demand in this location.	Noted	Jobs Centres Facilities	Support
CS10	16	000001DLP	<p>Objects to the East of Lodge Close Brimington being included within the draft version of the next Local Plan as a possible area for housing development.</p> <p>Objected previously (Oct, 2016) to the proposal for 38 houses which was refused. Objects for same reasons stated within previous letter as it is totally unsuitable with poor access along Westwood Lane (only a virtual footpath), traffic levels, pollution, sewerage problems on Manor Road and no local amenities.</p>	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS10	17	000001DLP	Access to the proposed site would be via Westwood Lane. There are no existing pavements on Westwood Lane, only a 'virtual footway'. There would also be an increase in the volume of traffic that would use Westwood Lane.	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
CS15	18	000001DLP	The retail park should be identified as being part of the Chatsworth Road District Centre	The Local Plan defines District Centres as serving 'a primary local, convenience function for the surrounding residential areas, as well as providing significant specialist comparison retail'. The scale and nature of the occupants of the retail park do not fit this definition. The park is subject to range of goods restriction appropriate for and edge/out of centre retail park and parking restrictions that limit the scope	Vitality and Viability	Objection
CS10	20	000002DLP	<p>OBJECT to inclusion as housing site</p> <p>Access is inadequate</p> <p>Junction of Westwood Lane and Manor Road is inadequate</p> <p>Too far from Brimington Local Service Centre</p> <p>Doubt about ability to deal with waste water from the site</p> <p>Loss of wildlife and biodiversity</p> <p>Boundary hedge is historic and should be preserved</p> <p>Would fragment the green network in the area</p>	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection

CS9	20	000001DLP	<p>Agree with the methodology for assessment</p> <p>Southern boundary of the Ringwood and Hollingwood Strategic Gap should be revised</p> <p>The current boundary is 'soft' (a footpath/bridleway)</p> <p>The revise dboundary should incorporate:</p> <p>The field marked as H40(57), which would provide a transition from the urban environment to open countryside</p> <p>The 'developing woodland' to the east above the field, which has resorted to natural woodland</p> <p>The field to the west of the above field</p> <p>This would also protect the ancient and historic southern boundary of field H40</p>	<p>This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making</p>	<p>Green Infrastructure and Biodiversity</p>	<p>Support</p>
CS10	21	000001DLP	<p>land should be kept as is for wildlife, trees and recreation</p>	<p>This site will be subject to further assessment using the council's Land Availability Assessment Methodology</p>	<p>Homes and Housing</p>	<p>Objection</p>
CS10	22	000001DLP	<p>decision to refuse planning permisison was the right one</p> <p>Should be left as open space for the good of wildlife and people in general</p>	<p>This site will be subject to further assessment using the council's Land Availability Assessment Methodology</p>	<p>Homes and Housing</p>	<p>Objection</p>
CS11	23	000001DLP	<p>Greater need for two bedroom housing built to modern standards of heating and insulation due to UK's aging population. Few bungalows have been built in the past 20 years and many require updating. New bungalows could be available to purchase or rent.</p> <p>Specialist developers usually build in Southern England and there is a need for them to build in this area.</p> <p>With increasing demands on social care this would be cheaper for LA's in a small modern property as opposed to a 4 bedroom house.</p>	<p>The Council acknowledges a need to plan to meet the needs of an increasing older population and the draft new Local Plan reflects this to a degree in policy CS11, which will allow the Council to negotiate affordable older persons accommodation within new developments where evidence is available to support such an approach. Paragraph 6.11 of the draft new Local Plan identifies the change of population age over</p>	<p>Homes and Housing</p>	<p>Comment</p>
	24	000001DLP	<p>Overall tenor is good however, insufficient evidence is given to the needs of faith communities.</p> <p>Suggest an additional point numbered 1.26 with the following wording:</p> <p>Everyone has access to appropriate Faith or Community facilities, located where possible in relation to the housing areas and with safe access facilitated.</p>	<p>An additional point has been added as follows:</p> <p>"Everyone has access to social infrastructure, including community, leisure, religious, education and health facilities including local shops, public houses and places of worship." This reflects the full range of social</p>	<p>Vision</p>	<p>Comment</p>
CS17	24	000002DLP	<p>Improvement of of existing facilities</p> <p>Add a sentence on the end of the paragraph saying "Major developments such as those covered under Making Great Places PS1-5 will be required to show provisions for providing and or improving social infrastructure and will be required to allot some opportunities suitably priced for the 3rd sector to develop".</p>	<p>The term 'culturally appropriate' cannot be adequately defined in planning terms. The policy seeks to 'encourage' multi-use but could not be used to force this where it is not acceptable to an applicant, occupier or landowner (hence the use of 'encourage' in preference to terms such as 'require'). It is considered that the policy already provides sufficient protection.</p>	<p>Social Infrastructure</p>	<p>Comment</p>
CS10	25	000001DLP	<p>If this application is passed, please ensure that the road congestion and pollution is improved before building starts.</p>	<p>This will be addressed through the Planning Application process (Note: Planning Permission was</p>	<p>Homes and Housing</p>	<p>Comment</p>
CS17	26	000002DLP	<p>OBJECT to use of the term 'cycling and walking'. This should be 'walking and cycling'.</p> <p>Construction of highly dangerous shared paths in town should cease.</p>	<p>'Walking and cycling' is used throughout the plan.</p> <p>'Cycling and walking' has been used in three sentences in the plan. The order in these sentences does not</p>	<p>Social Infrastructure</p>	<p>Objection</p>

CS5	26	000001DLP	<p>Industrialisation of Green Belt should not take place OBJECT to BWIND01, SBWIND07, SBWIND10: Harm to landscape There are no pylons or other vertical elements, the area is unspoilt Danger from construction on unstable land The high rotating structures would catch the eye and be detrimental to the rural scene; This is a particularly sensitive area for development of this kind, because of the panoramic views and it would take the focus away from the unspoilt rural scene and be a detraction; In some instances the proposed sites are too close to people's homes (e.g. SBWIND10) and turbines would severely impact on the residential amenity of the nearest properties; This is a particularly tranquil area. The turbine noise would be audible and be conspicuous, spoiling the birdsong etc.;</p> <p>Grasscroft Woods (SBWIND10) has a special status and the council recently worked with other agencies to manage the logging and regeneration of this ancient woodland. An environmental survey showed many species of wildlife that would be at risk from a major development; The areas are criss-crossed by public footpaths and public should be encouraged to enjoy the rural areas – recent studies show the benefit of rural surroundings to stress levels; These high green belt areas are visible from a great distance, and great impact would be caused by introducing a significant vertical element into the landscape. This would adversely impact on long views across the landscape and beyond, harming the peace and tranquillity of the rural area; The imposition of industrial machines would harm the rural setting and would stop the areas being 'get away from it all', unspoilt areas, peaceful and quiet with rural scenery. The development and success of of 'Peak Resorts' would be seriously compromised by the erection of turbines around it.</p>	<p>Concerns noted, but no change required. Policy CS5 is sufficiently robust to ensure that any impacts are acceptable. Policy is consistent with the NPPF paragraphs 87, 88 and 91 which states that: When located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.</p>	A Changing Climate	Objection
CS1	28	000001DLP	<p>Support the inclusion of Barrow Hill in the RPAs Support the provision of 83ha of new employment land over the plan period</p>	Noted	Spatial Strategy	Support
CS13	28	000002DLP	<p>Support CS13 in principle and with specific reference to the former Wagon Works and Butlers Foundry, Chesterfield; and Storforth Lane Trading Estate.</p> <p>The Wagon Works/Butlers Foundry site will be progressing through the planning system within the next 12 months. We are currently undertaking infrastructure reviews and flood risk alleviation work.</p> <p>Seek clarification as to what is meant by the phrase 'Proposals that facilitate a mix of uses will be encouraged'. The wording seems at odds with the emphasis of paragraph 7.8, which does not 'encourage' mixed use developments, but which 'does not preclude' them. There is a lack of clarity within the policy.</p>	Noted	Jobs Centres Facilities	Support
RPAs	28	000003DLP	<p>Supports the allocation of Regeneration Priority Areas, particularly the area proposed at Barrow Hill. Support the approach that sites within the RPA are not specifically allocated for particular uses, to allow for flexibility in response to local social and economic needs.</p>	The support for RPA's as proposed is noted.	Regeneration Priority Areas	Support
RPAs	28	000004DLP	<p>Policy LP1, in relation to Barrow Hill, is overly prescriptive in that it does not specifically allow for enhanced employment opportunities outside of Barrow Hill Roundhouse. To enable the RPA to operate successfully, more flexibility in relation to potential employment sites should be introduced. This may, in due course, necessitate a review of the green belt boundary in proximity to Barrow Hill Round House and Whittington Road.</p>	<p>Currently no very special circumstances warranting a review of green belt boundaries (and release of land within the green belt for employment development) have been identified by the Council. The RPA boundary at Barrow Hill is specifically drawn to avoid the release of green belt land and the associated policy intended to encourage large scale residential development and ensure that any such development provides results in regeneration benefits. Whilst the policy as worded</p>	Regeneration Priority Areas	Objection
CS1	29	000002DLP	<p>SUPPORT Option 3 (SHMA OAN 244 plus Reserve Sites) with the caveat that these Reserved Sites should not be allowed to come forward at the expense of Strategic Sites and Housing Allocations. This should be made explicitly clear within the Local Plan. Suggest that Reserved Sites be held back until towards the end of the Development Plan period.</p> <p>Support policy CS1. Given the policy references the Regeneration Priority Areas, our clients would like to suggest that it also references all Strategic Sites.</p>	<p>Noted. The OAN will be revised based on the updated SHMA.</p> <p>It is acknowledged that further work is required on how to phase any reserve sites and what triggers would be, and any monitoring required.</p> <p>"including the 'place shaping' areas set out in policies PS1 to PS6 and Regeneration Priority Areas" added to</p>	Spatial Strategy	Support

CS10	29	000001DLP	<p>The site is listed under Regeneration Priority Areas and Strategic Sites in the Potential Housing Allocations & Reserved Sites table on pages 44 to 47 of the Draft Local Plan as 'PS5 - Staveley and Rother Valley Corridor'. It isn't clear why Regeneration Priority Areas and Strategic Sites have been grouped together in this table or, indeed, which is which. This should be made clear and a distinction between the two should be provided.</p> <p>It isn't clear why Barrow Hill and Holme Hall are identified as Regeneration Priority Areas in CS1, LP1 and in Part 10 but are not included in the Potential Housing Allocations & Reserved Sites table.</p>	This will be clarified for the pre-submission version of the plan.	Homes and Housing	Comment
CS10	29	000003DLP	<p>if the Council are minded to include Reserved Sites in their Housing Growth Target (ie. Option 3), these should not be allowed to come forward before / at the expense of Strategic Site and Housing Allocations.</p> <p>If it becomes apparent that more development can come forward at Mastin Moor or Duckmanton, above the 400 dwellings identified for each, this should not come forward before the Housing Allocations and should be held back until towards the end of the Development Plan period.</p> <p>Reserved Sites have been reserved because, although they are deemed to be suitable, they are not considered to be the best sites for housing, otherwise they would be included as allocations. Holding back Reserved Sites will ensure that Strategic Sites and Housing Allocations, in what the Council deem are the most suitable locations, will come forward first.</p>	It is acknowledged that further work is required on how to phase any reserve sites and what triggers would be, and any monitoring required. The Draft Local Plan indicates an amount of development for the RPAs that based on existing evidence is considered to be appropriate, and this is what the final allocations will be based on. Any planning applications for a level of growth that exceeds this would need to be considered on its merits.	Homes and Housing	Support
CS11	29	000004DLP	<p>A more flexible approach is therefore recommended, whereby the amount of affordable housing is negotiable. We acknowledge the Council's use of the word 'up to' within the policy.</p> <p>Suggest the following wording be added, 'The Council recognise that in some cases viability of housing sites can be marginal and therefore a flexible approach is required. Where the viability of schemes fall short of the policy requirements, the onus will be on the developer / landowner to clearly demonstrate the circumstances justifying a lower affordable housing contribution or a different tenure mix.'</p> <p>Accessible and Adaptable housing -recommend that the Council pursue Option 1. This is clearly the more flexible of the options. 25% of all new housing being adaptable seems unreasonably high. Recommend that, as with affordable housing, wording be applied whereby more flexibility is added. If Option 2 is pursued, there should be the opportunity for developers to negotiate the proportion of adaptable housing, provided it is fully justified.</p>	CS11 as drafted does allow for negotiation of affordable housing up to 30%. This policy will be revised in light of the new SHMA. The policy as drafted refers to requirements being 'subject to viability'. Suggested wording is therefore not considered necessary. The position on adaptable and accessible housing will be revised based on new viability evidence.	Homes and Housing	Objection
CS13	29	000005DLP	Draft Local Plan Policy CS13 (Economic Growth) identifies that only B1 (b & c), B2 Industrial uses and B8 uses will be appropriate in the Staveley and Rother Valley Corridor. We would question why B1(a) Office development has been discounted and would seek for such uses to be allowed here. Development should be market driven. B1(a) Offices should not be discounted at this stage.	B1(a) offices are defined as 'Main town centre uses' in the NPPF (annex 2) and are subject to the sequential approach set out in the NPPF. Policy PS5 does allow for Main Town Centre uses as part of the centre proposed for Works Road with the Staveley and Rother Valley	Jobs Centres Facilities	Objection
CS18	29	000006DLP	Page 71 identifies two options for art: to link the percent for art to the development value or to link the percent for art to the development costs. We do not support either approach. The inclusion of art should be subject to viability. Whilst art may be appropriate on some proposals, it isn't on others. The inclusion of art shouldn't be about value or cost, it should be about its actual purpose and what it adds to the area / development.	Noted. Suggest amendment to policy wording as follows: '...and maintenance of public artwork, subject to viability, secured by a legal...'. This aspect of CS18 may need to be revised based on new viability	Design and the Built Environment	Objection
CS18	29	000007DLP	<p>Whilst the criteria set out in Policy CS18 is fairly generic, the wording of the policy is very lengthy. It is quite easy to envisage negotiations between applicants and officers being delayed during the application process by the detail of the wording of this policy.</p> <p>Paragraph 154 of the NPPF advises that Local Plans should be 'aspirational but realistic' and that they should set out clear policies on what will or will not be permitted. Policy CS18 is so long and generic that there is a risk the essential requirements, and the Council's overriding aspirations, will be lost.</p> <p>SUPPORT inclusion of the site as a part of the Staveley and Rother Valley Corridor Strategic Site.</p>	In the council's experience the wording of policy CS18 has not delayed negotiations on planning applications. CS18 is considered to be a clear statement of the council's expectation on design and in accordance with the NPPF (the proposed policy criteria a) to n) were tested and considered sound through the examination of the Local Plan Core Strategy in 2013, post	Design and the Built Environment	Objection
PS5	29	000010DLP	It should be made clear within the wording of Policy PS5 that development of the Staveley and Rother Valley Corridor is a priority for the Council. The policy must be flexible enough to ensure that development will come forward.	Noted. The development of the Staveley Corridor is one of the priorities of the council's current Corporate Plan.	Making Great Places	Support

PS5	29	000011DLP	Reference is made within the policy to a 'comprehensive redevelopment' and a 'comprehensive masterplan'. Paragraph 154 of the NPPF advises that Local Plans should be 'aspirational but realistic'. Whilst we acknowledge that a 'comprehensive redevelopment' and a 'comprehensive masterplan' would be the aspirational approach, the Local Plan needs to be realistic. Whilst a high level Masterplan, similar to the one contained on page 113 of the Draft Local Plan, is reasonable, it is unreasonable and inflexible for the policy to prevent single land parcels from coming forward.	Due to the complex nature, scale and infrastructure requirements of the site as a whole, the policy requirement for a comprehensive masterplan is considered to be appropriate and justified. No change.	Making Great Places	Objection
PS5	29	000012DLP	The policy provides specific criteria for our clients' site (identified as the Lagoon Character Area) and the Works Road Character Area, in the sixth paragraph, where it advises that, 'Planning applications specifically for the Works Road and Lagoon Character Areas will be expected to include information demonstrating: i. A joint masterplan as part of a Design and Access Statement and evidence of how the application addresses this masterplan and the delivery of critical infrastructure.' It is unreasonable and inflexible to insist that a joint Masterplan and Design and Access Statement, covering parcels of land in multiple ownerships, is the only acceptable way forward. A high level Masterplan is reasonable, anything more than this is unreasonable. We would reiterate that Policy PS5 should not prevent individual parcels of land from coming forward. If it does, it is unlikely that development on this Strategic Site will happen for a long time, which undermines the strategic	Due to the complex nature, scale and infrastructure requirements of the site as a whole, the policy requirement for a joint masterplan is considered to be appropriate and justified. No change.	Making Great Places	Objection
PS5	29	000015DLP	The sixth paragraph also has aspirations for a transport assessment, assessing the overall impact of the development and how this will be managed and a phasing plan setting out the approach to the delivery of infrastructure. We would suggest that the Council are seeking to pull these separate, individual sites too tightly together. They are owned by separate land owners, who have their own aspirations and targets. Our clients would like to suggest that the wording be amended to state that this is the preferred approach, which would enable the flexibility to allow alternative approaches. Separate applications will not prevent future phases of development from coming forward in terms of infrastructure.	Due to the complex nature, scale and infrastructure requirements of the site as a whole, the policy requirement for a transport assessment is considered to be appropriate and justified. No change.	Making Great Places	Objection
PS5	29	000016DLP	Object to the Council's suggestion that an upper limit be placed on the amount of A1 retail to 280sq.m Within the Lagoon Character area. Officers are fully aware of the pre-application discussions to date and will note that our clients are proposing a 300sq.m convenience retail use on their site. We would question why the policy includes such a restriction. Surely this should be market led. Paragraph 157 of the NPPF advises that sites should be allocated to promote development and the flexible use of land. This restriction on an A1 use does not provide this flexible use.	new retail uses outside of existing or proposed centres should normally be subject to a sequential assessment under the NPPF. The threshold reflects the proposed exemption to this requirement set out in policy CS16 and is set to match the limits for Sunday Trading in the Sunday Trading Act 2014 and relates to what would be commonly understood as the Net Sale Area. This is	Making Great Places	Objection
PS5	29	000017DLP	The criteria of the 'The Lagoon Character Area', advises that the Council will seek to extend the 'Bluebank Pools Local Nature Reserve.' The Bluebank Pools Local Nature Reserve (LNR) falls to the west of our clients' site. It isn't clear where the Council envisage this extension will take place and we'd seek further clarity on this. It is our intention to reserve a part of our clients' site, to the west, for ecological habitat. If the Council had this area in mind, we'd be open to the LNR's extension into this area. We wish to reserve judgement on this aspiration, until it becomes clear exactly what the Council are proposing, but would suggest that this is perhaps something which could be supported, provided it wouldn't impact on the developable areas of the site.	This is intended to be limited to the land immediately west of Bilby Lane and within the limits of the PS5 policy allocation, as previously discussed with your client. Wording has been added for clarification "... (to the west of Bilby Lane within the land allocated on the Policies Map)"	Making Great Places	Objection
River Corridors	29	000009DLP	A River Corridor runs through the Staveley and Rother Valley Corridor and along our clients' site's northern boundary. Policy LP3 advises that development which prejudices the existing character of and/or the future potential for the improvement and enhancement of the environment of rivers will not be permitted. Whilst it is not envisaged that any future development on our clients' site will impact on this area, were it determined that the development may prejudice the River Corridor, the Council would need to apply some flexibility in applying Policy LP3, or be at risk of preventing development from coming forward.	There is no reason to assume any incompatibility between policies LP3 and PS5. However policy CS2 does allow for exceptions where the proposed use: "is required to regenerate sites and locations that could not otherwise be addressed".	River and Canal Corridors	Comment
RPA's	29	000008DLP	seek the Council's confirmation as to whether these sites will be afforded greater, equal or lesser priority than Strategic Sites	The RPA's form part of the council's overall Spatial Strategy as set out in CS1 and there is no implied	Regeneration Priority Areas	Comment
CS18	30	000005DLP	Natural England welcomes this policy particularly point (j) which aims to preserve or enhance the landscape character and biodiversity assets of the borough. We also pleased to note the provision in this policy that new developments should consider the long term impacts of climate change.	Noted	Design and the Built Environment	Support
CS5	30	000001DLP	We are pleased to note that this policy will ensure full consideration of renewable energy developments on natural landscapes and nature conservation. We also welcome the provision that renewable energy proposals will be expected to include measures to enhance biodiversity.	Noted	A Changing Climate	Support

CS8	30	000002DLP	welcomes this policy as it will provide protection for air and water quality and contaminated land however we suggest that the protection of soils should also be included. The plan should recognise that development (soil sealing) has a major and usually irreversible adverse impact on soils. Mitigation should aim to minimise soil disturbance and to retain as many ecosystem services as possible through careful soil management during the construction process. Soils of high environmental value (e.g. wetland and carbon stores such as peatland) should also be considered as part of ecological connectivity. We advise that policy refers to the Defra Code of practice for the sustainable use of soils on construction sites	The policy can be amended to include a section under Soil and Agricultural Land Quality which reflects the NPPF (Paragraph 112) and incorporates an element on soil conservation. A reference to best practice can be made in the policy but a detailed reference to the DEFRA code of practice would potentially become out of date within the period of the plan and so is not to be	Environmental Quality	Support
CS9	30	000003DLP	welcomes the overall aim of this policy it could be strengthened and clarified in a number of aspects: 1. The policy wording should set out the intention to achieve a net gain for nature to reflect paragraphs 9 and 109 of the NPPF. 2. The hierarchy of designated nature conservation and landscape sites should be explained within the policy distinguishing between international, national and local sites to reflect the guidance set out in paragraph 113 of the NPPF. 3. Whilst we welcome the provision to link habitats set out in point (f) we consider that the policy should set out a strategic, landscape scale approach, planning positively for the creation, protection, enhancement and management of networks of biodiversity which would follow the guidance set out in paragraphs 114 and 117 of the NPPF. 4. We acknowledge that the Council is intending to update the "Greenprint for Chesterfield" using the latest information from the Local Biodiversity Action Plan which is welcome. However we suggest that the policy wording should reflect this by including an additional point to promote the preservation, restoration and re-creation of priority habitats and the protection and recovery of priority species populations, linked to national and local targets. This would also reflect the guidance set out in paragraph 117 of the NPPF. 5. We suggest that the policy should include the avoidance-mitigation-compensation hierarchy with clarification that compensation should only be considered as a last resort. This would follow the guidance set out in paragraph 118 of the NPPF. We also suggest that it may be clearer if the topics of Green Infrastructure, Biodiversity & Geodiversity, and Landscape Character were considered under separate sections or headings.	DISCUSS AT MEETING _ would mean a re-writing of the policy into a Green infrastructure section, a landscape character section, a bio/geo diversity section and an accessible open space and sports section	Green Infrastructure and Biodiversity	Support
CS9(b)	30	000004DLP	We are pleased to note that this is now a separate policy.	Noted	Green	Support
Canal Corridors	31	000021DLP	SUPPORT	Noted	River and Canal	Support
CS1	31	000001DLP	Policy and proposals map unjustified, ineffective and inconsistent with national policy	The proposals map reflects the policies and proposals set out in the proposed Local Plan, it is considered that	Spatial Strategy	Objection
CS1	31	000029DLP	Object to Strategic Gaps SG1 & SG2 Excessive size of gaps promotes unsustainable development Not consistent with NPPF and not justified Places undue pressure on the green belt	The broad locations of the gaps and wedges and the justification for them was explored in the examination of the 2013 Core Strategy and considered consistent with the NPPF. The boundaries of the proposed Strategic Gaps and Green Wedges were independently assessed by ARUP. The borough's growth can be met	Spatial Strategy	Objection
CS1	31	000030DLP	Object to absence of a Green Belt Review, should have been undertaken in parallel with North East Derbyshire District Council and Sheffield City Council	The NPPF states that "Once established, Green Belt boundaries should only be altered in exceptional circumstances" (para 83). It is not a requirement to review the green belt as part of the preparation of a Local plan. The borough's growth can be met without	Spatial Strategy	Objection
CS10	31	000010DLP	List of potential reserved sites too restrictive and not justified Not effective, inconsistent with national policy and insufficiently positive	It is acknowledged that further work is required on the mix of reserve sites, how to phase and what triggers	Homes and Housing	Objection
CS11	31	000011DLP	Insufficiently positive, justified and effective Local Plan should promote bungalows and mobile park homes and choices to meet demographics and community aspiration	It is acknowledged that further work is required on different housing types to reflect the evidence in the updated SHMA.	Homes and Housing	Objection
CS13	31	000012DLP	Reference to "Local Plan Sites and Boundaries" should be removed	Noted, this will be replaced with reference to the	Jobs Centres	Comment
CS14	31	000013DLP	Insufficiently positive Opportunities to deliver enhancements to the green belt in accordance with CS1 should be supported	This policy is substantially unchanged since being examined in 2013. However an additional bullet point has been added as follows: "viii.enhancing and	Tourism and Visitor Economy	Objection
CS15	31	000014DLP	SUPPORT	Noted	Vitality and	Support

CS17	31	000015DLP	Not justified, is inconsistent with national policy, insufficiently positive and ineffective First sentence should be re-worded to avoid excluding development targeting local need No centre should be designated that does not support multi-modal transport accessibility Policy should not ban development that is sustainable and meets a designated boundary (of CS12b) Suggest first sentence should read "Social Infrastructure facilities will be permitted within town, district and local service centre boundaries and on land adjoining those boundaries. Social Infrastructure facilities will be permitted elsewhere provided it can be shown that they are reasonably accessible by public transport and by pedal cycle and by pedestrians and provided they do not significantly contradict any other policy intention of the	This policy is unchanged from the Core Strategy where it was found to be justified and consistent with national policy. It supports the overall spatial strategy of concentrating development around centres. That said, it is acknowledged that there may be occasions when development of social infrastructure outside of centres would be appropriate, however Policy CS2 already allows for exceptions to be made to These parts of the policy are unchanged from the Core Strategy where it was found to be justified and consistent with national policy	Social Infrastructure	Objection
CS18	31	000016DLP	Not justified, is inconsistent with national policy, insufficiently positive and is ineffective (b) "innovative" should be defined (j) too restrictive (l) "acceptable" should be defined	(b) By definition, "innovative" implies original ideas and new methods, that may not have previously been used. The NPPF (para 63) refers to the weight to be given to "outstanding or innovative designs which help raise the standard of design". The remaining wording of criteria (b) is considered to provide sufficient clarification and is in accordance with the objectives of the NPPF para quoted above. (j) it is not considered restrictive that development	Design and the Built Environment	Objection
CS19	31	000017DLP	Inconsistent with national policy Setting of heritage assets is a material consideration, Not all landscape context is significant	The policy does not refer to landscape	Historic Environment	Objection
CS2	31	000002DLP	Inconsistent with National Policy	Aside from minor amendments, this policy remains largely as approved as part of the 2013 Core Strategy which was prepared and examined post publication of	Location of Development	Objection
CS20	31	000018DLP	RPA at Duckmanton and Mastin Moor are inconsistent with policy and unjustified If council is promoting growth outside convenient walking distance and exception statement needs to be added	The principle of growth at the RPAs was established in the Core Strategy. Policy LP1 requires a new Local Centre to be provided as part of development at Mastin Moor. Duckmanton has a good range of	Travel and Transport	Objection
CS21	31	000019DLP	The proposals map safeguards land for the preferred route of HS2 which is inconsistent with National Policy	Policy CS21 does not safeguard land for the route of HS2, this is done through a separate Safeguarding Direction outside the Local Plan process. However the advice of HS2 is that the route should be shown in Local plans. The safeguarded route will be removed	Travel and Transport	Objection
CS3	31	000003DLP	Recommend adding "applications for housing development in unsustainable locations will not be considered justified on the isolated grounds that the council lacks a five year supply of deliverable housing sites"	The wording of this policy is as recommended by the DCLG as a 'model policy' and reiterates the presumption in favour of sustainable development set out in the NPPF. Paragraph 49 of the NPPF dictates the approach to 'Relevant policies for the supply of housing' when determining planning applications in the absence of a deliverable supply of housing sites sufficient for five years and is now the subject of extensive case law. The 'presumption in favour of sustainable development' then applies so by definition 'unsustainable locations should not be considered	Location of Development	Comment
CS4	31	000004DLP	Inconsistent with national policy. Recommend addition of "so far as is reasonable" after "...will be required to contribute via the Community Infrastructure Levy (CIL)".	The Community Infrastructure Levy Regulations (as amended) do not allow LPAs to exert discretion on whether payments should be made except under specific circumstances. The council has adopted	Infrastructure Delivery	Objection
CS5	31	000005DLP	Proposals map is inconsistent with national policy due to detrimental impact upon setting of heritage assets	CS5(a) ensures that impacts on heritage assets and their settings will be addressed if proposals come forward. The current and draft NPPF continues to require LPAs to consider identifying suitable areas for	A Changing Climate	Objection
CS7	31	000006DLP	Presume policies will be renumbered	Yes, policies will be renumbered for the submission version of the plan	Sustainable Management of	Support

CS8	31	000007DLP	Inconsistent with national policy since tranquility is not recognised	Reference to tranquillity has been added to the policy	Environmental	Objection
CS9	31	000008DLP	Proposals map is inconsistent with national policy and unjustified In places strategic gap boundaries promote unsustainable development, boundaries at Woodthorpe and Brimington are of particular concern unjustified boundaries deny communities fair share of economic growth	The broad locations of the gaps and wedges and the justification for them was explored in the examination of the 2013 Core Strategy and considered consistent with the NPPF. The boundaries of the proposed	Green Infrastructure and Biodiversity	Objection
CS9(b)	31	000009DLP	Policy insufficiently positive Horizontal travel distance insufficient measure of accessibility Policy should empower councils to resist proposals that are insufficiently accessible due to barriers of gradient and road crossing	Noted. Revised standards are to be addressed in an update of the council's Open Space Assessment and the policy will be reviewed in the light of this.	Open Spaces	Objection
PS1	31	000023DLP	SUPPORT	Noted	Making Great	Support
PS2	31	000024DLP	SUPPORT	Noted	Making Great	Support
PS3	31	000025DLP	SUPPORT	Noted	Making Great	Support
PS4	31	000026DLP	SUPPORT	Noted	Making Great	Support
PS5	31	000027DLP	Inconsistent as with national policy as it prejudices the announcement of HS2 phase 2	The use of the former Staveley Works as a site for the HS2 phase 2 northern Infrastructure Maintenance Depot has now been confirmed by Ministerial	Making Great Places	Objection
PS6	31	000028DLP	Reference to LDF should be removed	Noted, the reference will be updated	Making Great	Objection
River Corridors	31	000022DLP	Insufficiently positive Policy should be re-worded to avoid "will not be permitted"	Noted, policy will be re-worded "Only development which can demonstrate it does not prejudice the existing character of and/or the future potential for the	River and Canal Corridors	Objection
RPA's	31	000020DLP	Inconsistent with National Policy No community consensus exists for the expansion of Mastin Moor and Woodthorpe RPA at Mastin Moor is not justified by deprivation statistics	The principle of growth at the RPAs was established in the Core Strategy. No change.	Regeneration Priority Areas	Objection
	32	000001DLP	Should acknowledge that heritage assets are wider than buildings and should include below ground archaeology	The word 'built' has been removed so the word 'heritage' remains, to cover the diversity of types of heritage assets in the Borough without listign in detail	Vision	Objection
	32	000002DLP	More detail on town centre historic core would be useful eg: "This is an area which encompasses the areas of medieval and Roman activity within the historic core of Chesterfield, and where development proposals will need careful consideration of archaeological impacts."	Explanatory text can be supplemented to incorporate the suggestion.	Historic Environment	Objection
	32	000003DLP	It should be made clear that the proposed Local List relates to Built Heritage only (not to undesignated archaeological sites). E.g. "The Borough Council will identify non-designated built heritage assets"; 'The council is currently preparing a Local List of built heritage assets'.	Explanatory text can be amended to incorporate suggestion.	Historic Environment	Objection
	32	000004DLP	'English Heritage' should read 'Historic England'	Noted, this will be amended accordingly	Historic	Comment
CS19	32	000005DLP	a policy strand in relation to the Chesterfield Town Centre Historic Core would be useful, e.g. 'requiring development proposals within the Town Centre Historic Core to be accompanied by appropriate levels of archaeological assessment'	An additional bullet point has been added to policy CS19 using the suggested wording.	Historic Environment	Objection
CS19	32	000006DLP	Policies Map should show the Historic Core	The Historic Core will be shown on the constraints map which will be a live document. This will allow it to be	Policies Map	Objection
CS10	33	000001DLP	This land is designated as open countryside and should remain that way. There are many brown field sites which could be better used for development. The impact on wildlife would be devastating. Safety is a concern with higher risk of criminal activity and nuisance behaviour . The residents do not need the stress and worry building would bring. Parking will be a major problem Westwood Lane is not wide enough for provision for pavements Drainage and sewage is a problem in this area	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS10	34	000001DLP	OBJECT to site on Calow Lane opposite Heathcote Drive in Hasland as suitable for Housing development. Calow Lane is an extremely narrow road and access is often difficult due to cars being parked on it. Development would make traffic and idling cars and air quality worse. Access onto Calow Lane would potentially be hazardous due to the weight of traffic in this area. There is pressure locally on primary and secondary school places in this area.	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection

CS10	35	000001DLP	<p>OBJECT to site H15</p> <p>Traffic problems on Calow Lane are already terrible</p> <p>The width is so narrow that cars park on one side and then there is only room for one way traffic on the other for quite a considerable length</p> <p>There is regular damage done to parked cars due to the road width problems.</p> <p>The pavement is too narrow and used by families with young children trying to get to the 3 schools in Hasland. It is at busy times and difficult for cars to get out of the side streets to rush</p> <p>Any further development would make the situation worse.</p> <p>There is not enough car parking in Hasland Local Centre, Extra capacity just makes that worse.</p> <p>All 3 schools are successful with no available land to build more places is left (this is particularly crucial at the secondary and infant school).</p>	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS10	36	000001DLP	<p>OBJECT to allocation of site for housing.</p> <p>Adverse impact on surrounding area</p> <p>Highway safety</p> <p>Crime</p> <p>Archaeology</p> <p>Hedgerows</p> <p>Trees</p> <p>Wildlife</p> <p>Drainage/sewage</p> <p>Envrionmental Health</p>	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS10	37	000001DLP	<p>Congestion - Calow Lane is an extremely busy road. It is supposed to be weight restricted but there is an industrial estate which attracts quite a lot of heavy traffic and additional housing and residential traffic would cause quite serious problems further along Calow Lane as you approach Hasland.</p> <p>Outside the development area, there is a natural boundary there and the natural boundary near the by-pass which adjoins the development in the Gorse Valley area.</p> <p>Flooding- Part of this area and the fields just below Heathcote Drive is subject to floodi.</p> <p>Impact on schools - Hasland Junior and Infant schools are extremely busy and full and would require additional building, although the amount of land available is very limited.</p>	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
	38	000003DLP	Re. policies map: areas in grey confusing when trying to understand allocations.	Noted. Different graphics will be investigated for future	Policies Map	Comment
CS10	38	000001DLP	Support as a housing allocation. PP granted and it is anticipated that a reserved matters application will be submitted in 2017. It will deliver housing in 2018 and is a robust and deliverable allocation.	Noted.	Homes and Housing	Support
RPA's	38	000002DLP	<p>No objection to designation of RPA.</p> <p>Unclear how draft policy LP1 relates to the granting of 15/00085/OUT. The site should be shown as a housing allocation within the RPA. It is anticipated that the site will deliver housing in 2018 - is robust & deliverable.</p> <p>Condsideration should be given to extending the RPA or housing allocation to include land east of Poplar Farm and South of Middle Farm.</p>	The site (15/00085/OUT) should be shown if it has passed the necessary LAA stages. The site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of	Regeneration Priority Areas	Objection

CS10	39	00001DLP	<p>Highway/Access/Trans Pennine Trail/Public Footpaths Westwood Lane and Lodge Close provides a gateway to Westwood and is a thoroughfare for residents and users of the Trans Pennine Trail. Traffic concerns re. unsuitability of roads - Manor Road is constantly congested which will only be exacerbated by the addition of further traffic. Safety concerns, especially re. pedestrian access.</p> <p>Wildlife The proposed build site was determined to be a Public Open Space on the previous Local Plan. As a consequence wildlife has flourished and it is now a haven for a variety of animals/insects such as butterflies, moths, nesting birds, rabbits, foxes, snakes, shrews, mice along with birds of prey/bats feeding from the area. Flora and fauna has similarly thrived naturally encouraging the wildlife. Impact on business- would impinge on attractive environment and eradicate this.</p> <p>Neighbourhood Watch Scheme On Westwood Lane /Lodge close the residential community is of a certain demographic (elderly, retired, mature professional home owners). The addition of housing introduces an entirely new and contrasting dynamic and diversity of resident which will adversely create an imbalance to the current harmony.</p> <p>Visual Impact The neighbourhood and proposed access is of a certain style which is not replicated in the new build proposals. This is entirely out of character and keeping and creates a contrasting and negative outlook, not least since the proposed green field development site would be a new usage of the land prominently situated adjacent to Doomsday referenced Westwood, footpaths, bridleways and cycle routes therein.</p> <p>There is no necessity or requirement at all to build in the location with many other larger brown field sites available in Chesterfield more suited.</p>	<p>This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making</p>	Homes and Housing	Objection
CS10	40	000011DLP	<p>We note that the proposed site allocations have not yet gone through a rigorous sequential test process, and so there are currently sites proposed in flood risk areas. In the absence of evidence to demonstrate that the sequential test process has been carried out, and subsequently passed, the following sites are currently a cause for concern: - H15 (DLP); - H37 (DLP); - H08 (DLP); - H48 (DLP); - H69 (DLP).</p> <p>We would like to highlight that the sequential test process needs to be carried out as soon as possible to justify those sites in flood risk areas. Ultimately, the National Planning Policy Framework (NPPF) identified that it is for the local planning authority to determine whether or not there are other sites available at lower flood risk as required by the Sequential Test.</p>	<p>These sites will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making. This process will include application of the flood risk sequential test as required by the NPPF. The sites highlighted as a concern have been included as key areas in the Chesterfield Integrated Flood Risk Study.</p>	Homes and Housing	Objection
CS10	40	000012DLP	<p>We note that the proposed site allocations have not yet gone through a rigorous sequential test process, and so there are currently sites proposed in flood risk areas. In the absence of evidence to demonstrate that the sequential test process has been carried out, and subsequently passed, the following sites are currently a cause for concern: - H15 (DLP); - H37 (DLP); - H08 (DLP); - H48 (DLP); - H69 (DLP).</p> <p>we would like to highlight that the sequential test process needs to be carried out as soon as possible to justify those sites in flood risk areas. Ultimately, the National Planning Policy Framework (NPPF) identified that it is for the local planning authority to determine whether or not there are other sites available at lower flood risk as required by the Sequential Test.</p>	<p>This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making. This process will include application of the flood risk sequential test as required by the NPPF. The sites highlighted as a concern have been included as key areas in the Chesterfield Integrated Flood Risk Study.</p>	Homes and Housing	Comment

CS10	40	000013DLP	<p>We note that the proposed site allocations have not yet gone through a rigorous sequential test process, and so there are currently sites proposed in flood risk areas. In the absence of evidence to demonstrate that the sequential test process has been carried out, and subsequently passed, the following sites are currently a cause for concern:</p> <ul style="list-style-type: none"> - H15 (DLP); - H37 (DLP); - H08 (DLP); - H48 (DLP); - H69 (DLP). <p>we would like to highlight that the sequential test process needs to be carried out as soon as possible to justify those sites in flood risk areas. Ultimately, the National Planning Policy Framework (NPPF) identified that it is for the local planning authority to determine whether or not there are other sites available at lower flood risk as required by the Sequential Test.</p>	<p>This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making. This process will include application of the flood risk sequential test as required by the NPPF. The sites highlighted as a concern have been included as key areas in the Chesterfield Integrated Flood Risk Study.</p>	Homes and Housing	Objection
CS10	40	000014DLP	<p>We note that the proposed site allocations have not yet gone through a rigorous sequential test process, and so there are currently sites proposed in flood risk areas. In the absence of evidence to demonstrate that the sequential test process has been carried out, and subsequently passed, the following sites are currently a cause for concern:</p> <ul style="list-style-type: none"> - H15 (DLP); - H37 (DLP); - H08 (DLP); - H48 (DLP); - H69 (DLP). <p>we would like to highlight that the sequential test process needs to be carried out as soon as possible to justify those sites in flood risk areas. Ultimately, the National Planning Policy Framework (NPPF) identified that it is for the local planning authority to determine whether or not there are other sites available at lower flood risk as required by the Sequential Test.</p>	<p>This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making. This process will include application of the flood risk sequential test as required by the NPPF. The sites highlighted as a concern have been included as key areas in the Chesterfield Integrated Flood Risk Study.</p>	Homes and Housing	Comment
CS10	40	000015DLP	<p>We note that the proposed site allocations have not yet gone through a rigorous sequential test process, and so there are currently sites proposed in flood risk areas. In the absence of evidence to demonstrate that the sequential test process has been carried out, and subsequently passed, the following sites are currently a cause for concern:</p> <ul style="list-style-type: none"> - H15 (DLP); - H37 (DLP); - H08 (DLP); - H48 (DLP); - H69 (DLP). <p>we would like to highlight that the sequential test process needs to be carried out as soon as possible to justify those sites in flood risk areas. Ultimately, the National Planning Policy Framework (NPPF) identified that it is for the local planning authority to determine whether or not there are other sites available at lower flood risk as required by the Sequential Test.</p>	<p>This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making. This process will include application of the flood risk sequential test as required by the NPPF. The sites highlighted as a concern have been included as key areas in the Chesterfield Integrated Flood Risk Study.</p>	Homes and Housing	Comment
CS2	40	000001DLP	<p>We support the aims of this policy, and in particular bullet point 'g', which reiterates that future unallocated development will need to meet the requirements of the flood risk sequential test.</p>	Noted	Location of Development	Support
CS5	40	000002DLP	<p>Hydro power - it is recommended that developers should contact the EA as early as possible to begin pre-application and determine whether they would be likely to obtain a licence, what associated infrastructure would be required (e.g. fish passage) and therefore whether the scheme is potentially viable.</p>	<p>Agreed. Suggest addition to policy wording: Pre-application advice from the Environment Agency is advised.</p>	A Changing Climate	Comment

CS7	40	000003DLP	<p>As the SFRA is now 7 years old we request that the policy should be rewritten as follows, to ensure that all planning decisions are made against the best available flood risk information at any time:</p> <p>- 'Consequently, every effort should be made to ensure development only takes place in areas with the lowest probability of flooding, or constructed safely where it has been demonstrated that this is not possible. Development should not increase the risk of flooding to either the proposed site itself, or to third parties. The Borough Council has in place a Strategic Flood Risk Assessment (2009) and will also have the Chesterfield Integrated Model to allow it to make more informed judgements about potential development sites in the Local Plan. Strategic decisions can therefore be made on where development is most appropriate in relation to flood risk. However, as the SFRA represents only a snapshot in time, development proposals should always be considered against the best available flood risk information, such as the EA's Flood Map for Planning and flood risk modelling.'</p>	Agree proposed changes to paragraph 4.8	A Changing Climate	Comment
CS7	40	000004DLP	<p>A 'Flood Risk Investigation' is currently being commissioned for Chesterfield, to support the LP process (to be completed approx. Sep 2017). We recommend that wording should be added to supporting paragraph 4.10, requiring proposals to consider the findings of the forthcoming Chesterfield Flood Risk Investigation, as this document will form the starting point for flood risk considerations across the area.</p> <p>Ammenoments to incese policy sounness:</p>	Agree proposed changes to paragraph 4.10	A Changing Climate	Comment
CS7	40	000005DLP	<p>'Flood risk' specific comments:</p> <p>The opening line of the policy states that 'the council will require flood risk to be considered for all development...'. We recommend that the word 'considered' should be replaced by the word 'mitigated' or 'managed', to ensure that the policy is consistent with the National Planning Policy Framework (NPPF) and associated practice guidance.</p> <p>We note that bullet point 'a' states development proposals will 'be directed to locations with the least impact on flooding or water resources'. We recommend that the words 'with the least impact on flooding' should be replaced by the words 'with the lowest probability of flooding', to ensure compliance. We would also recommend that additional wording should be added to the end of the sentence, along the lines of 'as required by the flood risk sequential test'. This would add further clarity on what is expected of new development in flood risk areas.</p> <p>Finally, the final sentence of policy states that 'the Council will require minor developments that require new surface water drainage to give priority to sustainable drainage systems'. It is our opinion that 'minor developments' might cause confusion to developers, who might interpret that as the planning definition for minor development; a change of wording would help avoid such confusion.</p> <p>Protecting the Water Environment</p> <p>We recommend that the following wording should be added to the policy, under a new sub heading of 'protecting the water environment':</p> <p>- Protecting the Water Environment</p> <p>Development proposals will be expected to demonstrate that water is available to support the development proposed, and that they meet the Building Regulation water efficiency standard of 110 litres per occupier per day.</p>	Agree proposed changes to Policy CS7 except that the council cannot require the higher standard of water efficiency as there is no local evidence on need or impact on viability to support such a policy requirement. The wording has been included to encourage this standard where possible.	Sustainable Management of the Water Cycle	Comment
CS8	40	000006DLP	<p>Support the principles of this policy, but recommend that the following text should be added to the 'water contamination' section of this Policy:</p> <p>- 'Development proposals will be expected to contribute positively to the water environment and its ecology, and should not adversely affect surface or ground water quality, in line with the requirements of the Water Framework Directive'.</p> <p>This change would give developers greater clarity on what is expected of them in these situations, whilst also adding weight to the policy.</p>	Agree proposed addition to Policy CS8	Environmental Quality	Comment
CS8	40	000007DLP	<p>There may be opportunities to achieve remediation of contamination through the Local Plan by reducing/removing the requirement to contribute affordable housing on affected sites, or reducing/removing the requirement to contribute financially to other infrastructure, for example.</p>	Noted. Abnormal costs are considered when assessing the viability of proposals and any other policy requirements such as affordable housing. No change	Environmental Quality	Comment

PS5	40	000010DLP	Whilst we support the principles behind point 'k' of this policy, we would like to highlight that remediation may be required prior to any development commencing on parcels of affected land. It is likely that any subsequent planning applications/development proposals will need to be supported by further studies and/or	Noted. Reference to policy CS8, which deals with development of contaminated land in more detail, will be added to point (k) as follows:	Making Great Places	Comment
River Corridors	40	000009DLP	Re-wording of the policy to increase the likelihood of the plan delivering Strategic Objective S7. We recommend that the following wording should be added: 'New development proposals on or adjacent to a river corridor should investigate the creation, and management, of ecological buffer strips and corridors to preserve and enhance the biodiversity of the area'. This would help contribute to the government's commitment to halt the overall decline in biodiversity.	Noted, wording will be added following: "New development proposals on or adjacent to a river corridor should investigate the creation, and management, of ecological buffer strips and corridors to preserve and enhance the biodiversity of the area	River and Canal Corridors	Comment
CS10	41	000001DLP	Feels that green space should be preserved to give residents the necessary level of breathing space and privacy. The area has become much more developed over time, with St Mary's School and the park contributing to this. However, there is still a level of tranquillity on the north side and were this to be lost it would be hugely detrimental to the area. Feels as though the use of green field sites is not justified based on estimates of housing demand. Until such a time that demand is proven then sites should not be brought forward in green spaces as this will only encourage developers to go for them rather than the more difficult brown field areas. Brown field sites should be pushed so that places of natural beauty and relaxation can be preserved.	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS10	43	000001DLP	H35 (DLP), Inkersall Road (Land West of), Staveley is supported. The site is deliverable, a suitable and sustainable location for development; achievable with residential development being able to be delivered on site within five years; and is viable. The landowner is currently working with an agent to sign up a suitable party to take forward a planning application for the site.	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Support
CS10	43	000002DLP	The Trans Pennine Trail bounds the site to the west; the development of the site provides an opportunity to provide formal open space to link the Trail with Poolsbrook Country Park to the east of the site. Support reserve site at Dunston which could deliver up to 952 dwellings, however concerns are raised that only a single location is identified should delivery fail. Suggest that smaller sites, immediately adjacent to the proposed allocations will ensure that the necessary infrastructure is provided and a comprehensive approach is taken to the masterplanning of the sites. Such a site could include the land to the south of of proposed allocation H35 (DLP). It is suggested that H35 (DLP) could be delivered in tandem with land immediately to the south of the site (see attached layout), extending up to Inkersall Green Road.	Sites will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making The approach to delivery of housing will be set out in a Housing Topic Paper.	Homes and Housing	Objection

CS1	44	000001DLP	<p>the draft Local Plan is not sound as it is not positively prepared</p> <ul style="list-style-type: none"> - The plan does not aim to meet the objectively assessed need identified in the Chesterfield SHMA (2014). - There is a shortfall in the quantum of land identified to meet the housing target of additional dwellings - The range and distribution of sites and proposed phasing for the release of land fails to meet qualitative requirements to meet both housing needs and the economic aspirations of the plan. - The over reliance on “reserved sites and regeneration” sites is also likely to adversely impact on the ability of the Council to maintain a deliverable 5 year housing land supply. - the housing requirement is based on a SHMA which is three years out of date, and does not use the latest population figures. <p>The Local Plan is not 'Justified'</p> <ul style="list-style-type: none"> - The phasing of release of housing sites is not the most appropriate strategy for meeting housing needs. It relies too heavily on a large number of small housing sites and large scale regeneration areas to be delivered during the plan period. <p>The Local Plan is not 'Effective'</p> <ul style="list-style-type: none"> - The phasing of sites will not be effective in meeting either the quantitative or qualitative requirement for housing to meet either the economic growth aspirations of the plan or the housing needs and demands of the Borough's population. <p>The Local Plan Housing target does not appear to include the 20% buffer that is required.</p> <p>Paragraph 2.5 of the new Local Plan advises that this under delivery should be spread throughout the plan period. Given the persistent under delivery and to ensure an adequate supply of sites, it is considered that the shortfall should be delivered early in the plan period, rather than spread through the plan period.</p> <p>The Local Plan (table on pages 44-46) identifies “Potential Housing Allocations” to deliver 3,980 units over the plan period. This provision is not sufficient to meet the housing need identified in Policy CS1 of 4,630 units, supports the proposed allocation of sites H06 and H67 for housing development, and considers that the wider area to the south should also be allocated for residential development.</p>	<p>The SHMA has been updated and the revised OAN will be set out in the next stage of the Local Plan. The approach to housing delivery will be set out in a Housing Topic paper.</p>	Spatial Strategy	Objection
CS10	44	000003DLP	<p>A wider allocation would allow for the comprehensive development of the site as a whole or on a phased basis. It would deliver wider regeneration and sustainability benefits, including the provision of social infrastructure i.e. local centre, whilst maximising opportunities for walking and cycling.</p> <p>The wider site at Land south of Bamford Road should be allocated for residential development within the Chesterfield Local Plan.</p>	<p>Support noted. Any new sites proposed will be subject to assessment through the LAA.</p>	Homes and Housing	Comment
CS2	44	000002DLP	<p>For larger developments, which propose to include a new centre to meet the accessibility requirements of draft Policy CS2, some guidance should be provided on the nature of the uses to be provided within the new centre.</p> <p>This policy should be amended to include criteria, which supports development on greenfield sites which are located in sustainable locations.</p>	<p>There is a definition provided in the plan for a local centre and this is adequate to provide an appropriate balance between guiding development and ensuring flexibility in relation to new local centres. CS10 provides the policy for proposals for greenfield housing</p>	Location of Development	Comment
PS5	44	000005DLP	<p>The objectives include the delivery of a range of housing opportunities. However, it is not specific in defining the quantum of housing.</p> <p>The Proposed Housing Allocations list (Page 47) indicates that the site has an estimated housing capacity of 1,500. However, this has not been detailed within the Land Availability Assessment (LAA) with a site assessment, which should be made available for comment.</p> <p>This quantum of housing is not likely to deliver in its entirety within the plan period.</p> <p>These concerns should be addressed for consistency of the plan, and reviewed to ensure the proposed housing requirement can be delivered.</p>	<p>The capacity of the site to accommodate 1500 homes has been determined through detailed masterplanning work carried out with the landowners and will be made available to support the plan. The LAA is being updated to reflect this work. The policy will be updated to give an overall housing target and an indicative split by character area.</p> <p>It is acknowledged that not all of this will be delivered within the plan period and an updated housing trajectory will be prepared to reflect this.</p>	Making Great Places	Comment

RPAs	44	000004DLP	It is not currently clear where the estimated housing numbers in the allocations table will be accommodated and it is therefore not clear whether the stated number is deliverable. Policy LP1 should be revised so it is clear that it seeks housing-focused regeneration, and includes specific sites that are expected to deliver the housing requirement. The proposed housing allocations table should be updated accordingly.	Agree that further clarity is required to justify that the proposed housing can be accommodated within the RPA areas. This information is available on the LAA and could be included within the Local Plan supporting evidence or Housing Topic Paper. Consider the approach set out provides enough flexibility to secure	Regeneration Priority Areas	Objection
CS9	45	000002DLP	The Trust welcomes the Council's commitment to the BAP process and is working with the Council to update the Greenprint for Chesterfield We note the reference to stepping stones and corridors both of which taken together with core sites form the ecological network referred to in the NPPF. It is vital that this ecological network is identified and protected wherever possible within the Borough. The presence of open mosaic habitats on previously developed land will in some areas result in conflicts between proposed development and nature conservation. It is vital that sufficient habitat is retained within re-development here could impact on protected species (water vole) and this will need to be addressed as part of the planning process.	Noted	Green Infrastructure and Biodiversity	Support
PS3	45	000005DLP		Noted. Provision is made on conditions on the outline planning permission for monitoring and provision of a	Making Great Places	Support
PS5	45	000006DLP	object to the policy, but would re-consider if the biodiversity interest of this area is better reflected in the description and policy or if the Council demonstrated that these concerns could be addressed through the general application of the Biodiversity policy CS9. The proposed development of land within this corridor has the potential to impact upon a variety of habitats and species of nature conservation value especially the UK BAP priority habitat type 'Open mosaic habitats on previously developed land' We would like to see the description of the area specifically mention biodiversity as a key issue that will need to be considered as part of the ongoing development. the policy should include wording to support the establishment of a sustainable network of grassland habitat within and around the site. At present the emphasis is on the river and canal and retaining/creating associated wetland habitat. We would suggest adding the following wording:- "Establish a network of open grassland habitats through the site to maintain and enhance brownfield	Noted, an additional objective 'n': will be added, worded as suggested	Making Great Places	Objection
River Corridors	45	000004DLP	supports the new policy on River Corridors object in part to this policy as we believe that it could strengthened with respect to biodiversity.	Noted	River and Canal	Support
RPAs	45	000003DLP	consideration should be given to amending the wording of the first part of the policy as follows:- b) Deliver environmental and biodiversity benefits	Policy amended as suggested	Regeneration Priority Areas	Objection
CS1	46	000001DLP	Support the approach taken to dealing with the under-delivery of homes since 2011 over the plan period in calculating the Objectively Assessed Housing Need (as set out in paragraph 2.5), which will assist in ensuring that the Local Plan is aspirational, realistic and deliverable. Support the preferred option of meeting the objectively assessed housing need but with some flexibility to meet growth aspirations and contribute to the wider Sheffield City Region aspirations through reserve sites.	Noted	Spatial Strategy	Support
CS10	46	000002DLP	The Borough Council is a member of the Chesterfield Canal Partnership. Support policy LP2 Chesterfield Canal, as it provides measures for the ongoing restoration of the Chesterfield Canal.	Noted	River and Canal Corridors	Support
CS10	47	000001DLP	Addition of 284 homes off Calow lane would increase traffic and create significant disruption The majority of houses on Calow Lane do not have access to off street parking creating a bottle neck at Peak	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
	48	000001DLP	Would welcome more positive interaction with Borough Council Officers and Members	Noted, this will be addressed outside the Local Plan	Vision	Comment
	48	000002DLP	Walking and Cycling can benefit the visitor economy. Chesterfield is well placed to benefit from increased leisure cycling	Noted	Vision	Comment

	48	000003DLP	Promoting walking and cycling for short journeys will assist the Borough's contribution to climate change	Support noted	Vision	Support
	48	000004DLP	Promoting walking and cycling mean more people on the streets with social interaction. Encouraging car use reduces social interaction. More people on the streets makes people feel safer.	Support noted	Vision	Support
	48	000005DLP	The Borough Council has failed to connect the new Queen's Park Sports Centre to the cycle network. Despite planning and input the infrastructure provided so far remains dangerous and unconnected a year after the centre opened.	This issue relates to a specific development and planning permission and is outside the scope of the Local Plan to address. Measures to improve access are	Vision	Objection
	48	000006DLP	All new housing sites should have walking and cycling infrastructure planned to make high quality connections with the existing and planned strategic cycle network. Housing developments should prioritise walking and cycling infrastructure within the sites.	Policy CS20 seeks to prioritise 'safe and convenient' pedestrian and cycle access to and within sites.	Vision	Comment
	48	000007DLP	SUPPORT	Support noted	Vision	Support
	48	000008DLP	note there is no reference to the cycle route connecting Chesterfield to the Avenue site (and further south to Clay Cross and the 5 Pits Trail). This route will become National Cycle Network route 67.	Reference will be added after paragraph 1.24 "This will include making links to wider local and national walking and cycling networks including the Trans Pennine Trail, Cuckoo Way and, via a new link to the	Vision	Comment
	48	000010DLP	Long term monitoring of air quality should be carried out on Derby Road and Chatsworth Road. These areas regularly used to fail air quality when measuring stations were sited there.	The Local Plan does not determine where air quality monitoring will be carried out, but this issue will be	Travel and Transport	Comment
	48	000011DLP	Whilst we agree with all the points made there is no commitment written in these paragraphs by the Borough Council to actively add to the networks through planning gain or where the borough council has responsibility for the route. We note that CS20 does make a commitment and urge the borough councils planning dept to consult with our Campaign to agree new or enhanced infrastructure.	New paragraph added after 9.6 "9.6.9.7.The borough council will work with partners including Derbyshire County Council and Chesterfield Cycle Campaign to improve and expand the network of cycle routes in and beyond the borough and will seek developer contributions through planning obligations and/or CIL towards this where appropriate"	Travel and Transport	Comment
CS2	48	000016DLP	Any new development must include good quality connections to the strategic cycle network with a condition it is built before the development is opened.	Noted. Policy CS20 requires "prioritisation of safe and convenient pedestrian and cycle access to and within the site". Policy CS4 requires that "necessary	Location of Development	Comment
CS21	48	000012DLP	Chesterfield-Staveley Regeneration Route and the Staveley Northern Loop Road Phase 2 will almost certainly have an adverse effect on the environment of the Trans Pennine Trail (canal path) Noise and air quality will suffer along the route.	Policy CS8 already requires that "all developments will be required to have an acceptable impact...taking into account noise, dust, air quality..." An additional requirement will be added to policy CS21 stating that : "Proposals for the CSRR and Staveley Northern Loop Road will be required to conserve and	Major Transport Infrastructure	Objection
CS21	48	000013DLP	We support the Hollis Lane Link Road and a redesign of the railway station forecourt to remove confliction between pedestrians, cyclists and motorised traffic. (also 10.27)	Support noted	Travel and Transport	Support
CS4	48	000009DLP	We urge the Borough Council to use the CIL to provide high quality walking and cycling routes to connect new developments to existing infrastructure.	The council's CIL Regulation 123 list currently includes "Implementation of Chesterfield Strategic Cycling Network" and "Measures to improve walking, cycling and public transport provision within [list of specified	Infrastructure Delivery	Comment
CS8	48	000017DLP	It appears that development is permitted even if it makes an AQMA worse. Policies need to be in place to always improve air quality and not allow unsustainable car based development. Support enhanced walking and cycling routes between the town centre, Waterside and the railway station.	The sentence "unless there are significant material considerations that would outweigh the harm" to be	Environmental Quality	Objection
PS1	48	000014DLP	Noise pollution is a major problem from the A61. Support the building of a 'green bridge' (lightweight deck) over the cutting next to the Chesterfield Hotel as proposed in the URBED town centre master plan.	Support noted	Making Great Places	Support
PS4	48	000015DLP	No reference is made to cycling access at Markham Vale. A major employment site should be well connected by sustainable transport.	Further bullet point to be added: "make appropriate provision for walking and cycling access to	Making Great Places	Objection
RPA's	49	000001DLP	OBJECT to the Mastin Moor RPA Community were not properly consulted when the idea was proposed objections include traffic problems (A619), and increased demand for access to schools and GP surgeries.	Noted. The RPA's were established in the Core Strategy which was considered sound by an Inspector and had public consultation that went beyond what is required in the regulations. The relevant agencies (DCC and	Regeneration Priority Areas	Objection
	51	000001DLP	Strongly Agree	Noted	Vision	Support
CS1	51	000002DLP	Reserved sites should only be used as a last resort when all available previously developed land has been used and there is a clear further requirement	It is acknowledged that further work is required on the mix of reserve sites, how to phase and what triggers	Spatial Strategy	Comment

CS1	51	000003DLP	Green wedges and strategic gaps should be resolutely protected from development Agree with option for a single designated reserve site but should only be used as a last resort	Noted	Spatial Strategy	Support
CS10	51	000005DLP	Agree with chosen option of Dunston Other optional sites are not suitable. Brimington south option is a designated strategic gap	Noted	Homes and Housing	Support
CS15	51	000006DLP	Land should be prioritised for housing needs. Do not need more out of town shopping centres, retail parks or car supermarkets. Retail should be pushed back into town centres	Noted. Policy CS16 sets out the approach to new retail which ensures that town centre locations are prioritised.	Jobs Centres Facilities	Comment
CS9	51	000004DLP	Strongly agree	Noted	Green	Support
CS10	52	000001DLP	Calow Lane already has parked cars and could not sustain additional traffic No footpah for pedestrians 7.5t road limit Land prone to flooding Loss of rural feel to village Parking at local shops is already a problem Would result in dangerous entrance Risks to children walking to and from school Disruption to residents during construction School run will be worsened Already a lot a developments in the area adding to traffic Alternative brownfield sites are available No need for housing Impact upon hospital	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
CS1	53	000001DLP	No comments in response to consultation. Reminder to consult on any plans and strategies that affect assets.	Noted	Strategic Objectives	Comment
	54	000003DLP	The smart motorway network will support growth in the area and help safeguard the operation of the SRN.	Noted	Travel and	Comment
CS20	54	000002DLP	Support Policy CS20 and the stated desire to work with HE to ensure any adverse impacts of additional traffic are minimised (including Transport Assessments undertaken as part of the development management process). Welcome objective 9 tackling congestion, securing strategic improvements to the transport system and encouraging sustainable transport. Welcome objective 10 which states that all development should be supported by inclusive infrastructure.	Noted	Travel and Transport	Support
CS20	54	000004DLP	Highways England is referred to as the "Highways Agency" These references should be updated throughout the Local Plan.	Noted, references have been amended.	Travel and Transport	Objection
PS4	54	000001DLP	Principle interest is in safeguarding the operation of the M1, particularly J29A. Aware that much of the proposed development is in the vicinity of the Markham Vale Enterprise Zone. Risk of adverse impacts from further development in this area (beyond existing planning applications). Supports the PS4 Policy for Markham Vale which indicates that any works not covered by existing permission must demonstrate that they can mitigate any adverse impacts on the highways network.	Noted	Making Great Places	Support
PS1	55	000001DLP	Royal Mail object to the inclusion of the Future Walk facility within the Place Shaping boundary for Chesterfield Town Centre. The designation purpose is not consistent with Royal Mail's operations, and could potentially hinder Royal Mail's ability to adjust their operations in future in order to meet demand for postal services.	The Chesterfield Town Centre masterplan is a non-statutory masterplan. The Local Plan does not specify a use for this site and a wide range of options are	Making Great Places	Objection
PS1	55	000002DLP	Royal Mail object to the draft development allocation of former multi-storey car park site as a 'Potential Refurbishment/Development Project' site on the Chesterfield Town Centre Illustrative Masterplan 2015. This area of land is under Royal Mail's ownership, and is of importance to Royal Mail in providing flexibility to adjust and/or expand their operations.	Noted. The Chesterfield Town Centre masterplan is a non-statutory masterplan. The Local Plan does not specify a use for this site and a wide range of options are possible, including the potential to exand existing	Making Great Places	Objection
PS1	55	000003DLP	Regarding the expansion of the pedestrianised inChesterfield Town Centre as per the Masterplan, Royal Mail request that expansion be cognisant of the need for Royal Mail to access residential properties within the town centre. Royal Mail would object to any restriction of their ability to use routes along West Bars and New Beetwell Street, which would cause significant delays in delivery times.	Noted. The Chesterfield Town Centre masterplan is a non-statutory masterplan and the Local Plan does not propose any specific expansion of pedestrianisation. Any further expansion would be the subject of legal processes through Traffic Regulation and Stopping up	Making Great Places	Comment

CS10	56	000004DLP	<p>Apart from 'Land at Whitebank Close', none of the potential housing sites appear to affect sports facilities.</p> <p>The requirements of NPPF paragraph 74 would need to be met. This requirement links back to evidence base comments previously raised.</p>	Noted.	Homes and Housing	Comment
CS9	56	000001DLP	<p>The Playing Pitch and Outdoor Sports Strategy (PPOSS) is now over 3 years old and given changes in circumstances such as those relating to specific sites, requires an update.</p> <p>The POSS does not appear to have been backed up by robust and comprehensive evidence for all open space typologies.</p> <p>Whilst the last sentence within paragraph 5.12 is supported (other than inclusion of the word Borough's), at present there does not appear to be sufficient evidence to inform future decisions other than a presumption in favour of retention.</p>	Noted. The Council is aware of the need to update the PPOSS and the LPA intends to ensure that this is done. The Council intends to carry out an up to date assessment of open space to cover all relevant open space typologies. The text can be amended to reflect.	Open Spaces	Objection
CS9	56	000002DLP	<p>Object to application of a 'standards approach' for sports provision based on a quantitative area - not supported and does not draw upon locally specific evidence of need for facility requirements to meet identified requirements.</p> <p>Principle of protecting, enhancing and providing for sports facilities is strongly supported but must be done in Principle of requiring development to contribute towards sports provision where a need is identified is supported, but the proposed standards based approach for doing so is not supported.</p>	Noted. The use of a standards approach to sports provision is acknowledged to be inappropriate given current guidance by Sports England and will be deleted in respect to outdoor sports facilities. A standards approach is however still appropriate for other types of	Open Spaces	Objection
CS9(b)	56	000003DLP	<p>The application of a 'standard' to determine whether a sports facility is surplus to requirements is similarly not supported. Decisions need to be made with reference to up to date and locally derived evidence, and include site specific considerations.</p> <p>The wording of the last paragraph needs to be reconsidered as there would seem to be a need for a link between i. and iii. rather than ii. and iii.</p>	The standards will be reviewed based on the updated Parks and Open Spaces Assessment and Strategy.	Open Spaces	Objection
RPAs	56	000005DLP	<p>A number of the RPAs appear to be of scale and nature that could potentially accommodate new sports facilities on site.</p> <p>These opportunities need to be further explored in conjunction with an update of the sports evidence base to ensure that any relevant site specific opportunities, needs and recommendations for sport are addressed in subsequent stages of the Local Plan preparation.</p>	Noted.	Regeneration Priority Areas	Comment
CS9	58	000001DLP	<p>Welcome the protection given to ancient and non-ancient woodland in this policy.</p> <p>The WT welcome the commitment to increase tree cover, and the recognition that tree and woodland planting will help the Borough in responding to climate change.</p> <p>Support that this policy will help the Council to achieve the targets set out in the Greenprint for Chesterfield biodiversity action plan.</p>	Noted	Green Infrastructure and Biodiversity	Support

CS9(b)	58	000002DLP	<p>Recommend that proximity and access to woodland is recognised as a health and wellbeing provision through the Woodland Access Standard:</p> <ul style="list-style-type: none"> • That no person should live more than 500m from at least one area of accessible woodland of no less than 2ha in size; and • That there should also be at least one area of accessible woodland of no less than 20ha within 4km (8km round trip) of people's homes 	<p>Chesterfield Borough Council recognises the health and wellbeing and economic benefits that access to greenspace brings. Use of the Woodland Access standard (WAST), which complements Natural England's ANGST, would further strengthen the LAA from an open space accessibility perspective and assist in meeting the Local Plan's aims around health and wellbeing. As such the council will work towards the provision of accessible woodland.</p> <p>The WAST aspires to an accessible woodland of at least 2 hectares within 500 metres of every home, and a woodland of at least 20 hectares within 4km. The figures for Derbyshire are 18.5% and 62.6% respectively (as of July 2016). Woodland accessibility has been calculated using the Forestry Commission dataset and Ordnance Survey's Address Layer. All of Chesterfield's residents live within 4km of a 20ha. Area of woodland and 59.02% are within 500m of a 2ha. Site. Given Chesterfield is predominately an urban area it would be impractical to meet the standard for 2ha areas of woodland.</p> <p>As such, the provision of new woodland will not be a requirement of new residential development. The Council will work with partners and developers to improve the provision that currently exists in</p>	Green Infrastructure and Biodiversity	Comment
RPAs	58	000003DLP	We welcome the policy's support for developments in Regeneration Priority Areas which "increase trees and tree groups to enhance landscape character."	Noted.	Regeneration Priority Areas	Support
RPAs	58	000004DLP	It should also be recognised that there is evidence that urban trees remove large amounts of air pollution and improve urban air quality. This evidence is brought together in the Woodland Trust discussion paper Urban Air Quality (https://www.woodlandtrust.org.uk/mediafile/100083924/Urban-air-quality-report-v4-single-pages.pdf). WT happy to discuss.	<p>The importance of trees in improving air quality is recognised by the authority and Section 5.7 of the plan has been amended to make this link explicit. The existing draft plan details the requirement for a net gain in biodiversity (Policy CS9) and it would be appropriate to add that maintaining and increasing urban tree cover should be a priority where possible in respect of improving air quality within the Borough.</p> <p>CS9 will therefore be amended to state:</p>	Regeneration Priority Areas	Comment

CS10	59	000001DLP	<p>Support allocation of land West of Hady Lane (H31)</p> <p>Extant outline planning permission (OPP) for residential development granted 8 December 2015 (for 10 low density plots). Development is in line with core local plan policies requiring a minor alteration to greenfield boundary.</p> <p>Access to the town centre, proximity to public transport and schools are highlighted alongside the unobtrusive design of the development. A local centre (Hasland) is within 0.8 miles.</p> <p>Desktop Flood Risk Assessment showed the site was not at direct risk of flooding by rivers or streams and a SuDS is being considered.</p> <p>The sites does not intrude on the Green Belt, Green Wedges and Strategic Gaps. It represents a small loss of a privately-owned green open space. An Ecological Impact Assessment indicates a scheme could viably offer a net positive gain to biodiversity at the site level.</p> <p>The site is technically viable, with no insurmountable technical issues envisaged based on previous development & ground investigations.</p> <p>Minimal highways impact - a DCC consultation supports development with a number of viable access solutions available to connect Hady Lane to the dwellings via the eastern site boundary.</p> <p>The land owner has requested that the land at this location is considered for inclusion as an allocated site for residential development in the updated Draft Local Plan, providing longer term support for the outline planning</p>	<p>This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making (this process having no impact on the validity of any current planning permission in place).</p>	Homes and Housing	Support
CS2	60	000001DLP	<p>The commitment to promoting healthy lifestyles and opportunities for physical activity aligns with CCG priorities. Distribution of GPs and health centres within the borough is reasonable.</p>	Noted	Location of Development	Support
CS2	60	000002DLP	<p>Some of the proposed housing developments are likely to have an impact on existing facilities as some GP surgeries are currently at capacity and are already looking to expand to meet the existing population needs.</p> <p>For 25 dwellings or more all Derbyshire CCGs use the same methodology to estimate the impact of new residential development. Expansion of existing premises and to encourage collaborations of smaller practices is preferred and in line with NHS England policy 'General Practice Forward View'.</p> <p>North Derbyshire CCG and Hardwick CCG intends to make formal requests for developer contributions where it is felt that the development was making demands on local health services.</p> <p>The CCGs will work with the local council to identify which surgeries would be most impacted as a result of the potential additional patients caused by the new residential development.</p>	<p>Noted. Policy CS4 makes provision for contributions to health facilities through planning obligations. The potential for healthcare facilities to be funded via CIL can be investigate in a future review of the council's CIL Regulation 123 list.</p>	Location of Development	Comment
PS2	61	000001DLP	<p>Object to the Chatsworth Road District Centre Boundary as currently proposed. Request that the boundary be extended to include the whole of the Perry's Ford Garage Site where Lidl are currently planning to build a new store (successful pre application talks have taken place).</p> <p>The replacement store will add to the vitality of the town centre and provide short stay car parking for both Lidl users and those visiting other shops, encouraging linked visits.</p>	<p>At present the Chatsworth Road District Centre boundary only covers the Northern section of the Perry's Ford Garage site (as this is the customer facing part of the site). As the store would enhance the retail and short stay parking provision within the Chatsworth Road District Centre and complement those already existing within it, it would be appropriate to extend the boundary to include the whole site should the application be permissioned. The red line boundary (see https://publicaccess.chesterfield.gov.uk/online-</p>	Policies Map	Objection

	62	000004DLP	<p>P 9.14 states that land for HS2 is not safeguarded but the map indicates that it is.</p> <p>P 10.27 implies that the Canal between Mill Green and Staveley is disused and derelict whereas the length as far as Staveley basin has been restored and is in use.</p> <p>There appears to be missing notation on the map for the cross hatched green north of Staveley.</p>	<p>The statutory guidance from HS2 for Local Planning Authorities states that "Where a Safeguarded Direction is taken into account in a Local Plan; it should be represented on the policies map". CBC has taken the view that displaying the route is helpful for perspective developers. P 9.14 was accurate at the time of writing. In line with guidance, the Local Plan P9.14 will be updated to state that "Safeguarding Directions have been made by the Secretary of State for Transport. They are not proposals of the LPA and the routes in question will not be determined through the development plan process. They will be considered in Parliament under hybrid Bill procedures, which will provide appropriate opportunities for petitions to be made to Parliament by those directly affected by the scheme."</p> <p>P.10.27 will be updated to detail that the canal has been restored and is in use as far as the Staveley basin</p>	Policies Map	Objection
CS10	62	000001DLP	The table includes site H43 as an allocation but it is shown as a reserve site on the consultation policies map.	Noted. This will be clarified in the next version of the Local Plan. Sites will be subject to further assessment using the council's Land Availability Assessment	Homes and Housing	Comment
CS10	62	000002DLP	Welcome the inclusion of Brampton Manor as a housing site, the precise number of dwellings will need to be considered at application stage.	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to	Homes and Housing	Support
CS18	62	000003DLP	Would welcome a more direct reference to viability in the policy.	The Core Planning principles set out in the NPPF require that LPAs 'always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings' (para17) and is clear that 'Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and	Design and the Built Environment	Comment
PS3	63	000001DLP	Waterside is covered by an allocation for mixed use in the Adopted Core Strategy (July 2013). It is noted that the PS3 policy in the Draft Local Plan does not include "Financial / professional services (A2)". It is requested that this is added to the policy.	AM	Making Great Places	Comment
PS3	63	000002DLP	19 dwellings are referenced as complete. Waterside would like to see the wording amended given that development is still on going. It is suggested that specific reference to the number of dwellings be deleted.	AM	Making Great Places	Comment
PS3	63	000003DLP	The paragraph will also need to be updated to reflect the recent planning permissions awarded by the council. CWS strongly support the allocation of the site in the new Local Plan under Policy PS3 and note that the wording is similar to that in the Core Strategy.	Noted.	Making Great Places	Support
CS1	64	000001DLP	An attached masterplan (approved as part of OUT permission) is designed to capitalise on and restore the site's most valuable assets - River Rother and Chesterfield Canal. The draft policy is in line with the outline planning permission.	The approach to addressing shortfall will be set out in a Housing Topic Paper.	Spatial Strategy	Objection
CS1	64	000002DLP	Object to use of Liverpool method for addressing historic shortfall of housing delivery. Would support use of the 'Sedgefield method' whereby the shortfall is addressed within the first 5 years of the plan given it complies with government policies to significantly boost housing supply. Believe method to be contrary to NPPF.	Assumptions on the delivery of sites and trajectory will be set out in a Housing Topic Paper.	Spatial Strategy	Objection
CS1	64	000002DLP	Object on the basis that the council has not produced any 'duty to cooperate' evidence that would equate to having considered reasonable alternatives for addressing the shortfall. Woodall Homes question the 5 year housing supply which is heavily reliant on the delivery of 610 dwellings at Chesterfield Waterside and the delivery of 44% of the total number of houses identified in the RPAs within the first 5 years of the plan. Believe strategy to be unjustified.			

CS11	64	000003DLP	<p>WH object to the wording of CS11:</p> <ul style="list-style-type: none"> - Policies on housing mix can impact housing delivery. The lack of qualification in the SHMA signifies a risk of lengthy housing mix negotiations given the relatively low 4 plus bed market home target set out in the SHMA. - Policy wording is vague - how will the council assess the range of dwellings required on individual sites? If intending to use SHMA tables, WH encourage the consideration of how useful they are in guiding housing mix. -Policy does not take into consideration the likelihood that some families may wish to have a spare room for guests / as an office. - There has been no opportunity for the housebuilding industry's knowledge or experience of the local housing market to be taken into account re. housing mix. Little market perspective is provided in the SHMA. -Given SHMA para 10.30 discourages the use of prescriptive figures and states that the market can sometimes be a more appropriate judge of housing mix, WH recommend that the council removes the first paragraph of CS11. The mix of house types will flow from the allocations identified by the council as part of the plan making 	<p>Policy CS11 is consistent with national guidance (NPPF paragraph 50) and is sufficiently flexible. The SHMA has been updated and the Local Plan will be amended to reflect any changes in evidence.</p>	Homes and Housing	Objection
CS1	65	000001DLP	<p>Object to Strategic Gaps as leave very little development opportunities left to create attractive and sustainable future housing sites to meet the current and arising needs for the population of the Borough.</p> <p>Believe development can take place south of the A619 east of Brimington without prejudice to the entire SG2 Gap. There is no real perception of a gap along the A619 and therefore development here makes no significant difference to the existing situation.</p>	<p>The Ringwood & Hollingwood gap (B) utilises Chesterfield Road as a strong Northern boundary point and supports the preservation of the separate identities of the settlements of Brimington, Inkersall, Middlecroft and Brimington Common. The boundary of the gap consulted on in the Sites and Boundaries Issues and Options Consultation in 2012/13 included the site, and although an exact boundary has not been set in an adopted plan, strong weight should be given to the recently published review of the Strategic Gaps and green Wedges which is published on the councils' website in which the Ringwood & Hollingwood Strategic Gap has been assessed as meeting three purposes which are congruent with the NPPF:</p> <ul style="list-style-type: none"> -Maintaining open land between neighbouring settlements to prevent merging and protect the setting 	Spatial Strategy	Objection
CS1	65	000002DLP	<p>Given failure to meet the previously set housing targets, a wider range of housing sites should be used to stimulate market interest and meet housing growth. Limiting sites via SGs fails to boost the supply of housing in accordance with the NPPF.</p> <p>Option (3) will suffer from a lack of flexibility in terms of the finding of potential reserve sites given the overly restrictive green gap designations. Housing targets should be viewed as minimum figures.</p> <p>Would like to see further cooperation with SCR by proposing housing sites aimed at meeting that areas needs in full if adjoining authorities cannot meet their own requirements.</p> <p>Do not consider protecting sustainable housing locations outside the green belt to be sustainable.</p>	<p>The local plan offers a number of housing sites that would encourage development in sustainable locations. Sufficient land is available outside the Green Wedges and Strategic Gaps to deliver the borough's OAN and allow for flexibility. CBC is working with other adjoining authorities throughout the local plan preparation process as part of the Duty to Cooperate. A Land Availability Assessment is currently underway which will aid the determination of which sites are to be taken to the next stage of the planning process. It is acknowledged that further work is required on the mix</p>	Spatial Strategy	Objection
CS10	65	000003DLP	<p>Object to the policy CS10</p> <p>The 952 units on reserve sites are not considered to offer a wide enough potential pool of sites in terms of size and location which may be attractive to the market. Recommend adding the site at Ringwood Road to assist in achieving the housing target as either an allocation or a reserve site.</p> <p>Do not consider protecting sustainable housing locations outside the green belt to be sustainable.</p>	<p>The land South of Ringwood Road was submitted through the Call for Sites and as such has undergone analysis through the Land Availability Assessment. The site did not appear on the draft Local Plan owing to the significant adverse impact the site would have on the strategic gap. The boundary of the strategic gaps were consulted on in the Sites and Boundaries Issues and Options Consultation in 2012/13 and although an exact</p>	Homes and Housing	

CS9	66	000001DLP	<p>Often less obvious sites can be of particular importance to key butterfly species that are more sedentary. These sites that may be under threat of development or lack essential habitat management.</p> <p>The Staveley and Rother Valley complex is of particular importance owing to the 'Open Mosaic Habitat' which as per the BAP should be maintained in situ wherever possible. Four 'BAP butterfly' or 'NERC species' are represented in the Chesterfield Borough.</p> <p>The Staveley and Rother Valley complex holds key butterfly species. The loss of prime habitat for the BAP species dingy skipper and small heath, together with other rough grassland uncommon species such as common blue and brown argus, requires the retention of remaining areas that sustain these key species and compensation areas established. There must be no net loss of the butterfly populations and diversity.</p> <p>On-going, specialised management is recommended in order to sustain the correct habitat and avoid vegetation succession leading to the demise of the site in terms of its suitability for the key butterfly species. Recommend to secure via condition.</p> <p>The areas in red are to be developed and EMBC suggest that modest areas of suitable habitat are retained and managed within these areas.</p> <p>The area in green is perhaps not to be developed and EMBC recommend it be retained and managed for butterflies.</p>	<p>Noted, a further objective 'n' relating to the creation of open mosaic grassland has been added to the policy in response to concerns raised by Derbyshire Wildlife Trust.</p> <p>The detailed information provided will be noted and can be taken into account as part of any planning application process.</p>	Green Infrastructure and Biodiversity	Comment
CS9	66	000003DLP	<p>Hartington Pit has been or is the subject of reclamation and the provision of compensation land for biodiversity. We recommend strongly that the areas within the Hartington site intended for conservation and the aforementioned compensation sites are fully assessed against the original intention of providing habitat for the key butterfly species lost to the open mosaic at the Hartington site. It is important that action is taken to ensure the biodiversity and associated butterfly objectives are being met and that management plans are in place and resourced to sustain all such sites indefinitely.</p>	<p>Planning permission has been granted for the redevelopment of the Hartington Tip site subject to a series of planning conditions and obligations relating to the conservation and enhancement of habitats.</p>	Green Infrastructure and Biodiversity	Comment
CS10	67	000001DLP	<p>Objects to excluding land off Loundsley Green Road, Chesterfield as a housing allocation.</p> <p>Outline planning consent for 14 dwellings has recently been granted on this site and client is already in advanced discussions regarding its sale to local developers.</p> <p>Recommend the council regard the site as being suitable and immediately available for housing and deliverable early within the plan. Recommend designation within the Local Plan.</p>	<p>The site should be shown if it has passed the necessary LAA stages and will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making.</p>	Homes and Housing	Objection
CS10	67	000002DLP	<p>No objection to the proposed housing allocation at Linacre Road, Chesterfield (or to the inclusion of Ashgate Plantation within the Holme Hall RPA designation), but remains keen to ensure that the implications of any future development on land directly adjoining client's site are considered at an early stage.</p> <p>Recommend criterion v of the policy section relating to Holme Hall RPA to include the requirement for any development to provide an appropriate (and secure) fence along those boundaries of the proposed housing site bordering Ashgate Plantation in addition to any buffer.</p>	<p>Noted. Policy LP1 ensures that development respects the constraints of the area, is sensitive to the adjoining open countryside and existing residential communities.</p>	Homes and Housing	Comment
RPAs	67	000003DLP	<p>Alternatively the relationship between the development and Ashgate Plantation could be more positively managed by integrating the woodland within the wider Masterplan for the site, providing Green infrastructure, improved pedestrian links/connectivity through and around the development site and wider RPA designation.</p> <p>Opportunity to use the integration of Ashgate Plantation to offset some (on site) open space requirements, to maximize the number of dwellings that could be accommodated within the housing allocation. Efficiencies could also usefully provide the means for the long-term protection/woodland management (enhancement) of this site which could involve local schools through S106 agreement.</p>	<p>Ashgate plantation is a local wildlife site and is protected as such. Agree to suggested change to criteria v of LP1 Holme Hall to reference boundary treatment.</p>	Regeneration Priority Areas	Objection
RPAs	67	000003DLP	<p>Support the requirement in draft Policy LP12 to "provide for an appropriate buffer to minimise and mitigate any adverse impacts upon Ashgate Plantation Local Wildlife Site".</p> <p>Client continues to experience persistent problems of local trespass, tipping and vandalism and would not wish these to be exacerbated by future development (via increased resident footfall in close proximity to the woodland) on the directly adjoining land.</p>	<p>Noted.</p>	Regeneration Priority Areas	Support

	68	000010DLP	Recognition within Policy CS13 of the important role that the Staveley and Rother Valley Corridor will play in the provision of employment land development is welcome.	Noted	Jobs Centres Facilities	Support
Canal Corridors	68	000020DLP	Support within Policy CS13 for farm and rural diversification developments is welcome. Across CST's farmed estate, there is an ongoing need to modernise and take advantage of scale economies and action to diversify and convert to alternative uses, including both employment and residential uses. Support Policy LP2 Chesterfield Canal. Recognition within paragraph 10.30 that the Staveley and Rother Valley Corridor offers 'an opportunity...north of the canal adjacent to Works Road for canal related commercial activity as part of the wider regeneration of this corridor' are in line with CST proposals.	Noted	River and Canal Corridors	Support
CS10	68	000005DLP	CST supports the proposed allocation of site H62. Believe that the boundary of the proposed allocation should however be amended to incorporate additional land as presently it excludes immediately adjacent existing developed land that could also be redeveloped for residential use, along with other land that also offers significant development potential. The exact boundaries of the proposed H62 allocation, as show on the proposed Policies Map, are unclear in-so far as they are partly obscured by the site reference number. The boundary of the proposed allocation should be extended to include all of the existing buildings and associated yard areas. The proposed allocation boundary should also be extended (in accordance with the attached plan) to include the paddock area located to the immediate south of the farm buildings. That area has been included within the proposed Strategic Gap SG2 designation.	The Pondhouse Farm site is subject to further assessment as part of the LAA process and a decision will be taken on this following the conclusion of this process.	Homes and Housing	Objection
CS11	68	000008DLP	The reduction of the threshold for affordable housing is questioned given the expression of a preference without viability testing given this change may impact upon the delivery of residential development sites placing additional burdens on developers.	The proposed threshold follows recent government guidance and is being tested through a whole plan viability appraisal and the results will inform the next	Homes and Housing	Objection
CS11	68	000009DLP	The principle of improved accessibility and adaptability within housing stock is supported but this can only be achieved if development remains viable. Without evidence as to the viability of this policy choice it is not possible to express an informed view as to whether it is an appropriate choice or not. CST therefore reserves its view on this policy matter.	The proposed policy is being tested through a whole plan viability appraisal and the results will inform the next stage of the Plan. CS11 also allows for flexibility with any requirements being subject to viability which	Homes and Housing	Objection
CS14	68	000011DLP	CST welcomes recognition within Policy CS14 of the role that tourism development can play in supporting rural diversification. Redundant or otherwise underutilised farm buildings can be suitable for conversion and re-use for tourism-related uses.	Noted	Tourism and Visitor Economy	Support
CS15	68	000012DLP	CST supports the inclusion of new Local Centres at Mastin Moor and the Staveley and Rother Valley Corridor within the Hierarchy of Centres.	Noted	Jobs Centres Facilities	Support
CS18	68	000013DLP	The preferred option of linking percent for art to 'development value' rather than to 'development costs' as in the Core Strategy is questioned. If the same percentage target is used, for any one scheme this would lead to an increased level of contribution being sought. This is because 'value' will always be higher than 'cost' (unless a scheme has been developed at a loss). The Council may therefore need to seek a lower percentage contribution target, but this could still yield as high a monetary contribution as under the previous approach. Recognition that regard must be given to overall viability is welcome.	Noted. Suggest amendment to policy wording as follows: '...and maintenance of public artwork, subject to viability, secured by a legal...'. This aspect of CS18 may need to be revised based on new viability evidence.	Design and the Built Environment	Objection
CS18	68	000014DLP	Paragraph 8.7 refers to 'the council...preparing a Residential Design SPD jointly with North East Derbyshire, Bolsover and Bassetlaw District Councils'. Unless a new SPD is being developed, this would seem to be an error, as the Residential Design SPD was adopted on 24th July 2013, when the Core Strategy came into effect.	Noted. Revision to paragraph 8.7 required.	Design and the Built Environment	Objection
CS18	68	000015DLP	Formatting error in Policy CS18: 'Development will be expected to:' should not be bullet point '(a)' but rather form the start of the second paragraph, introducing the list of requirements. Despite the consultation document expressing the Council's preference to change the 'percent for art' requirement to link to development 'value' rather than 'cost', Policy CS18 under 'Percent for Art' still refers to '...the council will seek to negotiate up to 1% of the total development cost of the scheme for the design, installation and maintenance of public artwork....'. This is confusing and should be clarified.	Noted. Revisions to policy CS18 required.	Design and the Built Environment	Objection

CS19	68	000016DLP	<p>Objects to described timeframe for a Local List of Heritage assets with both the LP. It is also noted that the Council's website is also substantially out of date on this matter.</p> <p>Paragraph 8.18 refers to 'English Heritage'. Its role in the context described has been superseded by Historic England.</p> <p>The lack of any published criteria as to how the assets are to be identified and assessed, the role that landowners will have in the process of inclusion (or not) on the list and the overall decision making process is of concern.</p> <p>Policy CS19 would affords a significant level of protection to 'non-designated heritage assets of local significance, set out in and referred to as The Local List' which will significantly impact on opportunities for their CST objects to the detailed boundaries of the proposed Strategic Gap between Ringwood and Hollingwood (SG2), specifically its inclusion of land to the immediate east of Troughbrook Road, Hollingwood.</p>	An updated timetable will be provided. References to 'English Heritage' will be updated.	Historic Environment	Objection
CS2	68	000002DLP	<p>Believe that the western boundary of the SG has not been defined along the most appropriate or suitable boundary, having regard to the purposes for which land is to be included within the Strategic Gap. Extension of the Strategic Gap designation up to eastern edge of Troughbrook Road is at odds with the Council's acceptance of development at Pondhouse Farm and generally along the eastern side of Troughbrook Road.</p> <p>Believed that the designation should be amended so as to exclude the former farmstead (buildings and yard areas) known as Pondhouse Farm in its entirety along with a modest area of paddock that is located to the immediate south of the farmstead and east of Troughbrook Road (see attached plan) as the paddock itself is not definitive in providing an appreciation of the wider countryside.</p>	The Pondhouse Farm site is subject to further assessment as part of the LAA process and a decision will be taken on this following the conclusion of this process.	Spatial Strategy	Objection
CS21	68	000017DLP	The continued safeguarding of land for the Chesterfield-Steveley Regeneration Route (CSRR) between Rother Way on the A619 and Bilby Lane is welcome. Safeguarding of land for the Steveley Northern Loop Road Phase 2 is also welcome. Funds that may be used for the latter may however be more beneficially invested in delivering other sections of the CSRR through the SRVC. CST would urge the Council to keep that matter under review.	Noted	Travel and Transport	Support
CS5	68	000003DLP	CST supports the identification of 'Area[s] Identified as Suitable for Wind Energy Development' on the Policies Map and Policy CS5's general updating so as to be consistent with revised national guidance.	Noted	A Changing Climate	Support
CS9	68	000004DLP	As set out above in relation to Policy CS1, CST objects to the detailed boundaries of the proposed Strategic Gap between Ringwood and Hollingwood (SG2).	The Pondhouse Farm site is subject to further assessment as part of the LAA process and a decision	Green Infrastructure and	Objection
PS5	68	000006DLP	CST supports the continued identification of the Steveley and Rother Valley Corridor as a Strategic Site within a housing allocation of 1,500 dwellings.	Noted	Making Great Places	Support
PS5	68	000021DLP	<p>Amendments to 'p provide more detailed guidance for the determination of planning applications following on from the decision not to pursue a separate Area Action Plan' is welcome, along with updates to reflect proposals by HS2 to locate an Infrastructure Maintenance Depot on the site.</p> <p>Development proposals being prepared by CST for land within the SRVC, working with other landowners, are consistent with the policy.</p>	Noted	Making Great Places	Support

PS5	68	000022DLP	<p>Object to reference of a reinstatement of the Works Road Canal Wharf. No reinstated canal link is proposed within that part of the site. The proposed marina would however reinstate a section of the historic alignment of the canal. The policy should be amended to provide general support to canal-related development including a new marina.</p> <p>On the second bullet point of the 'Hall Lane Character Area – Key Objectives' the words 'eastern end' should be deleted – housing development would be located at the western end of that Character Area, close to Barrow Hill and / or Works Road.</p> <p>On the proposed Policies Map, land to the east of Works Road and north of the Chesterfield Canal is included within the Chesterfield Canal designation. It is unclear if designation of that approximately triangular shaped piece of land is intended to reflect the '[r]einstatement of the former Works Road canal wharf' referenced within Policy PS5 or indicate support for canal-related development within that land parcel. It is not however the</p>	<p>Wording for the Works Road Character Area amended to "Canal-related commercial activity including food and drink uses (A3 and A4) and employment (B1), including provision for moorings, in the location of the former canal wharf to the east of Hollingwood Lock" to allow for more flexibility.</p> <p>Noted, reference to the "eastern end" of the Hall Lane Character Area has been deleted.</p>	Making Great Places	Objection
RPAs	68	000001DLP	CST supports the continued inclusion of Mastin Moor and Barrow Hill as Regeneration Priority Areas (RPAs).	Noted	Regeneration	Support
RPAs	68	000007DLP	<p>CST supports the continued identification of Mastin Moor as a Regeneration Priority Area (RPA), however the housing potential (400) underestimates the development potential of land at Mastin Moor that is within the control of CST.</p> <p>Masterplan-led proposals (subject to community consultation in 2016) clearly identify that at least 600 dwellings could be delivered within the designated area, improving regeneration benefits, as sought by the Local Plan.</p> <p>OUT application soon to be submitted which is in line with the LP.</p>	Support noted. Policy LP1 allows for the proposed amount of housing (the amount that was tested through the Core Strategy evidence) and allows for this to be exceeded if the landscape and infrastructure impacts are acceptable and if the additional growth is needed to secure regeneration benefits as demonstrated through a viability appraisal.	Regeneration Priority Areas	Objection
RPAs	68	000018DLP	<p>CST supports LP1 as it supports the principle of and provides guidance on what form of development will be acceptable within RPAs.</p> <p>Development proposals being prepared by CST on land within the Mastin Moor Regeneration Priority Area would comply with the criteria set out in Policy LP1.</p>	Noted	Regeneration Priority Areas	Support
RPAs	68	000019DLP	<p>The intent of criterion (v) in respect of the Mastin Moor RPA could be made clearer. The criterion makes reference to 'the pumping engine', which no longer exists. The criterion suggest that building design should reflect the 'tramway'. The location of buildings could perhaps have regard to the historic location of the tramway, but not the design of the building itself.</p> <p>Criterion (v) could be amended to read as follows: 'Promote design that positively contributes to the surrounding area, responding to and reflecting local heritage features in the design and location of new buildings where relevant, including the historic pumping engine and tramway.'</p>	Agree to suggest wording with the exception of 'assets' rather than 'features'.	Regeneration Priority Areas	Objection
CS10	69	000001DLP	Vital protected green area with protected species. Site has mains sewer drain, single track access and no safe pedestrian area. Services cannot accommodate further building.	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
CS10	70	000001DLP	Support reserve sites at Dunston.	Support Noted.	Homes and	Support
CS10	70	000002DLP	Support reserve sites at Dunston.	Support Noted.	Homes and	Support
CS10	70	000003DLP	Support reserve sites at Dunston.	Support Noted.	Homes and	Support
CS10	70	000004DLP	Support reserve sites at Dunston.	Support Noted.	Homes and	Support
CS10	70	000005DLP	Request land at Fields Farm Newbold to be included as part of reserve site designation.	<p>Need to contact Agent to confirm whether the parcel of land in question is in the same ownership as the neighbouring site(s).</p> <p>Sites (including Reserve Sites and RPAs) in the Draft Local Plan are potential sites and will be subject to</p>	Homes and Housing	Comment
CS5	71	000001DLP	Object to proposed windfarms due to visual impact, impact on wildlife and noise.	Concerns noted, but no change required. Policy CS5 is sufficiently robust to ensure that any impacts are	A Changing Climate	Objection
CS5	71	000002DLP	Object to site due to proximity to Glasshouse woods and impact on wildlife.	Concerns noted, but no change required. Policy CS5 is sufficiently robust to ensure that any impacts are	A Changing Climate	Objection
	72	000001DLP	Great deal has changed since publication of Core Strategy (e.g. Brexit, HS2). Object to lack of public consultation on strategic vision and strategic issues and options.	The vision and strategic options and issues were fully consulted on as part of the Core Strategy, which was adopted in 2013. It is accepted that there have been changes since then, and those changes that are	Vision	Objection

CS1	72	000003DLP	There is a need for a strategic gap to the east of Woodthorpe. The A619 and stream create strong boundaries for a strategic gap.	The evidence (ARUP Review of Green Wedges and Strategic Gaps 2016) does not support a Strategic Gap	Spatial Strategy	Objection
CS1	72	000004DLP	The strategic gap boundary should be the western boundary of Woodthorpe in the same way boundaries have been sited to prevent expansion of Brimington and Tapton. The gap (north of Bridle Road area) should not be reduced. This area contains old quarry and woodland that support local biodiversity.	The boundary is proposed as recommended by the ARUP report (paragraph 8.3.5) which advises that in order to strengthen this Strategic Gap, the land to the south of the consented residential built form and west of Spencer Avenue should be excluded to reduce the	Spatial Strategy	Objection
CS1	72	000005DLP	Object to omission of Green Belt review given need to cooperate with neighbouring Sheffield, Bolsover and North East Derbyshire councils.	The NPPF states that "Once established, Green Belt boundaries should only be altered in exceptional circumstances" (para 83). It is not a requirement to review the green belt as part of the preparation of a Local plan. The borough's growth can be met without	Spatial Strategy	Objection
RPA5	72	000002DLP	LP1 does not adequately safeguard the separate identity of Woodthorpe. The proposed houses will be closer to Woodthorpe than Mastin Moor and mainly within the Woodthorpe LSOA.	Criteria x of Policy LP1 Mastin Moor (Maintaining the distinct identities and settings of Mastin Moor and Woodthorpe through the use of landscaping and open	Regeneration Priority Areas	Objection
	73	000001DLP	Endorse general policy objectives.	Noted	Vision	Support
	73	000002DLP	Endorse general policy objectives.	Noted	Strategic	Support
	73	000003DLP	Endorse general policy objectives.	Noted	Spatial Strategy	Support
	73	000004DLP	Endorse general policy objectives.	Noted	Infrastructure	Support
	73	000005DLP	Endorse general policy objectives.	Noted	A Changing Climate	Support
Canal Corridors	73	000016DLP	Support restoration of canal.	Support noted.	River and Canal	Support
CS10	73	000001DLP	<p>Objects to the site being used for residential development given the serious impact on the environment, infrastructure and recreation.</p> <p>Environmental Site is a greenfield area used by many villagers and tourists for recreational purposes alongside cyclists, horse riders and dog walkers. Building would jeopardise this and diminish views into EH protected Westwood. Concerns re. protection of biodiversity and green infrastructure as indigenous natural species are apparent in this untouched natural habitat. Bats, foxes, badgers, rabbits, voles, field mice etc as well as variety of specific British natural woodland birds and insect life, butterflies have been seen.</p> <p>Site was designated as Public Open Space on the previous Local Plan. Now a stronger case to protect as adjacent land to the east (former allotment gardens – field no. 2386) has been planted with a variety native broadleaf trees about 20 years ago to form new woodland to increase biodiversity - now designated as a 'developing woodland' (SBwood38) on the new Local Plan. Construction works and subsequent residential use of this field could drive out animal life. Biodiversity assessment is required.</p> <p>Traffic generation / Public Highways It would generate traffic to unreasonable & untenable levels on the surrounding residential streets. A site of 38 dwellings could potentially double vehicles using the Public Highways. Concern re. impact on Brooke Drive, Westwood Lane and Lodge Close. Environmental aspect of air pollution and noise levels must be considered alongside maintenance (concerns re. potholes). Already issues surrounding access and blockages if delivery vehicles of a certain size or tonnage have to deliver in these areas.</p> <p>Concerns re. Manor Road Brimington Common & traffic accommodation and gridlocking. Brooke Drive & Westwood Lane already suffer traffic aiming to avoid certain stretches of Manor Road. Highway safety would need an assessment and report from a Derbyshire County Council Highways Department Engineer.</p>	<p>This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making</p>	Homes and Housing	Objection
CS10	73	000007DLP	Brooke Drive, Westwood Lane and Lodge Close are used frequently by cyclists, horse riders, ramblers and Hope that the reserved sites are only used in the last resort. If possible land at Dunston should not be developed. Other sites should be used before rural land.	It is acknowledged that further work is required on the mix of reserve sites, how to phase and what triggers	Homes and Housing	Comment
CS15	73	000008DLP	Support policy objectives. Important to get more visitors to spend time in town. Empty market stall areas could be used for live entertainment to increase footfall and spending.	Policy objectives support noted.	Jobs Centres Facilities	Comment

CS18	73	00009DLP	Need to conserve historic buildings including the black and white buildings of the 1920s/30s. The remaining gardens around the Town Hall should be retained and enhanced. New Buildings should complement existing stock and avoid transient fashio e.g. flat roof design of medical centre on Ashgate Road. Suggest information board in the town centre showing the Roman Fort location.	There is no policy that is specific to the black and white buildings.	Design and the Built Environment	Comment
CS19	73	000010DLP	Should designate a Conservation Area to protect the victorian residential area of Lower Newbold. Should consider future treatment of whole area between West Bars and Sheffield Road.	The Local Plan does not designate Conservation Areas, which are dealt with through a separate process. However this comment will be passed to the Council's	Historic Environment	Comment
CS20	73	000013DLP	Bus services to station should be improved, including a direct link between Chesterfield and Chatsworth.	Bus services are outside the control of Local Plan	Travel and	Comment
CS21	73	000011DLP	Support link between Hollis Lane and station.	Support Noted	Travel and	Support
CS21	73	000014DLP	Support Chesterfield-Steveley regeneration route, but it should not prejudice full restoration of the canal.	Comments noted.	Major Transport	Support
CS8	73	000006DLP	Query whether Chatsworth Road and Derby Road (between Lordsmill Street roundabout and Langer lane) should be considered as Air Quality Management Areas.	Noted. Policy CS8 has been updated to take account of existing and future Air Quality Management Area	Environmental Quality	Comment
PS1	73	000012DLP	Hope that Corporation street can become main approach to station from town. Widening bridge over A61 would improve it's appearance. Need to solve problem of derelict hotels (Clifton Hotel and Chesterfield Hotel) in this area. Need to solve problem of commuter parking in residential areas around the station. The station surface car-park should be converted into a two-storey car-park.	Noted. Policy PS1 will be revised to reflect the HS2 growth Strategy.	Making Great Places	Comment
PS1	73	000017DLP	Suggest release of some land in Northern gateway for housing, by extending site currently Allen & Orrs timber yard. Suggest new circular multi-storey car park within Donut roundabout area, and demolish old multi-storey carpark and use the land for housing. Support former NEDDC offices as potential housing site for a landmark scheme based on The Terrace on Saltergate.	The Allen & Orr Timber Yard will be the subject of further investigation as part of the LAA process. The council is currently in the process of procuring the replacement of the Saltergate MSCPI.	Making Great Places	Comment
PS1	73	000018DLP	Suggest comprehensive redevelopment scheme improving access to station, increasing car parking, enhancing corporation street and restoring or replacing the Chesterfield Hotel. Markham House should be redeveloped.	Policy PS1 and the Chesterfield Town Centre Masterplan aims to facilitate the suggestions mentioned. It should be noted that the Chesterfield Hotel and Markham House are within private	Making Great Places	Comment
RPA5	73	000015DLP	Support RPAs. Important that DCC improves the schools serving these communities.	Support noted.	Regeneration	Support
CS10	74	000001DLP	OBJECT to allocation of land at Lodge Close for Housing Objections form highways authority	This site will be subject to further assessment using the council's Land Availability Assessment Methodology	Homes and Housing	Objection
CS9	74	000002DLP	Site should be included in the Strategic Gap between Brimington/Brimington Common and Inkersall	The site (H40) is on the south west edge of the proposed Ringwood and Hollingwood strategic gap (Brimington Common). Strong weight should be afforded to the recently published review of the Strategic Gaps and green Wedges which is published on the council's website. The site was subject of a recent planning application (CHE/16/00683/FUL) and it was considered that the proposed development was unlikely to have a negative impact on the function of the Strategic Gap despite its role in creating a strong durable boundary around the development site (particularly to the western side). The site (H40) will continue to be assessed for suitability through the Land Availability Assessment.	Green Infrastructure and Biodiversity	Objection
	75	000001DLP	supports the identification in paragraph 1.13 that mineral resources should be protected from unnecessary sterilisation Surface coal resources are prevalent across the entire borough the relationship between the Local Plan and wider policy frameworks, including the Derby and Derbyshire Mineral Local Plan should be clearly identified	Support noted. Agree paragraph to be added to clarify wider policy framework in relation to mineral resources.	Vision	Comment
	75	000002DLP	supports the identificationthat Chesterfield borough may have areas of unstable land as a consequence of past coal mining activity	Noted.	Environmental Quality	Support

CS8	75	000003DLP	supports requirement for desk top survey and where appropriate phase II study for development on land which is suspected of being unstable Support requirement a programme of remediation to be agreed prior to implementation of any planning permission on unstable sites. The policy is in accordance with the NPPF	Support noted.	Environmental Quality	Support
CS1	76	000001DLP	Opposed to use of greenfield sites for building (wishes them to be preserved for wildlife). RPAs will suffer further deprivation from building if development dwarfs the original village and changes its identity.	Some greenfield development is necessary to meet housing needs over the plan period. Policy LP1 will ensure that development respects the constraints of	Vision	Objection
CS10	76	000002DLP	Opposed to use of greenfield sites Wishes to clarify whether RPAs are to be used irrespective of the reserve sites.	Some greenfield development is necessary to meet housing needs over the plan period. RPAs are a focus for regeneration and growth (as established in the Core	Homes and Housing	Objection
CS20	76	000004DLP	Increase in housing in RPAs will create traffic issues. Residential areas along Rectory Rd and Duckmanton Rd will be affected adversely. Already congested at busy times, as is the Bolsobor - Chesterfield Rd itself.	The Local Plan will ensure that traffic impacts are acceptable (CS20). Policy LP1 (v) Duckmanton requires that development proposals deliver highway and	Travel and Transport	Objection
RPAs	76	000003DLP	Objects to development of a greenfield site as: - too large - risk of reducing existing village into a ghetto area - destruction of habitats - change from rural - suburban (identity change) - increase in traffic - problems in village need tackling in other ways.	Concerns noted. Development in the RPAs must be of a scale that is appropriate for the area whilst ensuring a sufficient regeneration benefits. The Local Plan will protect biodiversity (CS9) and ensure that traffic impacts are acceptable (CS20).	Regeneration Priority Areas	Objection
CS10	77	000001DLP	Questions the requirement for 4629 homes when the number of people is estimated to rise by 6600 (6%). The demographic split shows the 85+ age group increasing by 3700 (56%) - most of these are likely to be in homes so there will be a lower housing requirement.	The updated SHMA uses most recent population projections and a methodology that follows national guidance to derive a dwelling figure. The updated SHMA also takes account of the need for specialist housing for older people. The next version of the Plan	Homes and Housing	Objection
CS8	77	000002DLP	RPA areas and Reserve sites are not required in light of this. Traffic pollution is already unacceptable (note Brimington AQMA) Other areas need consideration and action - e.g. Chatsworht Road, Derby Road, Markham Road, etc.	Noted. Policy CS8 has been updated to take account of existing and future Air Quality Management Area designations. The Brimington AQMA has been declared, and the action plan is currently being	Environmental Quality	Objection
CS10	78	000001DLP	Where is the action plan for Brimington, Chruch Street? Object to use of Westwood Lane and Brooke Drive for access - too narrow and lack of pavements (pedestrian safety concerns). Schools & Doctor's surgeries are full - development would mean additional strain on services. The sewerage system requires improvement. Habitats would be destroyed if the land was developed, would like to see these protected.	This site will be subject to further assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making	Homes and Housing	Objection
	79	000004DLP	Object as incorrect. All activities on the former chemical site have now gone. All hazardous substances have been removed. There is no requirement for a Hazard Referral Zone. Appropriate steps should be taken to A significant factor in bringing forward the land to the east of Works Road (the former chemical works – "the site") is delivering the ground remediation for the protection of human health and controlled waters.	Noted, this has been passed on to the consultants undertaking the SA to be updated. The process of	Strategic Objectives	Objection
P55	79	000001DLP	Confident that the vast majority "the site" can be suitably remediated, it's just a question of time and cost. The nature of the former activities (iron, coke, chemicals) and the proposed use of a significant proportion of the land for the HS2 IMD lends "the site" towards future employment use. Remediation to a residential standard is not impossible, but given the need for employment land we would agree "the site" would be well suited.	Noted	Making Great Places	Comment
P55	79	000002DLP	Early masterplanning is recommended in order to advise current and near future remediation projects and also to offer the opportunity to optimise the layout and remediation requirements. This has the potential to reduce overall costs and speed up delivery.	Noted	Making Great Places	Comment

P55	79	00003DLP	The proposed IMD now appears to be a reasonable fit for the site. The very important spine road needed to support the SRVC plan can and must still be accommodated.	Noted, further commentary is to be added to this section following confirmation of the safeguarded land required for HS2.	Making Great Places	Objection
	80	000001DLP	Given talk of using the IMD as a construction site for the east leg of HS2, early masterplanning is required. The 60 acres proposed for the HS2 depot would require several years to deliver the stages of remediation. Strategic Objective S11 is supported which seeks to ensure that the Green Belt of the Borough will be maintained and enhanced.	Noted	Strategic Objectives	Support
	80	000002DLP	Support the addition of a specific Strategic Objective 13 to enhance health and wellbeing, which is translated into the Vision	Noted	Strategic Objectives	Support
	80	000024DLP	Habitats Regulations Assessment: It is noted that in Table 3.1, which summarises the threats to and sensitivities of European sites, the last column identifies Potential Local Plan Impact Pathways. For the 2 closest designations, the Peak District Moors SPA and SAC which lie around 4km to the west of Chesterfield Borough, this column text states that with regard to recreational pressure: ‘The effect of recreational pressure originating in the Chesterfield area is uncertain: although unlikely to be significant, the unique attraction of the Peak District is likely to result in a greater visitor catchment than typical for many European sites.’ This appears to have discounted any recreational increase through ‘in combination’ effects with other local plans and projects without any evidence or empirical data to determine whether there is indeed a zone of influence. ‘In combination’ needs to recognise the ‘in combination’ effects with other Local Plans, but also ‘in combination’ effects with other policies. CBC’s proposed 4,629 housing target is considered to be a minimum throughout the LPCD as a preferred reserve site has also been identified should the additional housing growth be required. The proposed housing levels considered in the Habitats Regulations Assessment are believed to have a minimal impact. However, it is not clear whether the ‘in combination’ effect with CBC’s Tourism Policy, which recognises Chesterfield as a hub for visitors to the Peak District and identifies capacity for increasing visitor accommodation, has been considered with the proposed housing numbers as this could potentially have a likely significant effect through recreational pressure on the SAC/SPAs. As such it appears that a likely significant effect cannot be screened out.	Noted. Comment passed to the consultants doing the SA work and will be responded to as part of the SA process.	Homes and Housing	Comment
	80	000025DLP	The overall potential housing land supply that has been identified on pages 44 to 47 is 8,863 houses, with 3,980 houses identified on proposed housing allocation sites, 952 on the Dunston Grange Reserve Site and 3,931 identified within the RPAs and Strategic Sites. This overall total of 8,863 causes concern because it is considerably above the OAHN requirement of 4,629 houses for the Borough over the Plan period. Whilst the NPPF requires local planning authorities to provide some flexibility in its housing land supply to meet its OAHN and five year housing land supply requirements, the land supply which has been identified at over 8,800 dwellings appears to be excessive. There is no explanation in the LPCD why this excessive level of land supply has been identified, which well exceeds the Borough’s future housing requirements; whether it is proposed that all of the housing allocations, including Reserve Site and RPA sites, will be carried forward into the Pre-Submission Draft Local Plan; and how much of the land supply is expected to be delivered in the Plan period. This is likely to cause uncertainty and confusion to residents, developers and infrastructure and service providers in the Borough. This issue needs to be explained further in the next stage of the Plan’s preparation	Noted. The sites (including Reserve Sites and RPAs) in the Draft Local Plan are the potential sites and will be subject to further assessment before being taken through to the next stage of the plan where sites sufficient to meet the OAN will be proposed. This will be clarified in any supporting text.	Homes and Housing	Comment
	80	000034DLP	The LPCD’s overall approach to town centres and retailing is fully supported. The definition of the Borough’s revised hierarchy of centres (from that set out in the LPCS) is welcomed and considered to be robust and well justified based on extensive survey evidence. The definition of a hierarchy should ensure that the scale and nature of new retail and leisure development is located in and adjoining the most appropriate centre in the hierarchy to accommodate the development without having disproportionate and harmful trading impacts on centres in the hierarchy.	Noted	Jobs Centres Facilities	Support
	80	000035DLP	It is considered to be appropriate that Staveley has been redefined in the hierarchy as a ‘Small Town Centre and District Centre’ compared to its previous definition as a ‘Large Town Centre’ (of comparable status to Chesterfield). CBC may wish to consider referring to Chesterfield town centre as a ‘Sub-Regional Centre’ as it was previously defined in the revoked DDJSP and former EMRP due to its important role and status in the retail hierarchy. paragraph 8.3 states that “There should not be a conflict between historic character and new development if there is high quality sensitive design”. This needs to be prefaced with the phrase ‘In most cases’.	Reference in the table of Hierarchy of Centres amended and reference added to 7.16	Jobs Centres Facilities	Comment
	80	000040DLP	Sometimes, depending upon the nature of that historic character or its particular attributes, new development might be inappropriate regardless of the design quality.	Noted, the sentence has been amended as described.	Design and the Built Environment	Objection

80	000041DLP	<p>paragraph 8.4 – It is suggested that the sentence should be reworded that begins “Landscape character is also part of local distinctiveness...” It is considered that this is incorrect because ‘local distinctiveness’ is actually part of ‘landscape character’ i.e. it is the detail and locally distinctive features in the landscape that contribute to its overall character. It is recommended that this sentence is reworded as follows: “Local distinctiveness contributes to landscape character and variations in landscape character and local distinctiveness across the Borough need to be recognised and appropriately responded to in new development and in schemes of management as described in the Landscape Character of Derbyshire (Derbyshire County Council, 4th Edition 2014).</p>	The definition of 'Local Distinctiveness' is broad and can incorporate ambience, language, history and traditions(as originally defined by Common Ground in 1983) which is inextricably linked to, but not congruent with, Landscape Character. Suggest replacing the relevant text with "Landscape character and is also a part of Local Distinctiveness are inextricable linked and its variations in landscape character within across the	Design and the Built Environment	Objection
80	000042DLP	<p>DCC’s Officers would strongly urge that the last sentence of this paragraph is removed, which states “The inclusion of art within a development or provided off-site can help mitigate against any visual or aesthetic impact of the development”. DCC’s Officers would strongly disagree with this statement as no amount of art is going to compensate for an ill-conceived, poorly designed or poor quality development, and developers should not be encouraged to provide art installations simply to facilitate a visually poor development proposal. Given that Chesterfield is Derbyshire’s largest town, it is of significant concern that the LPCD is largely lacking in any consideration of the cumulative traffic impacts of the development proposals and their likely impacts for the town’s transportation networks.</p>	Noted. The sentence has been deleted.	Design and the Built Environment	Objection
80	000044DLP	<p>The LPCD, however, provides little understanding of the potential transportation implications of its land use proposals. As noted in the Government’s ‘Transport evidence bases in plan making and decision taking advice’, it is important for local planning authorities to undertake an assessment of the transport implications in developing or reviewing their Local Plan so that a robust transport evidence base may be developed to support the preparation and/ or review of that Plan.</p> <p>DCC’s Highways Officers have previously provided advice to CBC’s Officers regarding the availability and scope of modelling tools that would assist them in the analysis of traffic impacts which would be the first step in developing a mitigation strategy to ameliorate these traffic impacts. DCC, as the local Highway Authority, using its North Derbyshire Traffic Model has in the past undertaken some traffic forecasting of the potential impacts of likely development. The model’s Traffic Forecasting Report (April 2012), considered the three local authority areas of Bolsover District, North East Derbyshire District and Chesterfield Borough, and although it reflected a slightly different composition of land use proposals than that currently under consideration, nevertheless identified a number of junctions, at which over-capacity issues could potentially arise. These included:</p> <ul style="list-style-type: none"> • A61 Whittington Moor Roundabout; • Hornsbridge Roundabout; • M1 J29. M1 J29A Eastern Roundabout; • A619 Rother Way Roundabout; • Hall Lane Signals; • Barrow Hill; • A632/Staveley Road signalled junction. <p>Likewise a number of common links where over-capacity issues could arise was similarly identified. These included:</p>	The Borough Council will continue to work with the County Council, as Highways Authority, and neighbouring authorities under the Duty to co-operate, to address cumulative traffic impacts of the development proposals and their likely impacts for the town’s transportation networks so that a robust transport evidence base may be developed , including the development and use of modelling tools such as the North Derbyshire Traffic Model to assist in the analysis of traffic impacts in order to develop a mitigation strategy to ameliorate identified traffic impacts.	Travel and Transport	Objection
80	000046DLP	<p>Section 9.15 of the LPCD notes that: ‘a number of major transport routes have been safeguarded in the Local Plan and identified in the Derbyshire County Local Transport Plan (LTP). The most significant of these being the Chesterfield-Staveley Regeneration Route’. It adds that: ‘Derbyshire County Council is currently reviewing this scheme and will be considering alternative options for and alignments of any major new road infrastructure’. This is not an entirely accurate reflection of DCC’s LTP as it indicates a Staveley Regeneration scheme as having ‘potential for further appraisal in association with land use plans...pending review of impacts of the Markham Vale development and subject to consideration as part of the Staveley Area Action Plan...’</p> <p>It should also be noted that the currently protected route, i.e. that which would be declared on any property search, is not indicated in its entirety on the LPCD Policies Map and CBC is requested to amend the Map to do</p>	Proposals for the Staveley Works Corridor and the CSRR have moved on considerably from the LTP3, which was published in 2011. It is not considered appropriate to show the currently protected route, which neither CBC, DCC or the landowners would want to see delivered in its current form, and which conflicts with other policies and allocations of the plan (including the restoration of Chesterfield Canal, LP2 and the Staveley and Rother Valley Corridor). If necessary, the route safeguarded in the LTP could be shown on the Constraints Map until such time as a replacement route has been agreed. In the meantime we would welcome discussion on a suitable, positive	Travel and Transport	Comment
80	000048DLP	<p>The transport evidence base provided on CBC’s website should at least be updated to include reference to the North Derbyshire Highway Assignment Model Local Model Validation and Forecasting Reports.</p>	Noted. Reference to be made if DCC can provide links for website.	Major Transport Infrastructure	Comment

	80	000049DLP	<p>Chapter 9 on Travel and Transport highlights the issue of congestion and the role that public transport has to play in helping to overcome it. There is little consideration in the LPCD, however, of how this could be achieved, particularly when compared to the very detailed plans, for example, for the strategic cycle network. For local journeys, bus services have a critical role to play so it is recommended that the Pre-Submission LP contains more detail on what improvements CBC wants to see, for example, proposals for key bus corridor improvements such as bus priority measures (bus lanes, priority at traffic signal junctions, enforcement etc.) as well as bus stop improvements. The work proposed as part of the A61 corridor improvements could be seen as a pilot for what could be achieved elsewhere.</p> <p>As well as bus infrastructure, it is considered that the Pre-Submission LP could also look to specify the level of bus service which would be expected on particular corridors, for example every 15 minutes during the day Monday to Saturday and hourly in the evening and on Sunday – just to give some idea of what the ambition is. This approach of specifying a level of service could also form part of the requirements set out in Chapter 10 on RPAs in the same way as the cycle and walking routes. Whilst the bus franchising proposals in the new Buses Bill is not something DCC is likely to want to pursue, enhanced partnership arrangements are something DCC could explore. Therefore, it would be very useful if the Pre- Submission LP included some points about expected bus service levels to add strength to any partnership scheme DCC introduces with the bus operators in the area.</p> <p>The issue of a central bus station is also raised a number of times in the LPCD. This needs to be given serious consideration because it needs to be in a location where people and, equally or more importantly, bus operators will actually want to use it. Therefore, a town centre location near to the shops would be preferable to one placed near the railway station which is currently very poorly served by buses and unlikely to be attractive to most bus passengers or operators.</p>	<p>The Borough Council recognises the critical role that bus services can play in helping to overcome congestion, and will continue to work alongside the County Council in seeking to secure the best quality services. However the Local Plan's scope to deliver improved services is limited and it is the role and responsibility of the County Council as transport authority to plan for public transport services, principally through the Local Transport Plan. Agree that the work proposed as part of the A61 corridor improvements could be seen as a pilot for what could be achieved elsewhere.</p> <p>The Borough Council continues to look towards the delivery of a central bus station, in a location which is attractive to both bus users and bus operators. The Council will continue to work with the County Council, bus operators, and others to seek to deliver a suitable and high quality facility.</p>	Travel and Transport	Comment
	80	000050DLP	<p>Rail</p> <p>Improving surface access to the railway station is a key issue. Currently it is located in a bit of a dead end, which makes it particularly difficult to serve by bus services from the surrounding area. To make it more attractive to bus operators to want to serve, it needs to be located somewhere that buses are able to pass en route to other locations without deviating off route. The proposals for a Hollis Lane link are welcome, however, another direct route from the town centre is also required so that buses can circulate easily between the railway station and town centre. It is welcomed, therefore, that there are plans to widen the proposed green bridge across the A61 from Corporation Street (to replace the current footbridge) so that it could also accommodate buses and act as a bus gate to and from the town centre.</p>	<p>Noted. Relevant policies will be revised to reflect the HS2 growth Strategy.</p>	Travel and Transport	Comment
	80	000051DLP	<p>The LPCD (particularly in Chapter 11 on Making Great Places) therefore needs to take on board the potential benefits that HS2 will bring to Chesterfield and plan to capitalise on them. This could involve encouraging more high quality development adjacent to the railway station, for example, as an extension to the current Waterside development plans, and the wider town centre area. This effectively would expand the town centre out to meet the railway station and make an attractive route for people and business between the two (see comments regarding the green bridge above). Also it links to marketing the town as a gateway/ base to the wider area and Peak District through the development of more hotels and leisure facilities. Consideration also needs to be given to the railway station itself and how to accommodate future expansion, for example, another platform to accommodate the HS2 services and additional classic services which are likely to use the station in the future.</p>	<p>Noted. Relevant policies will be revised to reflect the HS2 growth Strategy.</p>	Travel and Transport	Comment
	80	000062DLP	<p>the LPCD recognises the need for Greenway infrastructure provision through development and it is welcomed that this requirement is included in planning conditions, CIL arrangements and Section 106 Agreements. However, it is requested that the provision of strategic cycle infrastructure requirements is supported better in the Infrastructure Delivery Plan shown in Appendix A.</p>	<p>Note support for approach to greenway infrastructure provision in new development through planning conditions, CIL arrangements and Section 106 Agreements. The Borough Council will look to</p>	Infrastructure Delivery	Objection
	80	000063DLP	<p>It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including:</p> <ul style="list-style-type: none"> Appendix A Infrastructure Delivery – Health. 	<p>Noted</p>	Infrastructure Delivery	Support
	80	000064DLP	<p>It is noted that the Ashgate Plantation Site of Importance for Nature Conservation (SINC) (as defined in the Saved Policies of the Adopted Chesterfield Borough Local Plan (CBLP)) has been included within the area designated as the Holme Hall RPA. It is considered that this SINC should be excluded from the RPA area designated on the Policies Map to avoid confusion and uncertainty and to ensure the SINC is protected from any proposed housing development in the remainder of the RPA.</p>	<p>Ashgate plantation is a local wildlife site and is protected as such. Suggested change to criteria v of LP1 Holme Hall to reference boundary treatment.</p>	Policies Map	Objection

80	000065DLP	Careful consideration will need to be given by CBC's Officers to the proposed Peak Resort at Unstone, which has been in the planning pipeline for approximately 20 years and on which preparatory work has recently been carried out on the site. The site has planning permission for a large leisure and tourism related development and is washed over by Green Belt as defined on the LPCDs Policies Map. A potential option might be to identify the site as a Major Redevelopment Site Within the Green Belt, which would ensure that the site is developed for an appropriate Green Belt use, as currently proposed. Given the uncertainty over the site's future delivery, however, it is considered appropriate for CBC to continue to identify the site as being washed over by Green Belt, which will provide appropriate protection for the site should the application proposals fail to be delivered.	Noted. Site has permission and has commenced and is therefore extant. There is no planning need to give the site an allocation.	Policies Map	Comment
80	000066DLP	It should also be noted that the currently protected route, i.e. that which would be declared on any property search, is not indicated in its entirety on the LPCD Policies Map and CBC is requested to amend the Map to do so.	Proposals for the Staveley Works Corridor and the CSRR have moved on considerably from the LTP3, which was published in 2011. It is not considered appropriate to show the currently protected route, which neither CBC, DCC or the landowners would want to see delivered in its current form, and which conflicts with other policies and allocations of the plan (including the restoration of Chesterfield Canal, LP2 and the Staveley and Rother Valley Corridor). If	Policies Map	Comment
80	000067DLP	The emerging Derbyshire and Derby Minerals Local Plan (EDDMLP) consultation paper 'Towards a Strategy for Safeguarding Minerals Related Infrastructure' (April 2016) put forward options for ensuring the long term protection of such facilities. This is to ensure that the minerals which are produced within Derbyshire and Derby are supplied to the market in the form required, for example, ready mixed concrete and coated roadstone, and the potential to transport them in sustainable ways is maintained. Safeguarding should also ensure that, if development is proposed at or potentially near to any of the identified locations, the significance of the site in terms of retaining supply can be considered fully before decisions are made. This reflects guidance in the NPPF which recognises the role of district and borough council plans in two-tier areas in ensuring adequate safeguarding is provided. The corresponding Safeguarding Support Paper identified 4 ready mix concrete and 1 coated roadstone sites in Chesterfield that merited consideration for safeguarding. None of these facilities are within mineral related development sites and therefore the Mineral Planning Authorities request that the LPCD should include recognition of this situation and some mechanism for ensuring that appropriate safeguarding is provided.	Noted. Suggest inclusion of a criteria in CS2 'Ensure the long term protection of safeguarded Minerals Related Infrastructure as identified in the DDMLP and shown on the Policies Map' subject to further detail from DCC in terms of site plans.	Policies Map	Comment
80	000068DLP	Chapter 1, paragraph 1.19 states "Everyone has the opportunity to have a healthier lifestyle, through improved walking and cycling routes....." This bears relevance to the developing Derbyshire Key Cycle Network and is supported. As such it is disappointing that this network is not shown on the Policies Map. CBC is requested to include it.	The proposed Strategic Cycle Network is included in the plan on page 80.	Policies Map	Comment
80	000069DLP	Paragraph 1.25 states that "Railway infrastructure such as the track bed between Seymour Junction and the Clowne Linear Park in Bolsover is safeguarded, for future use as a rail transport route and as a walking and cycling route in the meantime". However, the proposed cycle route should be shown on the Policies Map. Paragraph 1.25 goes on to say..."Extensions to existing greenways and new routes are secured, in particular to connect Chesterfield town centre with the north of the borough and Dronfield". Again these should be identified on the Policies Map and CBC is requested to include them.	Agree - Proposals map to be amended.	Policies Map	Comment
80	000070DLP	The Policies Map shows neither the built strategic walking and cycling network to be protected or safeguarded nor the proposed sections to complete the desired infrastructure and connectivity across the Borough. It is requested that the built and proposed network is added to the Map.	Proposals map to be amended	Policies Map	Comment
80	000071DLP	Chapter 9 sets out the strategic walking and cycle plan for the Borough and recognises the positive impact that this will have on both the healthy living agenda and the impact on increasing the visitor offer to raise tourism generated income. The Local Plan aligns with the East Derbyshire Greenway Strategy, The Rights of Way Improvement Plan and DCC's third LTP. Paragraph 9.7 refers to the strategic cycle plan and points to an illustration of this in Diagram 7. This should be reflected on both the Constraints Map and the Policies Map.	As the network may change over the plan period it would not be appropriate to include it on the Policies Map, but it can be included on the constraints map which is a living document and will be updated regularly.	Policies Map	Comment
80	000072DLP	The Constraints Map shows a network of strategic walking and cycling routes as a series of broken green lines. These follow both built and proposed sections which in itself might be misleading with regard to availability or intent. The network shown is also incomplete with both further built route and proposed routes not shown. It is requested the Map is updated to differentiate between built and proposed sections and include the missing sections given below.	Agree that changes can be made for clarity subject to DCC providing the most up-to-date data.	Policies Map	Comment

	80	000073DLP	In coalfield areas it is sometimes necessary to remove coal measures lying close to the surface to enable a proposed development to proceed. In some cases, the volume of coal involved is very small and the prior removal is considered as part of the overall planning application assessment procedure. In other cases the volume of coal is more significant and the issue has to be referred to DCC as the Mineral Planning Authority. In line with the NPPF it is proposed to include a policy in the EDDMLP, setting out the criteria that DCC and Derby City Council will apply to any prior extraction proposal they receive but it would be helpful if the LPCD included a corresponding reference, if not a specific policy.	Agree. Can add relevant wording to correspond with EDDMLP.	Location of Development	Objection
	80	000074DLP	The introductory section of the LPCD rightly explains the role and purpose of the Local Plan but it does not inform readers of the existence and purpose of other local plans that will form part of the complete Development Plan for the area. It does not inform readers that the emerging Minerals and Waste Local Plans being prepared by DCC and Derby City Council will be a relevant consideration in the assessment and determination of some development proposals in the area. It is particularly important in two-tier planning authority areas that the Local Plan contains such information given the requirements of 'Duty to Co-operate' and the need for all these plans to complement each other to deliver the policies and objectives of national planning policy which underpin their preparation and content.	The following text has been added to the 'What is a Local Plan' section; "Alongside the Chesterfield Borough Local Plan, there are also the emerging Minerals and Waste Local Plans being jointly prepared by Derbyshire County Council and Derby City Council, which will be a relevant consideration in the assessment and determination of some development proposals in the area. "	Vision	Comment
CS1	80	000003DLP	The overall spatial strategy of concentration and regeneration set out in Policy CS1 is fully supported as the most appropriate and sustainable growth strategy for the Borough to adopt in the LPCD.	Noted	Spatial Strategy	Support
CS1	80	000004DLP	The continued identification of Regeneration Priority Areas (RPAs) is fully supported.	Noted	Spatial Strategy	Support
CS1	80	000005DLP	The housing provision requirement for the Borough of 4,629 new homes over the period 2016 to 2033 (272 per annum (pa)) is supported in principle, as it would meet the full objectively assessed housing needs (OAHN) of 244 dwellings pa in the Borough over the Plan period based on extensive evidence in the North Derbyshire and Bassetlaw Strategic Housing Market Assessment 2014 (SHMA). DCC's Officers consider that the SHMA is a very robust piece of evidence.	Noted	Spatial Strategy	Support
CS1	80	000006DLP	The specific identification of Markham Vale and the Staveley and Rother Valley Corridor as key employment areas in Policy CS1 is fully supported.	Noted	Spatial Strategy	Support
CS1	80	000007DLP	As more than sufficient land has been identified in the LPCD to meet the Borough's future housing and employment land needs on brownfield and greenfield sites outside the Green Belt, the policy approach to Green Belt in Policy CS1 is fully supported, which seeks to ensure that the existing Green Belt in the Borough will be maintained and enhanced.	Noted	Spatial Strategy	Support
CS1	80	000008DLP	Strategic Gaps and Green Wedges are considered to play an important and complementary role to the Borough's Green Belt in providing a more localised function of preventing the coalescence of neighbouring settlements such as between Brimington and Tupton; Ringwood and Hollingwood; Lowgates / Netherthorpe/ Woodthorpe and Mastin Moor; and Old Whittington and New Whittington. Green Wedges play important roles in providing access to the countryside from urban areas and contributing to good health and wellbeing. The continued definition of Strategic Gaps and Green Wedges in the LPCD is therefore fully supported as set out in Policy CS1.	Noted	Spatial Strategy	Support
CS1	80	000009DLP	CBC's Strategic Housing Requirement Review Paper (SHRR) sets out more detail to justify the LPCD's housing provision requirement. However, it is considered that the approach to calculating shortfall may not be wholly robust and may require further consideration by CBC. This is because the LPCD covers the period from 2016 to 2033. Importantly, the Adopted LPCS covers the period from 2011 to 2031. It is considered that CBC should give further consideration to this issue, particularly to be satisfied that the adopted approach set out in the SHRR is robust and will stand up to scrutiny at the Examination in Public of the Local Plan in due course.	The updated SHMA will provide a consistent baseline for the Local Plan and for considering any shortfall. This will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Spatial Strategy	Objection
CS1	80	000010DLP	As CBC's SHMA was published in 2014, it may not have considered the potential impacts of HS2 on the Borough's future housing needs. Although HS2 is not scheduled to be complete until 2033, which coincides with the end of the Local Plan period, it is possible that demand for new housing may increase in the Borough in the years up to 2033 on the back of the town being served by HS2. It is suggested, therefore, that CBC may wish to undertake further work on its SHMA to consider the potential impacts of HS2 on the Borough's future OAHNs.	The updated SHMA will provide a consistent baseline for the Local Plan and for considering any shortfall. This will inform the next stage of the Local Plan and be detailed in a Housing Topic paper. Further work on the potential impact of HS2 is being undertaken as part if	Spatial Strategy	Objection
CS1	80	000011DLP	The ELR study is unlikely to have taken into account the potential impacts of HS2 and recent Government proposals for its route refinement to provide for a new spur to serve Chesterfield railway station with high speed trains. If subsequently confirmed by Government, this could make Chesterfield a more desirable location for businesses to set up, particularly towards the end of the Local Plan period. CBC's Officers may therefore need to carry out or commission further work to assess the Borough's future employment land requirements should the refined HS2 route be confirmed.	Noted. The employment land requirement will be reviewed to take into account HS2.	Spatial Strategy	Objection

CS10	80	000001DLP		Duplicate Record	Spatial Strategy	Objection
CS10	80	000026DLP	In the context of the potential need for Chesterfield Borough to accommodate higher levels of housing growth associated with the growth ambitions of the SCR and D2N2 LEPs, the policy approach set out in Policy CS10: Flexibility in Delivery of Housing is supported in principle. This policy and background text indicates that CBC proposes to allocate reserve housing sites which will only normally be granted planning permission if CBC is unable to demonstrate a 5 year supply of deliverable sites from other sources and where the sites accord with the strategy of concentration and regeneration.	Noted	Homes and Housing	Support
CS10	80	000027DLP	it is noted that CBC's preferred option is for one reserve site only at Dunston Grange rather than a mix of smaller sites across the above locations, in order to secure the necessary infrastructure and a comprehensive master planning approach. The broad approach above is supported in principle, as the identification of a single large reserve site would be more likely to provide a critical mass of development to support a mix of housing, employment, other services and important on and off-site infrastructure	Noted	Homes and Housing	Support
CS10	80	000028DLP	Dunston Grange reserve site: DCC's Conservation and Design Officers, however, have previously raised significant concerns about residential development at Dunston through work they have carried out to assist CBC in assessing a range of sites in CBC's Strategic Housing Land Availability Assessment (SHLAA) process. Particular concern has been expressed about potential residential development extending northwards towards the B6050, which appears to be the main direction of growth for the Dunston Grange reserve site. In this location, there is potential for significant landscape and visual impacts as a result of the quality of the landscape in this locality, as well as the potential to impact on the setting of Dunston Hall, Grange and Farm, which are all designated heritage assets. CBC is requested, therefore, to reconsider the extent of the proposed allocation of the reserved site at Dunston Grange identified on the Policies Map with a view to revising the allocation to exclude land to the north-west in the vicinity of the B6050.	Noted. DCC have been requested to review the LVIA submitted by the promoters of Dunston Grange. All sites will be subject to further assessment before being taken through to the next stage of the plan.	Homes and Housing	Objection
CS11	80	000030DLP	The proposed approach to affordable housing set out in Policy CS11 and the background text is fully supported and is consistent with national planning policy	Noted	Homes and Housing	Support
CS12	80	000031DLP	It is welcomed that paragraphs 6.13 to 6.17 make reference to the Derby, Derbyshire, Peak District National Park Authority (PDNPA) and East Staffordshire Gypsy and Traveller Accommodation Assessment (GTAA)(2014). Paragraph 6.14 makes appropriate reference to the recommendations of the GTAA that there was a requirement for 4 Traveller pitches in Chesterfield Borough over the period 2014 – 2019 with no further requirement from 2019 to 2034. It is noted that planning permission has been granted for 2 pitches since the GTAA was published leaving a residual requirement for 2 pitches up to 2019. The indication in paragraph 6.13 that CBC's officers are currently assessing a range of council-owned sites and will publish a further consultation in due course setting out a range of potentially suitable sites is supported and welcomed. In the context of this on-going work, the continued inclusion in the LPCD of Policy CS12 is supported, which sets out a range of criteria for the assessment of any potential sites that come forward for Traveller pitches, in line with the recommendations of national policy guidance for Travellers in Planning Policy for Traveller Sites (March 2012).	Noted	Homes and Housing	Support
CS13	80	000032DLP	The specific identification of Markham Vale and the Staveley and Rother Valley Corridor as key employment areas in Policy CS1 and in Policy CS13: Economic Growth is fully supported.	Noted	Jobs Centres Facilities	Support
CS14	80	000033DLP	Policy CS14: Tourism and the Visitor Economy states that CBC will promote and enhance tourism development in the Borough where it is: a) 'Located in areas that can accommodate additional visitor numbers without detriment to the environment.....' The Local Plan identifies Chesterfield as the visitor hub of the Peak District and wishes to encourage visits to the Peak Park. However, it is not clear how the detriment to the environment would be assessed, which requires further clarification in the background text to the Policy.	Noted. Suggest clarification would be helpful with reference to compliance with CS8, CS9 and CS15.	Jobs Centres Facilities	Comment
CS15	80	000036DLP	Policy CS15 is supported which incorporate the important sequential and retail impact tests set out in the NPPF, including the need for Retail Impact Assessments (RIA) to be submitted in support of retail proposals above a range of thresholds.	Noted	Jobs Centres Facilities	Support
CS16	80	000037DLP	Policy CS16 is supported which incorporate the important sequential and retail impact tests set out in the NPPF, including the need for Retail Impact Assessments (RIA) to be submitted in support of retail proposals above a range of thresholds.	Noted	Jobs Centres Facilities	Support

CS16	80	000038DLP	Policy CS16 should be strengthened to indicate that larger scale retail proposals located outside the defined town, district and local centres, which would be likely have a harmful impact on the vitality and viability of these centres, will not be permitted in accordance with the requirements of the NPPF.	This would be a repetition of the policy already set out in the NPPF and is not considered necessary "There should be no need to reiterate policies that are already	Jobs Centres Facilities	Comment
CS17	80	000039DLP	It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including: • The essential value of social infrastructure and sense of local identity to enhance the quality of life of the Borough's residents;	Noted	Social Infrastructure	Support
CS18	80	000043DLP	It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including: • Design of safe environments to minimise opportunities for crime and anti-social behaviour;	Noted	Design and the Built Environment	Support
CS20	80	000045DLP	Policy CS20: Influencing the Demand for Travel discusses transport and accessibility considerations. Although the points covered in the Policy are largely accepted, it is recommended that the Policy is strengthened by the inclusion of a more hierarchical approach to the management of travel demand, thereby providing a policy basis to strengthen delivery of sustainable transport networks. Possible wording which could be adopted, for example, would seek to provide interventions as follows (in order of priority): a) site specific and area wide travel demand management (measures to reduce travel by private car and incentives to use walking, cycling and public transport for appropriate journeys, including intensive travel planning); b) improvements to walking and cycling facilities and public transport services that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport; c) optimisation of the existing highway network to prioritise walking, cycling and public transport that are provided early in the build out period of new developments, such as measures to prioritise the needs of pedestrians above the car and improved or new cycle and bus lanes; and d) highway capacity enhancements to deal with residual car demand where the initiatives required under points (a) to (c) above are insufficient to avoid significant additional car journeys.	Accept that it would be beneficial to amend Policy CS20 set out a more hierarchical approach to the management of travel demand which provides a policy basis to strengthen delivery of sustainable transport networks. Amend CS20 to read: "a) site specific and area wide travel demand management (measures to reduce travel by private car and incentives to use walking, cycling and public transport for appropriate journeys, including intensive travel planning); b) improvements to walking and cycling facilities and public transport services that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport; c) optimisation of the existing highway network to prioritise walking, cycling and public transport that are	Travel and Transport	Objection
CS20	80	000053DLP	It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including: • Giving priority to walking, cycling and public transport;	Noted	Major Transport Infrastructure	Support
CS21	80	000047DLP	CS21: Major Transport Infrastructure makes provision for the safeguarding of land for major new transport infrastructure for a number of schemes including a Hollis Lane Link Road. Due to differences in land levels and other constraints, delivery of a Hollis Lane Link Road would represent a significant engineering challenge which consequently may require land outside of the envelope shown on the Policies Map.	Noted. Policy CS21 will be revised to reflect the HS2 growth Strategy.	Travel and Transport	Comment
CS21	80	000052DLP	The proposals for a Hollis Lane link are welcome, however, another direct route from the town centre is also required so that buses can circulate easily between the railway station and town centre. It is welcomed, therefore, that there are plans to widen the proposed green bridge across the A61 from Corporation Street (to replace the current footbridge) so that it could also accommodate buses and act as a bus gate to and from the	Noted. Relevant policies will be revised to reflect the HS2 growth Strategy.	Major Transport Infrastructure	Support
CS4	80	000012DLP	Under the Duty to Cooperate, CBC is requested to liaise with DCC on an ongoing basis to identify and secure the necessary strategic infrastructure that would be required to support the development of the proposed allocation and the reserve sites in order to ensure that they provide for a sustainable form of development	Under the Duty to Cooperate, CBC is fully committed to engaging with DCC as a key partner and infrastructure provider on an ongoing basis to identify and secure the necessary strategic infrastructure that would be	Infrastructure Delivery	Comment
CS4	80	000013DLP	DCC's Officers are concerned about the 2nd paragraph of the Policy and would argue that the provision of 'strategic' infrastructure does not have to be included on the Community Infrastructure Levy (CIL) Regulation 123 list and can be funded through Section 106 contributions. DCC's Officers have particular concerns about the inclusion of contributions towards primary phase school provision being included on CBC's CIL Regulation 123 list as explained in more detail below. It is suggested, therefore, that paragraph 2 of Policy CS4 should be reworded to indicate that: 'Not all infrastructure will be able to be funded via CIL. Some infrastructure will be secured by Section 106 agreements. Where an infrastructure project is included in the Council's CIL Regulation 123 list then a development, if liable, will be required to contribute via the CIL.'	Agree that the provision of 'strategic' infrastructure does not have to be included on the Community Infrastructure Levy (CIL) Regulation 123 list and can be funded through Section 106 contributions. Amend 2nd sentence of paragraph 3.2 to read: "Other more strategic infrastructure requirements which are included on the Regulation 123 Infrastructure List will be met via the Community Infrastructure Levy (CIL). "	Infrastructure Delivery	Objection

CS4	80	000014DLP	<p>It is considered that paragraph 3 of the Policy should be amended to read:</p> <p>'Section 106 contributions will not be sought for infrastructure projects that are included in the Council's CIL Regulation 123 list.'</p> <p>Otherwise it could be inferred that Section 106 contributions would not be sought for those types of infrastructure rather than the projects themselves.</p>	The Regulation 123 list is clear on what infrastructure can be funded by CIL. It would not be possible to infer otherwise and the proposed change appears to make no material difference to the policy.	Infrastructure Delivery	Objection
CS4	80	000015DLP	There is no mention about how the Local Plan would address the potential loss of infrastructure as part of a planning application for proposed development. This needs to be addressed in Policy CS4 and the background	Plan policies would ensure no loss of infrastructure unless replacement is available, therefore there is no CIL can help to fill the funding gaps that remain once existing sources of funding have been taken into account and the Borough Council has always been clear that infrastructure to support development and growth in the Borough could be provided through a variety of alternative funding mechanisms. The Council's priorities for CIL expenditure are set out in the CIL Expenditure Strategy (approved by Cabinet in xxxx 2017). CIL remains a relatively new infrastructure	Infrastructure Delivery	Objection
CS4	80	000016DLP	CIL can help to fill the funding gaps that remain once existing sources of funding have been taken into account. However, it is not clear how CBC intends to prioritise the allocation of funding to projects when only a projected £17.5 million is to be collected, especially where the funding gap for a project would demand a large percentage of the CIL. DCC would welcome the revision of the Regulation 123 list to ensure that the demands on the CIL pot (such as for primary education provision) are not excessive and that infrastructure to support the development of the Borough is provided through a variety of alternative funding mechanisms.	Whilst DCC has indicated a wish to see funding for the primary education requirements of development to be secured through individual Section 106 contributions and a revision of the Regulation 123 list to facilitate this, the current Regulation 123 List was prepared in close consultation with DCC prior to the CIL charging scheme taking effect. CIL remains a relatively new infrastructure delivery mechanism in Chesterfield. Any required revisions to the CIL Regulation 123 List will be	Infrastructure Delivery	Comment
CS4	80	000017DLP	Infrastructure Delivery - there is confirmation in Policy CS4 that the strategic infrastructure requirements of the Borough would be met through the CIL. Until there is evidence that CBC's CIL income is adequate to fund the necessary education infrastructure requirements generated by new housing development, DCC would wish to see funding for the primary education requirements of development to be secured through individual Section 106 contributions. CBC's Regulation 123 list should be revised to facilitate this requirement.	Noted. A viability study is underway and the results will be reflected in the next version of the local Plan.	Infrastructure Delivery	Objection
CS4	80	000018DLP	Paragraph 3.5 indicates that CBC is committed to ensuring the viability and deliverability of schemes. However, no further detail is provided of any particular viability or deliverability issues in the Borough and how these issues would be addressed. Further detail is therefore required in paragraph 3.5 and this also needs to be reflected in Policy CS4.	Agree. Add to para 3.1 "Although Minerals and Waste Local Plans are County Council responsibilities, it is recognised that minerals and waste management facilities are important in supporting the growth of the	Infrastructure Delivery	Objection
CS4	80	000019DLP	The Plan also seeks to provide appropriate infrastructure. Whilst the provision of mineral and waste management sites and facilities are matters for the respective Minerals and Waste Local Plans, it is requested that the LPCD acknowledges the importance of such elements in the support and growth of the local economy in its area. This would help establish the links between the respective plans and support the measures it includes	Noted. Officers are meeting regularly with DCC Education to discuss the requirements across the borough and related to specific sites.	Infrastructure Delivery	Objection
CS4	80	000029DLP	Proposed reserve site at Dunston Grange: it is noted there is a proposal to include reserve sites (option 3) and CBC's preference would be for Dunston Grange. If that option were to be adopted in the Local Plan, there would be a need to consider the provision of a site for a new primary school subject to further assessment of the capacity of current schools in the area to	Concerns noted, but no change required. Policy CS5 is sufficiently robust to ensure that any impacts are acceptable. Policy is consistent with the NPPF. The Local Plan has been assessed through the Sustainability Appraisal in terms of impact, including in combination effects, on European sites such as SPAs. The HRA	A Changing Climate	Comment
CS5	80	000020DLP	The provision of renewable energy could have an impact on the bird species protected through the SPAs. It may be prudent for CBC to collect further data on bird visitor numbers, where they are staying and where they are from to ensure that CBC can screen out any 'in combination' effects or alternatively ensure that mitigation is put in place to prevent harm arising to any European Sites.	Noted	Environmental Quality	Support
CS8	80	000021DLP	It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including: • Protection of people from the harmful effects of development;	Noted	Environmental Quality	Support
CS9	80	000022DLP	It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including: • The importance of green infrastructure, green spaces and open land, their accessibility and connectivity and need for their long term maintenance and management	Noted	Environmental Quality	Support

CS9	80	000023DLP	In Chapter 5, the LPCD recognises Greenways as an integral part of the Green Infrastructure resource and Policy CS9 states that development should “....c) increase the opportunities for cycling walking and horse riding, and h) in cases where loss of a green infrastructure asset is unavoidable, provision for alternatives should be made to ensure a net gain in quantity, quality or function.” This policy is welcomed and supported.	Noted	Environmental Quality	Support
PS1	80	000058DLP	It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including: • Specific measures, for example, relating the town centre;	Noted	Making Great Places	Support
PS3	80	000059DLP	Chapter 10 includes the addition of a new policy LP2 to restore the Chesterfield Canal. This policy also states that “.....New developments should include provision for safe and convenient walking and cycling access to the canal”. It should also be noted, however, that the Chesterfield Waterside development is integral to ensuring the final position of the Trans Pennine Trail through provision of an off-road joint walking and cycling route alongside the canal to beyond the basin to connect to the railway station, thereby replacing the current split route that remains unsatisfactory. This may be reflected in Chapter 11: Chesterfield Waterside but again it only alludes to enhancing the footpath and cycle network to the site, not through the site to the railway station. This is essential to ensure full connectivity to promote sustainable transport within the Borough.	Proposals to enhance the TPT and links to the railway station are already set out in the outline planning permission for Chesterfield Waterside and associated masterplan. However for the avoidance of doubt policy PS3 will be amended with the following text at the end of criteria (d) "through the site and making links to the wider Trans Pennine Trail and Chesterfield Railway Station"	Making Great Places	Objection
PS3	80	000060DLP	It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including: • Specific measures, for example, relating to Chesterfield Waterside	Noted	Making Great Places	Support
PS5	80	000061DLP	It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including: • Specific measures, for example, relating to Staveley and Rother Valley Corridor	Noted	Making Great Places	Support
RPAs	80	000054DLP	DCC would expect all the housing schemes within the RPAs to contribute to education infrastructure as required subject to further assessment of the capacity of current schools to expand.	This is covered by policy CS4. Currently contributions are sought towards education infrastructure via CIL (which can include the use of contributions from the	Regeneration Priority Areas	Comment
RPAs	80	000055DLP	Chapter 10 includes the addition of a new policy LP2 to restore the Chesterfield Canal. This policy also states that “.....New developments should include provision for safe and convenient walking and cycling access to the canal”. It should also be noted, however, that the Chesterfield Waterside development is integral to ensuring the final position of the Trans Pennine Trail through provision of an off-road joint walking and cycling route alongside the canal to beyond the basin to connect to the railway station, thereby replacing the current split route that remains unsatisfactory. This may be reflected in Chapter 11: Chesterfield Waterside but again it only alludes to enhancing the footpath and cycle network to the site, not through the site to the railway station. This is essential to ensure full connectivity to promote sustainable transport within the Borough.	Proposals to enhance the TPT and links to the railway station are already set out in the outline planning permission for Chesterfield Waterside and associated masterplan. However for the avoidance of doubt policy PS3 will be amended with the following text at the end of criteria (d) "through the site and making links to the wider Trans Pennine Trail and Chesterfield Railway Station"	Regeneration Priority Areas	Comment
RPAs	80	000056DLP	It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including: • Specific measures, for example, relating to Chesterfield Canal,	Noted	Regeneration Priority Areas	Support
RPAs	80	000057DLP	It is welcomed that improving the health and wellbeing of individuals and communities is recognised and promoted throughout the LPCD, including: • Specific measures, for example, relating to river corridors,	Noted	Regeneration Priority Areas	Support
CS10	81	000001DLP	Supports inclusion of cricket pitch within site (see comments of John McCollum) given decline in cricket facilities. Would have positive benefits for the health and wellbeing of residents.	Noted. This will be considered along with the final stages of site assessment.	Homes and Housing	Comment
CS13	82	000003DLP	Suggest that shops (A1) are included within the policy to generate 83 ha of employment land over the course of the local plan period given that large foodstores can generate significant employment growth. Paragraph 3 should be reworded accordingly - the NPPF recognises retail as an employment generating use.	The council recognised that retail and service sector employment is a significant source of of existing and future growth in jobs (projected to reach 19.5% of jobs by 2036). Retail related employment has already been	Jobs Centres Facilities	Objection
CS16	82	000004DLP	National policy does not require a RIA in centres. The first bullet point should be amended to refelect this. The second bullet point relating to local centres and retail parks is too complex and should be simplified. The retail threshold set out in the third bullet point is too low (in light of 25000sqm threshold set out by NPPF) and is not supported by an up to date retail study (2010 is the most recent published study).	Noted. Suggest first bullet is amended to refer only to District Centres. AM??	Jobs Centres Facilities	Objection
CS2	82	000005DLP	Support the expansion of the Chatsworth Road local centre however suggest that the boundary should be expanded further to include the whole site outlined in red on the attached plan to enable a more comprehensive retail scheme to come forward.	The boundary as drawn reflects the predominantly retail aspects of the previous use. A planning application for the wider site is currently under	Policies Map	Objection

CS7	82	000001DLP	Consider the approach taken by CS7 to be too onerous on sites outside of Flood Zone 1 and request that an element of flexibility be applied.	The policy approach set out in CS7 for areas outside flood zone 1 allows for greater flexibility when applying the flood risk sequential and exceptions tests set out in	Sustainable Management of the Water Cycle	Objection
CS8	82	000002DLP	Request further clarification as to the requirements for the Air Quality Assessment (AQA). Suggest that this should apply to any development proposed in or adjacent to an AQMA and major development outside of AQMAs that are likely to significantly increase vehicle movements.	Noted. Further clarification will be provided in the next version of the Plan.	Environmental Quality	Objection
CS9(b)	83	000001DLP	Support the allocation as an open space. Many in the area wish to see it remain a green space as it provides recreational and wellbeing benefits.	Noted	Open Spaces	Support
CS10	84	000001DLP	Linkview do not object and actively support the principle of a residential allocation on the site. Linkview do not wish this to be prejudicial to it being able to explore the full potential range of potential alternative uses and users that may be attracted to the site. Linkview request that a broad flexible mixed-use allocation be made to the site rather than one that solely allocates it for residential use. Linkview request that a bespoke site specific site policy be included within the local plan that facilitates the broadest range of mixed uses. It is accepted that whatever use or uses are proposed for the site will need to satisfactorily demonstrate compliance with applicable development management policies.	Noted. The site is currently being assessed as part of the LAA and these comments will be taken into consideration when examining whether the site should be considered 'available' for residential use.	Homes and Housing	Comment
	85	000001DLP	The plan appears to give conflicting messages as to what time period the 83 hectare employment land requirement figure applies. Specifically: <ul style="list-style-type: none"> •Paragraph 1.3 states 'by 2033' •Strategic objective S6 and Policy CS1states 'between 2016 and 2033' •CS13 refers to 'between 2011 and 2031' •The ELR refers to projections over the period 2011 to 2036. This gives an annual requirement of between 3.3 and 4.9 hectares/year. A figure of 4.9 hectares/ year is well above the highest requirement figure set out in the 2016 ELR. The 3.6 hectare requirement covers the SCR highest jobs growth target and assumes this continues, so is highly aspirational. A high figure could be partly justified due to a greater concentration on B2/B8 uses. Paragraph 7.9 of the Draft Plan refers to an employment land supply figure of 174 hectares; which suggests an oversupply even with the higher requirement figure.	The draft Local Plan period ranges from 2011 to 2033 (two years additional to the existing Core Strategy which covers a period to 2031). The Employment Land Requirements paper sets an employment land target of 83 ha from 2011-2036 which equates to 3.32 hectares per annum. Applying this target rate of development throughout the plan period (2011-2033) would give an EL target of 73.04 hectares. Subtracted from this figure are any net additional gains resulting from land developed since 2011 and any losses of existing employment land are added to the target. Para 1.3 – "There will be 83 ha of land provided by 2033 for new high quality employment..." Change to – there will be 73 hectares of land provided by 2033 for new high quality employment Strategic Objective S6 - "Provide 83 ha of new employment land between 2016 and 2033" Change to - Provide 73 ha of new employment land between 2016 and 2033 CS13 – "A range of sites suitable for employment use will be identified in the Local Plan: Sites and Boundaries for approximately 83 ha of new	Strategic Objectives	Comment
CS10	85	000003DLP	Support the preferred option which is planning to meet the OAN for housing as set out in the SHMA, as well as recent backlog, and planning for reserve site(s) to allow for greater flexibility. Planning for a single reserve site in order to enable a more strategic approach to master-planning and infrastructure provision is sound, although there could be a risk that this does not sufficiently widen choice to enable the extra homes to be delivered as quickly as necessary where there is an issue with demonstrating 5-year supply.	Noted. It is acknowledged that further work is required on the mix of reserve sites, how to phase and what triggers would be, and any monitoring required.	Homes and Housing	Support

CS10	85	000004DLP	<p>SCC intend to consult on a Draft Sheffield (Local) Plan in summer 2017. This will include options for the release of Green Belt land but they have significant concerns about whether some of the strategic site options being considered would be deliverable in the short-medium term.</p> <p>SCC also expect some options to be ruled out, following public consultation, because of land ownership or environmental issues.</p> <p>In light of this, SCC would like to explore with Chesterfield whether there is any scope for them to meet some of Sheffield's housing needs, particularly in the short to medium term. The main aim would be to provide additional flexibility in supply over the period to, say 2028/29.</p> <p>Given comments above about the supply of employment land in Chesterfield, SCC wonder whether there could be scope to reallocate some of this land for housing?</p>	<p>The new Local Plan will meet the OAN of the borough. Under the duty to cooperate any requests from neighbouring areas to accommodate housing will need to be justified by evidence. If this is forthcoming and the council can identify surplus sites that are deliverable, in principle there are no objections to assisting SCC to meet housing needs across the wider area. In terms of re-allocating employment land, the scope for this is being investigated and will be detailed in an Employment Land Topic paper to support the next stage of the plan.</p>	Homes and Housing	Comment
CS20	85	000002DLP	<p>The Joint Transport Study Evidence Base suggests there may be increased traffic flows into / out of south Sheffield.</p> <p>The study also identifies potential interventions, including use of a rail line to serve Brimington, with potential park and rail to serve Sheffield and Chesterfield. SCC would welcome discussion regarding the potential of this idea.</p> <p>The idea of providing a rail connection through Sheffield from Stocksbridge to Waverley, with onward routes to Would like to see a cricket pitch at Mullan Park incorporated into the Local Plan. A Letter of support is attached from the Derbyshire Cricket Foundation.</p> <p>Currently designated as LAA site 295, but would like to see the developer release the former cricket ground (in situ until 1987) to meet the requirement for the provision of the cricket pitch within the area.</p> <p>Use of the former site (as depicted in the attached map) would leave ample space for housing development. The site also had planning permission for a COU to a cricket ground as recently as 2005.</p> <p>The DLP states that where a need is identified, developments must contribute to public open space, sports and play provision .</p> <p>Representee has had three separate phone conversations in August 2016, November 2016 and January 2017 with Peter Waterfield, Land Manager for William Davis, who stated that as a development on the site would require a green space, he could see no reason why that space should not be a cricket ground.</p>	<p>The Borough Council would welcome discussion on the potential for sub-regional rail connectivity, both to accommodate commuter trips and as a means of opening up development sites, including improved connections between Sheffield and Chesterfield/North Derbyshire. The Borough Council agrees that high quality infrastructure for walking and cycling to serve potential stations would maximise likely usage of such</p>	Travel and Transport	Comment
CS10	86	000001DLP	<p>The loss of cricket clubs (~10 over 30 years) goes against the aims of DLP section 5.11. The existing cricket facilities at Cutthorpe are too small and hold water.</p> <p>The LP strategy states that the quantity and quality of provision should be maintained. And where necessary, increased or enhanced to cater for new development.</p> <p>The quantity and quality of cricket facility provision has not been maintained. Allocating part of Mullan Park would create ~70 extra games per year and engage more school children in sport through community outreach work, increasing health and wellbeing.</p>	<p>Noted. This will be considered along with the final stages of site assessment.</p>	Homes and Housing	Comment
CS9(b)	86	000002DLP	<p>The Plan is unclear in terms of the size/nature of the [RPAs at Mastin Moor, Poolsbrook and Duckmanton] giving rise to concerns over the scale and nature of cross boundary impacts. there needs to be ongoing cross boundary strategic planning in relation to these sites including consideration of infrastructure requirements and highway improvements</p>	<p>Noted. This will be considered along with the final stages of site assessment.</p>	Open Spaces	Comment
CS1	87	000001DLP	<p>concerned that the SHMA is in need of review</p>	<p>Agree for the need to continue cross boundary working and evidence base development. Consider that the proposed new policy LP1 provides sufficient clarity as to the type of developments to come forward in the RPAs. Suggest addition of wording as follows: The level of housing growth for each RPA may be exceeded if the</p>	Spatial Strategy	Comment
CS1	87	000002DLP	<p>SUPPORT CBC seeking to meet their own housing requirement, but should avoid significantly over or under providing</p>	<p>The SHMA has been updated and will inform the next</p>	Spatial Strategy	Comment
CS1	87	000003DLP		<p>Noted</p>	Spatial Strategy	Support

CS10	87	000004DLP	Recognise the approach intended within the Plan. The next iteration should clearly set out in terms of numbers and site areas	Noted. The sites (including Reserve Sites and RPAs) in the Draft Local Plan are the potential sites and will be subject to further assessment before being taken through to the next stage of the plan where sites	Homes and Housing	Comment
CS13	87	000006DLP	the methodology used does not appear to follow government guidance by taking into account forecasts, and past take up rates in line with the NPPG 'Economic Development Needs Assessments' The [policy] should include a table indentifying which sites contribute to the target	Concerns noted. An updated employment land paper will be released prior to the next iteration of the local plan going to consultation. This will set out an updated employment land supply position and review the	Jobs Centres Facilities	Objection
CS5	87	000007DLP	Object to allocation given the impact on local residents and the setting of Bolsover castle	Concerns noted, but no change required. Policy CS5 is sufficiently robust to ensure that any impacts are	A Changing Climate	Objection
RPAs	87	000005DLP	recommended that CBC reconsiders the policy wording of CS 1 to 'maximise development opportunities in RPAs', and the policy wording of LP 1 that allows the level of housing growth in RPAs' to be exceeded'	Suggest change to CS1 as follows: The council will maximise regeneration benefits to existing communities offered by development opportunities in the following areas. Suggest addition of wording to LP1 as follows: The level of housing growth for each RPA may be exceeded if the landscape and, infrastructure	Regeneration Priority Areas	Objection
CS1	88	000001DLP	The Plan is unclear in terms of the size/nature of the [RPAs at Mastin Moor, Poolsbrook and Duckmanton] giving rise to concerns over the scale and nature of cross boundary impacts. there needs to be ongoing cross boundary strategic planning in relation to these sites, particularly the highway network, given the close proximity to Markham Vale and Coalite	Agree for the need to continue cross boundary working and evidence base development. Consider that the proposed new policy LP1 provides sufficient clarity as to the type of developments to come forward in the RPAs. Suggest addition of wording as follows: The level of housing growth for each RPA may be exceeded if the	Spatial Strategy	Comment
CS1	88	000002DLP	concerned that the SHMAA is in need of review	An updated SHMA has been prepared and will be taken into account in preparing the next iteration of the	Spatial Strategy	Comment
CS1	88	000003DLP	SUPPORT CBC seeking to meet their own housing requirement, but should avoid significantly over or under providing	Noted	Spatial Strategy	Support
CS10	88	000004DLP	Recognise the approach intended within the Plan. The next iteration should clearly set out in terms of numbers and site areas	Noted	Homes and Housing	Comment
CS13	88	000006DLP	the methodology used does not appear to follow government guidance by taking into account forecasts, and past take up rates in line with the NPPG 'Economic Development Needs Assessments'. The [policy] should include a table indentifying which sites contribute to the target	Noted. Further work on the employment land target and the sites required to meet this is underway and will form part of the next version of the Local Plan.	Jobs Centres Facilities	Objection
CS5	88	000007DLP	Object to the allocation given local residents and the setting of Renishaw Hall	CS5(a) ensures that impacts on heritage assets and their settings and impacts identified by affected local communities will be addressed if proposals come forward. The current and draft NPPF continues to	A Changing Climate	Objection
RPAs	88	000005DLP	recommended that CBC reconsiders the policy wording of CS 1 to 'maximise development opportunities in RPAs', and the policy wording of LP 1 that allows the level of housing growth in RPAs' to be exceeded'	Suggest wording in CS1 is revised: 'The council will seek to maximise regeneration benefits to communities from development opportunities in the following	Regeneration Priority Areas	Objection
	89	000002DLP	begin paragraph with reference to the NPPF requiring a positive approach to the historic environment in plan making	Noted. New text to be inserted at start of paragraph 8.15 "The NPPF requires a positive approach to the conservation and enjoyment of the historic	Historic Environment	Comment
	89	000003DLP	Revise to provide for the requirements of NPPF Para.139 in relation to non-designated archaeology which may warrant consideration as scheduled monument. Add reference to the Chesterfield Canal and the duty to co-operate with adjoining authorities	Reference to Chesterfield Canal has been added at the end of para 8.16.	Historic Environment	Comment
	89	000004DLP	supporting text to Policy CS19 should make reference to the importance of industrial heritage	Reference added in para 8.15	Historic	Comment
	89	000005DLP	All references to 'English Heritage' should be amended to 'Historic England'	References have been updated accordingly	Historic	Comment
	89	000007DLP	add text be relating to the need to identify solutions within any Major Transport Infrastructure proposals to safeguard the route of the Chesterfield Canal in line with draft Policy LP2	Additional text inserted at end of paragraph "Proposals for the CSRR will need to identify solutions to	Major Transport Infrastructure	Comment
	89	000015DLP	It is recommended it include all designated heritage assets or none and be renamed accordingly	Noted, the constraints map will be updated	Constraints Map	Comment
Canal Corridors	89	000009DLP	policy is welcomed in relation to this heritage asset. It is recommended that all references to 'preserve' in relation to heritage assets are replaced with 'conserve' in line with NPPF terminology	Noted, references have been updated accordingly	River and Canal Corridors	Support
CS19	89	000006DLP	additional text should be included in respect of consideration of heritage assets in line with NPPF terminology i.e. references to harm and significance, and how impact will be assessed. The word 'preserve' is replaced with 'conserve' in line with NPPF terminology.	References have been updated accordingly	Historic Environment	Comment

PS1	89	000010DLP	policy relates specifically to policy CS15 but policy CS19 is equally applicable. Consider additional supporting text to para 11.7 setting out that other policies will also be relevant. Heritage impact assessments should be required for major development applications to establish impact on heritage assets and their setting including zones of theoretical visibility impacts in respect of views to and from key landmarks e.g. the Crooked Spire etc	Text added at end of para 11.7	Making Great Places	Comment
PS2	89	000011DLP	additional text should be included requiring a heritage impact assessment to be submitted	Additional bullet point added: "iv considered the impact upon heritage assets and their setting and identified any means of mitigation	Making Great Places	Comment
PS3	89	000012DLP	additional text be included in the policy requiring a heritage impact assessment to be submitted	The site already benefits from Outline Planning Permission. The need for an assessment is considered sufficiently covered by the requirements of the NPPF	Making Great Places	Comment
PS4	89	000013DLP	additional text be included in the policy requiring a heritage impact assessment to be submitted	Additional text added to bullet point e) "through submission of a heritage impact assessment	Making Great Places	
PS5	89	000014DLP	BP I) should be revised to read ‘...heritage assets and their setting...’ additional text be included in the policy requiring a heritage impact assessment to be submitted	"and their setting" added to bullet point L	Making Great Places	Comment
RPAs	89	000008DLP	references to ‘preserve’ in relation to heritage assets are replaced with ‘conserve’ in line with NPPF terminology reference elements as heritage assets to ensure they are considered appropriately e.g. Poolsbrook area, Bullet Point (BP) iv	References have been updated accordingly	Making Great Places	Comment
	90	000003DLP	Recommend as large a contingency as possible (at least 20%) in housing land supply	Agree that there needs to be sufficient flexibility to allow for non-implementation. This will be set out in a	Spatial Strategy	Comment
CS1	90	000002DLP	The calculation of OAHN and proposed housing requirement will not meet the housing needs of the borough: - does not meet LEP growth aspirations - no adjustments for market signals - delivering affordable housing need - meeting unmet housing need from Sheffield	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Spatial Strategy	Objection
CS10	90	000004DLP	Assumptions about lapse rates, non-implementation, lead in times and delivery rates should be correct and realistic. The housing supply should include the widest possible range of sites. Disagree with the approach to 5 YHLS, in particular use of Liverpool approach rather than Sedgefield in addressing shortfalls More information need about trigger mechanisms for the release of reserved sites where there is no 5 YHLS	Agree on the need for realistic assumptions. These will be set out in a Housing Topic paper, along with the approach to addressing the shortfall based on the updated SHMA evidence. It is acknowledged that	Homes and Housing	Objection
CS11	90	000005DLP	Whole plan viability evidence is required The change from 15 dwellings to 11 dwellings affordable housing threshold should be fully justified	The proposed threshold follows recent government guidance and is being tested through a whole plan viability appraisal and the results will inform the next	Homes and Housing	Objection
CS11	90	000006DLP	Requirement for 25% adaptable and accessible homes should be fully justified including assessment of the impact on viability The policy should be revised in line with the NPPG guidance the wheelchair accessible homes should be applied only to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling	The proposed policy is being tested through a whole plan viability appraisal and the results will inform the next stage of the Plan. CS11 also allows for flexibility with any requirements being subject to viability which can assessed on a site basis. Agree that policy CS11	Homes and Housing	Objection
CS18	90	000007DLP	The percent for art requirement should be removed from the policy in line with paragraph 204 of the NPPF, the Community Infrastructure Levy (CIL) Regulations (2010) and the NPPG (ID 23b-004-20140306) which states that “planning obligations should not be sought – on for instance, public art – which are clearly not necessary to make a development acceptable in planning terms”.	The reference to the NPPG refers to a previous version of the guidance. The reference to Public Art has been deleted from the latest version of the NPPG (ID: 23b-004-20150326)	Design and the Built Environment	Objection
CS1	91	000002DLP	The Local Plan fail to identify the full and objectively assessed needs for market and affordable housing in accordance with the NPPF. - The data used is significantly out of date and should be updated - the OAN falls short of economic requirements and should include an uplift to reflect LEP targets - land should be over-allocated by 20% in line with the Local Plans Expert Group findings	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper. Agree that there needs to be sufficient flexibility to allow for non-implementation. This will be set out in a Housing Topic paper.	Spatial Strategy	Objection
CS10	91	000003DLP	There is an ambiguous and unreasonable approach to allocating sites for housing - it is not clear what sites are proposed to be allocated and no evidence of allocations being deliverable or developable - Sites LAA 294 and 295 should be identified as potential housing allocations to meet present needs not as part of a strategic location	The sites (including Reserve Sites and RPAs) in the Draft Local Plan are the potential sites and will be subject to further assessment before being taken through to the next stage of the plan where sites sufficient to meet the OAN will be proposed. This will	Homes and Housing	Objection

CS11	91	000004DLP	No evidence is provided to justify the change in affordable housing threshold from 15 to 11 and no viability testing The council should consider devising area specific targets to reflect variations in residential sub markets Object to the mix of homes outlined on page 49 The evidence supporting the provision of 25% M4(2) compliant dwellings is not robust or justified The policy does not provide flexibility to consider site specific constraints The policy should be re-worded in respect of M4(30) standard to make clear provision only applies to dwellings where the LA is responsible for allocating/nominating a person to live in that dwelling.	The proposed threshold follows recent government guidance and is being tested through a whole plan viability appraisal and the results will inform the next stage of the Plan. CS11 also allows for flexibility with any requirements being subject to viability which can be assessed on a site basis. The council's CIL evidence reflects variations across the borough and is used to inform negotiations on affordable housing. This is considered sufficiently flexible to allow for site specific considerations such as a contaminated parcel of land within a high CL zone for example. The proposed	Homes and Housing	Objection
CS18	91	000005DLP	The percent for art requirement should be removed from the policy in line with the NPPG (ID 23b-004-20140306) which states that "planning obligations should not be sought – on for instance, public art – which are clearly not necessary to make a development acceptable in planning terms".	The reference to the NPPG refers to a previous version of the guidance. The reference to Public Art has been deleted from the latest version of the NPPG (ID: 23b-	Design and the Built Environment	Objection
CS20	91	000006DLP	Policy should be re-worded to be consistent with paragraph 39 of the NPPF through the addition of an additional criterion : "vii Local Car Ownership Levels"	An additional criteria will be added to policy CS20 as suggested	Travel and Transport	Objection
CS1	92	000001DLP	Object to OAN figure. It is too low and will constrain supply.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Spatial Strategy	Objection
CS1	92	000002DLP	Object to boundary of SG1. ARUP evidence clear that section B of SG1 has low risk of Brimington and tapton merging, and may need refining to support future growth. Promoted site should not be in gap. Brimington Common is sustainable location.	Noted. Although the evidence does indicate that SG1 could be refined to support future growth, this is considered by the council as being beyond the plan period. Sufficient sites are available to meet housing	Spatial Strategy	Objection
	93	000004DLP	RPA's purpose, achievability and viability is not adequately justified with regard to the sites within these areas.	The purpose of the RPAs was established in the Core Strategy. The sites (including Reserve Sites and RPAs) in the Draft Local Plan are the potential sites and will be	Regeneration Priority Areas	Objection
	93	000018DLP	SFRA is out of date and is relied on as evidence to support urban and brownfield development that forms a significant part of the spatial strategy.	The SFRA is being updated through joint working with the Environment Agency on the 'Chesterfield Floor Risk Investigation' and with Derbyshire County Council on	Spatial Strategy	Objection
CS1	93	000001DLP	SHMR uses the SHMA 2014 which is based on out of date information.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Homes and Housing	Objection
CS1	93	000002DLP	OAHN does not take account of economic growth in relation to housing provision, with there being inadequate housing requirement to support the level of economic growth planned for.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Homes and Housing	Objection
CS1	93	000006DLP	GB release is necessary to achieve levels of housing delivery needed for level of economic growth sought by the plan with regard to the SCR.	Sufficient land is available outside the Green Belt to deliver the borough's OAN and allow for flexibility.	Spatial Strategy	Objection
CS1	93	000007DLP	GB release is necessary to ensure adequate amount, flexibility and variety in a deliverable housing land supply to ensure the proposed and also a revised higher OAHN is met, including affordable housing provision.	Sufficient land is available outside the Green Belt to deliver the borough's OAN and allow for flexibility.	Spatial Strategy	Objection
CS1	93	000008DLP	Housing requirement should be higher at 326dpa to support the level of economic growth envisaged by the plan and when accounting for all updated relevant OAHN calculation factors should be 469dpa.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Spatial Strategy	Objection
CS1	93	000009DLP	A Green Belt review is necessary to ensure a sustainable pattern of development, with GB land to the South and West of Chesterfield Town Centre weakly fulfilling GB purposes. Land to West of Walton Hospital only weakly fulfills GB purposes. The GB status of the site should not make it sequentially less appropriate than other non-GB sites.	Sufficient land is available outside the Green Belt to deliver the borough's OAN and allow for flexibility.	Spatial Strategy	Objection
CS1	93	000010DLP	Land to west of Walton Hospital off Whitecotes Lane (2.2Ha) is a sustainable site that performs better than some draft allocations and is a reasonable alternative to proposed allocations. It should be allocated for housing to ensure that the plan can meet OAHN and economic growth requirements with sufficient flexibility to adapt to changes.	The submitted sites will be subject to assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making. As the sites	Spatial Strategy	Objection
CS1	93	000011DLP	Land off Harehill Road (3.95Ha) within NEDDC is a sustainable site that performs better than some draft allocations and is a reasonable alternative to proposed allocations. It should be allocated for housing to ensure that the plan can meet OAHN and economic growth requirements with sufficient flexibility to adapt to changes. The site only fulfills Green Belt purposes weakly. It should be promoted through cross-boundary working between CBC and NEDDC.	Any submitted sites within the borough will be subject to assessment using the council's Land Availability Assessment Methodology before a decision is taken on whether to progress to the next stage of plan-making. As the sites are within the Green Belt they are	Spatial Strategy	Objection
CS10	93	000003DLP	Reserve sites deliverability in question and threatens plans flexibility to increase supply if required.	The sites (including Reserve Sites and RPAs) in the Draft Local Plan are the potential sites and will be	Homes and Housing	Objection

CS10	93	000014DLP	Housing requirement should be increased to 469dpa to account for economic growth and to allow greater flexibility with release of GB land through a review, otherwise the plan is not effective.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper. Sufficient land is available outside the Green Belt to	Homes and Housing	Objection
CS11	93	000015DLP	A higher housing requirement of 469dpa is appropriate to meet OAHN as revised, and for it to be deliverable, and deliver more affordable housing and a greater range of housing, the release of GB land is necessary.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper. Sufficient land is available outside the Green Belt to	Homes and Housing	Objection
CS13	93	000016DLP	The housing requirement needs to be increased to match the planned economic growth or economic growth needs to be reduced to balance.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Jobs Centres Facilities	Objection
CS18	93	000017DLP	Plan is not clear if the sustainable design policy is supported by viability evidence and takes into account Building Regulations.	A Whole Plan Viability Assessment supports the Local Plan and assesses the combined impacts of Local Plan	Design and the Built Environment	Objection
CS2	93	000013DLP	New housing requirement of 469dpa should be inserted.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Location of Development	Objection
CS3	93	000012DLP	Repeats paragraph 14 of the NPPF and so superfluous.	Noted.	Strategic	Objection
	94	000004DLP	RPA's purpose, achievability and viability is not adequately justified with regard to the sites within these areas.	The purpose of the RPAs was established in the Core Strategy. The sites (including Reserve Sites and RPAs) in the Draft Local Plan are the potential sites and will be	Regeneration Priority Areas	Objection
	94	000010DLP	Land at Brookside Glen (13.5Ha) is a sustainable site that performs better than some draft allocations and is a reasonable alternative to proposed allocations. It should be allocated for housing to ensure that the plan can meet OAHN and economic growth requirements with sufficient flexibility to adapt to changes.	All sites will be subject to further assessment before being taken forward to the next stage of the Plan. As the sites are within the Green Belt they are unlikely to	Homes and Housing	Objection
	94	000011DLP	Land at Brookside Glen (13.5Ha) only fulfills Green Belt purposes weakly and a new well defined boundary could be provided. The site can be developed to mitigate against flood risk, ecological impacts and visual/landscape impacts. Footpaths across the site can be accommodated and enhanced. It is a logical and deliverable allocation for the Local Plan.	All sites will be subject to further assessment before being taken forward to the next stage of the Plan. As the sites are within the Green Belt they are unlikely to pass the first stage.	Homes and Housing	Objection
	94	000018DLP	SFRA is out of date and is relied on as evidence to support urban and brownfield development that forms a significant part of the spatial strategy.	The SFRA is being updated through joint working with the Environment Agency on the 'Chesterfield Floor Risk Investigation' and with Derbyshire County Council on	Spatial Strategy	Objection
CS1	94	000001DLP	SHMR uses the SHMA 2014 which is based on out of date information.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Homes and Housing	Objection
CS1	94	000002DLP	OAHN does not take account of economic growth in relation to housing provision, with there being inadequate housing requirement to support the level of economic growth planned for.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Homes and Housing	Objection
CS1	94	000006DLP	GB release is necessary to achieve levels of housing delivery needed for level of economic growth sought by the plan with regard to the SCR.	Sufficient land is available outside the Green Belt to deliver the borough's OAN and allow for flexibility.	Spatial Strategy	Objection
CS1	94	000007DLP	GB release is necessary to ensure adequate amount, flexibility and variety in a deliverable housing land supply to ensure the proposed and also a revised higher OAHN is met, including affordable housing provision.	Sufficient land is available outside the Green Belt to deliver the borough's OAN and allow for flexibility.	Spatial Strategy	Objection
CS1	94	000008DLP	Housing requirement should be higher at 326dpa to support the level of economic growth envisaged by the plan and when accounting for all updated relevant OAHN calculation factors should be 469dpa.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Spatial Strategy	Objection
CS1	94	000009DLP	A Green Belt review is necessary to ensure a sustainable pattern of development, with GB land to the South and West of Chesterfield Town Centre weakly fulfilling GB purposes. Land to West of Walton Hospital only weakly fulfills GB purposes. The GB status of the site should not make it sequentially less appropriate than other non-GB sites.	Sufficient land is available outside the Green Belt to deliver the borough's OAN and allow for flexibility.	Spatial Strategy	Objection
CS10	94	000003DLP	Reserve sites deliverability in question and threatens plans flexibility to increase supply if required.	The sites (including Reserve Sites) in the Draft Local Plan are the potential sites and will be subject to further assessment before being taken through to the next stage of the plan where sites sufficient to meet	Homes and Housing	Objection
CS10	94	000014DLP	Housing requirement should be increased to 469dpa to account for economic growth and to allow greater flexibility with release of GB land through a review, otherwise the plan is not effective.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper. Sufficient land is available outside the Green Belt to	Homes and Housing	Objection
CS11	94	000015DLP	A higher housing requirement of 469dpa is appropriate to meet OAHN as revised, and for it to be deliverable, and deliver more affordable housing and a greater range of housing, the release of GB land is necessary.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper. Sufficient land is available outside the Green Belt to	Homes and Housing	Objection
CS13	94	000016DLP	The housing requirement needs to be increased to match the planned economic growth or economic growth needs to be reduced to balance.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Jobs Centres Facilities	Objection
CS18	94	000017DLP	Plan is not clear if the sustainable design policy is supported by viability evidence and takes into account Building Regulations.	A Whole Plan Viability Assessment supports the Local Plan and assesses the combined impacts of Local Plan	Design and the Built Environment	Objection

CS2	94	000013DLP	New housing requirement of 469dpa should be inserted.	The updated SHMA will inform the next stage of the Local Plan and be detailed in a Housing Topic paper.	Location of Development	Objection
CS3	94	000012DLP	Repeats paragraph 14 of the NPPF and so superfluous.	Noted.	Strategic	Objection
	95	000001DLP	the vision should show much stronger recognition of our global responsibilities and the need to mitigate and adapt to these threats. Some of the wording used in the vision is very passive, for example, "Proposals for renewable and low carbon energy generation are supported." Instead we consider that the overriding imperative of meeting climate change targets requires a more proactive approach, for example, "Opportunities for renewable and low carbon energy generation for new developments are prioritised and maximised to reduce the emissions of greenhouse gases."	Noted. The policy is considered sufficiently positive and complies with national guidance. No change.	Vision	Objection
	95	000002DLP	not clear why in paragraph 1.23 "Current levels of car parking are maintained, but most new public car parking takes the form of park and ride or park and walk schemes." Given the emphasis on reducing car use and encouraging sustainable forms of transport, it is not clear why levels of car parking should be maintained for the next 20 years which seems a very inflexible and unhelpful requirement. There is clear evidence (which we can provide) at both a workplace and national level showing the importance of combining disincentives to driving with incentives for alternative travel. The Association of Town and City Management 2016 report on innovative practices in parking provision suggest that although parking is highly emotive, "an opportunity cost often comes with the loss of other uses that parking provision may replace, potentially taking footfall and spend with it. More cars could also contribute to undesirable changes to the public realm that come with roads and traffic." The report offers effective solutions to reducing levels of parking with no loss of retail custom. We would urge the Borough to look at best practice elsewhere, to better manage the existing parking space and look at ways of reducing it further to improve the public realm.	Providing a balance between sufficient parking to support economic activity and highways safety, and encouraging modal shift, is challenging. Reductions in parking (disincentives) must be balanced with improvements. Maintaining existing parking levels with the level of growth would result in proportionally less parking being available. However it is acknowledged that a more flexible approach would be appropriate and therefore the wording has been amended to "Appropriate levels of car parking are provide to meet the residual demand, but and most new public car parking takes the form of park and ride or park and	Strategic Objectives	Objection
	95	000004DLP	Transition Chesterfield fully supports policy S1: "Minimise greenhouse gas emissions in line with Government targets, increase the use of renewable energy and help the borough adapt to the effects of climate change." suggest that policy S8 needs to be strengthened accordingly by adding the words in red: "Ensure that new	Noted	Strategic Objectives	Support
	95	000005DLP	development is designed to a high [energy efficiency] standard, promotes architectural quality, protects and enhances the boroughs historic environment and reflects local distinctiveness."	Policy S8 has been reworded to include reference to energy efficiency: "Ensure that new development is designed to a high standard that, promotes	Strategic Objectives	Objection
CS18	95	000014DLP	Policy CS18 on Design contains no specific requirements and is a step backwards from the old CS6 which requires specific standards for residential and non-residential buildings. The rather woolly specifications ('minimise water use, seek to use less energy, make use of renewable energy' etc) are too easily side-stepped by developers. There needs to be clear and specific targets that developers need to meet that go beyond merely meeting regulatory standards. For example there is no good reason why all new developments should not have solar PV panels on their roofs, particularly large warehouse developments at Markham Vale etc. This will help future-proof residents and tenants from rising energy prices, and help contribute to reduced greenhouse gases and air pollution. We urge the council to specify more specific and ambitious requirements in this policy.	The Deregulation Act 2015 effectively removed the ability of Planning Authorities to require energy efficiency measures (or other measures) for new housing other than those 'Optional Requirements' set out in the building regulations. This was reinforced by the dropping of the proposed Zero Carbon Homes target. The Optional Requirements only apply where a condition is placed on a planning application, which	Design and the Built Environment	Objection
CS20	95	000003DLP	the local plan needs to include a requirement for increasing incentives for low emission vehicles such as electric vehicles by providing electric charging points in carparks. Chesterfield is currently sorely lacking in EV charging points compared to other towns and cities. Although Policy CS20 refers to "provision of opportunities for electric vehicles where appropriate" this could be reworded more positively as "ensure opportunities for electric vehicles are provided at all major carparks".	A new policy on electric vehicle charging is being prepared and will be incorporated into the next iteration of the Local Plan.	Travel and Transport	Objection
CS20	95	000015DLP	Policy CS20 on reducing the demand for travel is generally supported except for the suggested change in wording to support for electric vehicle charging. We would also like to see more positive wording to reduce the demand for parking and ensure there is a presumption to reduce parking through provision of alternative means of transport and sustainable design.	Policy CS20 has been reworded to reflect more positively the hierarchy of transport interventions and provide more detail on how levels of car parking will be assessed. A new policy relating to electric vehicle	Travel and Transport	Support
CS20	95	000016DLP	We welcome the news in paragraph 9.7 that the council is working with Derbyshire County Council and local partners to identify and designate a similar network of walking routes, and will be the subject of further work during the Local Plan period to improve, promote and where appropriate, extend them.	Noted	Travel and Transport	Support
CS20	95	000017DLP	Paragraph 9.11 refers to the lack of a single bus interchange in the borough, and suggests that New Beetwell St serves a similar function to an interchange. However we consider that Chesterfield would benefit from a properly integrated public transport interchange, preferably next to or near the railway station.	Noted. The HS2 Growth Strategy is relevant and will be reflected in the next stage of the plan.	Travel and Transport	Objection

CS21	95	000018DLP	As noted in our previous submission Transition Chesterfield does not support policy CS21 Major Transport Infrastructure. In particular we do not support the Chesterfield Staveley regeneration route or the Staveley northern loop road which will create further induced traffic, further air pollution problems and cannot be justified on traffic, health and environmental grounds. Instead an integrated and sustainable transport solution should be considered. We recommend a combination of a shuttle light rail service (running on the existing rail line with a station at Barrow Hill), cycle and walking routes together with a good bus service. This would minimise traffic generated by the development. We also object to the removal of references to rail provision from the old policy which limits the provision of this more sustainable option in the future.	Noted. The northern loop road has permission, and the regeneration route is a project in DCC Local Transport Plan. There is currently no evidence to support a business case for a light rail service.	Major Transport Infrastructure	Objection
CS5	95	000006DLP	Transition Chesterfield supports policy CS5 on Renewable Energy but thinks it can be strengthened by the following changes to the wording: "Opportunities for renewable energy generation will be prioritised and maximised particularly where they have wider social, economic and environmental benefits, provided that the direct and cumulative adverse impacts of the proposals on the following assets are acceptable, or can be made so: a) the historic environment including heritage assets and their setting; b) natural landscape and townscape character; c) nature conservation; d) amenity – in particular through noise, dust, odour, and traffic generation."	Noted. The policy is considered sufficiently positive and complies with national guidance. No change.	A Changing Climate	Objection
CS5	95	000007DLP	We would also like to express our disappointment that the existing policy is rarely implemented, even where opportunities exist. For example, there was no mention of renewable energy in the planning conditions for Walton Works despite opportunities for capturing the heat from Robinsons Works and this being a priority site for district heating. We support further development of district heating, which should be based on Combined Heat and Power (CHP) and recommends the Council mandates the connection to CHP for the developments listed, rather than making it optional. The Royal Hospital should also be included as one of the District Heating	Noted. The policy is considered sufficiently positive and complies with national guidance. The district heating opportunity areas are based on evidence in the Renewable Energy Study. No change.	A Changing Climate	Objection
CS7	95	000008DLP	Transition Chesterfield supports policy CS7 on flood risk, particularly the provisions for SUDS but urge the council to improve its training and knowledge of SUDS as several very poor quality schemes have been given planning permission, and opportunities to incorporate SUDS have been missed largely due to the lack of expertise within the council.	Noted. The council relies heavily on comments from DCC as Lead Local flood authority in terms of the design and approval of SuDs schemes.	Sustainable Management of the Water Cycle	Support
CS8	95	000009DLP	the wording of policy CS8 on a healthy environment which suggests that developments that makes an AQMA worse can be considered. In areas that are exceeding air quality standards no development should be permitted that will worsen air quality and endanger the health of local residents. The causes of air pollution should be addressed at source, for example, by reducing traffic, reducing traffic speeds (very effective for diesel vehicles) or the introduction of clean air zones as is done in other cities with air quality problems, incentivising low emission vehicles and restricting the dirtiest, oldest vehicles. Buses as well as cars need to be upgraded or replaced with low emission vehicles wherever possible.	The sentence "unless there are significant material considerations that would outweigh the harm" to be deleted.	Environmental Quality	Objection
CS9	95	000010DLP	Transition Chesterfield supports policy CS9 on green infrastructure and biodiversity, especially the aim to increase tree cover in the Borough. This policy could also note that increased tree cover helps provide an urban cooling effect and mitigate the impacts of air pollution and climate change. New woodland areas could provide multiple benefits including amenity, ecological value, fuelwood. There are also many areas – too numerous to mention - of other amenity open space which would be suitable for native tree planting, or fruit/nut tree	Paragraph 5.8 has been amended to read: "Tree and woodland plantingIncreased tree cover will help the borough to respond to climate change, provides an urban cooling effect, can mitigate the impacts of some forms of air pollution, provide and flood alleviation	Green Infrastructure and Biodiversity	Support
CS9(b)	95	000011DLP	Transition Chesterfield supports policy CS9 and the protection of open space and allotments but cautions that CBC needs to have up to date evidence in support of the need for such sites to prevent speculative developers challenging the need for these, and planning permission being granted due to a lack of evidence rather than a lack of need.	Noted. An updated assessment of Public Open Space is currently being prepared.	Open Spaces	Support
PS2	95	000020DLP	We support policy PS2 on the Chatsworth Rd Corridor and in particular that the strategic walking and cycling routes through this area are enhanced and not fragmented by development. Redevelopment of this area provides a great opportunity to open up the River Hipper for amenity as a greenway/quietway and to link the river with other habitats as a green corridor.	Noted	Making Great Places	Support
PS4	95	000021DLP	We would like something added to policy PS4 to the effect that any development in this area enhances any cycling/walking infrastructure for this largely unsustainable out of town development.	A further criteria has been added to PS4 "e)make appropriate provision for walking and cycling access to	Making Great Places	Objection
RPA5	95	000019DLP	We support the policy LP1 on the regeneration of priority areas, which will support projects that improve the quality of the area and the existing housing stock through refurbishment and/or redevelopment. This presents an opportunity to upgrade the energy efficiency of existing houses through projects such as Energiesprong which can refurbish homes to net zero carbon levels.	Noted	Regeneration Priority Areas	Support

This page is intentionally left blank

Results of Gypsy and Traveller Sites consultation

The Gypsy and Traveller Sites Consultation included six potential sites out of a total of 46 former garage sites that had been through the site assessment process. However, all 46 sites were referenced in the consultation alongside an initial assessment of their availability and suitability.

The public consultation started on 12th February 2018 and closed on 26th March 2018. A total of 829 representations had been received from 749 respondents.

Two petitions were received: Barrow Hill Residents (Number of signatories 17) and Grangewood Residents (Number of signatories 469).

Outcome

The potential sites at Miller Avenue, Brooks Road, Bevan Drive, Birchwood Crescent, Keswick Drive and Atlee Road are not included in the pre-submission consultation version of the Chesterfield Borough Local Plan

The site at Hady Lane with existing planning permission for two pitches be included in the pre-submission consultation version of the Chesterfield Borough Local Plan as an allocation specifically for the purpose of gypsy and traveller pitches.

The suitability of the site proposed at the corner of Whittington Road and Staveley Road was investigated. The site was later withdrawn by the landowner.

Summary of Representations by Site

Site 32 -Miller Avenue, Mastin Moor

No significant issues with this site were raised by statutory or general consultees although Derbyshire Gypsy Liaison Group identified that, if the site were allocated, direct access from Renishaw Road would be preferred.

Key issues raised by residents included access to the site and the issue of on-street parking, footpaths across the site, issues accessing GP services, school capacity, general amenity, and a preference to see the site developed for bungalows.

This site had been identified in the current planning application for 650 houses south of the A619 at Mastin Moor as a potential location for bungalows as part of the requirement for affordable housing that would arise from the proposed development. Chatsworth Settlement Trustees, who are proposing the scheme, have submitted an objection on this basis.

Although the Clinical Commissioning Groups (CCG) covering Chesterfield Borough have indicated that there is sufficient capacity in GP services for the area, responses from residents have identified specific and significant issues accessing services in this location, with lengthy waits for appointments and callers being redirected to services in other parts of the borough (Grangewood and Inkersall primarily).

Derbyshire County Council has indicated that, whilst there is currently sufficient capacity in primary school provision to serve the site, this may change should the land south of Mastin Moor be developed.

Site 124 – Bevan Drive, Inkersall

Derbyshire Wildlife Trust (who advises the council on biodiversity agreements under a service level agreement) has objected to this site on the basis of the potential impact on Ancient Woodland. The Woodland Trust has also objected on these grounds. Derbyshire

Gypsy Liaison Group does not support the site on the basis that on-street parking would make access to the site difficult for any occupiers.

Key issues raised by residents included the impact on the woodland, existing problems with on-street parking, GP capacity, school capacity, general impact upon amenity, concerns that waste water would rely on pumping to sewers, and loss of public access to the site.

Although the CCG have indicated that there is sufficient capacity in GP services for the area, responses from residents have identified specific and significant issues accessing services in this location, with lengthy waits for appointments and callers being redirected to services in other parts of the borough. DCC have indicated that there would be sufficient education capacity to meet the need arising from the site.

Evidence has been provided from residents of the problems caused by on-street parking, including damage to verges and difficulty in refuse vehicles serving properties in the area.

Objections have also been received from Wildgoose Construction Ltd, who are seeking to develop a site off Bevan Drive to the north of the site.

Site 341 – Brooks Road, Barrow Hill

No significant issues were raised by statutory or general consultees, although DCC did raise uncertainty about the potential future impact of the regeneration of Staveley Works on primary school capacity.

Derbyshire Gypsy Liaison Group raised some concerns over on street parking but felt the site could make a suitable family site.

Key issues raised by residents included lack of services in Barrow Hill, isolation, general impact on amenity and a specific issue with a right of access across the site to the fields beyond.

During the consultation process, residents made reference to historic issues between some residents and elements of the traveller community that had required significant intervention of authorities including the council and police.

Residents have provided evidence of the difficulties of on street parking in the area, and it has been identified as an issue by the council.

Site 356 - Birchwood Crescent, Grangewood

No significant issues were raised by statutory or general consultees

Derbyshire Gypsy Liaison Group considered the site could be suitable but queried its availability given the apparent level of use.

Key issues raised by residents included issues with anti-social behaviour, impact upon amenity, crime, devaluation of property, community cohesion and the potential for unauthorised expansion.

The issue of anti-social behaviour and crime was a significant one for residents, with the majority of comment referring to existing difficulties in the area and the potential for pitches to exacerbate this through friction with some residents or Gypsies/Travellers being blamed for the activities of others.

Site 358 - Atlee Road, Inkersall

The site would not meet the access requirements set out by Derbyshire Fire and Rescue Service. No other significant issues were raised by Statutory or General Consultees.

Derbyshire Gypsy Liaison Group considered the site unsuitable due to the narrow access.

Key issues raised by residents included GP capacity, school capacity, general impact upon amenity (including overlooking), and inadequate access to the site.

Although the CCG have indicated that there is sufficient capacity in GP services for the area, responses from residents have identified specific and significant issues accessing services in this location, with lengthy waits for appointments and callers being redirected to services in other parts of the borough. DCC have indicated that there would be sufficient education capacity to meet the need arising from the site.

Objections have also been received from Wildgoose Construction Ltd, who are seeking to develop a site off Bevan Drive to the west of the site.

Site 365 – Keswick Drive, Newbold

The site would not meet the access requirements set out by Derbyshire Fire and Rescue Service. DCC expect places at Dunston Primary School to be limited by the development of 300 dwellings to the north of Dunston. The Coal Authority identified an Ironstone mine entry on the boundary of the site that has the potential to impact on surface stability (and would need to be considered at any planning application stage). No other significant issues were raised by Statutory or General Consultees.

Derbyshire Gypsy Liaison Group considered the site unsuitable due to the narrow access.

Key issues raised by residents included impact upon amenity, inadequate access, presence of an electricity substation, school

capacity, GP provision, concern over travellers operating businesses from the site, and existing use of garages.

Objections have been received from the developers of a site nearby on Keswick Drive.

Although the CCG have indicated that there is sufficient capacity in GP services for the area, responses from residents have identified specific and significant issues accessing services in this location, with lengthy waits for appointments and callers being redirected to services in other parts of the borough. DCC have raised concerns over the capacity of primary education due to the planning permission for 300 dwellings north of Dunston which will use up existing capacity (although contributions have been secured for additional capacity).

Consultation responses and revised site assessments

INDEX

SITE 32 MILLER AVENUE, MASTIN MOOR	3
SITE 124 BEVAN DRIVE, INKERSALL	9
SITE 341: BROOKS ROAD, BARROW HILL	15
SITE 356 BIRCHWOOD CRESCENT, GRANGEWOOD	20
SITE 358 ATLEE ROAD, INKERSALL.....	25
SITE 365 KESWICK DRIVE, NEWBOLD	31

Appendix D2

In order to process the large number of representations efficiently and to effectively analyse the key objections, commonly reported issues were summarised as follows:

Anti-Social Behaviour – Concerns that the allocation of the site would cause problems with anti-social behaviour and the potential for existing problems in an area to be exacerbated by the allocation of a site.

Biodiversity – Concerns over the loss of protected and non-protected species alongside the potential loss of green space and trees that any associated infrastructure would cause.

Cohesion/ Peaceful co-existence – concerns that a Gypsy and Traveller family may not be able to integrate effectively with the existing community for a number of reasons, including evidence of existing problems with crime and ASB and history of unauthorised encampments of previous friction between communities.

Crime - Concerns that the allocation of the site would exacerbate problems with anti-social behaviour. This category also included fears of fly tipping and traveller community becoming a target for accusations on ASB.

Devaluation of Property – the issue of property valuation was raised for each site and questions raised over how the council would compensate residents.

Flooding – surface water flooding issues were highlighted for a number of the garage sites.

GP Capacity – there was concern relating to the quality (rather than capacity) of GP access within each area, particularly with regards to the Royal Primary Care Group catchment.

Hazardous Installation – Concerns over elements on or near a site that may prove hazardous to any future occupants. For example substations or overhead power lines.

Heritage – concerns over the proximity to conservation areas and other heritage assets.

Land Contamination – asbestos related to prev. Concerns regarding other sources of contamination that may be below the surface of some of the garage sites were also recorded under this category.

Land Instability – concerns relating to conditions on the ground that may make the allocation of a site inappropriate.

Pollution – concerns about air and noise pollution that could be created by any increase in traffic. Light pollution from on-site lighting.

Potential for Unauthorised Expansion – concern that a site would grow over time and at certain times of year when occupants may have visitors...

School Capacity – school places were consistently highlighted as an issue whilst noting the impacts this may have on their perceived poor performance.

Utilities – Permanent access to the electrical substation at Keswick Drive was frequently raised as an issue. Other concerns included in this category related to concern over the installation, practicality and management of utilities on the sites.

SITE 32 MILLER AVENUE, MASTIN MOOR



CONSULTEE COMMENTS

Specific and General Consultees

Derbyshire County Council (Planning & Infrastructure) - Norbriggs Primary School has capacity at present but would not if the current planning application for 650 dwellings at Mastin Moor were approved.

Derbyshire Gypsy Liaison Group - Consider the site suitable but would prefer to see the access from Renishaw Road

Coal Authority – Assessment acknowledges land stability issues and it is assumed that most up to date information from the Coal Authority is being used.

Community Safety (CBC) – No Response

Derbyshire Wildlife Trust - The garages are unlikely to support bat roosts of high conservation significance, although a building inspection should be undertaken prior to any planning application if the site is taken forward.

Boundary vegetation may be impacted by site development but this is likely to be of importance to nature conservation at no more than a site level (CIEEM, 2016). Any redevelopment should aim to retain existing vegetation where practicable and compensate for unavoidable losses. Bat roost potential of trees, nesting birds, a badger check and Root Protection Areas should be considered if the site is taken forward.

This site is immediately adjacent to open countryside and whilst there are no statutory or non-statutory designations on immediately adjacent land, Norbriggs Flash Local Nature reserve (LNR) is present approximately 390 m to the west. The change in use of the site to residential may increase the risk of behaviours such as tipping of garden waste, littering and general disturbance within land to the north, including agricultural land and scrub/developing woodland.

Derbyshire Fire and Rescue - access roads need to be at least 3.7m wide. There also needs to be turning facilities on the site unless the appliance would not have to reverse more than 20m.

Derbyshire Constabulary – No Response

Environment Agency - No detailed comments to make

Highways England – No comments to make.

Appendix D2

Historic England - would not impact on known historic environment, heritage assets or setting	
Natural England – No specific comments	
National Grid – no comments to make	
North East Derbyshire District Council - Site appears to be suitable based on site assessment and sustainability appraisal and proximity to A619 and the M1 motorway	
Western Power – No response	
Severn Trent Water - No response	
Yorkshire Water – No response	
Forestry Commission – No response	
Residents, Businesses and Organisations	
Objections	
<ul style="list-style-type: none"> Amenity Anti-Social Behaviour Biodiversity Cohesion/ Peaceful co-existence Crime Devaluation of Property Flooding GP Capacity Hazardous Installation Heritage Land Contamination Land Instability Other Pollution Potential for Unauthorised Expansion School Capacity 	<ul style="list-style-type: none"> Would not contribute positively to regeneration of the locality. Understood that the site would be used for affordable housing and homes for the elderly. Would not positively enhance the landscape or blend in (impact on landscape character). Site would be better used as a park or youth centre. Limited parking is available near the site. Impact on landscape character. Site is too small when sloping of site is taken into account. There are safer and more accessible sites elsewhere. Potential for contamination (sewage). Refuse collection will be difficult. Sites may be targeted by ASB. Potential asbestos on the site. Bus route goes past Miller Avenue. Concerns of how site will be paid for.

Appendix D2

Utilities	Site is often used by ramblers - loss of amenity. Pedestrian safety concerns.
Support	Site large enough to support growth. Outside the green belt with minimal proximity to local residents Not overlooked Access is good Housing development could continue alongside the traveller site.
Other Comments	Have traveller community been consulted? Markham Vale / Great Bear / Coalite suggested as alternatives.

REVISED SITE ASSESSMENT

Availability	The council's Housing have confirmed that it is their intention to work with Chatsworth Settlement Trustees on the development of the site in connection with proposals for 650 dwellings at Mastin Moor (should planning permission be approved. However if the Chatsworth development did not progress the Housing Services intention would still intend to develop the site for social rented accommodation.
Green Infrastructure and Biodiversity	<p>Outside the Green Belt with no constraints in terms of protected species, local wildlife sites, ancient woodland or nature designations.</p> <p>Potential impact on biodiversity given boundary vegetation. Garages unlikely to be suitable for bat roosts due to modern style of construction but assessment required at application stage.</p> <p>Potential minor but mitigable impact on landscape character given that the site is an extension of an existing settlement into open countryside.</p> <p>No adverse impacts on green wedge/strategic gap.</p>
Heritage	No adverse impacts on heritage.
Flood Risk and Other Constraints	Flood zone 1 and surface water flood risk very low. No known land contamination constraints. The site is part within a historical coal mining high risk area and a land stability assessment would be necessary.

Appendix D2

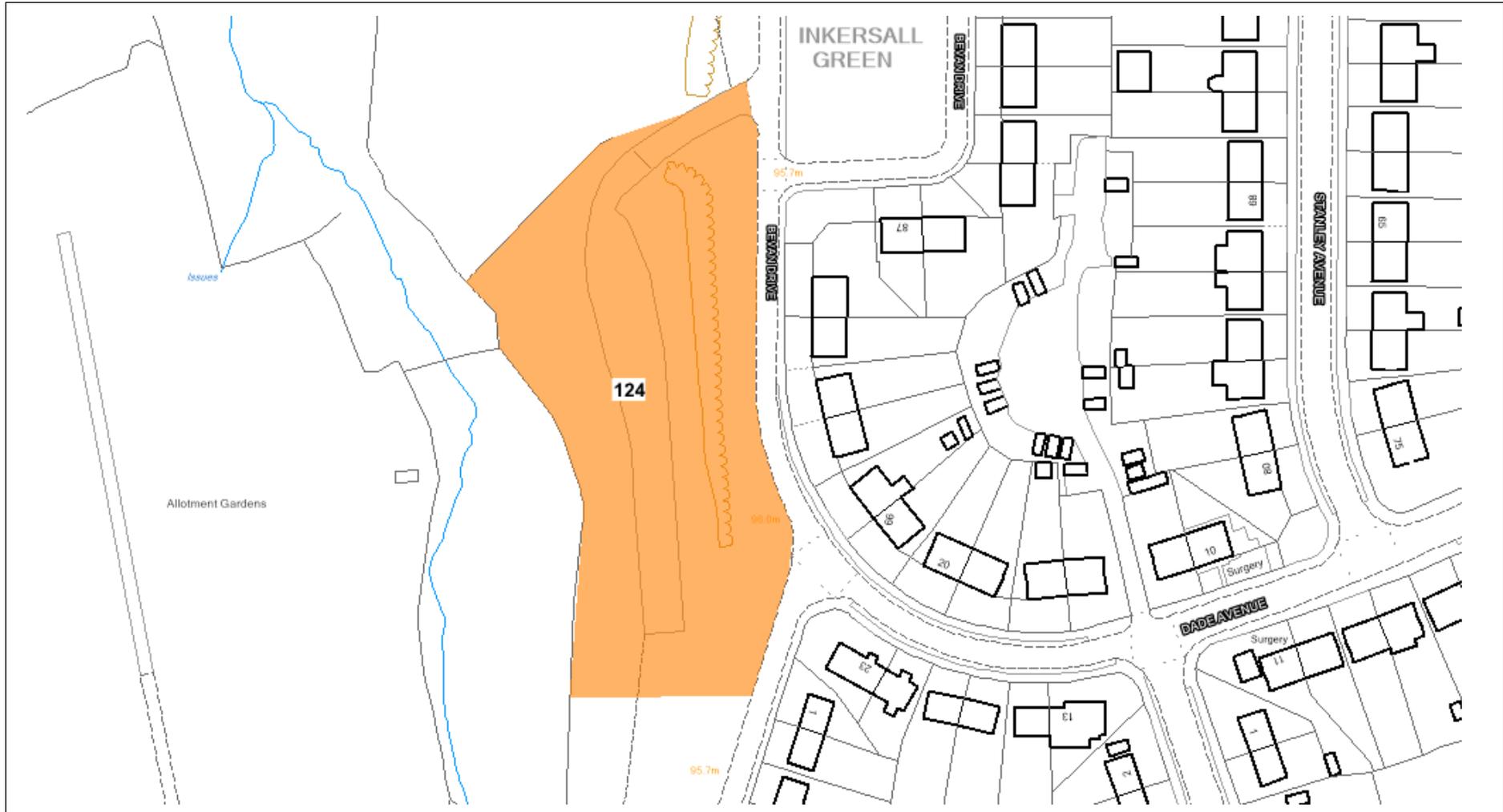
	<p>No adverse impacts on air pollution.</p> <p>No natural or topographical obstacles.</p> <p>No known constraints to physical infrastructure.</p> <p>Within a Regeneration Priority Area.</p>
Accessibility	<p>The site is within 15 minutes by foot, bicycle or public transport to a centre, primary school and GP, and within 20 minutes to a secondary school.</p> <p>Significant issues with on street parking on Miller Avenue and significant slop. Alternative access from Renishaw Road would be required.</p> <p>If new access is created it would be possible to ensure minimum width required by emergency services</p>
Infrastructure (GP and Schools)	<p>Sufficient capacity in education infrastructure (Norbriggs Primary School, Netherthorpe School and Springwell Community College), but primary capacity may be significantly affected by current planning application for 650 dwellings at Mastin Moor.</p> <p>CCG have not identified issues around GP capacity but residents report significant issues accessing services and appointments (GP Royal Primary Care).</p>
Open Space and Amenity	<p>Capacity of local public open space is unknown (this is the case for all LAA sites as the Council's Public Open Space Assessment has not yet been updated to be NPPF compliant).</p> <p>The separation distances in the Council's adopted residential design guide would be theoretically achievable although adjoining properties are elevated and a degree of overlooking would need addressing through a detailed urban design analysis and mitigation. However, given the site and adjoining properties it is reasonable to conclude that siting and screening could be used to ensure a reasonable level of amenity for both existing neighbouring occupiers and future occupiers.</p>
Gypsy and Traveller Specific LAA Criteria	<p>Slope on western side of the site will reduce developable area to around 2000 sqm.</p> <p>Good size and phasing potential. Scale of site is subservient to settlement.</p> <p>Sewerage connection potential is good.</p> <p>Drinking water supply potential is moderate. Water Supply 60m to south. 225mm dia. surface water and 150mm dia.</p>

Appendix D2

	<p>Foul immediately adjacent.</p> <p>Derbyshire Gypsy Liaison supports the site but would prefer access direct from Renishaw Road to be created.</p>
--	--

SITE 124 BEVAN DRIVE, INKERSALL

Page 327



Appendix D2

CONSULTEE COMMENTS

Specific and General Consultees

Derbyshire County Council (Planning & Infrastructure) - Inkersall Primary Academy has capacity

Derbyshire Gypsy Liaison Group – concerned about on street parking making access difficult.

Coal Authority – Assessment acknowledges land stability issues and it is assumed that most up to date information from the Coal Authority is being used.

Community Safety (CBC) – No Response

Derbyshire Wildlife Trust - Bevan Drive is located on the western boundary of Inkersall, immediately adjacent to Westwood and Parker's Wood Local Wildlife Site (LWS), which is designated for ancient woodland. The Bevan Drive site comprises a patch of hardstanding with grasses and short colonising vegetation, which used to provide access to buildings (likely garages) which are no longer present. Bramble scrub and developing woodland is present along the boundaries.

Standing advice from Natural England and guidance within the NPPF 2012 and from the Woodland Trust all encourage the avoidance of impacts to ancient woodland. Natural England recommends a minimum buffer zone of 15 m between development and ancient woodland. This would not be possible in this case of Bevan Drive.

Development of the site will likely result in the loss of developing secondary woodland on site, which does not comply with the aims of the local Greenprint for Chesterfield 2010 -2020 to achieve "no loss or fragmentation of broadleaved woodland". The secondary woodland also contributes to the green corridor provided by the LWS within the landscape. The loss of this woodland and development in such immediate proximity to Local Wildlife Site is likely to have an adverse impact to the functionality of the LWS corridor.

The Trust advises that development of this site would contravene the guidance on ancient woodland buffer zones and would increase the risk of damage to the woodland. Littering is currently evident in the woodland and a change in site use may further degrade the integrity of the adjacent woodland through removal of/damage to trees, dumping of garden waste, increased lighting and disturbance to wildlife that use the LWS.

Derbyshire Fire and Rescue - access roads need to be at least 3.7m wide. There also needs to be turning facilities on the site unless the appliance would not have to reverse more than 20m.

Derbyshire Constabulary – No Response

Appendix D2

Environment Agency - note the site has potential contamination issues and the impacts on groundwater contamination should be investigated to determine the suitability of the site for development.

Highways England – No comments to make.

Historic England - would not impact on known historic environment, heritage assets or setting

Natural England – No specific comments

National Grid – no comments to make

Western Power – No response

Severn Trent Water - No response

Yorkshire Water – No response

Forestry Commission – No response

Residents, Businesses and Organisations

Objections

Amenity	Impact on ancient woodland- potential for tree felling and damage to trees with TPO.
Anti-Social Behaviour	Danger of fly tipping and waste dumping - risk of water contamination (Ringwood Lake).
Biodiversity	No evidence of local need.
Cohesion/ Peaceful co-existence	Few natural greenspace and play areas in vicinity.
Crime	Concerns over who would fund development of sites.
Devaluation of Property	Area was refused planning permission previously.
Flooding	Potential for vermin because of nearby allotment.
GP Capacity	Bin lorries would have difficulty accessing the site.
Hazardous Installation	Little / no maintenance has been done on the garages which is why they aren't used.
Heritage	Noise from people working on site.
Land Contamination	
Land Instability	
Other	

Appendix D2

<p>Pollution Potential for Unauthorised Expansion School Capacity Utilities</p>	<p>Car parking is problematic in area. Impact on wildgoose development site. Would rather see affordable housing built as site is too large for traveller use. Traveller community would feel isolated. Pedestrian safety issues. Concerns about who would maintain the site and collect tax. Larger sites with proper management would be preferred. All sites are in area with social housing - discrimination against those with low incomes. Existing ASB problem due to lack of facilities for young people. Concerns about safe storage of gas canisters. Loss of access to West Wood and Trans Pennine Trail Issues with standing water may be exacerbated. Other sites have been rejected for similar issues. Utilities practicalities - sewage would require pumping. Ravine present on site. Adjacent to frequent bus route. Site should be used for leisure and community uses. Security of nearby allotments. Site is much larger than required.</p>
<p><u>Support</u> None</p>	
<p><u>Other Comments</u> Ashgate, Poolsbrook and Coalite suggested as alternatives. Have other sites been considered in conjunction with other authorities?</p>	

REVISED SITE ASSESSMENT

Page 331

<p>Green Infrastructure and Biodiversity</p>	<p>Site is within Westwood and Parkers Wood Local Wildlife Site. The majority of the site is located within an area identified as Ancient Woodland.</p> <p>Derbyshire Wildlife Trust and Woodland Trust object. Development of this site would contravene the guidance on ancient woodland buffer zones and would increase the risk of damage to the woodland.</p> <p>No adverse impacts on green wedge/strategic gap, amenity of locality, or air pollution.</p>
<p>Heritage</p>	<p>No adverse impacts on heritage.</p>
<p>Flood Risk and Other Constraints</p>	<p>Small areas of low surface water flooding risk on site.</p> <p>Flood zone 1 FZ1. Small areas of low surface water flooding risk on site.</p> <p>Land contamination assessment required due to former use and potential for asbestos (EHO).</p> <p>A land stability assessment would be required as the site is within a historic coal mining high risk area.</p> <p>No natural or topographical obstacles.</p> <p>No known constraints to physical infrastructure.</p>
<p>Accessibility</p>	<p>The site is within 800 metres of a centre, primary and secondary school, and GP.</p> <p>The Highway Authority states that any significant access or highway safety issues are unlikely.</p> <p>Significant issues with on street parking identified by local residents and Derbyshire Gypsy Liaison Group. Evidence of vehicles overrunning on verge and record of problems with refuse vehicles accessing properties.</p>
<p>Infrastructure (GP and Schools)</p>	<p>Sufficient capacity in education infrastructure</p> <p>Physical capacity in GP Services but significant issues identified by residents in terms of accessing appointments (GP</p>

Appendix D2

	Royal Primary Care).
Open Space and Amenity	Capacity of local public open space is unknown (this is the case for all LAA sites as the Council's Public Open Space Assessment has not yet been updated to be NPPF compliant).
Gypsy and Traveller Specific LAA Criteria	<p>Good size and phasing potential. Scale of site is subservient to settlement. Boundary landscape is inadequate but mitigatable.</p> <p>Likely to require pumping of foul to mains due to levels.</p> <p>Derbyshire Gypsy Liaison do not support site due to on street parking restricting access to site</p>

Site 341: Brooks Road, Barrow Hill

Page 333



CONSULTEE COMMENTS

Specific and General Consultees

Derbyshire County Council (Planning & Infrastructure) - Barrow Hill Primary Academy has capacity although it is currently unclear extent to which this will be affected by future regeneration of Staveley Works Site.

Derbyshire Gypsy Liaison Group – On street parking may affect access but otherwise could make a family site.

Coal Authority – Assessment acknowledges land stability issues and it is assumed that most up to date information from the Coal Authority is being used.

Community Safety (CBC) – No Response

Derbyshire Wildlife Trust - Boundary vegetation may be impacted by site development but this is likely to be of importance to nature conservation at no more than a site level (CIEEM, 2016). Any redevelopment should aim to retain existing vegetation where practicable and compensate for unavoidable losses. Bat roost potential of trees, nesting birds, a badger check and Root Protection Areas should be considered if the site is taken forward. This site is immediately adjacent to open countryside and whilst there are no statutory or non-statutory designations on adjacent land, the change in use of the site to residential may increase the risk of behaviours such as tipping of garden waste, littering and general disturbance within land to the agricultural land to the west.

Derbyshire Fire and Rescue - access roads need to be at least 3.7m wide. There also needs to be turning facilities on the site unless the appliance would not have to reverse more than 20m.

Derbyshire Constabulary – No Response

Environment Agency - The site is within 200m of a historic landfill (Campbell Brickworks) but not situated on it.

Highways England – No comments to make.

Historic England - would not impact on known historic environment, heritage assets or setting

Natural England – No specific comments

Appendix D2

National Grid – no comments to make	
Western Power – No response	
Severn Trent Water - No response	
Yorkshire Water – No response	
Forestry Commission – No response	
Residents, Businesses and Organisations	
Objections	
<p>Amenity Cohesion/ Peaceful co-existence GP Capacity Heritage Other Potential for Unauthorised Expansion School Capacity</p>	<p>Use would site would cut off access to Brooks road for amenity use Benefit of garage site is being removed from the community Council has not spoken to residents. Site is too small - no room for growth or additional family needs. Barrow Hill is lacking in shops and service - there has been little regeneration in the area. There are too few public transport link & low car ownership levels. The site would not add heritage / landscape value (contrary to RPA objectives and too close to conservation area). Socio & economically unsuitable. Other sites rejected for similar reasons. Potential damage to crops, particularly as high winds in area may cause sparks to fly. Insufficient parking available in the area. Insufficient space for livestock. Some residents pay for access into field. Distressing previous experience for residents of Barrow Hill.</p>
Support	
<p>Road is wide enough - good access. Minimal proximity to residents. Outside green belt land. No negative biodiversity impacts. Smaller site</p>	

Appendix D2

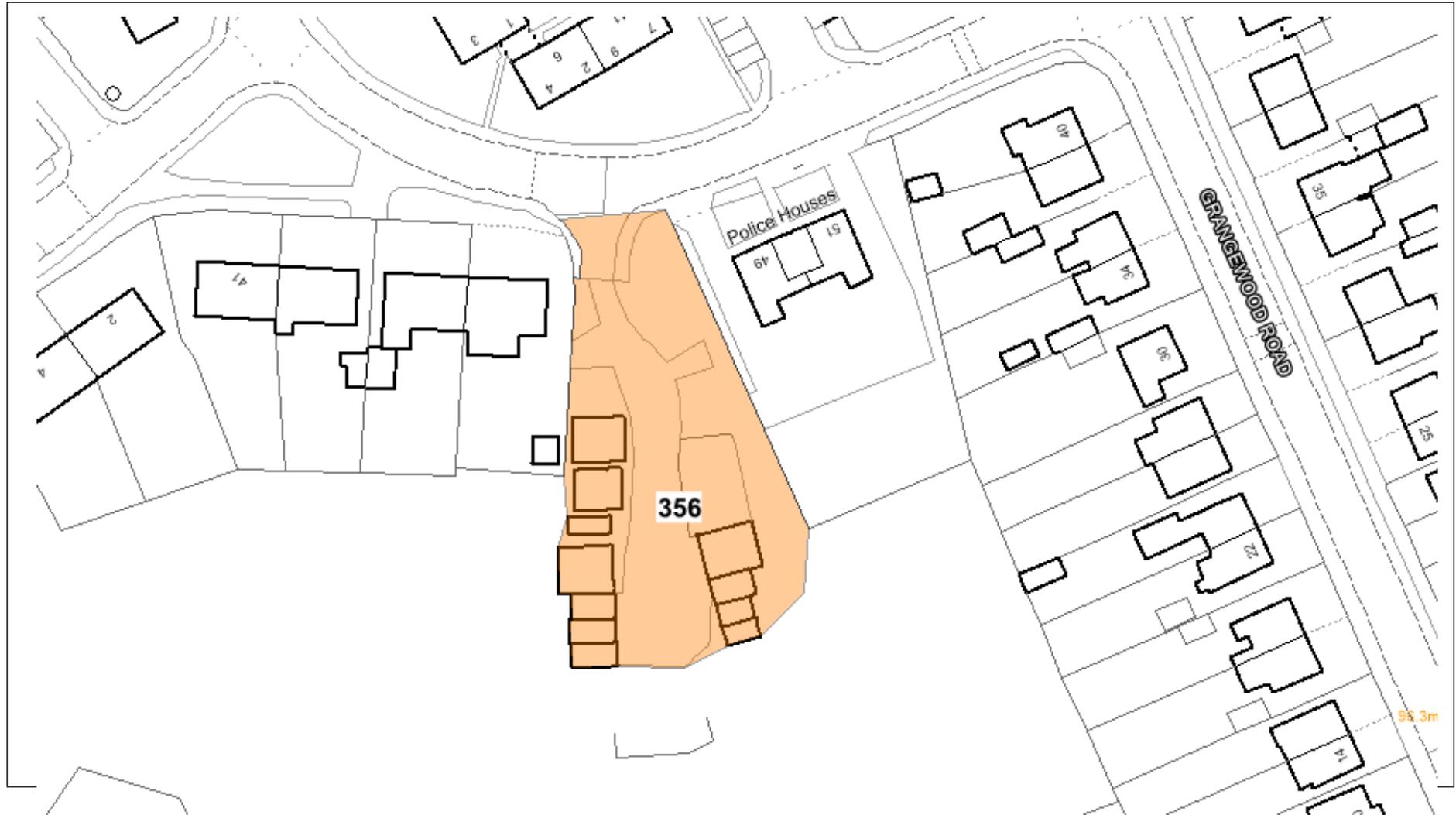
Green Infrastructure and Biodiversity	<p>Outside the Green Belt with no constraints in terms of protected species, local wildlife sites, ancient woodland or nature designations.</p> <p>No adverse impacts on biodiversity</p> <p>Potential minor but mitigable impact on landscape character given that the site borders open countryside.</p> <p>No adverse impacts on green wedge/strategic gap.</p>
Heritage	<p>No adverse impacts on heritage.</p>
Flood Risk and Other Constraints	<p>Flood zone 1 and surface water flood risk very low. No known land stability or land contamination constraints.</p> <p>No adverse impacts on air pollution.</p> <p>No natural or topographical obstacles.</p> <p>No known constraints to physical infrastructure.</p>
Accessibility	<p>The site is within 15 minutes by foot, bicycle or public transport to a centre, primary school and GP, and within 20 minutes to a secondary school. However public transport services limited (one service, stopping early).</p> <p>DCC indicate that significant access or highway safety issues are unlikely although note that two way traffic through the access isn't likely to be possible.</p> <p>Evidence on site of significant on street parking issues.</p>
Infrastructure (GP and Schools)	<p>Capacity in primary school. New primary school proposed to meet need of Staveley Works Regeneration but may be capacity issues early in development phase.</p> <p>CCG indicate sufficient capacity in GPs, but residents report significant issues in accessing GP</p>

Appendix D2

	<p>appointments (GP Royal Primary Care).</p>
Open Space and Amenity	<p>Capacity of local public open space is unknown (pending an update of the Council's Public Open Space Assessment).</p> <p>No adverse impacts on amenity of locality or amenity on site.</p>
Gypsy and Traveller Specific LAA Criteria	<p>Moderate size but poor phasing potential. Scale of site is subservient to settlement.</p> <p>Sewerage connection potential is excellent. Drinking water supply potential is excellent. 225mm dia. surface water and 225mm dia. Foul in Brooks Road.</p> <p>Derbyshire Gypsy Liaison indicate may be suitable for family pitch</p> <p>History of previous friction between elements of the traveller community and settled community requiring significant intervention of authorities including the council and police. These issues may make it difficult for this site to meet the requirement to promote 'peaceful co-existence'.</p>

SITE 356 BIRCHWOOD CRESCENT, GRANGEWOOD

Page 339



Appendix D2

Specific and General Consultees

Derbyshire County Council (Planning & Infrastructure) – The site raises significant highways safety concerns for which highways improvements may be necessary. If this site is taken forward for further consideration the borough council should liaise further with the Highway Authority. Spire Infant and Junior schools have capacity.

Derbyshire Gypsy Liaison Group – Could make a suitable site but queried whether site is still in use.

Coal Authority – Assessment acknowledges land stability issues and it is assumed that most up to date information from the Coal Authority is being used.

Community Safety (CBC) – No Response

Derbyshire Wildlife Trust - There are no statutory or non-statutory sites immediately adjacent to Birchwood Crescent, however there are several Local Wildlife Sites (LWS) within 1 km. Ecological constraints are anticipated to be unlikely. As with previous garage sites, building inspections should be undertaken prior to any planning application but bat roosts of high conservation significance are unlikely. Bat roost potential of trees, nesting birds, badger check and Root Protection Areas should be considered if the site is taken forward.

Derbyshire Fire and Rescue - access roads need to be at least 3.7m wide. There also needs to be turning facilities on the site unless the appliance would not have to reverse more than 20m.

Derbyshire Constabulary – No Response

Environment Agency - There is a small area of flood zone 2 to the south of the site but this not within the site boundary as shown the consultation report.

Highways England – No comments to make.

Historic England - would not impact on known historic environment, heritage assets or setting

Natural England – No specific comments

National Grid – no comments to make

Western Power – No response

Appendix D2

Page 341

Severn Trent Water - No response	
Yorkshire Water – No response	
Forestry Commission – No response	
Highways England – No comments to make	
Residents, Businesses and Organisations	
Objections	
<ul style="list-style-type: none"> Amenity Anti-Social Behaviour Biodiversity Cohesion/ Peaceful co-existence Crime Devaluation of Property Flooding GP Capacity Hazardous Installation Land Contamination Land Instability Other Pollution Potential for Unauthorised Expansion School Capacity 	<ul style="list-style-type: none"> Retention of access to the garages is important for residents. Some are well looked after. Concern re. what else has happened with travellers in the country. Concern that existing ASB problems in the area will increase. Proximity to residential properties. Restriction on access to amenity space. Space could be used to benefit the community. Concerns over safety of site (land contamination & stability) Would like to see more improvements to Grangewood - Grangewood perceived as a dumping ground. Site will not alleviate problems with transient pitches. Would prefer to see bungalows on the site. Cost and expense to council. Concern over the business use of the site. Social deprivation and drug use in area - concerns this may worsen.
<u>Support</u>	
None	
<u>Other Comments</u>	
None	
<u>Petitions</u>	
Grangewood Residents	

Appendix D2

Objection – Object to the Travellers and Gypsy Site being sited on land at Birchwood Crescent Grangewood.
 Number of signatories – 469

REVISED SITE ASSESSMENT

Availability	Evidence of significant investment in garages by users indicates continuing demand for site as garages. Appear to be mix of formal and informal access arrangements to adjacent properties. Housing Service indicate desire to retain as garages site
Green Infrastructure and Biodiversity	<p>Outside the Green Belt with no constraints in terms of protected species, local wildlife sites, ancient woodland or nature designations.</p> <p>No adverse impacts on biodiversity or landscape character.</p> <p>No adverse impacts on green wedge/strategic gap, amenity of locality.</p>
Heritage	No adverse impacts on heritage.
Flood Risk and Other Constraints	<p>Flood zone 1 FZ1. Lower part of site has a medium risk of surface water flooding, and a minor overlap with high risk area.. A land stability assessment would be required as the site is within a historic coal mining high risk area.</p> <p>Representations have indicated potential made ground where tipping has occurred and a land contamination assessment would be necessary.</p> <p>No adverse impacts on air pollution.</p> <p>No natural or topographical obstacles.</p> <p>No known constraints to physical infrastructure.</p> <p>Within a Regeneration Priority Area</p>
Accessibility	Good - the site is within 800 metres of a centre, primary school and GP and within 15 minutes by foot, bicycle or public

Appendix D2

	<p>transport to a secondary school.</p> <p>Significant access or highway safety issues are unlikely. The Highway Authority request replacement off-street parking but there is no evidence that the loss of the site would cause a significant on-street parking or highway safety problem. Highway Authority note that the access may need to be widened (there is space within the site to do so).</p>
Infrastructure (GP and Schools)	<p>Sufficient capacity in education infrastructure. CCG indicate capacity in GP services but residents report significant concerns over accessing GP appointments (GP Royal Primary Care).</p>
Open Space and Amenity	<p>Capacity of local public open space is unknown (pending an update of the Council's Public Open Space Assessment).</p> <p>Potential for overlooking and need for boundary screening but likely to be mitigable through design. A detailed urban design assessment would be necessary,</p>
Gypsy and Traveller Specific LAA Criteria	<p>Good size but poor phasing potential. Scale of site is subservient to settlement.</p> <p>Electricity and gas supply not yet assessed.</p> <p>Viability not yet assessed.</p> <p>Sewerage connection potential is good. Drinking water supply potential is excellent. 225mm dia. surface Water and 225mm dia. Foul cross the site.</p> <p>Concerns over potential for unauthorised expansion or unauthorised encampment on adjacent public open space.</p> <p>Recent history of unauthorised encampments in area and existing concerns over anti-social behaviour of minority of population may make it difficult to demonstrate site would promote 'peaceful co-existence'.</p>

Site 358 Atlee Road, Inkersall



Appendix D2

Specific and General Consultees

Derbyshire County Council (Planning & Infrastructure) - The site raises significant highways safety concerns for which highways improvements may be necessary. If this site is taken forward for further consideration the borough council should liaise further with the Highway Authority. Inkersall primary school has capacity.

Derbyshire Gypsy Liaison Group - Access too narrow, problematic with the bricked wall at the entrance, there doesn't appear to be much room to manoeuvre. Any improvements to access would mean loss of garden space

Coal Authority – Assessment acknowledges land stability issues and it is assumed that most up to date information from the Coal Authority is being used

Community Safety (CBC) – No Response

Derbyshire Fire and Rescue - access roads need to be at least 3.7m wide. There also needs to be turning facilities on the site unless the appliance would not have to reverse more than 20m.

Derbyshire Constabulary – No Response

Derbyshire Wildlife Trust - Atlee Road is located on the western edge of Inkersall and is surrounded by housing on all aspects. The site comprises hardstanding and garages. Building inspections should be undertaken prior to any planning application but bat roosts of high conservation significance are unlikely. Bat roost potential of trees, nesting birds, badger check and Root Protection Areas should be considered if the site is taken forward.

Ringwood Lake LWS is located approximately 180 m to the north-west of the site and Westwood and Parker's Wood LWS is located approximately 440 m to the south-west. Whilst these areas are relatively sensitive in terms of biodiversity, the site itself is completely enclosed by existing houses and gardens and does not immediately border either Ringwood Park or the LWS. Additional development in the area however does marginally increase the risk of increased disturbance at these LWSs.

Environment Agency - No detailed comments to make

Highways England – No comments to make.

Historic England - would not impact on known historic environment, heritage assets or setting

Natural England – No specific comments

Appendix D2

National Grid – no comments to make

Western Power – No response

Severn Trent Water - No response

Yorkshire Water – No response

Forestry Commission – No response

Highways England – No comments to make

Residents, Businesses and Organisations

Objections

<p>Amenity Anti-Social Behaviour Biodiversity Cohesion/ Peaceful co-existence Flooding GP Capacity Other Pollution Potential for Unauthorised Expansion School Capacity Utilities</p>	<p>Partial solution given limited size of site. Concerns re. pedestrian safety. Other sites have been rejected which have similar issues to the site at Attlee Road. No evidence to support local need for a traveller site. Site is on a major bus route. Parking is problematic in the area. Concern that travellers will feel isolated and be target of ASB. Concerns regarding the expense to the council and responsibility for management and tax collection. Larger sites with management would be more appropriate. Loss of income for the council and loss of garage amenity for residents. Churning up of grass verges. A major bus route runs adjacent to site. Concern over impact on Wildgoose development. ASB and drugs in the area. Adds to feeling of vulnerability. Would prefer to see land used for affordable housing, shops, a community centre or a park/ play area. No sites proposed in affluent areas. No consultation has been undertaken with Derbyshire Wildlife Trust.</p>
---	--

Appendix D2

	Electronic consultation prohibited access to information - discriminated against those that could be affected by plans. Travellers prefer to reside in the outskirts of communities.
<u>Support</u>	
<u>None</u>	
<u>Other Comments</u>	<p>Poolsbrook, Loundsely Green & Coalite suggested as sites to consider. Council should work with other authorities to find an appropriate site. Alternative site put forward at New Whittington.</p>

REVISED SITE ASSESSMENT

Availability	Range of formal and informal access arrangements to rear of residential properties through garage site would need to be resolved, suggesting site would not be available in the short term and potentially in the longer term.
Green Infrastructure and Biodiversity	<p>Outside the Green Belt with no constraints in terms of protected species, local wildlife sites, ancient woodland or nature designations.</p> <p>No adverse impacts on biodiversity or landscape character.</p> <p>No adverse impacts on green wedge/strategic gap, amenity of locality.</p>
Heritage	No adverse impacts on heritage.
Flood Risk and Other Constraints	<p>Flood zone 1 and no surface water flood risk. No known land contamination constraints. A land stability assessment would be required as the site is within a historic coal mining high risk area.</p> <p>No adverse impacts on air pollution.</p> <p>No natural or topographical obstacles.</p> <p>No known constraints to physical infrastructure.</p>

Appendix D2

Accessibility	<p>The site is within 800metres of a centre, primary and secondary school, and GP.</p> <p>Potential access or highway safety issues as the width of the sites access poses a significant constraint to any intensification of use. The access is likely to be unsuitable for vehicles with trailers and would need modification within highway land to prevent over-run of light goods vehicles and/or trailers. The Highway Authority has not confirmed if they would accept alterations to the highway to accommodate access for light goods vehicles and trailers. The Highway Authority request replacement off street parking but there is no evidence that the loss of the site would cause a significant on-street parking or highway safety problem. An assessment of on-street parking in the locality would be necessary.</p> <p>Access would not meet requirements of Derbyshire Fire and Rescue without significant alterations that would not be feasible given ownership constraints.</p>
Infrastructure (GP and Schools)	<p>Sufficient capacity in education infrastructure.</p> <p>CCG indicate sufficient capacity in GP services but residents report significant issues with accessing GP appointments.</p>
Open Space and Amenity	<p>Capacity of local public open space is unknown (pending an update of the Council's Public Open Space Assessment).</p> <p>The site feels overlooked primarily from two storey dwellings to the west and north. Single storey dwelling's to the south whilst on elevated levels are limited in number in comparison and set well away from the centre of the site. Dwellings to the east are bungalows and would present no material overlooking subject to boundary screening being provided. Privacy separation distances as set out in the adopted residential design guide are theoretically achievable. However, given that the site feels dominated by two storey housing and the sensitive nature of the proposal, amenity for both existing neighbouring occupiers and future occupiers of the site is likely to be inadequate and is likely to fail to promote peaceful co-existence.</p> <p>The site is not appropriate for live-work uses given proximity to residential dwellings.</p>
Gypsy and Traveller Specific LAA Criteria	<p>Good size but poor phasing potential. Scale of site is subservient to settlement.</p> <p>Electricity and gas supply not yet assessed.</p> <p>Viability not yet assessed.</p>

Appendix D2

Sewerage connection potential is moderate.

Drinking water supply potential is good. 225mm dia. surface water in Attlee Road and 225mm dia. Foul approx. 30m to the East of the site along Attlee Road

Not supported by Derbyshire Gypsy Liaison Group

SITE 365 KESWICK DRIVE, NEWBOLD



Appendix D2

Specific and General Consultees

Derbyshire County Council (Planning & Infrastructure) – Places at Dunston primary school will be limited due to the development of 300 houses in the area.

Derbyshire Gypsy Liaison Group - Access very poor and concern that there would be opposition from residents (over the access) to this site as it goes between the houses.

Coal Authority – Assessment acknowledges land stability issues and it is assumed that most up to date information from the Coal Authority is being used. There is an Ironstone mine entry on the boundary of the site that has the potential to impact on surface stability. This should be considered as part of the detailed site assessment.

Community Safety (CBC) – No Response

Derbyshire Wildlife Trust - Ecological constraints are anticipated to be unlikely. Building inspections should be undertaken prior to any planning application but bat roosts of high conservation significance are unlikely. Bat roost potential of trees, nesting birds, a badger check and Root Protection Areas should be considered if the site is taken forward. There are no statutory or non-statutory sites immediately adjacent to Keswick Drive, however there are Newbold Spoil Heaps Hills and Holes Wildlife Sites (LWS) is located approximately 140 m to the west.

Derbyshire Fire and Rescue - access roads need to be at least 3.7m wide. There also needs to be turning facilities on the site unless the appliance would not have to reverse more than 20m.

Derbyshire Constabulary – No Response

Environment Agency - No detailed comments to make

Highways England – No comments to make.

Historic England - would not impact on known historic environment, heritage assets or setting

Natural England – No specific comments

National Grid – no comments to make

Western Power – No response

The Coal Authority – There is an Ironstone mine entry on the boundary of the site that has the potential to impact on surface stability and

Appendix D2

should be considered as part of the detailed site assessment.

Severn Trent Water - No response

Yorkshire Water – No response

Forestry Commission – No response

Highways England – No comments to make

Residents, Businesses and Organisations

Objections

<p>Amenity Anti-Social Behaviour Biodiversity Cohesion/ Peaceful co-existence Crime Devaluation of Property Flooding GP Capacity Hazardous Installation Other Pollution Potential for Unauthorised Expansion School Capacity Utilities</p>	<p>Access is provided to a number of adjacent houses via site. Concerns over pedestrian safety (a footpath would be required). Unsuitable access as on the brow of a hill close to a main road junction. Affects the viability of site with existing planning permission (CHE/16/00121/FUL) Site should be in a less populated area (brownfield on borough outskirts). Travellers would feel isolated - no family support in this area and no space to accommodate visitors. Concerns over regulation and monitoring of the site. Concerns over travellers being able to work on site (e.g. times of day that commercial vehicles may enter). Loss of revenue provided to council by garage sites and cost to council of getting site ready. Fire hazard as enclosed in nature. No sites looked at in affluent areas of Chesterfield. Potential damage to a tree with TPO. Electrical substation requires 24/7 access and is a health hazard. Site is considered to be too small. Difference in cultures. Parking is problematic within the area. Would prefer to see something being done for the homeless. Increase in insurance cost.</p>
---	---

Appendix D2

	<p>Insufficient level of amenities in area. Social care is already under extreme pressure with more developments planned. A sheltered housing scheme for the elderly would be preferable. Concerns about waste management and disposal. Previous bad experience with travellers (crime and ASB) No financial / community benefits to locality. Unethical that consultation was not in property searches. Comment on a previous pre-app from CBC stated that used the site's access suggested it would not be policy compliant.</p>
<u>Support</u>	
<u>Other Comments</u>	
	Consider use of other sites such as those at Has land, Corbriggs, Nottingham, Sheffield & Staveley.

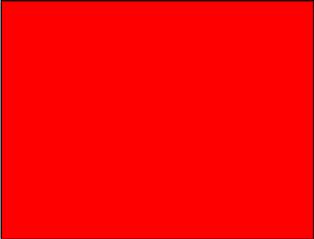
REVISED SITE ASSESSMENT

Availability	<p>Right of access would need to be retained to substation for servicing and emergency works.</p> <p>Range of formal and informal access arrangements to rear of residential properties through garage site would need to be resolved, suggesting site would not be available in the short term and possibly in the long term.</p>
Green Infrastructure and Biodiversity	<p>Outside the Green Belt with no constraints in terms of protected species, local wildlife sites, ancient woodland or nature designations.</p> <p>No adverse impacts on biodiversity or landscape character.</p> <p>No adverse impacts on green wedge/strategic gap, amenity of locality.</p>
Heritage	No adverse impacts on heritage.
Flood Risk and Other Constraints	<p>Flood zone 1 and no surface water flood risk.</p> <p>Coal Authority identifies an Ironstone mine entry on the boundary of the site that has the potential to impact on surface stability. A land stability assessment would be necessary.</p>

Appendix D2

	<p>No adverse impacts on air pollution.</p> <p>No natural or topographical obstacles.</p> <p>No known constraints to physical infrastructure.</p>
Accessibility	<p>The site is within 800metres of a centre, primary and secondary school, and GP.</p> <p>Potential access or highway safety issues as the width of the sites access poses a significant constraint to any intensification of use. The access is likely to be unsuitable for vehicles with trailers and would need modification within highway land to prevent over-run of light goods vehicles and/or trailers. The Highway Authority has not confirmed if they would accept alterations to the highway to accommodate access for light goods vehicles and trailers. The Highway Authority request replacement off-street parking but there is no evidence that the loss of the site would cause a significant on-street parking or highway safety problem. An assessment of on-street parking in the locality would be necessary.</p> <p>Access would not meet requirements of Derbyshire Fire and Rescue without significant alterations that would not be feasible given ownership constraints.</p>
Infrastructure (GP and Schools)	<p>Sufficient capacity in education infrastructure and health (GP Royal Primary Care).</p>
Open Space and Amenity	<p>Capacity of local public open space is unknown (pending an update of the Council's Public Open Space Assessment).</p> <p>Privacy separation distances as set out in the adopted residential design guide are theoretically achievable. However, given that the site is surrounded by predominantly two storey housing and the sensitive nature of the proposal, amenity for both existing neighbouring occupiers and future occupiers of the site is likely to be inadequate and is likely to fail to promote peaceful co-existence</p> <p>The site is not appropriate for live-work uses given proximity to dwellings.</p>
Gypsy and Traveller Specific LAA Criteria	<p>Good size but poor phasing potential.</p> <p>Scale of site is subservient to settlement.</p> <p>Electricity and gas supply not yet assessed.</p> <p>Viability not yet assessed.</p>

Appendix D2



Sewerage connection potential is moderate.
Drinking water supply potential is excellent. 225mm dia. surface water approx. 40m North and 225mm dia. Foul approx. 75m North in Keswick Drive.

Not supported by Derbyshire Gypsy Liaison Group

This page is intentionally left blank

Chesterfield Borough Council Equality Impact Assessment – Preliminary Assessment Form

<i>Title of the policy, project, service, function or strategy:</i>		Chesterfield Borough Council Revised Local Plan Policies Sept 2018
<i>Service Area:</i>	Strategic Planning and Key Sites	
<i>Section:</i>		
<i>Lead Officer:</i>	Lauren Dempsey	
<i>Date of assessment:</i>	26/10/18	
<i>Is the policy, project, service, function or strategy:</i>		
<i>Existing</i>	<input type="checkbox"/>	
<i>Changed</i>	<input checked="" type="checkbox"/>	
<i>New / Proposed</i>	<input checked="" type="checkbox"/>	

Page 357

Section 1 – Clear aims and objectives

1. What is the aim of the policy, project, service, function or strategy?

The Council is proposing to make a number of changes and additions to the existing Local Plan policies in order to reflect national policy and guidance, and updated local demographic information.

A number of changes / additions are also being made as a result of comments made during the 2017 public consultation on the Draft Local Plan.

Subject to approval at Cabinet and Full Council, the Council will consult with the public on the Pre-Submission version of the Local Plan in January 2019. Following the consultation, the Local Plan will be submitted to the Secretary of State for independent examination.

The existing EIA has therefore been reviewed to consider any impact of the proposed changes / additions.

This EIA is being updated to consider the impact of proposed changes to the following aspects of the Council's Local Plan:

- LP1: Spatial Strategy
- LP2: Principles for Location of Development
- LP3: Presumption in favour of Sustainable Development
- LP4: Flexibility in Delivery of Housing
- LP5: Range of Housing
- LP6: Sites for Travellers
- LP7: Economic Growth
- LP8: Tourism and the Visitor Economy
- LP9: Vitality and Viability of Centres
- LP10: Retail
- LP11: Social Infrastructure
- LP12: Infrastructure Delivery
- LP13: Renewable Energy
- CS6: *Policy removed and incorporated into LP21*
- LP14: Managing the Water Cycle
- LP15: A Healthy Environment
- LP16: Green Infrastructure
- LP17: Biodiversity, Geodiversity and the Ecological Network
- LP18: Open Space, Play Provision, Sports and Recreational Facilities and Allotments
- LP19: Chesterfield Canal
- LP20: River Corridors
- LP21: Design
- LP22: Historic Environment
- LP23: Influencing the Demand for Travel

- LP24: Major Transport Infrastructure
- RP1: Regeneration Priority Areas
- SS1 Chesterfield Town Centre
- SS2: Chatsworth Road Corridor
- SS3: Chesterfield Waterside and the Potteries
- SS4: Markham Vale
- SS5: Staveley and Rother Valley Corridor
- SS6: Land at Dunston (**new policy**)
- SS7: Chesterfield Railway Station (**new policy**)
- SS8: Neighbourhood Plans
-

2. Who is intended to benefit from the policy and how?

The Local Plan benefits all people who live, visit and work in Chesterfield. The policies are designed to concentrate development around existing centres and other accessible areas which will give better access to jobs, houses, education and services.

In addition, there are some changes of particular note which are anticipated to have a positive impact on a particular group(s) of the community:

Change	Protected characteristic positively impacted
LP2: Clarification of a reasonable walking distance (800m)	Disabled, those experiencing deprivation / health inequalities
LP18: Updated standards for recreational facilities	ALL
LP4: Raising standards of housing in more rural areas	ALL
LP5: Clarification that 10% of affordable dwellings to be built as wheelchair user homes	Disabled
LP5: Proposals for new registered care facilities for older people will be supported.	Age

LP8: Improved access to Green Belts	ALL
LP24: Improved walking and cycling accessibility	ALL
SS5: Site for a new primary school	Age
SS5: Benefits for the community as a result of HS2	ALL
SS6: Access arrangements, walking and cycling provision and a scheme of green infrastructure	ALL
SS6: Site reserved for a new primary school	Age
SS7: Improved access to Chesterfield Railway Station	ALL

3. What outcomes do you want to achieve?

Over the next fifteen years, the Borough will have many challenges to face. This includes providing new housing and jobs, securing infrastructure and facilities for residents and visitors, in a way that helps us adapt to a changing climate. The planning system has a key role in helping to manage these changes and helping to reduce the impact on our Borough and its residents. As the Local Planning Authority, the Borough Council's main way of doing this is through the production of the Local Plan.

The Local Plan benefits all people who live, visit and work in Chesterfield. The policies are designed to concentrate development around existing centres and other accessible areas which will give better access to jobs, houses, education and services.

Section 2 – What is the impact?

4. Summary of anticipated impacts. *Please tick at least one option per protected characteristic. Think about barriers people may experience in accessing services, how the policy is likely to affect the promotion of equality, knowledge of customer experiences to date. You may need to think about sub-groups within categories eg. older people, younger people, people with hearing impairment etc.*

	Potentially positive impact	Potentially negative impact	No disproportionate impact
Age	✓	<input type="checkbox"/>	<input type="checkbox"/>
Disability and long term conditions	✓	<input type="checkbox"/>	<input type="checkbox"/>
Gender and gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	✓
Marriage and civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	✓
Pregnant women and people on parental leave	<input type="checkbox"/>	<input type="checkbox"/>	✓
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	✓
Ethnicity	✓	<input type="checkbox"/>	<input type="checkbox"/>
Religion and belief	✓	<input type="checkbox"/>	<input type="checkbox"/>

Page 361

Section 3 – Recommendations and monitoring

If you have answered that the policy, project, service, function or strategy could potentially have a negative impact on any of the above characteristics then a full EIA will be required.

5. Should a full EIA be completed for this policy, project, service, function or strategy?

Yes No

Please explain the reasons for this decision:

The Policy documents are broad plans, no negative impacts are identified at this stage, although a number of overarching positive impacts are anticipated. Further Equality Impact Assessments will be undertaken as more detailed Developmental Planning Documents, Supplementary Planning Documents and Development Briefs are considered for individual sites.



Section 6 – Knowledge management and publication

Please note the draft EIA should be reviewed by the appropriate Service Manager and the Policy Service **before** WBR, Lead Member, Cabinet, Council reports are produced.

Reviewed by Head of Service/Service Manager	Name:	
	Date:	DD/MM/YY
Reviewed by Policy Service	Name:	Allison Potter
	Date:	26/10/2018
Final version of the EIA sent to Policy Service	<input type="checkbox"/>	
Decision information sent to Policy Service	<input type="checkbox"/>	

This page is intentionally left blank

By virtue of
Regulation 21(1)(A) of the Local Authorities (Executive
Arrangements) (Access to Information) (England)
Regulations 2000.

Document is Restricted

This page is intentionally left blank

By virtue of
Regulation 21(1)(A) of the Local Authorities (Executive
Arrangements) (Access to Information) (England)
Regulations 2000.

Document is Restricted

This page is intentionally left blank

By virtue of
Regulation 21(1)(A) of the Local Authorities (Executive
Arrangements) (Access to Information) (England)
Regulations 2000.

Document is Restricted

This page is intentionally left blank

By virtue of
Regulation 21(1)(A) of the Local Authorities (Executive
Arrangements) (Access to Information) (England)
Regulations 2000.

Document is Restricted

This page is intentionally left blank