

## 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 a basis for safeguarding the environment, adapting to climate change and securing good design<sup>1</sup>.

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

### Why is a one being prepared?

The council already has a Local Plan in place, the Local Plan Core Strategy, from 2013, but parts of it need updating. The following document is an update of that plan and draws heavily on it rather than starting from scratch. It is a draft plan at this stage and we welcome comments on it.

Throughout this draft plan you will find summary boxes explaining how the plan differs from the one before it and why it has been changed.

### What is in it?

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' these include sites for new housing or economic development as well as areas to be safeguarded for there environmental, leisure or social benefits, set out on a draft Proposals Map

### How do I get involved?

The draft plan will be available for anyone to comment on between XX and XX. Details of how you can comment and what happens next are available on the council's website [www.chesterfield.gov.uk](http://www.chesterfield.gov.uk)

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

## Vision and Strategic Objectives

### **Why is this section being changed?**

This section needs to be updated to reflect the Council's new Vision for the borough, and to add a new objective on health and wellbeing in the Strategic Objectives. This is to reflect recent evidence, the publication of IMD data in 2015 which showed that the health of the borough has got worse since 2010, with 19 of the lower super output areas now in the 10% most deprived compared to 7 in 2010, and 33 areas now in the 20% most deprived compared to 19 in 2010 ([link to IMD Presentation](#)).

### **Vision**

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.

<b><i>A thriving Borough, where everyone has access to the jobs, training and support they need.</i></b>
<b><i>A clean, green and attractive Borough, where our open spaces and built heritage are valued.</i></b>
<b><i>A healthy and safe Borough, where the community is free from the fear of crime.</i></b>
<b><i>A place where everyone has fair access to a decent and affordable home.</i></b>
<b><i>An inclusive Borough, where everyone feels valued and has equal and fair access to local services.</i></b>

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

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.

There will be 83 ha of land provided by 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.

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.

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.

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, 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 built heritage are valued, where...***

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.

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.

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.

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.

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.

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.

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.

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.

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...***

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.

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.

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.

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...***

Sites are made available for an additional 4591 homes by 2033, the majority of which are located on brownfield land at Staveley and Rother Valley Corridor and Waterside, and 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'.

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...***

Deprivation in key areas is addressed by focussing regeneration and new development in those places and improving accessibility to employment opportunities.

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. 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.

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 the borough.

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 the Highways Agency 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.

## 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 4629 homes to be built between 2016 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 83 ha of new employment land between 2016 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, promotes architectural quality, 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.

## Spatial Strategy

### **Why is this policy being changed?**

The overall strategy for the Borough as set out in the Core Strategy does not need to change, and remains the best approach, therefore we are not proposing any options to change the overall strategy of **concentrating new development within walking distance of centres, and focussing on areas that need regenerating**. In terms of walking distance and accessibility, Policy CS2 has been revised to clarify what we mean by a reasonable walking distance. Regeneration areas are covered below.

Through the Sustainability Appraisal we have checked to make sure this is still the most sustainable approach to growth compared to the other options that were considered for the Core Strategy<sup>2</sup>, taking into account the proposed changes to housing and employment land requirement (link to Interim SA Report).

There are, however, key aspects within the overall strategy that do need to change to reflect new evidence. The Policy CS1 has been broken down to show more clearly where we are proposing changes. If there are any options, these are also clearly set out. The final section is where we set out our preferred option and the proposed text and policy for the new Local Plan.

### **Regeneration Priority Areas**

2015 IMD data ([link to CBC Summary Paper](#)) confirms that the existing RPA areas remain appropriate. Middlecroft has worsening levels of deprivation and is now within the top 10% most deprived communities. There are no major development opportunities at Middlecroft however, and it is similar to Rother Ward in this respect.

### **Regeneration Priority Areas - What are the options?**

Option 1 - No change to RPAs

Option 2 - Update to reflect 2015 IMD and include Middlecroft

Option 3 - Only include as RPAs those areas with potential for growth. This would mean removing Rother and not including Middlecroft – This is our preferred option.

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1. <sup>2</sup>Concentrate development in existing centres of Chesterfield, Staveley and Brimington
  2. Expansion at key locations (Dunston, Staveley Works, Brimington North and South, Duckmanton, Mastin Moor)
  3. Disperse development throughout the borough
  4. Concentration and regeneration



## **Housing growth**

Since the Core Strategy was adopted delivery of new housing has fallen significantly below the target of 380 dwellings a year, meaning that the council has not been able to demonstrate a 5 year supply of land for new housing. New evidence has been published (Strategic Housing Market Assessment 2014) that indicates a lower annual target of 244 homes per annum is required to meet the boroughs housing needs.

### **Housing Target - What are the options?**

Option 1 - SHMA OAN 244 – Meets needs but does not offer flexibility for future growth.

Option 2 – LEP aspirational growth 345 – Would require additional greenfield sites. Unlikely to achieve annual targets for substantial part of plan period. Not realistic or deliverable.

Option 3 - SHMA OAN 244 plus Reserve Sites – provides option to bring forward sites should growth be faster/greater than expected, meets needs and is deliverable and realistic - This is our preferred option.

## **Economic Growth**

An update of the Employment Land Requirements paper has provided a number of scenarios for meeting growth. This new evidence needs to be reflected in the policy.

### **Employment Land - What are the options?**

Option 1 - 77 hectares meeting identified need

Option 2 - 83 hectares LEP aspirational growth scenario A– allows for sufficient flexibility - This is our preferred option.

Option 3 - 90 hectares LEP aspirational growth scenario B– there may be competition with housing sites and questions over the extent to which this is deliverable

## **Green Belt**

There are no changes proposed for this element of the Spatial Strategy.

## **Strategic Gaps and Green Wedges**

The Core Strategy identified broad locations for six strategic gaps and four green wedges. In 2016 independent consultants were commissioned to review the council's evidence for the gaps and wedges and to recommend detailed boundaries. These recommendations have been used to inform the proposed boundaries as shown on the Policies map. There are two recommended deletions of Green Wedges at Hasland/Spital and Hasland River Rother Corridor, due to lack of public access. There is one new Green Wedge at land between Dunston and Sheepbridge.

There are no options proposed.

## **Spatial Strategy**

### **Regeneration Priority Areas**

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**

The Strategic Housing Market Assessment 2014 indicates a target of 244 homes per annum is required to meet the boroughs housing needs.

The total objectively assessed need requirement for the 17 year plan period 2016-2033 is therefore proposed as 244 dwellings per annum.

Over the plan period of 2016-2033, this equates to 4148 dwellings.

Because there has been an under-delivery of homes since 2011, a shortfall of 481 dwellings is added which will be spread over the plan period. This gives a total Objectively Assessed Need requirement of 4629 dwellings, which is 272 dwellings per annum.

In order to meet the growth aspirations of the council and of the Sheffield City Region and Derbyshire/Nottinghamshire economic plans, evidence suggests that a higher level of housing growth could be sought. It is proposed that the aspirational growth is

accommodated by allocating reserve housing sites, which can come forward if the anticipated growth occurs. (See the section on Housing for more information on Reserve Sites).

For more information on how these figures have been derived see the Strategic Housing Requirement Review paper.

### **Economic Growth**

The Council has done an update of the Employment Land Requirements for the Local Plan period ([link to Employment Land Paper Update](#)). Key findings include:

- Local employment growth has failed to keep pace with growth seen nationally
- Commuting patterns and relationship with neighbouring districts remain broadly the same
- There is a particular dependence on the public sector for employment and an under-representation of the Financial, Business and Professional Services sector
- The claimant count unemployment rate in Chesterfield has actually fallen below the national average, but the broader measure of worklessness (the number of working age people claiming key out of work benefits) is significantly higher with 7,770 people (or 11.8%) claiming these benefits (compared to 9.2% nationally)
- A decline in Public Admin/Health/Education and Manufacturing sectors is likely
- Construction employment is expected to increase by around 300 jobs
- Wholesale / Retail: Chesterfield to maintain its role as a sub-regional retail centre
- Transport and Storage: significant increase in employment (1,800 jobs) largely reflecting the development of Markham Vale as a logistics hub
- opportunities for further growth in Accommodation & Food Services and ICT
- Financial and Business Services: It is projected that this sector will deliver the biggest absolute increase in employment

This work concludes that 77 hectares of employment land are required between 2011-2036, split into B1 8.5 ha, B2 – 24.2 ha and B8 – 43.8 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. Two further scenarios are provided to show how much land would be needed to accommodate the aspirational growth set out in the LEP Growth Plans. In order to offer potential for additional growth the Council will allocate 83 hectares of land for employment uses.

### **Green Belt**

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.

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.

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.

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**

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.

## **CS1 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.**

### **Regeneration Priority Areas**

**The council will maximise development opportunities that offer regeneration benefits to communities 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 of 4629 dwellings over the period 2016 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 83 hectares of new employment land (B1, B2 and B8 uses) over the period 2016 to 2033. The key areas for employment land are at the already committed Markham Vale development, and at Staveley and Rother Valley Corridor. Policy CS13 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
- Ringwood and Hollingwood
- Lowgates / Netherthorpe and Woodthorpe / Mastin Moor
- Woodthorpe and Markham Vale
- Old Whittington and New Whittington
- Brimington North

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

- Walton River Hipper Corridor
- Holme Hall and Newbold Green
- Dunston and Sheepbridge

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

## **Principles for Location of Development**

### **Why is this policy being changed?**

Some clarification is required which means that Policy CS2 needs to be amended. The main change is the inclusion of wording to clarify what is meant by 'walking distance' is Policy CS1. The policy text on amenity has been moved to Policy CS8 Environmental Quality (now entitled A Healthy Environment'). As clarifications, there are no options proposed for this Policy.

There are no proposed amendments or updates to Policy CS3 Presumption in favour of Sustainable Development.

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.

### **CS2 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 CS1);**
- 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 CS17) 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 CS20);**
- g) 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 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 equivalent provision on site.**

### **Presumption in favour of sustainable development**

The NPPF (para 15) states that all plans should be based upon and reflect the presumption in favour of sustainable development. Policy CS3 sets out what this means in practice, and how the presumption will influence decisions on development proposals.

### **CS3 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.**

## **Infrastructure Delivery**

### **Why is this policy being changed?**

The policy has been updated to reflect that the Council has now introduced a Community Infrastructure Levy charging schedule.

The policy has been updated to reflect events.

There are no alternative options to consider.

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)..

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 will be met via the Community Infrastructure Levy (CIL). The Council's Infrastructure Delivery Study & Delivery Plan sets out what the Borough's strategic infrastructure requirements will be over the Local Plan period. The updated Delivery Plan is shown in Appendix A. The CIL charging schedule took effect in Chesterfield on 1<sup>st</sup> April 2016. It sets out the types of eligible development and the rates which will be applied in each charging zone.

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, the Highways Agency, private sector partners, the Environment Agency, utility companies and other public sector organisations.

As infrastructure requirements are likely to change over time, the Infrastructure Delivery Plan is viewed as a living document and 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, core public funding will continue to bear the main burden of infrastructure funding. The Levy is intended to fill the funding gaps that remain 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.

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

## **CS4 Infrastructure Delivery**

**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 that is 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.**

## **A Changing Climate**

### **Why is this policy being changed?**

The policy has been updated to reflect recent changes in national planning guidance for renewable energy.

### **This is the Council's preferred option.**

The Council has identified on the Policies Map potential Areas Suitable for Wind Energy Development, informed by the available evidence.

This policy is proposed in order to accord with national planning guidance and there are no alternative options to consider.

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 CO<sub>2</sub> emissions and helping the Borough adapt to a changing climate.

### **Renewable and Low Carbon Energy**

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.

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.

National planning guidance on wind energy was revised in 2015<sup>3</sup> to take account of a ministerial statement<sup>4</sup> stating that planning permission should only be granted for

<sup>3</sup> <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/>

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.

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. However the study did identify areas with most potential for wind energy. These are primarily to the north of the Borough. These areas are defined on the Policies Map as potential ‘Areas Identified as Suitable for Wind Energy Development’; The identified areas were included in the consultation on the Sites & Boundaries report in 2013. A small number of concerns were received in response, primarily around the importance of protecting residential amenity, and potential landscape, visual, and cumulative impacts. It will be important for any proposals which do come forward during the plan period to address such issues and comply with the criteria in Policy CS5. Some of the identified areas lie within the Green Belt. In order to meet national policy, any proposals coming forward within these areas will need to provide evidence to demonstrate very special circumstances.

**CS5 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:**

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

**Wind Energy**

**Proposals for wind energy development will be supported where they:**

- 1. lie within an ‘Area Identified as Suitable for Wind Energy**

<sup>4</sup> <http://www.parliament.uk/documents/commons-vote-office/June%202015/18%20June/1-DCLG-Planning.pdf>

**Development' as defined on the Policies Map; or 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.**

## **Sustainable Design and Construction**

### **Why is this policy being changed?**

Following the Deregulation Bill 2015 it has been necessary to make changes to the Council's Sustainable Design and Construction policy (previously Policy CS6). This Policy has now been deleted and the remaining elements that still apply have been added to Policy CS18 Design.

## **Sustainable Management of the Water Cycle**

### **Why is this policy being changed?**

The policy has been updated to reflect changes in national guidance on managing flood risk.

### **What are the options?**

The policy has been updated to reflect events. There are no alternative options to consider.

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.

Consequently, every effort should be made to ensure development only takes place in areas least at risk, or constructed safely, and not increasing risk either on the proposed site or elsewhere. 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.

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.

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.

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.

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.

## **CS7 Managing the Water Cycle**

### **Flood Risk**

**The council will require flood risk to be considered 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 least impact on flooding or water resources;**
- 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 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 major 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.

The Council will require minor developments that require new surface water drainage to give priority to sustainable drainage systems

## **Environmental Quality**

### **Why is this policy being changed?**

The policy has been updated to take account of existing and future Air Quality Management Area designations, and to include the policy text on amenity that has been moved from CS2. These are relatively minor changes to reflect the situation in the Borough and to be in line with national guidance and as such no alternative options are proposed.

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.

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.

### **CS8 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, 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 unless there are significant material considerations that would outweigh the harm.**

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

#### **Water Contamination**

**Where any such risk exists, developments must include measures to**



**reduce or avoid water contamination and safeguard groundwater supply.**

**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**

### **Why is this policy being changed?**

This section has been updated to take account of recent events since the adoption of the Core Strategy, and to reflect new evidence (prepared in 2016) prepared to support the Council's approach to identifying Green Wedges and Strategic Gaps in the Borough.

The approach to open space, play provision and sports facilities has been removed from Policy CS9 and set out in a new policy CS9 (b)

### **What are the alternative options?**

Policy CS1 set out the approach to Green Wedges and Strategic Gaps. There are no alternative options.

Green Infrastructure is a network of multi-functional green space, both new and existing, both rural and urban, which supports the natural and ecological processes and is integral to the health and quality of life of sustainable communities. Green infrastructure refers to a wide variety of '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.

This type of network has multiple benefits and many functions, including recreation, sport, water management, biodiversity, walking, cycling, food growing and tranquillity. In addition to increasing biodiversity and recreation opportunities, protecting and enhancing the borough's green infrastructure network will also provide significant economic benefits for the Borough, which is in a process of economic restructuring away from a legacy of heavy industry. The emphasis will be on creating well-designed natural environments which provide a focus for investment via tourism, recreation and biodiversity improvements.

Whilst thought of as an urban area, almost half of Chesterfield borough is open space and open countryside containing rivers/canal corridors, parks, farmland, hedgerows and woodland. In many instances these assets are firmly established and are key elements of the boroughs identity, for example, the Chesterfield Canal corridor and Pools Brook Country Park.

### **Biodiversity**

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 will update the Greenprint to take account of the most recent Lowland Derbyshire Local Biodiversity Action Plan (LDBAP) and to identify corridors and stepping stones that link sites. The LDBAP is based on a landscape scale and identifies and maps components of the local ecological network,

and also highlights areas for habitat restoration and creation. Development proposals will be expected to demonstrate that they will not adversely affect, or result in the loss of, features of recognised importance. Regarding landscape, *The Landscape Character of Derbyshire* document sets out the types of landscape present in the borough, highlighting its qualities and sensitivities.

The Chesterfield Greenprint aims to increase the tree cover in the Borough for the benefit of both people and wildlife as well as improve landscape quality. Tree and woodland planting will help the borough to respond to climate change and flood alleviation, as well as improve biodiversity and levels of amenity.

**Green Wedges and Strategic Gaps**

The Spatial Strategy (CS1) 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.

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.

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.

**CS9 Green Infrastructure and Biodiversity**

**Chesterfield borough’s green infrastructure network will be recognised at all levels of the planning and development process with the aim of protecting and enhancing the network. Development proposals should demonstrate that they will not adversely affect, or result in the loss of, features of recognised importance.**

**Development proposals are required to meet the following criteria where appropriate, and should:**

- 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) 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) Protect and enhance the borough's biodiversity including where possible the linking of habitats
- g) protect existing ancient and non-ancient woodland and increase tree cover in suitable locations in the borough
- h) in cases where loss of a green infrastructure asset is unavoidable, include provision of alternative green infrastructure, on site where possible, to ensure a net gain in quantity, quality or function

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.

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.

## **Open Spaces, Play Provision and Outdoor Sports Facilities**

### **Why is this policy being changed?**

The approach to open space, play provision and sports facilities has been removed from Policy CS9 and set out in a new policy CS9 (b). This reflects the introduction of the Community Infrastructure Levy in the Borough and the relationship between CIL and s.106 Agreements in providing open space, play provision and sports facilities through new development

### **What are the options?**

The policy approach to the provision of open space, play provision and sports facilities was established in the Core Strategy. There are no alternative options to consider.

Open space, play provision and sports facilities are important elements of both green infrastructure and social infrastructure, enabling healthy lifestyles and positive community relationships.

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 consider supply and demand for open space, sport and recreation facilities and include 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 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. The Local Plan strategy is therefore to ensure that overall quantity and quality of provision is maintained on a Borough scale and appropriately redistributed where possible and where necessary increased or enhanced to cater for new development. Open Space should only be lost where there is clear evidence that it is surplus to the Borough's requirements.

The Parks and Open Spaces Strategy sets clear priorities for addressing open space need arising from new developments and these should be applied in decision making on new development. It also acknowledges the increasing financial constraints on the council to maintain existing open spaces and contains a policy of requiring developers to ensure private management and maintenance of new public open space where provided within developments.

When considering new residential development or development that affects existing open space, the council will have regard to the locally adopted quantitative and qualitative standards for public open space that are set out in the Parks and Open Spaces Strategy. The quantitative standards are set out in the following table: -

Type	Definition Summary <sup>5</sup>	Quantity (area in hectares per 1000 population)	Accessibility (distance in metres)
Parks	Destination Parks are of substantial size and/or historic importance and provide a wide range of attractions and facilities to locals and visitors.	0.5ha	3200m
	Community Parks serve a local area and accommodate a reasonable range of attractions and facilities.		480m
Play	Equipped play and games areas and informal play areas	0.8ha	480m
Outdoor Sport	Spaces with opportunities for formal or informal sports	1.6ha	No Standard
	Accessible for informal recreation and of nature	1.0ha	720m

<sup>5</sup> Full definitions are set out in the CBC Parks and Open Spaces Strategy

Natural/Semi-Natural Green Space	conservation importance		
Amenity Green Space	Open Space not falling in the other types and accessible for informal recreation or enhances the appearance of a locality.	No Standard	No Standard

### Built Sports Facilities

The council 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 Strategy concludes that existing public swimming pools, sports halls and artificial grass pitches are to be protected up to 2028 with a need for a new artificial grass pitch.

### Allotments

The council has a total of 28 allotments (20.94ha). 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.

#### **CS9(b) Open Space, Play Provision, Sports Facilities and Allotments**

**Where a need is identified, developments must contribute to public open space, sports and play provision in accordance with the Council's adopted standards through on and/or off-site provision.**

**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 they are:**

- i. identified as surplus to demand, based on evidence and locally defined standards; or,**
- ii. The development would result in alternative or improved**

- provision that better meets locally defined standards; and**
- iii. The site is not needed for other open space, play provision or sports facilities identified in locally defined standards**

## **Homes and Housing**

### **Flexibility in Delivery of Housing**

#### **Why is this policy being changed?**

As set out in the section on Spatial Strategy, the Council's preferred option is to allocate sites to meet objectively assessed housing needs, but to also include reserve sites that can be brought forward to meet the higher aspirational growth of the LEPS should that occur.

Reserve sites are pieces of land not in the Green Belt at the edges of urban areas that are identified to help us cater for future growth. They are 'greenfield sites' which means they haven't been built on before. Reserve sites may not be developed until later in, or beyond the plan period.

The changes to the policy are to set out the circumstances in which these reserve sites will be brought forward and to clarify the circumstances in which the council will consider granting planning permission for these and unallocated greenfield sites.

#### **What are the options?**

- 1 Identify reserve sites for years 11+ with criteria to allow for early development if required
- 2 Identify reserve sites for beyond the plan period with criteria to allow for early development if required – This is our preferred option

### **Flexibility in Delivery of Housing**

To meet the housing needs of a growing population and a growing economy, a total of at least 4629 new dwellings must be built in Chesterfield Borough between 2016 and 2033. This is derived from the objectively assessed need figure of 244 dwellings per annum plus the shortfall in delivery since 2011. This requires the completion of, on average, 272 dwellings each year over the 17 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.

The distribution of housing within the borough is guided by the approach set out in policies CS1 and CS2. 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.



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, although it is acknowledged that greenfield sites will also have to be allocated in order to deliver the strategic housing requirement on an annual basis.

Policy CS10, '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 of reserve and unallocated greenfield sites for housing and how this relates to the principles for the location of development set out in policy CS2. The council will take action if the Authority's Monitoring Report (AMR) 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.

**CS10 Flexibility in Delivery of Housing**

**Planning permission for reserved housing sites will only normally be permitted where the council is unable to demonstrate a 5 year supply of deliverable sites from other sources.**

**Planning permission for housing-led greenfield development proposals on unallocated sites will only be permitted if annual monitoring shows that the council cannot demonstrate a 5-year supply of deliverable sites and other reserved sites are insufficient to meet the need , and where they accord with the strategy of 'Concentration and Regeneration' as set out in policy CS1 and the criteria set out in policy CS2; or**

**It can be demonstrated that they will meet specific housing need that can only be met within a particular location; or**

**They meet either of the exceptions set out in policy CS2 and would otherwise meet the NPPF test of 'Sustainable Development'**

## Range of Housing

**Why is this policy being changed?**

This section needs to be updated to reflect new evidence on housing needs (2014 SHMA), new information from the release of 2011 Census data, and new and emerging policy from the Government on affordable housing thresholds, Starter Homes and Housing Standards.

## **Affordable Housing**

The 2014 SHMA (*insert link*) identifies a continuing need for affordable housing in the borough. The proportion of affordable housing sought from new development will remain at up to 30% in line with the Council's viability evidence which supported the Community Infrastructure Levy.

The Council is not proposing any options on this aspect of the policy.

In terms of site Thresholds for affordable Housing, since the adoption of the Core Strategy the Government has published guidance (National planning guidance (Paragraph: 031 Reference ID: 23b-031-20160519)) which outlines specific circumstances where contributions for affordable housing should not be sought from small scale and self-build development. This follows the order of the Court of Appeal dated 13 May 2016, which give legal effect to the policy set out in the Written Ministerial Statement of 28 November 2014. The guidance states that contributions should not be sought from developments of 10-units or less, and which have a maximum combined gross floorspace of no more than 1000sqm.

### **Affordable Housing Thresholds - What are the options?**

Site threshold for affordable housing

1. Option 1 – continue to threshold of 15 from Core Strategy
2. Option 2 – adopt new threshold of 11 to be in line with national government threshold on small site contributions – This is our preferred option

This will need to be tested through the viability testing of the Local Plan.

### **Starter Homes**

In March 2015, the Government introduced a new policy requirement for Starter Homes Exception Sites through revised national planning policy. It was introduced by a Written Ministerial Statement and was supported by amendments to national planning practice guidance. This guidance requires local planning authorities to take a positive and proactive approach to the delivery of Starter Homes, directing the approval of applications on exception sites provided by underused or unviable commercial or industrial land.

The detailed guidance has yet to be published. In order to ensure that the Local Plan is in conformity with national planning policy at the time of submission, a reference to Starter Homes needs to be included in the Policy.

There are no options proposed for this aspect of the Policy changes.

## **Accessible and Adaptable Housing**

In 2016 new National Housing Standards came into force, which require a Local Plan policy in order to be secured through planning permissions.

The Council is of the view that there is sufficient local evidence on need for adaptable and accessible housing ([link to paper](#)) to support a policy requiring a proportion of new homes to meet the new higher building regulations.

### **What are the options?**

1. Do not have a specific policy and continue to negotiate on a case by case basis
2. A policy to require 25% of all new housing to be adaptable housing (M4(2) Building regulations standard), and a proportion of wheelchair accessible (M4(3) building regulations standard) will be sought by negotiation – this is our preferred option

We will need to test this through the viability assessment of the plan

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.

The Strategic Housing Market Assessment (SHMA) 2014 estimated what type and amount of housing is required in the borough. This includes the need for affordable housing.

### **Recommended Mix of Homes, 2011-31**

	1 bed	2 bed	3 bed	4 + bed
Market	5-10%	35-40%	35-40%	15-20%
Affordable	30-35%	35-40%	15-20%	10-15%

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**

The 2014 SHMA estimated a net need for 359 affordable homes per annum over the 2013-18 period. This falls to 212 affordable homes per annum if expressed over the period to 2031. Some affordable housing need (around 289 households per annum) is met by the private rented sector, supported by Local Housing Allowance, although this is an imperfect solution and is not formally recognised as affordable housing. The SHMA also noted that increasing the supply of affordable housing will not address affordability because the issue is the need to improve incomes.

The affordable housing needs evidence does not provide clear evidence that overall housing provision needs to be adjusted upwards; although it does demonstrate a continuing need to deliver affordable housing within the Borough.

The SHMA recommended a mix of affordable housing with 90% comprising social and affordable rented homes, and 10% intermediate affordable housing.

**Adaptable and Accessible Housing**

The 2014 SHMA found that 28% of households in Chesterfield Borough have support needs, projected to rise to 29.8% in 2031. In addition to this, 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:

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%

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. As part of the work to prepare a Community Infrastructure Levy, an Affordable Housing Viability Assessment has been carried out. This recommends that, subject to viability, up to 30% affordable housing could be delivered in the borough. The Affordable Housing Viability Assessment splits the borough into three zones – low, medium and high value. The proportion of affordable housing the council will seek to negotiate will vary up to a maximum of 30%, and will be informed by the CIL zones. The zones will be reviewed alongside CIL rates when updated viability evidence is available.

**CS11 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 totalling 11 or more dwellings (including phases of those sites) up to 30% of affordable housing and 25% of adaptable and accessible housing and, where appropriate, wheelchair accessible housing, will be sought by negotiation informed by the charging zones set in the council's CIL, subject to viability assessment and any requirements for starter homes.**

**The tenure of the affordable accommodation will be split between social rented accommodation and intermediate accommodation in accordance with the assessment of need. Where appropriate a financial contribution will be sought for provision off-site.**

## **Homes and Housing**

### **Travellers**

#### **Why is this policy being changed?**

Since the adoption of the Core Strategy new evidence has been published (link to 2014 GTAA) that identifies a pitch requirement for the Borough of 4 pitches over the period 2014 to 2019, with no requirement for the remainder of the plan period. Half of this need has been met through the granting of a planning permission.

Whilst this does not necessitate significant changes to the Policy, it is important to set out how the Council will allocate Traveller Sites.

#### **What are the options?**

No privately owned sites were put forward in the Call for Sites as potential traveller sites, and as such the Council must look to its own land holdings. Due to the small size of site required for 2 pitches the assessment will concentrate of vacant and under-used Council owned garage sites.

In the absence of any submissions of private land there are not considered to be any options.

The Council is seeking to allocate one site to accommodate 2 pitches, which would be around 1000sqm (0.1 hectare) in size.

The council is currently assessing a range of council-owned sites and will publish a further consultation in due course, setting out the range of sites considered suitable and the process by which they have been identified.

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 the granting of a planning permission.

The government published guidance Planning Policy for Travellers in March 2012. This guidance 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.

Policy criteria also need to be stated in case an unanticipated need for a site arises. When considering proposals the council will take account of the most recent government guidance 'Planning Policy for traveller sites' (March 2012), 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

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

### **CS12 Sites for Travellers**

**Traveller sites will be permitted on sites allocated for Traveller pitches on the Policies Map, and on:**

**Unallocated sites to meet the accommodation needs of Travellers 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.**

## **Jobs, Centre's and Facilities**

### **Growth of Businesses**

#### **Why is this policy being changed?**

The policies target for employment land has been updated, to 83ha, to reflect Updated demographic and economic projections set out in the council's Employment Land Requirement Paper, published in 2016.

Amendments have been made to reflect the additional permitted development rights created since 2013 for 'B' class uses to change to residential (C3), which may not be appropriate in some Established Business Areas and to clarify the council's approach to business uses outside of Established Business Areas.

The supporting text has been updated to reflect the growing role of the Local Economic Partnerships and the government's Devolution Agenda.

## **What are the options?**

There are three options for the borough's employment land target, which are set out under policy CS1

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.

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 growth plans 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,

SCR is currently pursuing a Devolution Deal for the City Region, with the structure of a potential deal at an advanced stage. As of October 2016 Chesterfield Borough had signaled its intention to become a full constituent member of SCR subject to the decision of the SoS and election of a City Region Mayor.

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.

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 CS15 and CS16), 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.



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.

The 2016 Employment Land Study, recommended that Chesterfield Borough should provide approximately 83ha of new land for Business and Industrial use between 2016 and 2036 in order to provide sufficient jobs for the borough’s population and wider catchment.

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.

Chesterfield Borough already possesses significant amounts of potential Business and Industrial land, either as vacant previously developed sites or as existing permissions not yet developed (approximately 174ha as at 2006). This supply is potentially sufficient to allow for the all the growth to be accommodated within existing areas of planned development such as Markham Vale, Waterside and Staveley and Rother Valley Corridor, whilst also allowing for the release of some sites for more appropriate alternative uses, retaining some flexibility for specific locational needs and small scale development to support the borough’s smaller communities.

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.

**CS13 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.

A range of sites suitable for employment use will be identified in the Local Plan: Sites and Boundaries for approximately 83 ha of new employment land between 2011 and 2031. Allocations and proposals for new employment development will be encouraged 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 PS3 and PS4
- 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 only be permitted where they would not have an unacceptable adverse impact as a result of traffic movements.

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 CS2, 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 CS2, the redevelopment or change of use of existing business and industrial sites 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 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**

### **Why is this policy being changed?**

Reference has been added to the Peak Resort scheme and encouraging physical activity

### **What are the options?**

No options are presented for this change.

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 Roundhouse (Barrow Hill Engine Sheds) and historical industrial buildings such as Walton Works and Cannon Mill.

Chesterfield is increasingly acting as a hub for visitors to the Peak District, 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**

A recent study (NLP Retail Study 2008) identified the scope for medium size hotels (40 beds) up to 2011, and scope for large hotels (100+ beds) in the longer term, and noted that the borough lacks 4 star provision. This has been partly addressed by the new Casa hotel and the planning permissions at the Peak Resort and Chesterfield Waterside, but there will continue to be capacity for high quality hotel provision in the longer term. 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.

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.

#### **CS14 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**

## **Vitality and Viability of Centres**

### **Why is this policy being changed?**

The hierarchy of centres needs to be amended to reflect updated survey information on the borough's centres, and to acknowledge the role of small shops.

The Policy needs amending to provide the framework for the allocation of Primary Shopping Areas.

### **Hierarchy of Centres – What are the options?**

1. Make no changes to the hierarchy
2. Include Staveley as a small town centres in the same category as the district centres – this is our preferred option

### **Local Centres - What are the options?**

1. Keep all existing Local Centres designations and make no changes
2. 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 This is our preferred option

### **Primary Shopping Areas – What are the options?**

#### **Which Centres should have Primary Shopping Areas?**

1. The main retail centre of Chesterfield town centre – This is our preferred option
2. Chesterfield Town centre, Staveley town centre, Chatsworth Road District Centre and Whittington Moor District Centre

#### **Policy Approach Options to control uses within Primary Frontages**

1. Additional criteria to the existing Core Strategy policy – this is our preferred option
2. A new policy based on a minimum proportion of A1 uses in any frontage.

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**

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 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 PS1).

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.

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 Centres**

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.

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.

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.

Each centre should maximise on any opportunities for enhancement as they arise, to ensure their continued vitality. The borough also has a number of individual small shops that serve an essential function in some communities.

### **Local Service Centres**

‘Local Service Centres’ at Brimington, Hasland, Holme Hall, Littlemoor and New Whittington are regarded as being capable of serving a larger population as they already have a good provision of retail, service and community facilities and good public transport. 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.

### **New Local Centres**

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, Mastin Moor and Staveley and Rother Valley Corridor.

### **Small Shops**

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 there loss would lead to a gap in provision.

### **Retail Parks**

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.



**Hierarchy of centres**

A hierarchy of centres has been identified based on current scale and type of development within existing centres. The hierarchy of centres has been developed to reflect the pattern of provision across the borough and to provide an understanding of the roles different centres play for their community and how they relate to other centres. Also identified within the hierarchy are places where new centres will need to be created to support existing and expanding populations. In addition to town, district and local centres, the borough has a number of other retail areas, including purpose-built retail parks such as Ravenside, Markham Road and Lordsmill Street, and other established destinations like those along Wheatbridge Road and Sheffield Road. These areas are distinct because they are in edge of centre or out of centre locations and have a ‘bulky goods’ and/or large format retailing or retail warehousing element. Links between these retail parks and nearby centres need to be strengthened.

Centres will continue to remain important for retail serving the borough and will continue to provide shopping and other town centre uses including cultural facilities for localised catchments, reflecting the role and function of the settlement in the spatial development strategy and the hierarchy of centres.

**Hierarchy of Centres**

<u>TYPE OF CENTRE</u>	<u>LOCATION</u>
<b>Large Town Centre</b>	<b>Chesterfield Town Centre</b>
<b>Small Town Centres and District Centres</b>	<b>Chatsworth Road Whittington Moor Staveley Town Centre</b>
<b>Local Service Centres</b>	<b>Brimington Hasland Holme Hall Littlemoor New Whittington</b>
<b>Local Centres</b>	<b>Abercrombie Birdholme Derby Road North Duckmanton Grangewood Hollingwood</b>

	<b>Inkersall Green</b> <b>Loundsley Green</b> <b>Lowgates East</b> <b>Mastin Moor (new)</b> <b>Newbold</b> <b>Old Whittington</b> <b>Station Lane</b> <b>Staveley and Rother Valley</b> <b>Corridor (new)</b> <b>Storrs Road</b> <b>Walton</b> <b>Waterside (new)</b>
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**Out of Centre Retail Locations**

<b>Retail Parks</b>	<b>Lordsmill Street</b> <b>Ravenside Retail Park</b> <b>Sheffield Road</b> <b>Wheatbridge Road</b>
<b>Out of Centre foodstores</b>	<b>Sainsburys, Rother Way</b> <b>Tesco, Lockoford Lane</b> <b>Aldi, Sheffield Road</b>

**Main Town Centre Uses**

- 1. Retail development (including warehouse clubs and factory outlet centres)**
- 2. Leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls)**
- 3. Offices**
- 4. Arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)**

**Primary Shopping Areas**

NPPF paragraph 23 encourages local planning authorities to set out planning policies that are positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.

In drawing up Local Plans, Local Planning Authorities should ***‘define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations.’***

The NPPF defines a *Primary Shopping Area* as an area where retail development is concentrated, a core area, generally comprising the primary and those secondary frontages which are contiguous and closely related to the primary shopping frontage. *Primary frontages* are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. *Secondary frontages* provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

In line with the NPPF, frontage designations are the most important mechanism for ensuring that retail uses, particularly A1 Use Class, are maintained allowing maximum opportunity for development of specified areas within Town Centres.

### **Primary Retail Frontages**

Primary retail frontages will generally be characterised as those parts of centres with a high proportion of shops and with the greatest footfall. These areas are also likely to be characterised by the presence of key anchor stores and other main town centre uses, uses such as cinemas. The Council notes that such uses will both increase footfall and will, in themselves, have an impact on the character of that part of the centre.

Secondary retail frontages will generally be the areas with a wider range of uses, including A2 Financial and Professional services, A3, A4 and A5 restaurants, cafes, bars and public houses and hot food takeaways.

The NPPF defines primary and secondary frontages as follows:

*“Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.”*

The council considers that as there is no distinction in the NPPF definition between different use classes, the use of the words ‘food’ and ‘drinks’ could be interpreted as including café and restaurant uses. However, the definition for secondary frontages includes reference to ‘restaurants’ which indicates that uses in Classes A3, A4 and A5 may be more appropriately related to secondary retail areas.

It is important that the primary frontage designation is distinguishable from the NPPF’s secondary frontage definition.

For these reasons the council considers that the use of ‘retail’ in the context of primary retail frontages should be Class A1 retailing, and Primary shopping frontages should be defined as where there is a high proportion of Use Class A1 retail uses.

However, it is important to note that changes to permitted development rights necessitate a more flexible approach.

In terms of what constitutes a 'high proportion of retail uses', the Core Strategy policy CS15 set out that the mix of uses will be controlled in order that town centres uses other than A1 retail will 'not overwhelm the retail function of the centre, street or frontage where it is located by having a detrimental impact on vitality and viability'. 'Overwhelm' was not defined as a certain proportion, but it is reasonable to consider that usually this would mean exceeding 50% of units.

The council seeks to maintain this flexible approach in relation to primary shopping frontages, acknowledging that retail can benefit from having diverse, non-A1 neighbours, creating a richer mix of footfall. It allows the council to maintain a primary shopping function in the defined frontages whilst allowing other 'A' class uses which can also add to the attractiveness and vitality with a town centre. However, it is imperative that a balance is maintained and the focus of centres remains A1 based.

## **CS15 – 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:**

- a) make a positive contribution to the centre's viability and vitality**
- b) 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 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)**

**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.**

## Retail

### **Why is this policy being changed?**

The threshold for small shops has been changed from 200 sqm to 280 sqm to bring it in line with the definition of a small shop in the Sunday Trading Act 1994.

Clarification has been added over the potential loss of local shops.

Proposed local thresholds for retail impact assessments have been set out.

### **What are the options?**

1. Local impact thresholds as set out in the proposed policy
2. Don't set Local Impact thresholds and rely on the NPPF
3. Local impact thresholds set at a different level

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.

An updated joint Retail Study for Bolsover, Chesterfield and North East Derbyshire is being produced by Nexus. This study is modelling future retail expenditure growth for the borough up to 2033 and the potential implications for new floorspace. These findings will need to be considered against 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.

It is anticipated that there will not be any significant changes in the required amount of new retail floorspace. The findings of the Nexus study will inform the pre-submission Local Plan.

### **CS16 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 development as follows:**

- **Within Town and District Centres, impact assessment will be expected to accompany new retail proposals in accordance with the NPPF;**
- **Within Local Centres and Retail Parks an Impact Test will normally be required to accompany any proposal with a gross internal sales floorspace more than 50 % of the largest existing unit or in line with the NPPF, whichever is the lower;**
- **Outside of centres for any development with a gross internal sales floorspace greater than 280m<sup>2</sup>**

**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 (up to 280m<sup>2</sup> net retail floorspace) designed to serve local day to day needs will normally be permitted outside defined centres (as shown on the proposals map).**

**Applications for development that would result in the loss of isolated local shops will be considered under CS16 Social Infrastructure.**

## **Social Infrastructure**

**There are no changes proposed for this policy.**

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. As expressed in the 'Vision' section at 3.22 the council recognises the importance of voluntary organisations to the life of the borough and wishes to support their work. 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.

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](http://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.

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.

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.

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.

## **CS17 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, cycling and walking, 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; or**
- 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.**

## Design and the Built Environment

### **Why is this policy being changed?**

Following the Deregulation Bill 2015 it has been necessary to make changes to the Council's sustainable design and construction policy (previously policy CS6), which has now been deleted and the remaining elements that still apply added to this policy.

The Council's percent for art policy has been previously linked to the cost of development. This did not recognise that some developments where viability may be more marginal (such as on previously developed sites) may have disproportionately higher than average costs. The revised policy links percent for art to development value instead to reflect the overall viability and value of development whilst still allowing flexibility to consider viability.

### **What are the options?**

- 1. Link percent for art to development value – This is our preferred Option**
- 2. Link percent for art to development costs as in the previous Core Strategy**

## Design

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.

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 18<sup>th</sup> and 19<sup>th</sup> 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.

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. 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.

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 is also a part of local distinctiveness and its variations within the borough need to be recognised and maintained in new development and in schemes of management as described in the Landscape Character of Derbyshire (Derbyshire County Council 2003).

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.

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.

To assist developers in achieving good design the council is preparing a Residential Design SPD jointly 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.

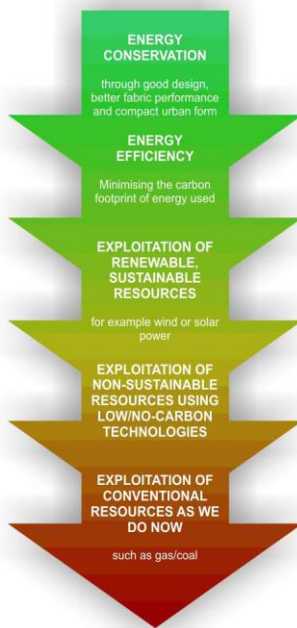
## **Reducing Emissions**

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 <sup>6</sup>fifth, 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.

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<sup>6</sup> <https://www.gov.uk/guidance/carbon-budgets>

Diagram xx: Energy Hierarchy



Changes to the Building Regulations in 2013 brought in higher standards for CO<sub>2</sub> 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 CO<sub>2</sub> reduction strategies will suit different parts of the borough and different types of development. In some cases it has better CO<sub>2</sub> 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

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

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. The inclusion of art within a development or provided off-site can help to mitigate against any visual or aesthetic impact of the development.

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.

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.

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.

**CS18 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, density, 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:

- a) makes effective use of resources and materials through sustainable design and construction
- b) minimises water use and provide for waste reduction and recycling
- c) uses an energy hierarchy that seeks to use less energy, source energy efficiently, and make use of renewable energy
- d) 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 cost of the scheme for the design, installation and maintenance of public artwork, secured by a legal agreement and/or conditions where necessary.

## **Historic Environment**

### **Why is this policy being changed?**

This policy has had minor changes to reflect progress on a Local List of heritage assets and add reference to the use of measures to control permitted development rights.

### **What are the options?**

There are no alternative options for this policy

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. 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.

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. Where possible, the council will work to preserve and enhance these areas through positive action and management.

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 Borough Council will identify non-designated heritage assets in a local list specifying the local 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.

The Council will work with English Heritage to support flexible and sensitive solutions to address issues of those heritage assets identified as at risk where this would remove an asset from English Heritage's at-risk register or local records of heritage at risk.

## **CS19 Historic Environment**

**The council will protect the historic environment and heritage assets throughout the borough and seek to enhance them wherever possible. All new development must preserve 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 preservation 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.**

**The council will consider the use of measures including Article 4 directions and Local Development Orders where they are appropriate to ensure the preservation 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.**

## **Travel and Transport**

### **Why is this policy being changed?**

Reference to parking standards has been removed in line with the ministerial statement of March 2015. Additional policy text has been added to clarify the approach to car parking in the absence of specific standards.

### **What are the options?**

No alternative options are presented for this policy

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.

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.

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.

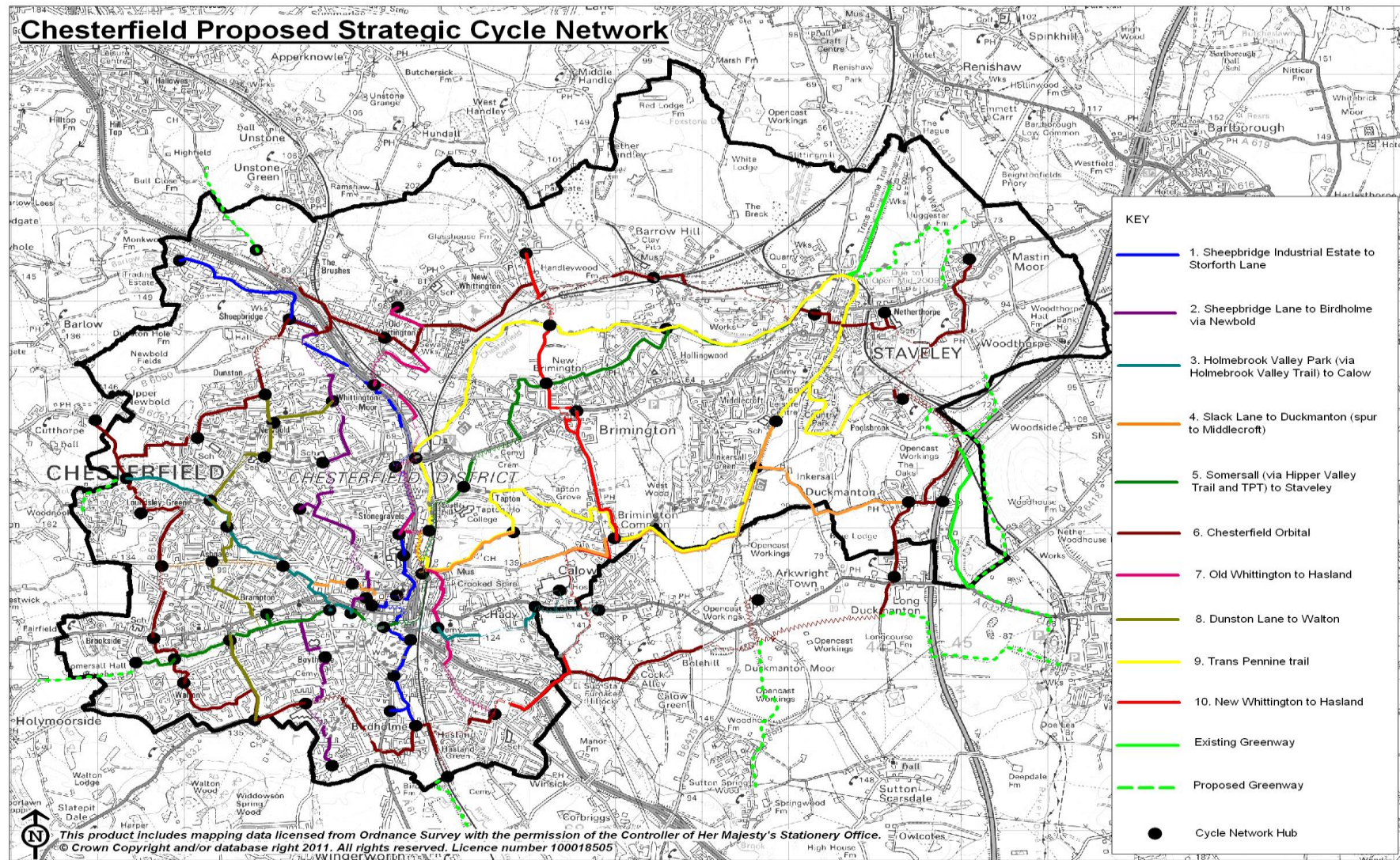
### **Walking and Cycling**

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.

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.

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](http://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.

Diagram 7: Strategic Cycle Network



## **Public Transport**

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.

Chesterfield has excellent access by rail to most parts of Britain. 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.

The proposed route of HS2 phase 2B (Birmingham to Leeds) passes through the borough. The revised route to serve Sheffield is also expected to result in HS2 services stopping at Chesterfield Railway Station using 'Classic Compatible' Services. An Infrastructure Maintenance Depot to serve phase 2B is also planned for the site of the former Staveley Works.

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**

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.

## **CS20 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:**

- a) Prioritisation of safe and convenient pedestrian and cycle access to and within the site**
- b) Protection of, or improvements to the strategic pedestrian and cycle network**
- c) Demand management measures such as car clubs, car sharing and appropriate parking provision**
- d) Protection of, or improvements to public transport provision and/or facilities**
- e) 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:**

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

**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:**

- i. The A61 Corridor**
- ii. The A619 Chatsworth Road**
- iii. The A619 corridor through Brimington and Staveley**
- iv. Chesterfield Town Centre**
- v. 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

## Why is this policy being changed?

The description 'Hollis Lane Link Road' has replaced 'Chesterfield Town Centre Relief Road'

References to rail provision at Barrow Hill and Markham Vale have been removed as no longer deliverable or necessary.

## What are the options?

No alternative options are presented for this policy

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.

The route of HS2, and associated land including that required for the IMD, is expected to be safeguarded by a Hybrid Bill to be laid before parliament in 2019 following consultation on the revised phase 2B route. The Local Plan does not therefore safeguard land for HS2.

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. 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.

### CS21 Major Transport Infrastructure

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

- Chesterfield-Staveley Regeneration Route between Rother Way on the A619 and Bilby Lane
- Staveley Northern Loop Road Phase 2
- Hollis Lane Link Road



## **Neighbourhood Plans**

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.

### **PS6 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 LDF; and**
- **can be regularly updated if necessary.**



## New Policy - Regeneration Priority Areas

### Why this policy been added

This policy has been added to provide guidance on what the council expects from developments within the Regeneration Priority Areas.

### What are the options?

No specific options are presented for this policy.

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

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

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

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.

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.

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.

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**

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.

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.

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

### **Holme Hall**

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).

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.

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.

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**

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.

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.

Mastin Moor village has two convenience stores, one of which includes a Post Office, a Methodist Church, 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.

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.

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.

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.

Land to the north of Mastin Moor is Greenbelt. Land to the west of Mastin Moor is Netherthorpe Flash Nature Reserve

## **Poolsbrook**

Poolsbrook is a former mining village on the eastern side of the Borough near Staveley.

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.

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.

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.

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.

## **LPX 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:**

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

The level of housing growth for each RPA may be exceeded if the landscape and infrastructure impacts are acceptable and if the additional growth is needed to secure regenerations benefits as demonstrated through a viability appraisal.

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

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

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

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

**opportunities at Markham Vale**

- Provide safe and convenient walking and cycling connections to Poolsbrook and Poolsbrook Country Park
- Promote building designs that positively contribute to the surrounding area, including Duckmanton Model Village and Long Duckmanton
- Deliver highway and pedestrian improvements at Tom Lane and Duckmanton Road

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

- Deliver 300 new homes
- deliver a sustainable high quality residential development in line with the adopted masterplan
- support the existing services and community facilities on offer in and around the local service centre
- Provide safe and convenient walking and cycling connections to Linacre Road, Wardgate Way (Local Service Centre) and the Holmebrook Valley Park and Trail.
- provide an appropriate buffer 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:**

- Deliver 400 new homes
- Provide safe and convenient walking and cycling access to job opportunities at Markham Vale, the community garden and Norbriggs Primary School
- Provide a new Local Centre with additional community facilities and the opportunity for provision of health facilities;
- Provide safe and convenient walking and cycling connections to the surrounding rights of way network, including connections to The Cuckoo Way and Chesterfield Canal
- Promote building designs that positively contribute to the surrounding area and reflect heritage features, including the pumping engine and tramway
- Deliver a new and/or improved pedestrian and cycle crossing over the A619
- Protect and enhance the setting of and access to the community garden
- Minimise visual impact on the ridgelines along Worksop Road and Woodthorpe Road
- Provide a defined edge of development and a clear break to prevent continued coalescence and extension of ribbon development along Worksop Road
- 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:**

- Deliver 100 new homes
- Provide safe and convenient walking and cycling access to job



#### **opportunities at Markham Vale**

- **Provide safe and convenient walking and cycling connections to the surrounding rights of way network, including connections to Duckmanton and Poolsbrook Country Park**
- **Preserve or enhance the surviving buildings of the Model Village and their setting**

## **New Policy - River and Canal Corridors**

### **Chesterfield Canal**

#### **Why this policy been added**

This policy has been added to preserve and enhance the restoration of Chesterfield Canal and to deliver suitable development to support the restoration and use of the canal. It takes account of representations received following the Sites and Boundaries Issues and Options Consultation in 2012/13.

#### **What are the options?**

No specific options are presented for this policy.

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 Mill Green, Staveley 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.

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.

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.

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 XX)
- 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 XX)
- 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.

### **LPX 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 preserve 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))**

**BOUNDARY REQUIRED ON PROPOSALS MAP AS SHOWN IN SITES AND BOUNDARIES WITH AMENDMENTS FOR MISSING SECTIONS**

## River Corridors

### **Why this policy been added**

This policy has been added to preserve and enhance the river environments of the borough. It takes account of representations received following the Sites and Boundaries Issues and Options Consultation in 2012/13.

### **What are the options?**

No specific options are presented for this policy.

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 CS1 and strategic walking and cycling routes such as the Hipper Valley and Holmebrook Valley Trails.

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.

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.

### **LPX 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**

## Making Great Places

In addition to the Core Policies included in the previous chapter, there is a set of policies for particular sites and areas in the borough.

### Chesterfield Town Centre

#### **Why is this policy being changed?**

The policy has been updated to reflect changes to the Northern Gateway Scheme and the adoption of a new Town Centre Masterplan in 2015.

#### **What are the options?**

No alternative options are presented for this policy

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.

In retail terms Chesterfield town centre is ranked 125<sup>th</sup> out of 4,200 retail centres nationally (source CACI 2015), with 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. However here have been high profile vacancies resulting from the collapse of regional and national change including BHS and the East Midlands Co-Operative department stores that need to be addressed.

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 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."*

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.

The masterplan identifies 7 character areas:

- Northern Gateway
- Civic Quarter
- Markham Road
- Historic Core
- The Spire Neighbourhood
- Station Arrival
- Educational Quarter

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 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 site still presents the key opportunity for any further physical expansion of the retail offer of Chesterfield Town Centre.

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.

#### **PS1 Chesterfield Town Centre**

**Subject to policy CS15, 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 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) Protecting 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 Primary and Secondary Town Centre areas as shown on the policies map and set out in policy CS15, planning permission will not normally be granted for new retail uses (A1) other than small shops as set out in policy CS16. 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.**

#### **Station Approach**

**As part of development proposals and where appropriate, the council will seek improvements to the connections between the town centre and Chesterfield Waterside, Chesterfield College and the railway station, including enhanced pedestrian and cycle links over the A61 and environmental improvements to the route of the A61.**

#### **Railway Terrace**

**Land between Hollis Lane and Crow Lane, adjacent to Chesterfield Railway Station will be the subject of masterplanning work to identify development to maximise the benefits of any future HS2 services utilising the station, including provision of the Hollis Lane Link Road Safeguarded by policy CS21.**

#### **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.**

## **Chatsworth Road Corridor**

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 following the line of the River Hipper. The corridor also contains a variety of small employment premises and residential areas, mixed in with other uses.

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.

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.

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.

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.

### **PS2 – 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 CS15. 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**

**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**

### **Why this policy is being changed**

The policy has been updated to reflect progress in implementing the policy set out in the 2013 Core Strategy.

### **What are the options?**

No options are presented for this policy

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.

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 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.

Development of the site has commenced, with the first 19 dwellings complete on Brimington Road and the canal Basin already constructed. At the time of writing planning applications are being considered for the first phase of apartments and works to restore navigation along the River Rother.

### **PS3 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:**

- **Creating jobs in office, industry, retail, tourism and education**
- **Restoring Chesterfield Canal and the River Rother to navigation and creating a new canal terminus**
- **Achieving a mix of uses including residential, office, employment and leisure**

- **Improving access to the site including enhancing the footpath and cycle network**
- **A high quality urban environment including eco-park and green infrastructure corridor**
- **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.**

## **Markham Vale**

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.

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

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.

### **PS4 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) have no unacceptable impacts upon heritage assets, their settings and key views outside of the Borough at Bolsover Castle and Sutton Scarsdale Hall; and**
- f) Accord with the approved design framework for the site; and**
- g) Meet the requirements of other relevant policies in the plan.**

## Staveley and Rother Valley Corridor

### **Why is this policy being changed?**

The policy has been updated to provide more detailed guidance for the determination of planning applications following on from the decision not to pursue a separate Area Action Plan.

It has also been updated to reflect the announcement of the route of HS2 phase 2 and the associated Infrastructure Maintenance Depot on the site.

### **What are the options?**

No alternative options are presented for this policy

The Staveley and Rother Valley Corridor is the largest regeneration opportunity within Chesterfield Borough (covering approximately 150 ha). 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.

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.

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 through the site. 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.

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 suggested 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.

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.

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 development potential of this site is also 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 (SCRIP).

The site was identified as the preferred location for an Infrastructure Maintenance Depot (IMD) as part of the proposals for the eastern leg of HS2. 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 of the depot and a revised IMD layout has now been safeguarded that takes these changes into account. 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.

## **PS5 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 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 CS21 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 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.**

**Development proposals must be brought forward as part of a comprehensive masterplan for the area and must demonstrate how they will deliver these objectives.**

**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:

- 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
- A Transport Assessment based on modelling of the overall impact of development and a Travel Plan setting out how the overall impact of traffic will be managed
- 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)
- Re-instatement of the former Works Road canal wharf, including associated commercial activity Canal-related commercial activity including food and drink uses (A3 and A4) and employment (B1)
- 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**

Planning permission will be granted for a residential led development incorporating:

- residential (C3)
- Retail (A1) limited to single units of no more than 280 sqm to serve local needs
- Extension of the Bluebank Pools Local Nature Reserve
- 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:**

- **Development of Approximately 30ha of Employment generating development within use classes B1, B2 and B8 or, in the event that land is no longer safeguarded for HS2 purposes, up to 50 ha.**
- **Housing (C3) led development for western end eastern 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**

The Staveley and Rother Valley Corridor indicative diagram and strategic site area are shown on the following maps.