



Chesterfield Borough Local Plan

Submission Version

December 2018

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2018*

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Introduction

What is a Local Plan?

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

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

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

Why and how has it been prepared?

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

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

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

What is in it?

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

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

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

How do I get involved?

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

1. Vision and Strategic Objectives

VISION

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

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

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

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

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

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

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

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

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

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

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

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

integral part of the borough's green infrastructure.

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

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

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

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

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

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

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

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

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

STRATEGIC OBJECTIVES

The Strategic Objectives are focussed on delivering the vision.

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

2. Spatial Strategy

SPATIAL STRATEGY

Regeneration Priority Areas

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

Housing Growth

- 2.2. The Strategic Housing Market Assessment Update 2017 indicates an Objectively Assessed Need (OAN) of **265** net new dwellings per annum is required to meet the borough's housing needs.
- 2.3. Between 2014-2033, this equates to **5035** dwellings.
- 2.4. 661 net new dwellings were been completed between 2014 and 2018.
- 2.5. Because there has been an under-delivery of homes since 2014 (the base date for the SHMA update projections), a shortfall of **399** dwellings is added which will be spread over the plan period.
- 2.6. This gives a housing target of 292 net new dwellings per annum.

Table 1

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

Economic Growth

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

Table 2

Employment Land Requirement (2018-2033)	44ha
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Green Belt

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

Green Wedges and Strategic Gaps

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

LP1 Spatial Strategy

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

Regeneration Priority Areas

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

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

Housing Growth

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

Economic Growth

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

Green Belt

The existing Green Belt will be maintained and enhanced.

Strategic Gaps and Green Wedges

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

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

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

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

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

PRINCIPLES FOR LOCATION OF DEVELOPMENT

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

² National Travel Survey: England 2014 (DfT)

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

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

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

LP2 Principles for Location of Development

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

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

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

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

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

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

otherwise would be at risk of closure.

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

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

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

LP3 Presumption in favour of sustainable development

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

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

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

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

3. Homes and Housing

FLEXIBILITY IN DELIVERY OF HOUSING

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

Table 3

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

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

LP4 Flexibility in Delivery of Housing

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

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

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

⁶ Para 68(b) National Planning Policy Framework

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

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

HOUSING ALLOCATIONS

Table 4 Local Plan Housing Allocations

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

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

RANGE OF HOUSING

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

Recommended Size Mix of Homes

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

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

Affordable Housing

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

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

Adaptable and Accessible Housing

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

Table 5 Population growth by age

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

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

Table 6 Projected Need For Specialist Housing For Older People (2014-35) – 2014-Based SNPP

	Need
Population aged 75+ (2014)	9,447
Population aged 75+ (2035)	15,605
Change in population aged 75+	6,158
Specialist housing need (@ 170 units per 1,000)	1,047
Per annum need (2014-35)	50

Table 7 Estimated need for wheelchair adapted homes (2014-2035)

Current need	Projected need (2014-35)	Total
166	129	295

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

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

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

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

LP5 Range of Housing

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

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

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

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

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

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

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

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

TRAVELLERS

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

Table 8 Local Plan Gypsy and Traveller Site Allocations

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

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

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

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

⁹ Chesterfield Borough Council Gypsy and Traveller Sites Consultation Report.

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

LP6 Sites for Travellers

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

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

4. Jobs, Centres and Facilities

GROWTH OF BUSINESSES

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

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

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

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

Table 9 Employment Land Supply

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

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

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

LP7 Economic Growth

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

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

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

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

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

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

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

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

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

developments.

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

TOURISM AND THE VISITOR ECONOMY

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

Visitor Accommodation

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

LP8 Tourism and the Visitor Economy

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

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

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

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

VITALITY AND VIABILITY OF CENTRES

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

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

Town and District Centres

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

Local Service Centres

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

Local Centres

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

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

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

New Local Centres

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

Small Shops

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

Retail Parks

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

Table 10 Hierarchy of Centres

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

Retail Floorspace Needs

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

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

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

Table 11 Retail Floorspace Needs

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

Convenience Retail

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

Table 12 Convenience Retail Supply

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

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

Comparison Retail

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

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

Table 12 Comparison Retail Supply

Commitments (up to 2021)

Lidl, Former Perrys Ford Garage, Chatsworth Road	285 sqm (net)
Former Fire Station, Sheffield Road, Whittington Moor	538 sqm (net)
Former Walton Works, Factory Street, Walton	2621 sqm (net)

Broad Locations (2021-2033)

Staveley Works Corridor (policy SS5)	1500 sqm
Chesterfield Town Centre Northern Gateway (Policy SS1)	
Chesterfield Town Centre Railway Terrace (Policy SS7)	

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

LP9 – Vitality and Viability of Centres

Role of centres

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

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

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

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

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

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

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

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

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

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

LP10 Retail

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

national planning policy.

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

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

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

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

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

SOCIAL INFRASTRUCTURE

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

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

LP11 Social Infrastructure

Location of new development

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

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

Co-location of facilities

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

Improvement of existing facilities

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

The amalgamation and loss of facilities

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

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

5. Infrastructure Delivery

- 5.1. Most new development will have an impact on infrastructure capacity in the Borough, and so will need to make contributions to the delivery of new or enhanced infrastructure. This should be in proportion to the scale of development and the impact it causes. The definition of infrastructure is wide although most commonly thought of in terms of physical infrastructure (such as new roads and flood mitigation, electronic communications networks, including telecommunications and high speed broadband; green infrastructure(such as parks, greenways and allotments), and social infrastructure (including schools and health facilities). Although Minerals and Waste Local Plans are County Council responsibilities, it is recognised that minerals and waste management facilities are important in supporting the growth of the local economy.
- 5.2. The appropriate mechanism for delivering infrastructure will vary between developments, but on-site infrastructure that primarily meets the need of the occupants of new development (e.g. landscaping, amenity open space, road access) will normally be dealt with via planning conditions or a Section 106 agreement. Other more strategic infrastructure requirements which are included on the Regulation 123 Infrastructure List will be met via the Community Infrastructure Levy (CIL). The Council's Infrastructure Study & Delivery Plan sets out the Borough's strategic infrastructure requirements over the Local Plan period. The updated Delivery Plan is shown in Appendix A. The CIL charging schedule took effect in Chesterfield on 1st April 2016. It sets out the types of eligible development and the rates which will be applied in each charging zone¹¹.
- 5.3. The Council will work co-operatively and jointly with partners to ensure delivery of the infrastructure required to enable development and improve existing facilities. Key partners include Derbyshire County Council as the Waste Disposal, Education and Highways Authority, Highways England, private sector partners, the Environment Agency, utility companies and other public sector organisations.
- 5.4. As Infrastructure requirements are likely to change over time, the Infrastructure Study & Delivery Plan will be updated and reviewed regularly. It provided the starting point for Council to identify its priorities for the Community Infrastructure Levy (known as the CIL Regulation123 list). Whilst over time the Community Infrastructure Levy may provide significant contributions to infrastructure delivery, the Levy is intended to fill the funding gaps that remain once existing sources of funding have been taken into account. Core public funding will continue to bear the main burden of infrastructure funding. The Levy is intended to fill the funding gaps that remain

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

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

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

LP12 Infrastructure Delivery

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

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

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

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

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

6. A Changing Climate

RENEWABLE ENERGY

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

Renewable and Low Carbon Energy

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

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

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

LP13 Renewable Energy

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

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

Proposals will be expected to

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

Wind Energy

Proposals for wind energy development will be supported where they:

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

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

Renewable Heat

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

Hydro Power

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

SUSTAINABLE MANAGEMENT OF THE WATER CYCLE

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

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

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

LP14 Managing the Water Cycle

Flood Risk

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

Development proposals and site allocations will:

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

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

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

can demonstrate that:

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

Improving the drainage network

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

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

Protecting the Water Environment

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

7. Environmental Quality

A HEALTHY ENVIRONMENT

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

LP15 A Healthy Environment

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

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

Air Quality

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

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

Water Contamination

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

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

Soil and Agricultural Land Quality

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

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

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

Unstable and Contaminated Land

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

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

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

GREEN INFRASTRUCTURE, BIODIVERSITY and GEODIVERSITY

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

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

Green Wedges and Strategic Gaps

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

7.11. The purpose of the Green Wedges is to:

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

7.12. The purpose of the Strategic Gaps is to:

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

LP16 Green Infrastructure

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

Development proposals should, where appropriate:

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

infrastructure

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

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

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

Biodiversity, Geodiversity and the Ecological Network

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

LP17 Biodiversity, Geodiversity and the Ecological Network

The Council will expect development proposals to: -

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

This should be secured using planning conditions and obligations by:

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

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

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

Sites of International and National Importance

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

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

Sites of Local Importance

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

Irreplaceable Habitats

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

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

OPEN SPACES, PLAY PROVISION AND OUTDOOR SPORTS FACILITIES

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

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

Built Sports Facilities

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

Allotments

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

LP18 Open Space, Play Provision, Sports Facilities and Allotments

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

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

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

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

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

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

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

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

CHESTERFIELD CANAL

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

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

LP19 Chesterfield Canal

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

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

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

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

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

RIVER CORRIDORS

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

LP20 River Corridors

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

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

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

8. Design and the Built Environment

DESIGN

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

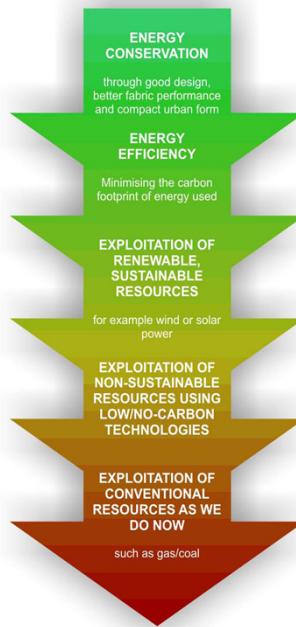
- 8.6. The priority for the future is to protect the assets that enhance the borough's quality, and improve those elements that detract. In looking to the future of the borough good high quality urban design, landscape design and high quality architecture that respects Chesterfield's heritage whilst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

Reducing Emissions

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

Energy Hierarchy

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



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

Adapting to a changing climate

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

Percent for Art

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

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

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

LP21 Design

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

Development will be expected to:

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

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

Reducing Emissions

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

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

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

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

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

Percent for Art

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

HISTORIC ENVIRONMENT

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

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

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

LP22 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 conserve or enhance the local character and distinctiveness of the area in which it would be situated.

The council will do this through:

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

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

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

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

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

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

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

9. Travel and Transport

INFLUENCING THE DEMAND FOR TRAVEL

- 9.1. Chesterfield borough is well located on the national transport network, with a main line railway station, three junctions of the M1 motorway close to the east side of the borough and several major roads (notably the A61 and the A619) converging at Chesterfield itself. Whilst this general level of accessibility has advantages, there are also disadvantages when through traffic and local traffic competes to use the road network at peak hours. In particular the road network becomes congested when there are traffic flow problems on the M1, since the A61 acts as an alternative north-south route for many users and several of the routes connecting it to the M1 junctions have very limited capacity. As a result of this congestion a number of areas in the borough suffer from poor air quality, particularly in Brimington where an Air Quality Management Area has been designated.
- 9.2. While congestion is less of an issue in the more rural parts of the borough, such as Barrow Hill, Poolsbrook, Mastin Moor and Duckmanton, there is an issue over access to services, jobs and facilities, worsened by the low levels of car ownership in these villages, where levels of deprivation are higher than average. Public transport however is relatively good, enabling residents to access key facilities by bus in reasonable times.
- 9.3. Improvement of the networks for public transport, walking and cycling will allow a range of smarter travel choices to be made, to reduce reliance on the private car and help towards overcoming congestion and improving air quality on the main routes in and out of Chesterfield; the A61 corridor, Chatsworth Road and the A619 to the east, Derby Road and the A61 to the north.

9.4. Walking and Cycling

- 9.5. Ultimately the aim is to reduce congestion and carbon emissions, tackle air pollution and increase accessibility for all the borough's residents. The provision of joined-up strategic walking and cycling networks will assist in meeting this aim. To do so will allow sustainable access to key facilities such as schools, employment areas and the town centre, as well as providing recreational opportunities via greenways and the rights of way network.
- 9.6. The opportunity to walk to essential services and facilities is at the core of the council's spatial strategy, as set out in policy LP1.
- 9.7. As well as replacing car use for shorter journeys, walking and cycling can also promote healthy lifestyles and provide access to the countryside. Greenways, such as the Trans Pennine Trial which follows the Chesterfield Canal, are particularly important as they provide recreational opportunities and can also

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

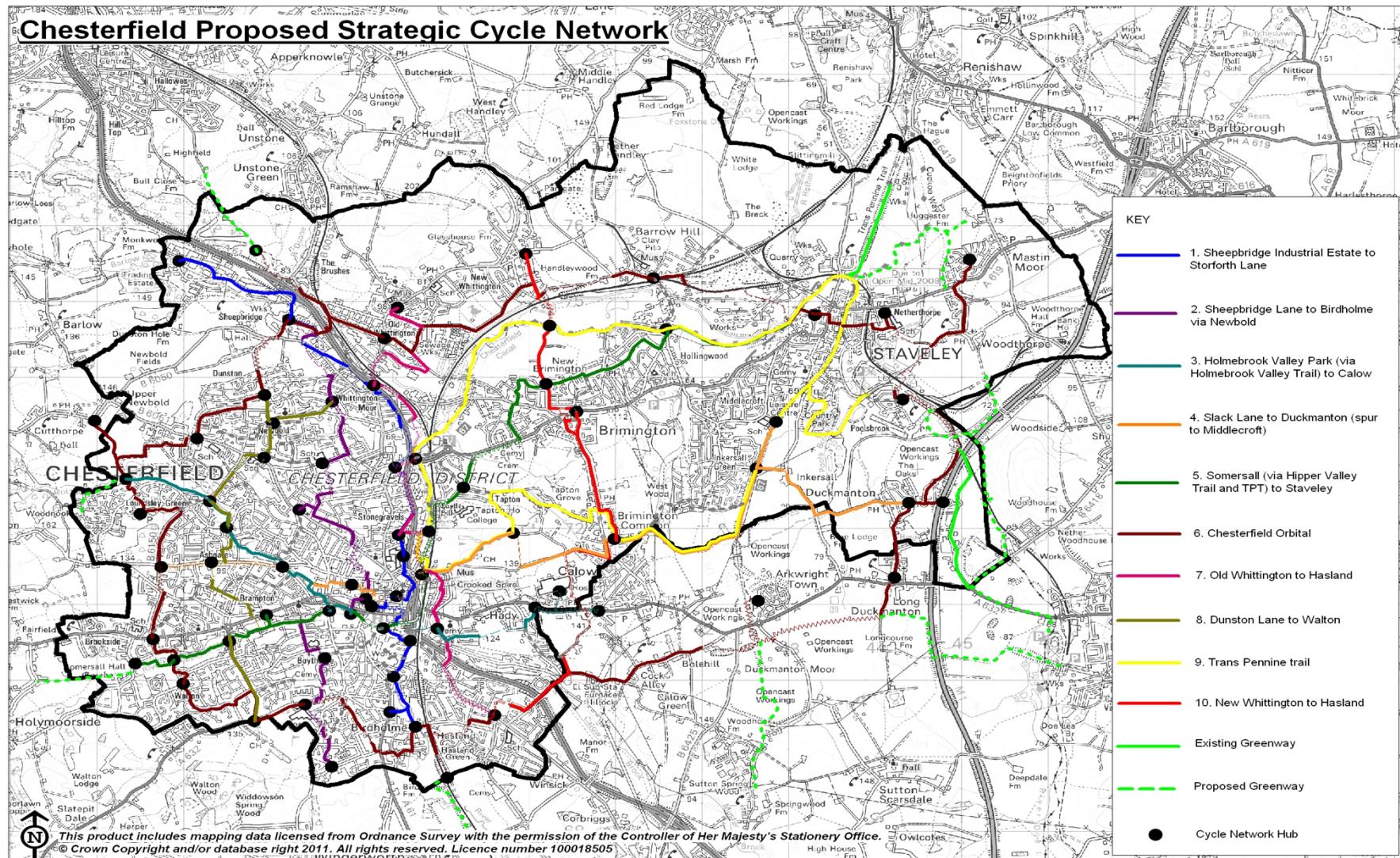
- 9.8. The borough council will work with partners including Derbyshire County Council and Chesterfield Cycle Campaign to improve and expand the network of cycle routes in and beyond the borough and will seek developer contributions through planning obligations and/or CIL towards this where appropriate.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

Public Transport

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

Appendix A

Strategic Cycle Network



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

Influencing the demand for travel

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

LP23 Influencing the Demand for Travel

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

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

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

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

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

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

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

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

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

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

- The A61 Corridor
- The A619 Chatsworth Road

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

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

MAJOR TRANSPORT INFRASTRUCTURE

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

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

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

LP24 Major Transport Infrastructure

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

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

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

10. Regeneration Priority Areas

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

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

- 10.2. RPAs are a key area for growth as set out in the Spatial Strategy and are identified on the Policies map. They are: Barrow Hill, Duckmanton, Holme Hall, Mastin Moor, and Poolsbrook
- 10.3. Rather than allocating specific sites at the RPAs, the Council considers that designating a broad area at each RPA allows for more flexibility in securing development, with the emphasis on what regeneration benefits can be secured, rather than a specific site allocation approach. All the sites that make up the broad areas are assessed to the same level of detail as all other housing sites.

Barrow Hill

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

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

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

Duckmanton

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

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

Holme Hall

- 10.11. Holme Hall is based around a large housing estate built in the 1970s. The Holme Hall Estate is a mixture of owner occupied and council owned properties. Holme Hall has a strong local centre, identified as local service centre. Outside of the local centre there is also a primary school (Holme Hall Primary School) and a public house (The Holmebrook Tavern).
- 10.12. Development at Holme Hall would support the vitality and viability of both the centre and the services and facilities they offer. Holme Hall is within the top 10% of most deprived areas in England in terms of multiple deprivation, income, income affecting children and older people, employment, and health and disability.
- 10.13. In Holme Hall itself there are few employment opportunities, regular bus services give good access to other parts of the Borough where jobs are located. There is a good footpath and cycle network, the estate has easy access on to Holmebrook Valley Park and Trail which is a greenway into Chesterfield Town Centre suitable for both walkers and cyclists.
- 10.14. To the south of the Holme Hall Local Service Centre is Ashgate Plantation, a designated Local Wildlife Site. Further to the local wildlife site Holme Hall has one of the Borough's largest green infrastructure assets, Holmebrook Valley Park on its doorstep.

Mastin Moor

- 10.15. Mastin Moor flourished when employment was available locally in the coal mines. The last of these local mines, Markham Colliery and the nearby Bolsover Colliery, eventually closed in 1993. Since then Mastin Moor has faced difficulties in respect of deprivation and high unemployment, and services have dwindled, although it is relatively well-served by public transport. Mastin Moor is characterised by social housing, with most homes being of one size and tenure, resulting in social imbalance and not meeting the diverse needs of local people. Mastin Moor is within the top 20% of most deprived areas in England in terms of multiple deprivation, income, income affecting children and older people, employment, education skills and training and health and disability.
- 10.16. To the south of Mastin Moor the significant Markham Vale employment development is currently taking shape, around the new motorway junction 29A built specifically to serve it. The development will eventually provide many employment opportunities.
- 10.17. Mastin Moor village has two convenience stores, one of which includes a Post Office, Mastin Moor Miners Welfare, a fast food takeaway (Chinese), a Community Garden and a children's play area. Two local primary schools

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

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

Poolsbrook

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

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

RP1 Regeneration Priority Areas

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

11. Strategic Sites & Locations

CHESTERFIELD TOWN CENTRE

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

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

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

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

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

SS1 Chesterfield Town Centre

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

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

- including Chesterfield Railway Station, Waterside, Queen's Park, Chesterfield College and Ravenside Retail park**
- f) Enhancing walking, cycling and public transport provision
 - g) Maintaining the overall level of provision of public car parking; new off street car parking will usually only be permitted when justified through a transport assessment or travel plan
 - h) Reducing through traffic
 - i) Enhancing the range and quality of residential uses within Chesterfield town centre

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

Northern Gateway

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

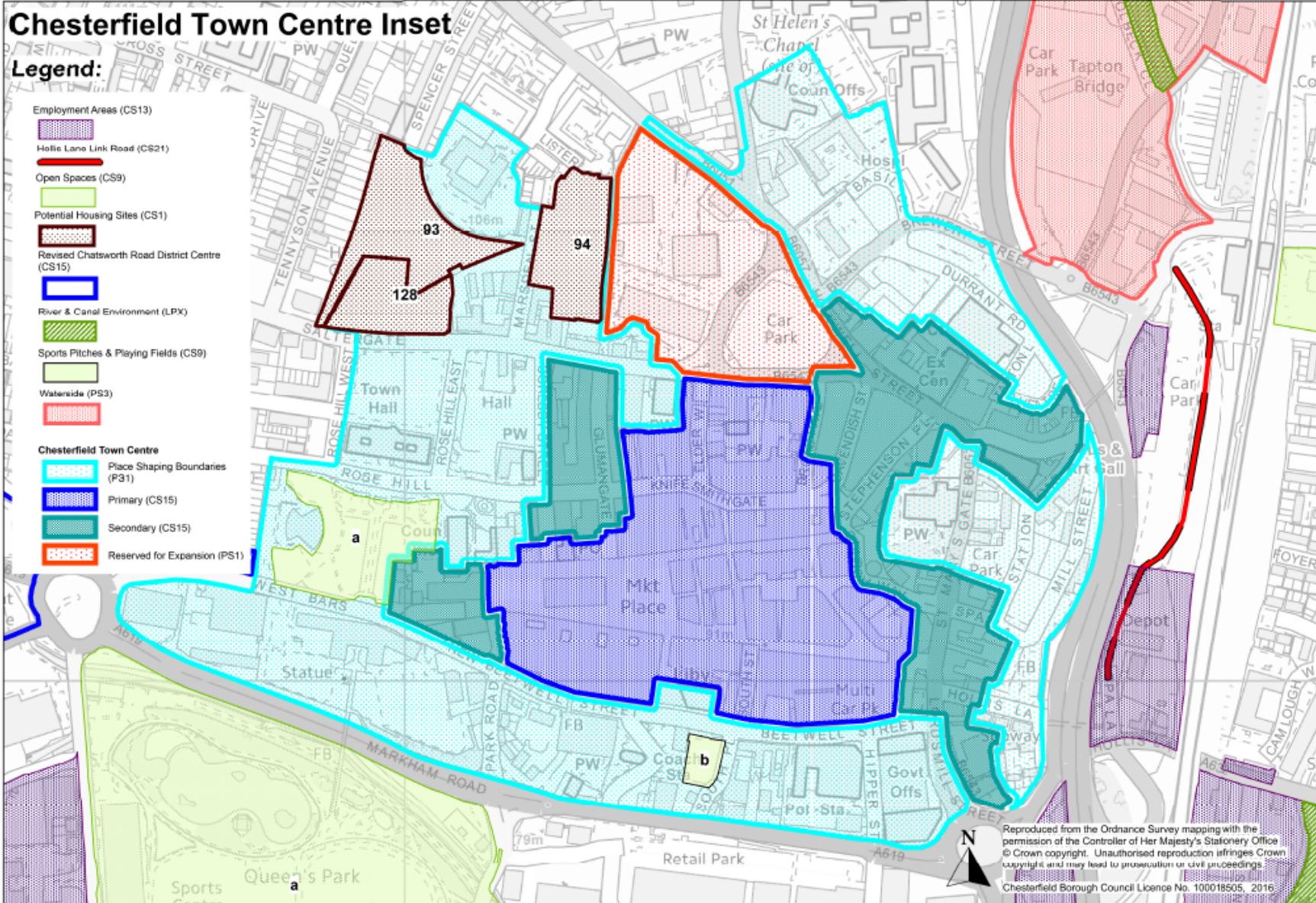
Within this area, planning permission will only be granted for proposals that enhance and support the centre's sub regional role in providing employment, services, leisure and retail and where they can demonstrate that they would not prejudice the future development of the site.

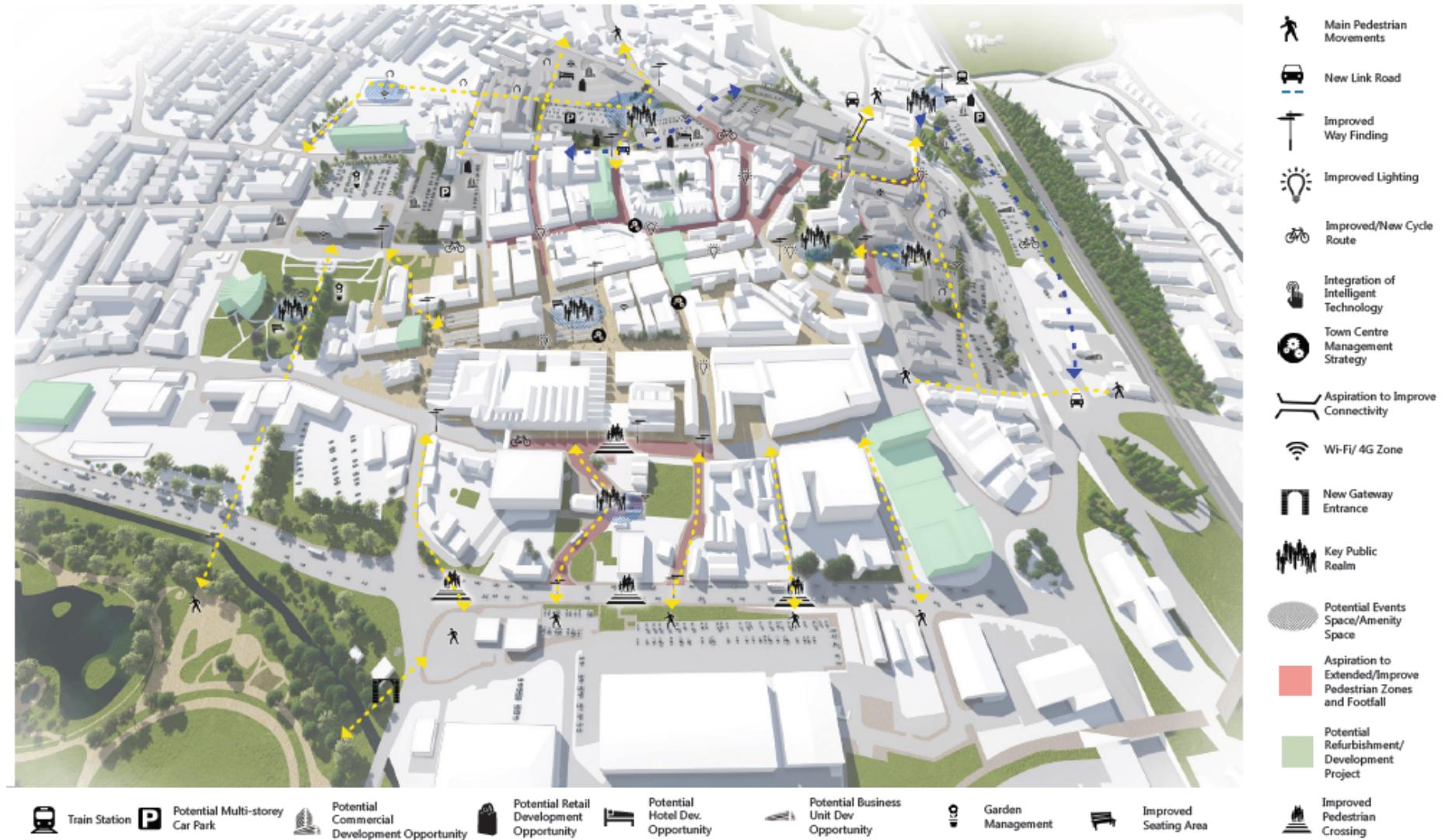
Spire Neighbourhood

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

Chesterfield Town Centre Inset

Legend:





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

CHATSWORTH ROAD CORRIDOR

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

SS2 – Chatsworth Road Corridor

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

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

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

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

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

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

CHESTERFIELD WATERSIDE AND THE POTTERIES

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

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

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

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

SS3 Chesterfield Waterside and the Potteries

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

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

f) Managing flood risk

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

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



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

MARKHAM VALE

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

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

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

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

SS4 Markham Vale

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

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

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

- a) **Support the principal objectives of the Markham Vale development and the advanced manufacturing sector in particular; and**
- b) **Support job creation; and**
- c) **Meet the needs of businesses on the site; and**
- d) **Minimise any adverse impact on the local and national highways network; and**
- e) **make appropriate provision for walking and cycling access to development in accordance with policy LP23**
- f) **have no unacceptable impacts upon heritage assets, their settings and key views outside of the Borough at Bolsover Castle and Sutton Scarsdale Hall, through submission of a Heritage Impact Assessment where appropriate; and**
- g) **Accord with the approved design framework for the site; and**
- h) **Meet the requirements of other relevant policies in the plan.**

STAVELEY AND ROTHER VALLEY CORRIDOR

- 11.20. The Staveley and Rother Valley Corridor is the largest regeneration opportunity within Chesterfield Borough (covering approximately 150 ha) and its regeneration is a key aspiration for the council as a whole. As such, it has major implications in terms of its ability to deliver new housing, employment and improved environment, although this must be balanced with the impact of development on the transport network, existing community infrastructure and the wider landscape.
- 11.21. The corridor lies in the north east of the Borough, to the north of the settlements of Staveley and Brimington. The site consists of mostly vacant former industrial land. Historically this was a site of heavy industry that provided the focus, and much of the employment for, the communities of Barrow Hill, Hollingwood and Staveley. Employment on the site has declined over a number of decades, leaving left the Clocktower and Devonshire Business Centres on Works Road as the only active employment uses within the site. The area has in the past been subject to a range of uses, including foundries, chemical works and areas of opencast coal mining and landfill. All of these have left a difficult legacy of contaminated land and problematic ground conditions. The decline of manufacturing on the site has also left a legacy of economic and social problems in the surrounding settlements. In particular Barrow Hill, which as well as having relied heavily on the site for jobs, has become physically isolated by vacant and derelict land.
- 11.22. Although economic activity on the site is much reduced, the corridor is in an excellent location. The quality of the wider environment and landscape is high, being located in the valley of the River Rother (which runs through the site), with open countryside close by and the restored Chesterfield Canal also running though the site, including the home of Chesterfield Canal Trust at Hollingwood Hub. The potential for creating links between the site and surrounding areas is strong, with a number of connecting footpaths (including the long-distance Trans Pennine Trail/Cuckoo Way, which provides off-road cycle and pedestrian access to Chesterfield Town Centre), although some are currently unattractive. Vehicle access into the site is restricted at present, with the central parts served by Works Road, which has limited width in parts and is constrained by low rail bridges. The site is split in half by the River Rother and, although a connecting bridge exists, it is currently closed. The construction of a new Loop Road around Staveley as part of the Markham Vale development, giving direct access to Junction 29a of the M1, has significantly improved vehicle access at the eastern end, however.
- 11.23. The presence of the River Rother means that parts of the site are identified by the Environment Agency as being at high flood risk. Although parts of the site undoubtedly flood, further investigation has demonstrated that a significant proportion of this risk is as a result of poor drainage rather than fluvial flooding, which could be addressed on site. Survey work carried out on parts of the site by landowners also indicates that contamination and ground conditions vary

greatly across the site and significant parts are suitable for development with appropriate remediation.

- 11.24. The scale of the whole site and its location, provide a unique opportunity in the Borough for a large-scale regeneration that can tackle both the physical and environmental issues of the site. It can do this while also addressing some of the economic and social issues of the surrounding area, in particular the isolation of Barrow Hill. Public consultation on four development options, over the summer of 2009, demonstrated support for the principle of regenerating this key brownfield site and for doing so through a mix of uses. The consultation also demonstrated the importance of preserving and enhancing the character of the landscape and features such as Chesterfield Canal in particular. Further consultation was carried out through the preparation of the Core Strategy in the lead up to its adoption in 2013, leading to the preparation of a preferred option. Rather than pursuing the proposals through an Area Action Plan, the Borough Council has taken the decision to work closely with landowners and other key stakeholders in masterplanning the area to set the strategic framework for subsequent planning applications.
- 11.25. The complexity and size of the area inevitably means that regeneration will be a long-term project, with distinct phases. It will need to be carried out in a comprehensive and coordinated manner, involving a range of parties and bodies. The council is working with landowners and HS2 to achieve the regeneration of this site. It should be noted that whilst development should occur within the context a comprehensive masterplan, this should not prevent the phased development of individual parcels of land from being brought forward in a timely manner. Work is underway on the detailed design of the CSRR, which is also the subject of a bid to the Housing Investment Fund. If this bid is successful, this could see the first phases of the CSRR, from Rother Way to Bilby Lane, completed by the mid 2020's. Combined with remediation work required on the former St Gobain pipelines site and settling pond, and the need to deliver key infrastructure, development is likely to occur in phases. The Hall Lane end of the site in particular will not be possible to fully design until the final form of the HS2 IMD is known upon submission of the Hybrid Bill for HS2 phase 2b in early 2020. For these reasons, the housing and employment land proposed within the corridor are not currently included in the Local Plan's Housing and Employment land trajectories. However if the council is successful in securing the HIF funding bid, this would not prevent housing coming forwards and would be reflected in a future Local Plan review.
- 11.26. The development potential of this site is directly linked to proposals for a Chesterfield to Staveley Regeneration Route (CSRR). This long standing highway proposal was intended to follow the line of the then disused Chesterfield Canal, providing a link between the M1 and Chesterfield that avoids Staveley and Brimington. The rebirth of the Chesterfield Canal and the regeneration of the Staveley and Rother Valley Corridor now provide an opportunity to review this route and consider its value and potential alternatives. The proposed CSRR has been identified as a key infrastructure project in Derbyshire County Council's Local Transport Plan and the Sheffield City Region Infrastructure Investment Plan (SCRIIP) and is currently the

subject of a bid to the Housing Infrastructure Fund. A full business case for the CSRR and design leading to a planning application is currently being prepared by AECOM on behalf of Derbyshire County Council.

- 11.27. The site is identified as the preferred location for an Infrastructure Maintenance Depot (IMD) as part of the proposals for the eastern leg of HS2 phase 2b. A safeguarding direction for the IMD has been published and a revised boundary was consulted on by HS2 in July 2018. Work undertaken by Chesterfield Borough, Derbyshire County and Chatsworth Settlement Trust in response to this demonstrated that the IMD proposal could be accommodated as part of regeneration proposals with minor changes to the proposed layout, although the revised layout present difficulties in terms of delivering an element of employment land within the corridor. The borough council, Derbyshire County Council and the landowners continue to work closely with HS2 to ensure that the corridor can deliver new jobs and the Chesterfield-Staveley Regeneration Route. The proposed IMD is located in the eastern most portion of the site, which is likely to be brought forwards as part of a later phase of development due to more complex ground conditions and ownership arrangements. The proposed timescales of HS2 are therefore not expected to delay the delivery of the earlier, housing-led phases.

SS5 Staveley and Rother Valley Corridor

The Borough Council will support the comprehensive redevelopment of the Staveley and Rother Valley Corridor to create a sustainable urban extension in a landscape setting through a masterplanned approach.

The overall objectives of the masterplan will be to:

- a) Deliver approximately 1500 new dwellings through a range of new housing opportunities focussed on the centre and western end of the corridor
- b) Create employment opportunities focussed on the Hall Lane end of the corridor and around Works Road
- c) Deliver the section of the Chesterfield to Staveley Regeneration Route between Bilby Lane and Hall Lane, connected to the route safeguarded under policy LP24 and the existing Staveley Northern Loop Road Phase 1
- d) Accommodate an Infrastructure Maintenance Dept to serve the eastern leg of HS2
- e) Provide a new local centre to serve both the development itself and adjacent communities of Barrow Hill and Hollingwood
- f) Make provision for a new primary school to serve the development
- g) Develop a sustainable community including on-site energy generation where possible and practicable.
- h) Enhance the quality of and access to the landscape and green infrastructure, particularly the Chesterfield Canal and River Rother waterways
- i) Deliver access and transport improvements, emphasising sustainable

- transport**
- j) Improve water management on site, including new wetland habitat associated with the River Rother
 - k) Provide for the remediation and re-use of contaminated and unstable land where possible and practicable
 - l) conserve and enhance the quality of the historic environment, taking account of designated and non-designated heritage assets and their setting, within and closely related to the site.
 - m) Secure a structured approach to delivery of infrastructure to ensure it is delivered in a timely fashion to support new residential and employment communities and limit the need to travel off-site to access services.
 - n) Establish a network of open mosaic grassland habitats through the site to maintain and enhance brownfield biodiversity

Development proposals for individual land parcels/phases must be brought forward as part of a comprehensive masterplan for the area and must demonstrate how they will deliver these objectives where appropriate.

Planning applications for development within this area will be expected to demonstrate how they have addressed these objectives.

Planning applications submitted for specific character areas and/or phases of development will be expected to contribute appropriately towards the overall delivery of the infrastructure required for comprehensive development, secured through a section 106 agreement.

Planning applications specifically for the Works Road and Lagoon Character Areas will be expected to include information demonstrating:

- i. A joint masterplan as part of a Design and Access Statement and evidence of how the application addresses this masterplan and the delivery of critical infrastructure
- ii. A Transport Assessment based on modelling of the overall impact of development and a Travel Plan setting out how the impact of the specific planning application traffic will be managed
- iii. A phasing plan setting out the approach to delivery of critical infrastructure, including transport and community infrastructure

WORKS ROAD CHARACTER AREA

Planning permission will be granted for a mixed use development incorporating:

- a new Local Centre on Works Road (use classes A1 to A5 and other Main Town Centre uses, to include a single foodstore of no more than 1000 sqm),
- residential (C3)

- Up to 10 ha of employment space (B1, including B1(a) offices)
- Canal-related commercial activity including food and drink uses (A3 and A4) and employment (B1), including provision for moorings, in the location of the former canal wharf to the east of Hollingwood Lock
- Retention of the Clocktower building
- A site for a new Primary School
- Flood mitigation measures for the River Rother/Works Road bridge

THE LAGOON CHARACTER AREA

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

- residential (C3)
- Retail (A1) to serve day to day needs, with no single unit to exceed 280 sqm net sales area
- Extension of the Bluebank Pools Local Nature Reserve (to the west of Bilby Lane within the land allocated on the Policies Map)
- Restoration of the former settling pond as public open space
- An enhanced landscape buffer between the site and Chesterfield Canal

HALL LANE CHARACTER AREA – KEY OBJECTIVES

Planning permission will be granted for an employment led development incorporating:

- Proposals for the HS2 IMD
- Development of Approximately 30ha of Employment generating development within use classes B1, B2 and B8 or, subject to HS2 finalising the extent of the proposed IMD.
- Housing (C3) led development for western end of the Character Area and ancillary uses where it is well-related to the existing settlement of Barrow Hill and Works Road
- The improvement of walking and cycling connections between Barrow Hill and Staveley Town Centre
- New wetland habitat in the south of the character area associated with the River Rother

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

Staveley and Rother Valley Corridor Strategic Site Area

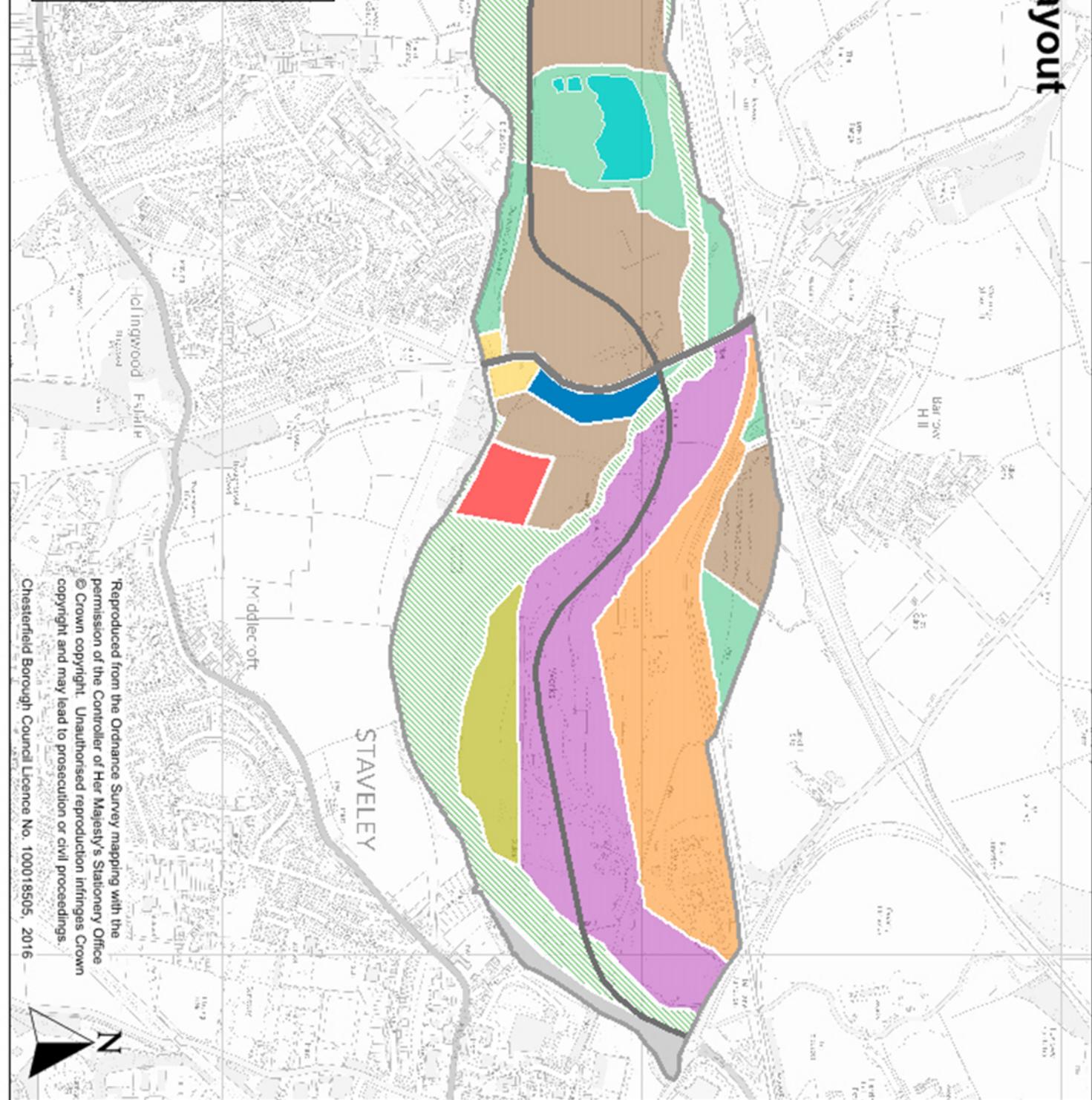


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Staveley Works Site Layout

Legend:

	Canal Land Use		Local Centre
	Employment Areas		Open Space
	Housing		Primary School
	HS2 Boundary		Waterbodies
	River & Canal Environment		Transport Safeguard
	Wetland		Transport Links



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LAND NORTH OF DUNSTON

- 11.29. Land to the north of Dunston and south of the Green Belt forms a strategic opportunity for housing delivery across the plan period. However due to the potential scale of development and landscape sensitivity it is essential that any development be carefully planned through a masterplan to ensure that the necessary infrastructure is delivered in a timely manner to ensure a sustainable community where residents have access on foot to day to day shops, services and leisure space, and where development is integrated into the landscape and surrounding areas in a sensitive manner.
- 11.30. At the time of writing planning permission is in place for up to 300 dwellings on land to the west of Dunston Lane (CHE/16/00016/OUT), which will form the first phase of development with access to existing services in Dunston and at Littlemoor Local Centre. Later phases will need to make provision for a new local centre and to reserve a site for a new one form entry primary school, in the event that existing provision is not sufficient for later phases.
- 11.31. The area is sensitive in terms of landscape. The ridge line at the north west boundary is particularly sensitive and will require early implementation of a carefully designed landscaping treatment to minimise the impact of residential development on the landscape and ridgeline. The part of the site to the far west will also be retained and improved for open space and habitat, and includes the opportunity to re-instate a former Cricket Ground to active use.

SS6 Land at Dunston

Planning permission will be granted for residential development for approximately 800 dwellings on land north of Dunston and south east of Dunston Road as allocated on the policies map and as set out in table 4. Development should be carried out in accordance with a masterplan to be agreed with the Local Planning Authority prior to development that demonstrates:

- **Access arrangements from Dunston Road and Dunston Lane**
- **Proposals for walking and cycling provision within the site**
- **Provision of a new local centre to serve development**
- **A site reserved for a new one form entry primary school (to be retained until such time as required or evidence can be provided of a lack of need)**
- **A scheme of green infrastructure including landscaping, open space, play and sports provision including re-instatement of the former cricket pitch, and early implementation of a landscaping and planting scheme along Dunston Road**
- **A phasing plan for development phases and the provision of infrastructure**

CHESTERFIELD RAILWAY STATION AND STATION ARRIVAL

- 11.32. Chesterfield Railway Station is the first point of arrival or last point of departure for approximately 1.78 million passengers¹⁶., with usage growing by 3 - 5% per year. Over a million people live within a half hours drive time of the Station¹⁷. AECOM research 2017. Currently three Train Operating Companies (East Midlands Trains, Northern Trains and the Cross Country franchise call at the Station and it is the 6th busiest station in the East Midlands, with direct services available to London, Birmingham, Liverpool, the West Country and the North East and Scotland. The announcement in July 2017 that HS2 services to Sheffield will stop at the station when they commence in 2033 creates the potential for further growth in services and investment.
- 11.33. However, the Station area is currently characterised by under-utilised land, predominantly used for surface car parking, and poor connections to the town, wider borough and region.
- 11.34. Corporation Street and the footbridge over the A61 are currently the main pedestrian route into the town centre and, whilst this underwent a significant scheme of ERDF funded improvements to landscaping and public art, it remains a weak link between two key locations. Vehicle access also remains poor with limited access by public bus and car access from the north only.
- 11.35. The area around Chesterfield Railway Station was identified in the Town Centre masterplan (May 2015) as a key character area for regeneration projects, and the route of a link road between Hollis Lane and Crow Lane has been reserved in the Local Plan since 2006.,. The Council has worked in partnership with both the EM HS2 Growth Strategy Board and the Sheffield City Region Growth Programme Boards to generate an understanding of the future needs of the station area. There is an agreement with DfT and MHCLG that work on Chesterfield and the northern Derbyshire HS2 Growth Zone will be supported by both LEPs. In the period November 2016 – to June 2017 work was undertaken using HS2 Growth Fund support from D2N2 LEP to examine how the Station and its access could be improved, alongside Derbyshire County Council and AECOM. In July 2017, A Concept Vision Document was published, and incorporated into the EM HS2 Growth Strategy “World Class - Locally Driven.”
- 11.36. SCR has provided funding for further research and development of the Master Plan and its refinement, currently being prepared by Cushman & Wakefield, Arup and Whittham Cox Architects This strategy should be in place by early 2019. Funding for the Hollis Lane Link Road is to be set aside as part of the wider LGF funded A61 Corridor Project.

¹⁶ (Estimates of Station Usage for 2016-17, ORR)

¹⁷ AECOM research 2017

11.37. Key assets in the Station Master Plan area require Safeguarding. A new road alignment joining Crow Lane and Hollis Lane will improve access to the station from the south (and reduce traffic through Chesterfield Town Centre, see policy SS1). There is also a need to ensure adequate land is safeguarded to allow for the development of an improved pedestrian bridge over the A61 to Corporation Street. The bridge would ideally be a statement piece of architecture and has been termed “Platform 4”: arrival to the Town Centre. Land has been also identified for and improved station forecourt, Multi-story car parks (to release development land), bus, taxi and cycling use, limited leisure and retail use, connected to station users and an area of public realm.

11.38. It is also critical that any development of this site also co-ordinate with proposals for Chesterfield Waterside (Local Plan policy SS3) and improvements to the town centre, specifically the Spire Neighbourhood (Local Plan policy SS1).

SS7 – CHESTERFIELD RAILWAY STATION

Within land between Hollis Lane and Crow Lane, as shown on the policies map, the council will prepare an approved masterplan/development framework to maximise the regeneration benefits of future HS2 services and conventional rail services utilising the station. Within this area, and in accordance with the approved masterplan, planning permission will be granted for development that supports for:

- a) Improved access to Chesterfield Railway Station by all modes of transport including improved forecourt arrangements;
- b) Modernisation of Station facilities and electrification of the Midland Main Line though it;
- c) A new link road between Hollis Lane and Crow Lane and related road alignments;
- d) Improvements to the A61 Corporation Street footbridge, including its replacement with a new bridge;
- e) mixed use development to include residential dwellings (C3), commercial office space (B1), car parking
- f) limited retail and leisure uses (A1 to A5 and D1 and D2) in association with the Station;
- g) Pedestrian and cycle links to Chesterfield Waterside, Chesterfield Town Centre and the.
- h) Essential infrastructure required to deliver the improvements set out in the approved masterplan
- i)

Planning Permission will not be granted for development that would prevent the delivery of the above improvements.

NEIGHBOURHOOD PLANS

11.39. The Localism Act of 2011 introduced a new right for communities to shape their local areas. Neighbourhood Plans are an opportunity for local people to actively and positively help to make their local area a great place to live and work. The borough council will support community groups and bodies such as Town and Parish Councils who wish to prepare a plan, provided that it is done in accordance with the regulations.

SS8 Neighbourhood Plans

Where the views of a community are expressed in a Neighbourhood Plan they will be taken into account in the planning system provided that the plan:

- **has been endorsed by Chesterfield Borough Council;**
- **is in conformity with the Local Plan; and**
- **can be regularly updated if necessary.**

Appendix A Infrastructure Delivery

Infrastructure Delivery Plan (IDP)

NB: This IDP is an evolving document which will be updated as more knowledge is obtained about infrastructure costs, funding and delivery.

TRANSPORT						
Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP1, LP24	Local Plan identifies corridor to be reserved	<ul style="list-style-type: none"> • Chesterfield Borough Council • Homes & Communities Agency • Derbyshire County Council • Sheffield City Region • D2N2 	Chesterfield- Staveley Regeneration Route	Staveley Spur estimated at £4,635,760 (2017). Remaining costs to be determined through ongoing development work	Regeneration agencies/SCR ; Private sector; Housing Infrastructure Fund CIL; £2 million funding set aside for construction of Northern Loop Road no longer required (see below) would form DCC financial contribution.	Medium term: 2020 – 2026:

LP1, LP24	Dependent on provision of Chesterfield – Staveley Regeneration Route)	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • Sheffield City Region • D2N2 	<p>Northern Loop Road Phase 2*</p> <p>(*N.B. scheme likely to be superseded by provision of Chesterfield – Staveley Regeneration Route (see above))</p>	£6.5m (DCC, 2016)	Regeneration agencies/SCR ; developer contributions	Medium term: 2020 – 2026:*
LP23, LP24, SS7	Local Plan identifies transport scheme	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • NEDDC • D2N2, 	A61 Growth Corridor improvements, including Whittington Moor Roundabout improvements, Sheepbridge junction improvements, A61/St Augustines Road junction improvements, provision of new and upgraded pedestrian cycle routes, and technological solutions, including bus real time information, urban traffic management system, and variable message signs	£16million (£12.8m Local Growth Fund and £3.2 Local Contribution)	Local Growth Fund and Local Contribution, (plus developer contributions and Local Transport Plan allocations where identified)	Short term (to 2021)
SS1	Local Plan identifies transport scheme	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • Sheffield City Region • D2N2 • 	Chesterfield Station Masterplan; Hollis Lane Link Road; Lordsmill Roundabout remodelling (linked to A61	£1.65m (Design and costs being prepared by DCC	D2N2 (LGF) Sheffield City Region; CIL; HS2 (in connection with proposed Chesterfield HS2 station)	Medium term: 2020 – 2026
SS7	Local Plan identifies developer's preferred route; Implementation tied to developer's programme	HS2 Ltd	HS2 Station masterplan; & provision of HS2 Infrastructure Maintenance Depot at Staveley	Costs associated with overall HS2 programme, /A61 Growth Corridor (LGF)	HS2 Ltd	Medium to Long term

LP23, LP8, LP16, SS1, SS2, SS7	Local Plan identifies opportunities linked to walking & cycling strategies	<ul style="list-style-type: none"> Derbyshire County Council private providers 	<p>Improvement of walking and cycling routes, identified on Key Cycle Network/Local Cycle Network, including delivery of Standard Gauge for Sustainable Travel (A61 Growth Corridor improvements- see above)</p> <ul style="list-style-type: none"> Whittington Moor to Sheepbridge cycle route. A61 Hornsbridge roundabout to Storforth Lane cycle route upgrade Wayfinding strategy. 	Costs of individual projects developed through	DCC and developer contributions / CIL	Throughout plan period
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FLOOD MITIGATION

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5	Staveley and Rother Valley Corridor masterplanning and working with landowners	<ul style="list-style-type: none"> Chesterfield Borough Council Derbyshire County Council Environment Agency 	Flood mitigation & defence works associated with regeneration of former Staveley works site	Overall costs: £7M <i>Source: Options Report, Taylor Young (2010)</i>	Developer contributions	Medium-term: 2020 – 2026:
SS2	South of Chatsworth Road Masterplan	<ul style="list-style-type: none"> Chesterfield Borough Council Development industry Landowners Environment Agency. 	Chatsworth Road Corridor Bridge works (Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.	£ 135,204 <i>Source: Arup, 2010</i>	Environment Agency & Trent RFDC. Included as part of developer costs	Plan period

SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • Environment Agency 	River Hipper Flood Improvement Works – Tin Mill Storage Reservoir	£6m	Environment Agency, SCR, CIL & Developer contributions	Medium to Long term
SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • Environment Agency 	River Rother Flood Improvement Works, including Horns Bridge.	Not currently estimated	Environment Agency, SCR, D2N2, CIL & Developer contributions	Long term
SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	<ul style="list-style-type: none"> • Yorkshire Water • Derbyshire County Council 	Horns Bridge Sewer Flooding	Not currently estimated	Yorkshire Water	Plan period
LP24	Co-operation with neighbouring authorities	<ul style="list-style-type: none"> • North East Derbyshire District Council • Development industry • Landowners • Environment Agency 	Flood mitigation measures beyond Chesterfield Borough administrative boundary; including in association with remediation of The Avenue; and upper Hipper Valley	Not currently estimated	Environment Agency, SCR, D2N2, CIL & Developer contributions	Plan period

WATER

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5		<ul style="list-style-type: none"> • Yorkshire Water 	Increased capacity required at Staveley Waste Water Works	Not currently estimated	Developer contributions + utility providers' capital programmes	Long-term: 2026 – 2031

EDUCATION

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5	Staveley and Rother Valley Corridor masterplanning and working with landowners	<ul style="list-style-type: none"> • Derbyshire County Council • Chesterfield Borough Council • Development industry 	Staveley – new primary school required to support SRVC regeneration	Not currently estimated	<ul style="list-style-type: none"> • CIL • Derbyshire County Council • DfES 	Medium to Long term
LP1	Development proposals	<ul style="list-style-type: none"> • Derbyshire County Council • Chesterfield Borough Council • Development industry 	Potential capacity issues at Brookfield Secondary School	Dependent on local school capacity at the time housing proposals come forward	<ul style="list-style-type: none"> • CIL • Derbyshire County Council • DfES 	Local Plan period: 2016 – 2033

LP1	Development proposals	<ul style="list-style-type: none"> • Derbyshire County Council • Chesterfield Borough Council • Development industry 	Potential primary school capacity issues at Brimington	Dependent on local school capacity at the time housing proposals come forward	<ul style="list-style-type: none"> • CIL • Derbyshire County Council • DfES 	Local Plan period: 2016 – 2033
LP1	Development proposals	<ul style="list-style-type: none"> • Derbyshire County Council • Chesterfield Borough Council • Development industry 	Brockwell Primary school at capacity	Dependent on local school capacity at the time housing proposals come forward	<ul style="list-style-type: none"> • CIL • Derbyshire County Council • DfES 	Local Plan period: 2016 – 2033
LP1	Development proposals	<ul style="list-style-type: none"> • Derbyshire County Council • Chesterfield Borough Council • Development industry 	Potential capacity issues at Netherthorpe Secondary School & Woodthorpe Primary School	Dependent on local school capacity at the time housing proposals come forward	<ul style="list-style-type: none"> • CIL • Derbyshire County Council • DfES 	Local Plan period: 2016 – 2033

HEALTH

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
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LP1	Development proposals	<ul style="list-style-type: none"> • Chesterfield Borough Council • Care Commissioning Group 	Brimington GP Surgery and Whittington Medical Centre are approaching capacity Potential capacity issues also identified Barlborough Medical Practice, and Newbold Surgery (Windemere Road, Newbold)	<p>Only applicable to residential development of 10 dwellings or over. Derbyshire NHS request £512 per dwelling.</p> <p><i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries.</i></p>	Developer contributions	Local Plan period: 2016 – 2033
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STAVELEY AND ROTHER VALLEY CORRIDOR

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5: Staveley & Rother Valley Corridor	Staveley and Rother Valley Corridor masterplanning and working with landowners	<ul style="list-style-type: none"> • Chesterfield Borough Council • Staveley Town Council • Chatsworth Settlement Trust (landowner) • Saint Gobain (landowner) • Homes & Communities Agency • Derbyshire County Council 	Land decontamination and remediation	Overall costs: £60M - £70M <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions ; + HS2	Medium term: 2016– 2020
			On-site road infrastructure	Overall costs : see above	developer contributions/CIL	Medium term: 2020 – 2026:
			Flood mitigation and defence works	Overall costs: £7M <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions or CIL	Medium-term: 2020 – 2026:

			Masterplanned green infrastructure provision (inc proposed greenways)	Not currently estimated	Included as part of development costs or CIL	Long-term: 2026 – 2033:
			Potential capacity issues at Springwell Secondary School	Dependent on local school capacity at the time housing proposals come forward	CIL; SCR skills agenda	Long-term: 2026 – 2033
			New single form entry primary school (<i>evidence from DCC</i>)	Estimated by DCC	CIL	Long-term: 2026 – 2033

CHESTERFIELD WATERSIDE

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS3: Waterside & the Potteries	Waterside Masterplan	<ul style="list-style-type: none"> • Urbo Regeneration (which includes Bolsterstone and the main landowner, Arnold Laver) • Chesterfield Borough Council • Chesterfield Canal Partnership • SCR/D2N2 	Off-site road improvements; provision of bridge for site access; completion of canal infrastructure, preparation of development platforms	Up to £5M <i>Source: Planning application legal agreement</i>	Developer contributions; SCRIF funding of £2.7m secured to deliver site infrastructure in relation to Basin Square.	Short-term: 2013- 2020
			Masterplanned green infrastructure provision	Not currently estimated	Included as part of development costs. <i>NB: Ongoing management of green infrastructure will be funded via a management fee on residential properties</i>	Medium-term: 2020 – 2026

CHESTERFIELD CANAL

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP8; LP22; SS3; SS5 LP1 & LP2	Local Plan protects canal corridor as a major asset for sustainable transport, recreation & wildlife	<ul style="list-style-type: none"> • Chesterfield Borough Council • Derbyshire County Council • Chesterfield Canal Partnership • SCR/D2N2 	Restoration of whole route to a navigable state along whole length in the Borough; Specific transport infrastructure requirements.	£7m (DCC 2016)	<ul style="list-style-type: none"> • Developer contributions; • Chesterfield Canal Partnership 	Restoration of whole route across Local Plan period: 2016 – 2033

CHESTERFIELD TOWN CENTRE

Key Local Plan Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS1: Chesterfield Town Centre	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	<ul style="list-style-type: none"> • Chesterfield Borough Council • Development industry • Landowners • SCR/D2N2 • Derbyshire County Council 	Enhancement of the town centre walking and cycling network (based on the network put forward by Derbyshire County Council, 2010)	No current estimates (costs will vary according to types of infrastructure required for the various routes)	Developer contributions and Local Transport Plan allocations, CIL	Local Plan period: 2016 – 2033

			<p>Health capacity at town centre medical facilities- as identified by North Derbyshire CCG:</p> <ul style="list-style-type: none"> Hasland Medical Centre; Avenue House Branch ; Avenue House Surgery; Chatsworth Road Medical Centre. 	<p>Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling</p> <p><i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries</i></p>	Developer contributions	
			<p>Chesterfield Town Centre Masterplan:</p> <ul style="list-style-type: none"> - Northern Gateway road infrastructure proposals - West Bars roundabout improvements - Hollis Lane link road - Lordsmill Roundabout improvements 	Not currently estimated	Developer contributions, CIL, LEPs.	

BRIMINGTON PARISH (LOCAL CENTRE)

Key Local Plan Policies	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
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LP1	Future masterplanning	<ul style="list-style-type: none"> • Chesterfield Borough Council • Brimington Parish Council • Development industry • Derbyshire County Council 	Foul sewerage provision	£190,000 <i>Source: Design Services, CBC</i>	Included as part of developer costs	Long-term: 2026 – 2033
LP1		<ul style="list-style-type: none"> • North Derbyshire NHS CCG 	Capacity issues identified at Calow & Brimington Medical Practice (Foljambe Road, Brimington), and Whittington Moor Surgery (Scarsdale Rd, Whittington)	<p>Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling</p> <p><i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries</i></p>	Developer contributions	

EASTERN VILLAGES (DUCKMANTON & MASTIN MOOR)

Key Local Plan Policies	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
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LP1	Future masterplanning	<ul style="list-style-type: none"> • Chesterfield Borough Council • Development industry • Derbyshire County Council 	Upgrades to the sewer network likely to be required at both Duckmanton and Mastin Moor (i.e. Bent Lane Sewage Pumping Station & Staveley Wastewater Treatment Works)	Not currently estimated	Included as part of developer costs	Long-term: 2026 – 2033
			Potential capacity issues at Netherthorpe Secondary School & Woodthorpe Primary School	Dependent on local school capacity at the time housing proposals come forward	Included as part of developer costs/CIL	
LP1		<ul style="list-style-type: none"> • North Derbyshire NHS CCG 	Barlborough Medical Practice is approaching capacity.	<p>Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling</p> <p><i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries</i></p>	Developer contributions	

CHATSWORTH ROAD CORRIDOR

Key Local Plan Policies	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
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SS2	South of Chatsworth Road Masterplan	Chesterfield Borough Council Development industry Landowners Derbyshire County Council (Highways & Education). Environment Agency.	Bridge works (Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.	£ 135,204 <i>Source: Arup, 2010</i>	Environment Agency & Trent RFDC. Included as part of developer costs	Local Plan period: 2016 – 2033
			Enhancement of the walking and cycling network	Not currently estimated	Included as part of developer costs	
			Development and enhancement of the GI network	Not currently estimated	Included as part of developer costs	
			Improvement of Dock Walk to an adoptable standard, and adopt, incorporating dedicated cycle facilities	Not currently estimated	Delivered as part of new development to improve site accessibility	
			Improvement of Hipper Valley Corridor	Not currently estimated	Delivered as part of new development to improve site accessibility	
			Improvements to Old Hall junction	Not currently estimated	Delivered as part of new development to improve site accessibility	

STAVELEY TOWN CENTRE

Key Local Plan Policies	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
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LP1- LP21	<p>Staveley Town Centre Masterplan</p> <p><i>NB: Whilst not part of the Local Plan programme the masterplan does set out the long-term development options for Staveley Town Centre. These options have not been costed and specific delivery arrangements are not yet in place.</i></p>	<ul style="list-style-type: none"> • Staveley Town Council • Chesterfield Borough Council • Regeneration agencies • Development industry 	<p>Whilst the Staveley Town Centre Masterplan provides a framework for new development in the town, development is mainly focused on public realm improvements. Therefore, development is unlikely have a significant impact on existing infrastructure capacity</p>	<p>There are no cost estimates for proposals in the Staveley Town Centre masterplan</p>	<ul style="list-style-type: none"> • Regeneration agencies • Developer Contributions or CIL 	<p>Local Plan period: 2016– 2033</p>

Appendix B Open Space Standards

Quantitative Standards	
Type of Open Space	Hectares of Provision per 1000 people
Allotments	0.34
Amenity Greenspace	0.90
Natural and Semi-Natural Greenspace	3.01
Parks and Gardens	1.06
Provision for Children and Young People	0.06
Cemeteries and Green Corridors	No standards

Minimum Thresholds for Provision of New Public Open Space

Type of Open Space	Minimum size of site
Allotments	0.4 ha (0.025 per plot)
Amenity greenspace	0.4 ha
Natural and semi natural	0.4 ha
Parks and gardens	2 ha
Play/Young People Provision	Equipped
	Informal/Casual

Accessibility Standards

Open space type	Accessibility catchment	Equivalent radial distance ¹
	15-minute walk time	1,200m
Parks & Gardens	30-minute drive time to country parks	n/a
	15-minute walk time	1,200m
Natural & Semi-natural Greenspace	30-minute drive time	n/a
	15-minute walk time	1,200m
Amenity Greenspace		
	15-minute walk time	1,200m
Play areas & provision for young people	Children's play	15-minute walk time
	Youth provision	15-minute walk time
		1,200m
Allotments	15-minute walk time	1,200m
	15-minute drive time	n/a

Equivalent radial distance calculated on basis of average person walking one mile in 20 minutes

Appendix C Electric Vehicle Charging Standards

Residential Development

Development	Recommended minimum provision
Dwellings with dedicated off-street parking provision within curtilage	1 charging point per dwelling
Dwellings with shared off-street parking	1 charging point for every 10 parking spaces
Non-residential	1 charging point for every 10 parking spaces

To prepare for increased demand in future years, appropriate cable provision should be included in scheme design and development in agreement with the local authority.

Residential charging points should be provided with an IP65 rated domestic socket 13amp socket, directly wired to the consumer unit with 32 amp cable to an appropriate RCD. This socket should be located where it can later be changed to a 32amp EVCP.

Non-residential charging points should be supplied by an independent 32 amp radial circuit and equipped with a type 2, mode 3, 7-pin socket conforming to IEC62196-2.

Appendix D Committed Housing Scheme with Planning Permission (as of 1st April 2018)

Planning Permission Reference	Site Name	Dwellings Committed	Site Size (ha)
CHE/08/00311/FUL	Land At Wessex Close, Chesterfield	5	0.22
CHE/12/00028/FUL	Manor Syck Farm132 Church Street North, Chesterfield	4	0.29
CHE/13/00595/FUL	Club House, 3 Station Road, Barrow Hill, Chesterfield	4	0.13
CHE/14/00139/FUL	44 - 46 Park Road, Chesterfield	8	0.07
CHE/12/00286/MA	14A Spital Lane, Chesterfield	5	0.23
CHE/14/00345/FUL	Holbrook Farm, Renishaw Road, Chesterfield	1	0.44
CHE/14/00313/FUL	Poplar Farm, Rectory Road, Duckmanton	1	0.01
CHE/15/00614/REM	Site Of Former Sheepbridge Sports and Social Club, 202 Newbold Road, Chesterfield	21	8.66
CHE/14/00772/FUL	91 Brearley Avenue, Chesterfield	1	0.03
CHE/14/00713/FUL	3 Salisbury Avenue, Chesterfield	1	0.04
CHE/14/00725/FUL	4 Cross Street, Chesterfield	1	0.04
CHE/14/00392/FUL	Dunston Grange Farm, Dunston Lane, Chesterfield	2	0.66
CHE/15/00838/REM	Ringwood Centre, Victoria Street, Brimington	12	0.98
CHE/14/00768/FUL	Tasty Bites, Chesterfield Road, Staveley, Chesterfield	3	0.18
CHE/14/00883/FUL	15 Rosedale Avenue, Chesterfield	1	0.02
CHE/15/00051/COU	Angel Inn, 49 South Street North, Chesterfield	2	0.04
CHE/15/00310/FUL	6 - 8 Avenue Road, Chesterfield	1	0.03
CHE/15/00172/FUL	Dunston Hall, Dunston Road, Chesterfield	2	0.2
CHE/15/00711/FUL	Land Adjacent To 24 Riber Terrace, Walton Walk, Chesterfield	1	0.05
CHE/15/00394/FUL	Land At Upper King Street, Chesterfield	6	0.21
CHE/16/00034/OUT	Land Adjacent Five Acres	6	0.17
CHE/16/00042/FUL	Lodge Farm, Westwood Lane, Brimington, S43 1PA	4	0.32
CHE/16/00345/FUL	Post Office, 1, Market Place, S40 1TL	7	0.06
CHE/16/00428/FUL	Land To Rear Of 19, Bentham Road	1	0.05
CHE/16/00425/FUL	15-17, West Bars, S40 1AQ	2	0.01
CHE/14/00657/TCU	9 - 21 Stephenson Place, Chesterfield	4	0.07
CHE/16/00625/FUL	Land Adjacent 135, Cordwell Avenue, Newbold, S41 8BN	1	0.02
CHE/16/00518/FUL	Site Of Former Newbold Community School, Newbold Road, Newbold, Chesterfield	44	1.94
CHE/16/00769/FUL	26 A, Circular Road, Staveley, S43 3QX	2	0.05
CHE/17/00106/FUL	Land Adjacent 215, Hady Lane, Hady	1	0.1
CHE/17/00068/FUL	7 Myrtle Grove, Hollingwood, Chesterfield, S43 2LN	1	0.02
CHE/17/00271/FUL	Land Adjacent Troughbrook Road, Hollingwood, Chesterfield	3	0.1
CHE/17/00263/FUL	107 Saltergate, Saltergate, Chesterfield	31	1.14
CHE/17/00467/FUL	27 Willow Garth Road, Newbold, Chesterfield	1	0.05
CHE/17/00488/FUL	Land Adjacent to 24 Dovedale Avenue, Inkersall, Chesterfield	1	0.03
CHE/17/00218/FUL	Land to the Rear of 3 and 5 Wharf Lane, Chesterfield	4	0
CHE/17/00546/FUL	Land to rear of 11 Chesterfield Road, Chesterfield	1	0.05
CHE/17/00475/FUL	1-3 Knifesmithgate, Chesterfield	10	0.03
CHE/17/00626/FUL	64 Chester Street, Chesterfield	1	0.03
CHE/17/00661/FUL	51, Chesterfield Road, Staveley, Chesterfield	2	0.02
CHE/17/00586/FUL	Land Adjacent to 12 Cavendish Street, Old Whittington, Chesterfield	1	0.03

Planning Permission Reference	Site Name	Dwellings Committed	Site Size (ha)
CHE/17/00685/REM	Land North-East Of Sainsbury's Roundabout, Rother Way, Chesterfield	120	7.03
CHE/15/00746/REM1	25 Netherthorpe, Chesterfield	1	0.09
CHE/18/00005/COU	156 Keswick Drive, Newbold, Chesterfield	1	0.05
CHE/16/00305/TCU	6, Rose Hill, S40 1LW	1	0.01
CHE/15/00514/REM	246A Ashgate Road, Chesterfield, S40 4AW	6	0.16
CHE/15/00031/OUT	Land Adjacent To 20, Woodthorpe Road, Chesterfield	1	0.06
CHE/15/00087/FUL	Land At Rushen Mount, Chesterfield	1	0.06
CHE/14/00782/OUT	Fridays Chip Shop, 109 Highfield Road, Chesterfield	5	0.09
CHE/15/00272/OUT	Land To Rear Of 98 Grangewood Road, Chesterfield	4	0.11
CHE/15/00386/FUL	24 Netherthorpe, Chesterfield	2	0.01
CHE/15/00301/FUL	31 High Street, New Whittington, Chesterfield	2	0.02
CHE/15/00519/FUL	45 Wythburn Road, Chesterfield	1	0.05
CHE/15/00600/FUL	Avondale Surgery, 3 - 5 Avondale Road, Chesterfield	6	0.12
CHE/15/00348/FUL	115 Coniston Road, Chesterfield	1	0.04
CHE/15/00486/FUL	341 Ashgate Road, Chesterfield	1	0.18
CHE/15/00779/FUL	Land Adjacent, 102 Brooke Drive, Chesterfield	1	0.02
CHE/15/00595/OUT	The Conservatory Centre, Hazlehurst Lane, Stonegravels, Chesterfield	9	0.2
CHE/16/00824/REM	Land Opposite Oaks Farm, Markham Road, Duckmanton	1	0.13
CHE/15/00831/FUL	Land To The Rear Of 570 Chatsworth Road, Chesterfield, Derbyshire	1	0.11
CHE/15/00796/FUL	131A Station Road, Brimington, Derbyshire	1	0.08
CHE/15/00678/OUT	Moorlea, Ashgate Road, Linacre, Chesterfield	7	0.41
CHE/15/00195/FUL	Former Social Club, Saltergate, Chesterfield	10	0.08
CHE/15/00464/FUL	Land To The Rear Of 79 Sheffield Road, Stonegravels, Chesterfield	19	0.34
CHE/16/00019/OUT	Land North West Of Sandiway, Walton, Chesterfield	1	0.07
CHE/15/00701/FUL	Land To The Northern End Of Rushen Mount, Chesterfield	2	0.19
CHE/16/00053/FUL	Apple Trees, Lancaster Road, Newbold, S41 8TP	6	0.41
CHE/14/00896/FUL	Littlemoor Shopping Centre, Littlemoor Centre, Chesterfield	10	0.24
CHE/16/00145/OUT	Land Adjoining 20 Harehill Road, Harehill Road, Grangewood	1	0.03
CHE/15/00314/FUL	7, Walton Walk, Chesterfield	1	0.03
CHE/16/00210/FUL	Land To The Rear Of 572 Chatsworth Road, Chatsworth Road, Chesterfield	1	0.12
CHE/16/00121/FUL	Land To The West Of Keswick Drive, Newbold	9	0.59
CHE/16/00258/OUT	Land Adjacent To 2 Hathern Close, Brimington, Chesterfield	1	0.03
CHE/16/00360/REM1	Basil Close S41 7SL	22	0.15
CHE/16/00023/FUL	Handleywood Farm, Whittington Road, Barrow Hill	5	0.39
CHE/16/00421/FUL	Land Adjacent to 105, Kendal Road, Newbold	1	0.06
CHE/16/00306/FUL	Rear Of 246, Ashgate Road, S40 4AW	1	0.13
CHE/16/00218/OUT	Land Adjacent To 24, Dovedale Avenue, Inkersall	2	0.07
CHE/16/00436/OUT	325, Ashgate Road, S40 4DB	5	0.43
CHE/16/00582/FUL	52, Lowgates, Staveley, Chesterfield, S43 3TU	1	0.01
CHE/17/00578/REM	97 Station Road, Chesterfield	2	0.03
CHE/16/00216/FUL	Jacksons Bakery, New Hall Road, S40 1HE	7	0.08
CHE/16/00571/OUT	35, Whittington Hill, Old Whittington, S41 9HJ	1	0.03
CHE/16/00721/OUT	Land Between 16 - 18, Eyre Street East, Hasland, Chesterfield	1	0.02
CHE/17/00013/FUL	118, High Street, New Whittington, S43 2AL	2	0.02
CHE/16/00831/FUL	21 Clarence Road, Chesterfield	1	0.03
CHE/17/00067/COU	1 Tennyson Avenue, Chesterfield, S40 4SN	5	0.06
CHE/17/00037/FUL	The Gables, Staveley, S43 3PU	3	
CHE/17/00104/MA	Land To The West Of 234, Hady Hill, Hady, Chesterfield, S41	1	0.05

Planning Permission Reference	Site Name	Dwellings Committed	Site Size (ha)
	0BJ		
CHE/17/00279/FUL	25, Porter Street, Staveley, Chesterfield	1	0.1
CHE/17/00156/OUT	158 Middlecroft Road, Staveley, S43 3NG	1	0.04
CHE/17/00123/OUT	35 Ashgate Road, Chesterfield, S40 4AG	1	0.03
CHE/17/00213/FUL	24 Riber Terrace, Walton Walk, Boythorpe, Chesterfield, S40 2QF	1	0.04
CHE/17/00459/FUL	82 Walton Road, Chesterfield	1	0.02
CHE/17/00394/COU	91 Newbold Road, Newbold, Chesterfield	1	0.05
CHE/17/00251/OUT	Land At Chester Street, Chesterfield	4	0.03
CHE/17/00152/FUL	Land Adj Trinity Court Newbold Road, Chesterfield	7	0.21
CHE/17/00252/OUT	20 Harehill Road, Chesterfield	2	0.03
CHE/17/00444/FUL	43 Knifesmithgate, Chesterfield	4	0.04
CHE/17/00464/COU	29 Sheffield Road, Chesterfield	1	0.01
CHE/17/00456/OUT	20A Avondale Road, Chesterfield	1	0.08
CHE/17/00384/FUL	Jubilee Works Middlecroft Road, Staveley	4	0.11
CHE/17/00585/COU	27 Albion Road, Chesterfield	3	0.01
CHE/17/00623/COU	54 Rutland Road, Chesterfield	1	0.01
CHE/17/00375/REM	Hady Miners Welfare Club, Houldsworth Drive, Hady, Chesterfield	6	0.12
CHE/17/00690/OUT	11 Bridle Road, Chesterfield	1	0.07
CHE/17/00686/FUL	Ashton Lodge, 28 Abercrombie Street, Chesterfield	1	0.08
CHE/16/00835/FUL	The Elm Tree Inn, High Street, Staveley, S43 3UU	23	0.14
CHE/17/00477/FUL	8 Park View, Chesterfield	1	0.04
CHE/17/00747/FUL	Land to the Rear of 109 Middlecroft Road, Staveley	3	0.1
CHE/17/00756/OUT	Land On Goyt Side Road Corner, Factory Street, Chesterfield	5	0.12
CHE/17/00757/OUT	Land Used For Storage and Premises, Goyt Side Road, Chesterfield	8	0.22
CHE/17/00340/FUL	24 High Street, Chesterfield	3	0.03
CHE/17/00786/FUL	5 Westwood Lane, Brimington, Chesterfield	1	0.03
CHE/16/00083/OUT	Land To The Rear Of 18 Lancaster Road, Newbold, Chesterfield	4	0.05
CHE/17/00874/REM	Land Adjacent To 89 Sheffield Road, Stonegravels, Chesterfield	3	0.13
CHE/17/00634/OUT	1 Bridle Road, Chesterfield	5	0.17
CHE/17/00437/FUL	Q House, The Green, Chesterfield	3	0.08
CHE/17/00334/FUL	10B Marsden Street, Chesterfield	5	0.05
CHE/17/00353/PNCOU	Derbyshire Carers Association, 69 West Bars, Chesterfield	2	0.01
	TOTAL	611	
	10% Potential lapse rate applied	550	