



**CHESTERFIELD**  
BOROUGH COUNCIL

# **Chesterfield Borough Local Plan**

**Adopted July 2020**

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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 design<sup>1</sup>.

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

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. The council consulted on a Draft Local Plan (January/February 2017), with a further consultation (January/February 2018) on Gypsy and Traveller sites.

Representations made in respect of these earlier consultations were considered alongside updated evidence in preparing the Submission Draft.

The Local Plan underwent a Regulation 19 consultation in early 2019, which was the final public consultation before the Local Plan was submitted to the Planning Inspectorate for examination. The examination Hearings were held in October and November 2019.

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

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

## What is in it?

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

It also includes **Site Allocations** which are 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.

# 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 Strategy to provide clarity and detail.

### Local Plan Vision:

*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 50 ha of land provided between 2018 and 2035 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 Systems (SuDs) 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, minimise energy use and planting is used to promote 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 4080 homes between 2018 and 2035 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. 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.
- 1.26. 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 4080 homes to be built between 2018 and 2035 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 at least 50 ha of new employment land between 2018 and 2035.
- 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 borough's 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 Regeneration Priority Areas (RPAs) reflect multiple deprivation and spatial concentrations of deprivation, expressed by the national Index of Multiple Deprivation (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 Local Housing Need (LHN) methodology set out in the NPPF indicates a minimum housing need of 240 new dwellings per annum. No further adjustments to this figure are required to account for unmet need in neighbouring areas or other demographic or economic factors.
- 2.3. Between 2018-2035, this equates to a minimum housing requirement of 4080 new dwellings (240 dwellings per year).

#### Economic Growth

- 2.4. 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.
- 2.5. 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. This equates to a minimum of 50ha across the Local Plan period of 2018 to 2035. 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 1: Employment Land Requirement**

<b>Employment Land Type</b>	<b>Requirement (Hectares)</b>
<b>B1</b>	5.9 ha
<b>B2</b>	23.8 ha
<b>B8</b>	19.9 ha
<b>Total Requirement (2018-2035)</b>	<b>50 ha</b>

### **Green Belt**

- 2.6. 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 the National Planning Policy Framework.
- 2.7. 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.
- 2.8. 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.
- 2.9. 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**

- 2.10. 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.

## **CLP1 Spatial Strategy**

The overall approach to growth will be to concentrate new development within walking distance of a range of Key Services as set out in policy CLP2, 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
- Staveley and Rother Valley Corridor

### **Housing Growth**

The council will make provision for the delivery of a minimum Objectively Assessed Need (OAN) of 240 new dwellings per year, (4,080 dwellings over the period 2018 to 2035). 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 50 hectares of new employment land (B1, B2 and B8 uses) over the period 2018 to 2035. The key areas for employment land are at the already committed Markham Vale development, and at Staveley and Rother Valley Corridor. Policy CLP6 and the Policies Map set 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

- 2.11. 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.
- 2.12. The Local Plan's spatial strategy aims to support and encourage walking, cycling and the use of public transport by locating new development within reasonable walking distance of a range of key services. The Local Plan's spatial strategy also recognises the importance of convenient access on foot to key services for those on low incomes, including the health benefits of walkable neighbourhoods. The concept of a walkable neighbourhood is set out in the Council's supplementary planning document: 'Successful Places'.
- 2.13. National Travel Survey data<sup>2</sup> 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 around<sup>3</sup>.

<sup>1</sup> Table 3.2 on page 49 Guidelines for Journeys on Foot (Institution of Highways and Transportation) and Paragraph 3.30 on page 48 of Guidelines for Journeys on Foot (Institution of Highways and Transportation)

<sup>2</sup> National Travel Survey: England 2014 (DfT)

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

2.14. What constitutes a reasonable walking distance is set out in various relevant guidance<sup>1</sup> including the Council's adopted residential design guide supplementary planning document: 'Successful Places'. When seeking to apply the spatial strategy and principles for the location of development the Council will have regard to the concept of a walkable neighbourhood and the walking distances described in its SPD: Successful Places. Regard will also be had to the likely effect of factors such as location, topography, weather, pedestrian facilities, trip purpose and cultural factors. There are also qualitative considerations which will be taken into account, 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.

## **CLP2 Principles for Location of Development**

**Planning applications for developments that are not allocated the Local Plan, will be supported according to the extent to which the proposals meet the following requirements which are set out in order of priority:**

- a) deliver the council's Spatial Strategy (policy CLP1);**
- b) are on previously developed land that is not of high environmental value;**
- c) deliver wider regeneration and sustainability benefits to the area;**
- d) maximise opportunities through their location for walking access to a range of key services<sup>4</sup> via safe, lit, convenient walking routes;**
- e) maximise opportunities through their location for cycling and the use of public transport to access a range of key services;**
- f) utilise existing capacity in social infrastructure (Policy CLP10) or are of sufficient scale to provide additional capacity, either on site or through contributions to off-site improvements;**
- g) ensure the long term protection of safeguarded Minerals Related**

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<sup>4</sup> DfT Accessibility Indicators:

- Employment centres
- Primary schools
- Secondary schools
- Further Education institutions
- GPs
- Hospitals
- Food stores
- Town Centres

- Infrastructure as identified in the Derbyshire and Derby Minerals Local Plan and shown on the Policies Map;
- h) are not on the best and most versatile agricultural land;

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

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

## 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 4080 net new dwellings must be built in Chesterfield Borough between 2018 and 2035. This is derived from the Local Housing Need methodology derived housing requirement of 240 dwellings per annum. 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 CLP1 and CLP2. 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.
- 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).

**ing Supply 2018-2035**

2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	Sum of Total
15	45	58	224	219	165	272	305	298	305	240	175	60	60	60	0	2251
114	129	95	32	25	30	30	18	0	0	0	0	0	0	0	0	536
4	41	12	70	79	52	62	16	2	0	0	0	0	0	0	0	338
91	142	76	22	0	0	0	0	0	0	0	0	0	0	0	0	402
0	0	0	0	0	15	30	30	25	0	0	0	0	0	0	0	100
0	50	207	207	37	55	55	55	55	55	55	55	55	59	50	50	1100
0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	50	150
79	50	50	75	74	50	50	50	50	50	50	50	50	50	0	0	799
36	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189
-24	-37	-17	-5	-3	-3	-3	-2	0	0	0	0	0	0	0	0	-94
0	0	34	34	34	34	34	34	34	34	34	34	34	34	34	34	476
315	516	515	659	466	348	488	552	483	471	379	314	199	253	194	134	6,497



- 3.8. The NPPF also requires<sup>5</sup> 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.
- 3.9. 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.
- 3.10. Policy CLP3, 'Flexibility in Delivery of Housing' is intended to ensure a supply of deliverable housing sites sufficient for five years as set out in the NPPF. The policy seeks to meet the aims of the Local Plan's Spatial Strategy, and allows for some uncertainty in the timing of delivery of housing on allocated sites. It sets out the council's position on the development of unallocated sites outside of the built-up area for housing and how this relates to the principles for the location of development set out in policy CLP2. The council will take action if monitoring is unable to demonstrate that the council has a supply of deliverable housing sites sufficient for 5 years (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.

### **CLP3 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.**

**Outside of the built-up area (as set out on the Policies Map), and subject to other relevant policies of the Local Plan, new residential development on sites not allocated in Table 4 will only be permitted where:**

- a) The development can demonstrate that it would have reasonable access to a range of key services as set out in Policy CLP2; and**
- b) It re-uses redundant or disused buildings and enhances their 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**

<sup>5</sup> Para 68(b) National Planning Policy Framework

- f) It meets a specific demonstrable housing need for a rural worker; or
- g) It is of exceptional quality of design quality, in that it:
  - i. 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
  - ii. would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.

**Table 4: Local Plan Housing Allocations**

Reference	Site Address	Anticipated Capacity	Capacity included within LP Trajectory	Site Size (ha)	Related Policy
H2	Catherine Street Garage Court, Bank Street, Chesterfield	12	12	0.25	CLP3
H4	Heaton Court (Former), Meynell Close, Brampton	10	10	0.34	CLP3
H5	Pondhouse Farm, Troughbrook Road, Hollingwood	23	23	1.06	CLP3
H7	Hollythorpe Close (Land off), Hasland	14	14	0.55	CLP3
H8	Chesterfield Road (Land North of), Staveley	14	14	0.32	CLP3
H9	White Bank Close (Land at), Hasland	9	9	0.56	CLP3
H10	Derwent House HOP, Ulverston Road, Newbold	17	17	0.58	CLP3
H11	Sycamore Road (Land at), Hollingwood	18	18	0.72	CLP3
H12	Ashbrook Centre (Former), Cuttholme Road, Loundsley Green	20	20	0.69	CLP3
H13	Elm Street (Land at), Hollingwood	23	23	0.71	CLP3
H14	Swaddale Avenue (Land to the West of), Tapton	21	21	0.88	CLP3
H15	Goldwell Rooms (Former) and 6 Ashgate Road, Chesterfield**	70	70	0.62	CLP3
H16	Red House HOP and Spire Lodge, Sheffield Road, Chesterfield	25	25	0.92	CLP3
H17	Poultry Farm (Former), Manor Road, Brimington	26	26	0.88	CLP3
H19	Ash Glen Nursery (Former), Sheffield Road, Unstone	30	30	1.13	CLP3
H21	Staveley Canal Basin, Eckington Road, Staveley	90	90	2.99	CLP18
H23	Allen and Orr Timber Yard, Saltergate, Chesterfield	39	39	0.86	CLP3
H25	Boat Sales (Former), Sheffield Road, Unstone	50	50	1.29	CLP3
H27	Walton Hospital (Land at), Harehill Road, Walton	60	60	1.50	CLP3
H28	Walton Hospital (Land at), Whitecotes Lane, Walton	90	90	3.14	CLP3
H32	Bent Lane, Staveley	140	140	6.29	CLP3

<b>H36</b>	Inkersall Road (Land at), Inkersall	400	400	22.78	<b>CLP3</b>
	<b>TOTALS</b>	<b>1,201</b>	<b>1,201</b>		
<b>H1</b>	Edale Road Garage Court, Mastin Moor	6	6	0.20	<b>RP1</b>
<b>H6</b>	Miller Avenue, Mastin Moor	14	14	0.41	<b>RP1</b>
<b>H20</b>	Duewell Court (Land at), Station Road, Barrow Hill	35	35	1.43	<b>RP1</b>
<b>H26</b>	Rectory Road (Land adjacent), Duckmanton	33	33	2.03	<b>RP1</b>
<b>H31</b>	Varley Park, Staveley Road, Poolsbrook	175	175	6.16	<b>RP1</b>
<b>H33</b>	Linacre Road, Holme Hall	300	300	14.85	<b>RP1</b>
<b>H34</b>	Tom Lane (Land South of), West of Rectory Road, Duckmanton	275	275	23.39	<b>RP1</b>
<b>H35</b>	Land South of Worksop Road and East and West of Bolsover Road, Mastin Moor	400	650	46.15	<b>RP1</b>
	<b>TOTALS</b>	<b>1,238</b>	<b>1,488</b>		
<b>SS1</b>	Spire Neighbourhood, Chesterfield	100	100	8.62	<b>SS1</b>
<b>H30</b>	Walton Works (Former), Factory Street, Brampton	150	150	3.60	<b>SS2</b>
<b>SS3</b>	Chesterfield Waterside, Brimington Road, Chesterfield	1,550	1,100	23.17	<b>SS3</b>
<b>SS5</b>	Staveley Works, Staveley	1,499	150	187.49	<b>SS5</b>
<b>SS6</b>	Land South of Dunston Road, Dunston*	799	799	43.6	<b>SS6</b>
	<b>TOTALS</b>	<b>4,098</b>	<b>2,299</b>		
	<b>Overall Housing Totals</b>	<b>6,537</b>	<b>4,988</b>		

\* Includes area of 15.81 Ha (299 dwellings) with reserved matters permission at the point of plan submission (June 2018).

\*\* To calculate the likely contribution towards housing delivery from a C2 use on the site the Council has followed the advice in paragraph 035 Reference ID: 68-035-20190722 in the NPPG. In doing so the calculation has been made using the method set out in paragraph ID: 63-016a-20190626 of the NPPF i.e. the average number of adults living in households (source: CT0774\_2011 Census - Age of Household Reference Person (HRP) by number of adults in household - national to local authority level).

## RANGE OF HOUSING

3.11. 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.

- 3.12. 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.

### **Affordable Housing**

- 3.13. 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.
- 3.14. The affordable housing needs evidence does not provide evidence to suggest that overall housing provision needs to be adjusted upwards.
- 3.15. 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**

- 3.16. 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**

<b>Age Group</b>	<b>2012 Population</b>	<b>2036 Population</b>	<b>Increase</b>	<b>% Change</b>
<b>65-74</b>	10,800	14,200	3,400	24%
<b>75-84</b>	6,400	11,100	4,700	42%
<b>85+</b>	2,900	6,600	3,700	56%
<b>All Persons</b>	103,800	110,400	6,600	6%

- 3.17. 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: Estimated Need for Wheelchair Adapted Homes (2014-2035)**

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

- 3.18. 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

### **Housing for Older People**

- 3.19. As well as providing a stock of adaptable and accessible properties, there is an identified need for housing for older people.

- 3.20. Derbyshire County Council has published “Housing and accommodation for an ageing population: a strategic vision for Derbyshire to 2035 (DCC 2019)”, this identified a number of key statistics for Chesterfield in relation to housing for older people:

- 3,358 people provide 50 hours of more informal care per week.
- There are 2,028 current service users aged 65 and over in receipt of Adult Care Services.
- 1,494 people over the age of 65 are living with Dementia and this is set to increase to 2,437 by 2035, an increase of 63.1%.
- 13.5% of total households are single persons aged 65 and over living alone, this is 6,318 households.
- 468 care home with nursing beds and 498 care beds are currently available in 29 settings.

- 3.21. Specialist housing for older people comprises four accommodation types:

- Housing for older people: social sector sheltered and age-exclusive housing and private sector leasehold retirement housing. This will include schemes, for rent and for sale, with on-site staff support, those with locality-based support services and schemes with no associated support services. (This includes ‘Age Restricted general market housing’ and ‘Retirement living or sheltered housing’ as defined in national planning guidance:)
- Housing with care: includes extra care schemes, often called ‘assisted living’ in the private sector, with 24/7 care available on-site housing schemes that offer bespoke care services, even if these are not full on-site 24/7 care, across both the social and private sector. (This is as defined in national planning guidance ‘Extra care housing or housing-with-care’)
- Residential care: residential accommodation together with personal care, i.e. a care home (as defined in national planning guidance as ‘Residential care homes’).

- Nursing care: residential accommodation together with nursing care i.e. a care home with nursing (as defined in national planning guidance as 'Nursing homes').

3.22. The 2014 SHMA provided an indication of annual need for Housing for Older People and Housing with Care as 50 dwellings per annum.

**Table 7: Projected Need for Specialist Housing for Older People (2014-2035) – 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

3.23. More recently, Derbyshire County Council have estimated the net additional need for older peoples housing up to 2035:

**Table 8: Estimated net additional need for older people's housing 2019 to 2035 (Chesterfield)**

	Housing for Older People (Units)	Housing with care (Units)
Current Provision	2,798	55
Net Additional Need (Rent) 2035	0	277
Net Additional Need (Sale) 2035	281	59
Total Net Additional Need 2035	281	336

Source: Housing and accommodation for an ageing population: a strategic vision for Derbyshire to 2035

3.24. The DCC estimation of need for older peoples housing over the period 2019 to 2035 averages at 39 dwellings per annum, with a suggested tenure split of 85% rent 15% sale.

3.25. As well as the need for older peoples housing, the SHMA looked at the needs for registered care (Residential Care and Nursing Care) and identified potential need of 21 bed spaces per annum for the borough.

- 3.26. The SHMA figure is in line with the 2019 DCC estimation (Table 8 Housing and accommodation for an ageing population: a strategic vision for Derbyshire to 2035 (DCC 2019)) which averages at 21 bed spaces per annum for Nursing Care but does identify a small surplus of Residential Care bed spaces.

**Table 9: Estimated net additional need for Residential and Nursing Care beds to 2035 (Chesterfield):**

	Residential Care (Beds)	Nursing Care (Beds)
<b>Current Provision</b>	<b>455</b>	<b>437</b>
<b>Net Additional Need 2035</b>	<b>-65</b>	<b>343</b>

Source: Housing and accommodation for an ageing population: a strategic vision for Derbyshire to 2035

- 3.27. National planning guidance emphasises the need for policy to be 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 25% adaptable and accessible housing and up to 20% affordable housing could be delivered in the borough. The proportion of affordable housing the council will seek to negotiate is based on the Viability Study evidence and the CIL zones. The zones will be reviewed alongside CIL rates when updated viability evidence is available.
- 3.28. Between commencement of the Self Build Register in May 2016 and October 2018, the register contained records amounting to a total of 22 plots for Custom and Self build housing (20 of these as single plots). During the same period (following implementation of CIL), the council has approved CIL part 1 self build exemptions for a total of 15 plots. As of April 1<sup>st</sup> 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.

## CLP4 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 seek a range of dwelling types and sizes based on the council's most up to date evidence of housing needs and the location and characteristics of the area.

### Affordable Housing

On sites totaling 10 or more dwellings (including phases of those sites) affordable housing will be required in line with the charging zones set in the council's most recently adopted CIL Charging Schedule<sup>6</sup>.

CIL Zone	% Affordable Housing Required	Type of affordable housing
Zero	0	n/a
Low	5	10% Affordable Home Ownership
Medium	10	
High	20	90% Affordable Rent

Where a development seeks a lower proportion or different mix of types/tenures, this will only be done through a viability assessment that demonstrates that particular circumstances exist including (but not limited to):

- development is proposed on unallocated sites of a wholly different type to those used in viability assessment that informed the plan;
- where further information on infrastructure or site costs is required;
- where particular types of development are proposed which may significantly vary from standard models of development for sale;
- significant economic changes have occurred since the plan was adopted.

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).

#### Adaptable and Accessible Housing

The following requirements for adaptable and accessible housing will apply subject to consideration of site suitability, taking account of site-specific factors such as vulnerability to flooding and site topography.

- On sites totalling 10 or more dwellings (including phases of those sites) 25% of dwellings should be built to building regulations standard M4(2) (where a site includes affordable housing this should normally be proportionately split between tenures).
- Where the council has identified evidence of a specific need for a wheelchair accessible standard M4(3) property (for which the council is

<sup>6</sup> <https://www.chesterfield.gov.uk/planning-and-building-control/planning-permission-and-development-management/community-infrastructure-levy.aspx>

responsible for allocating or nominating a person to live in that dwelling) that is relevant to a site, this will be negotiated with the developer and secured by planning obligation, subject to consideration of viability and suitability.

Where evidence is submitted to demonstrate that step-free access is not viable, there will be no requirement for adaptable and accessible housing (building regulations M4(2) or M4(3)).

### Housing for Older People

Proposals for housing for older people will be permitted on the housing sites on Table 4 where they:

- contribute to meeting needs identified in the councils most up to date evidence; and
- have good access to public transport, and
- have good access to health services and facilities.

Registered care facilities will not be expected to provide affordable housing on site or as an off-site contribution.

## **TRAVELLERS**

- 3.29. 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. All of this need has been met through planning permissions resulting in a surplus of one pitch.
- 3.30. The government published updated guidance on Planning Policy for Travellers<sup>7</sup> 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.
- 3.31. The council undertook an exercise to identify potential Gypsy and Traveller sites in late 2017 and early 2018. This considered 46 sites and included public consultation on six. At the end of this process it was concluded that none of the sites met the criteria of being available and suitable.
- 3.32. 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

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<sup>7</sup> <https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

take account of the most recent national planning policy for traveller sites 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.

## **CLP5 Sites for Travellers**

**Planning permission will be permitted for Traveller pitches where:**

- a) the site is not located in the Green Belt;**
- 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.**

## 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 is a member of the 'D2N2' (Derbyshire and Nottinghamshire Local Enterprise Partnership) and a non-constituent member of the Sheffield City Region Mayoral Combined Authority. From April 2020 Chesterfield Borough Council will only be a member of D2N2. Both LEPs have Strategic Economic Plans (SEPs) in place to encourage aspirational levels of economic growth. Both completed in March 2014, the SCR growth plan seeks to create 70,000 new jobs and 6,000 new businesses across the region and the D2N2 plan 55,000 new jobs across the two counties over the next decade. Both SEPs are currently under review.
- 4.3. In July 2017, HS2 Ltd announced that Chesterfield would be served by High Speed Rail Services running to Sheffield (currently one stop per hour in both directions). The council has been working jointly with HS2 Ltd. 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 council, 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 (set out in policies CLP8 and CLP9), 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 31<sup>st</sup> 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. This requirement figure has been extended to align with the plan period end date of 2035, which results in a total employment land requirement of 50 ha between 2018 and 2035.
- 4.9. In the 2018/2019 monitoring year 3.38 hectares of employment land was developed, reducing the remaining target (to be developed between 2019-2035) to 46.62 ha. As of April 1<sup>st</sup> 2019, unimplemented planning permissions for employment land provided a potential supply of 19.2 hectares.
- 4.10. Other undeveloped land within established employment areas allocated on the Policies Map will provide an additional ha 23.4 ha.
- 4.11. The Staveley and Rother Valley Corridor has the potential to deliver additional employment land, in the form of the proposed HS2 Infrastructure Maintenance Depot (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 may be available. 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 and Rother Valley

Corridor site in the short to medium term, primarily around land adjacent to the Chesterfield Canal.

**Table 10: Employment Land Supply**

<b>Land Developed within Plan Period</b>	
<b>Land Developed within 2018/19 monitoring year</b>	<b>3.4 ha</b>
<b>Commitments</b>	
<b>Land with planning permission (31/3/19) (excluding Markham Vale)</b>	<b>16.0 ha</b>
<b>Markham Vale</b>	<b>5.2 ha</b>
<b>Waterside</b>	<b>-2.0 ha</b>
<b>Total</b>	<b>19.2 ha</b>
<b>Sites without Planning Permission</b>	
<b>Whitting Valley Road</b>	<b>3.7 ha</b>
<b>Station Road (Wagon Works)</b>	<b>6.3 ha</b>
<b>Former GKN works, Sheepbridge Lane</b>	<b>3.6 ha</b>
<b>Impala Estates (land adjacent Markham Vale)</b>	<b>2.6 ha</b>
<b>Former Boythorpe Works, Goyt Side Road</b>	<b>5.0 ha</b>
<b>Prospect Park (Land at), Dunston</b>	<b>2.5 ha</b>
<b>Staveley Works Corridor</b>	<b>2.0 ha</b>
<b>HS2 IMD*</b>	<b>4.0 ha</b>
<b>Total</b>	<b>29.7 ha</b>
<b>Total Supply within Plan Period</b>	<b>52.3 ha</b>

\* 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 council's Economic Development Unit and taking account of vacancy rates and the frequency of enquires about sites and premises.

## **CLP6 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 developments 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 Policies 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 Policies 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 CLP2, 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 CLP2, the redevelopment or change of use of existing business and industrial sites within Established Business Areas (as shown on the Policies 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 Local Plan 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 has been converted to provide a new Premier Inn. 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 higher 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.

## **CLP7 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 Local Plan;
- 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 to provide 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 focusing 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 centres 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 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 or Local Service 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 centres 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 11: Hierarchy of Centres**

Type of Centre	Location
<b>Sub-Regional Town Centre</b>	Chesterfield Town Centre
<b>Small Town Centres and District Centres</b>	Chatsworth Road Whittington Moor Staveley Town Centre
<b>Local Service Centres</b>	Brimington Hasland Holme Hall Littlemoor New Whittington
<b>Local Centres</b>	Abercrombie Birdholme Derby Road North Duckmanton Dunston Grange (new) Grangewood Hollingwood Inkersall Green Loundsley Green Lowgates East Mastin Moor (new) Newbold Old Whittington Sheffield Road Station Lane Staveley and Rother Valley Corridor (new) Storrs Road Walton Waterside (new)
<b>Out of Centre Retail Locations</b>	
<b>Retail Parks</b>	Lordsmill Street Ravenside Retail Park Sheffield Road Wheatbridge Road
<b>Out of Centre Foodstores</b>	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 Derbyshire<sup>8</sup> 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 12: 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:

<sup>8</sup> Chesterfield Borough, Bolsover District and North East Derbyshire District Retail and Centres Study, April 2018

**Table 13: Convenience Retail Supply**

<b>Commitments</b>		
<b>Site</b>	<b>Net Floorspace</b>	<b>Planning Status</b>
Lidl, Former Perry's Ford Garage, Chatsworth Road	1140 sq. m	Full planning permission, completed August 2019 (CHE/17/00209/FUL).
Lidl extension, Sheffield Road, Whittington Moor	352 sq. m	Full planning permission granted (CHE/16/00477/FUL).
Former Walton Works, Factory Street, Walton	1300 sq. m	Full application awaiting decision (CHE/15/00832/FUL).
<b>Broad Locations (2021-2033)</b>		
<b>Site</b>	<b>Anticipated Floorspace</b>	<b>Planning Status</b>
Staveley Works Corridor – to serve in Lagoon Character Area	Up to 1500 sq. m:  A single foodstore in new local centre not to exceed 1000 sq. m (net)  No units in Lagoon Character Area to exceed 280 sq. m (net)	Allocation day to day needs: SS5

- 4.33. Although the commitments indicate a degree of oversupply, it should be noted that they include some provision (in the Staveley and Rother Valley 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 it 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 CLP9, below.

### **Comparison Retail**

- 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 developments that improve choice and quality. In the longer term, up to 2033, it identifies a wide range of potential floorspace scenarios. The retail sector (and comparison retail in particular) is likely to face continuing uncertainties from new forms of trading and online sales. 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 14: Comparison Retail Supply**

<b>Commitments</b>		
<b>Site</b>	<b>Net Floorspace</b>	<b>Planning Status</b>
Lidl, Former Perry's Ford Garage, Chatsworth Road	285 sq. m	Full planning permission, completed August 2019 (CHE/17/00209/FUL).
Former Fire Station, Sheffield Road, Whittington Moor	538 sq. m	Full planning permission, granted August 2019 (CHE/19/00157/FUL).
Former Walton Works, Factory Street, Walton	2621 sq. m	Full application awaiting decision (CHE/15/00832/FUL).
<b>Broad Locations (2021-2033)</b>		
<b>Site</b>	<b>Anticipated Floorspace</b>	<b>Planning Status</b>
Staveley Works Corridor – limited to serve day to day needs	Up to 1500 sq. m in new local centre.	Allocation: SS5
Chesterfield Town Centre, Northern Gateway – safeguarded for expansion of the Town Centre	-	Allocation: SS1
Chesterfield Town Centre Railway Terrace - limited and in association with the Station	-	Allocation: 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.

## CLP8 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 development within centres shown on the Policies Map should make a positive contribution to the centre's viability and vitality, and 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 supported.

Within centres and Chesterfield Town Centre Primary Shopping Area (PSA) planning permission will normally be granted for A1 retail uses. For main town centre uses other than A1 retail, consideration will be given to the extent to which proposals accord with criteria a) to e) below:

- a) have a positive impact on vitality and/or viability;
- b) provide active ground floor uses;
- c) cater for a wide public through diversity of leisure and cultural attractions and events;
- d) contribute to an appropriate mix of licensed premises; and
- e) 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 be permitted at first floor level and above (with the exception of suitable provision for access) and on appropriate redevelopment sites where it would not undermine the vitality of the centre.

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.

## CLP9 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.

Impact assessments will be required to accompany planning applications for new retail and leisure proposals that fall outside of Chesterfield Town Centre, Staveley Town Centre, District Centres, Local and Local Service Centres, in accordance with the locally set thresholds below:

Uses	Location	Threshold
Retail and Leisure	Within 500m of Chesterfield Town Centre	500 sq. m or above (gross internal floorspace)
	Within 500m of Staveley Town Centre and District Centres	280 sq. m or above (gross internal floorspace)
	Within 500m of Local and Local Service Centres	200 sq. m or above (gross internal floorspace)
	All other locations (not within Town, District or Local Centres)	500 sq. m or above (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 Policies 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 CLP10 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 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.

## **CLP10 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.

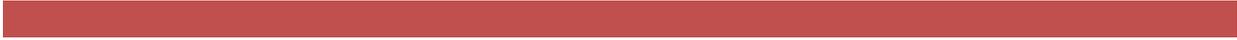
### **Improvement of existing facilities**

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 continuous 12 month period that includes advertisement for let or sale at a realistic price.



## 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 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 Delivery Plan is shown in Appendix A. The CIL charging schedule took effect in Chesterfield on 1<sup>st</sup> April 2016. It sets out the types of eligible development and the rates which will be applied in each charging zone.
- 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. 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. To ensure efficient and effective negotiation, applicants are advised to engage with the Council and its partners in pre-application discussions to provide 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.

## **CLP11 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 then development, if liable, will be required to contribute via the Community Infrastructure Levy (CIL).**

**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. In 2019, the government set a target that will require the UK to bring all greenhouse gas emissions to net zero by 2050. Net zero signifies that any emissions would be balanced by schemes to offset an equivalent amount of greenhouse gases from the atmosphere, such as tree planting or using technologies such as carbon capture and storage.

The borough council has signed the Nottingham Declaration on Climate Change which pledges to address the causes of climate change and prepare for the associated impacts. The council also declared a climate change Emergency in July 2019 and is currently developing a climate change action plan. Minimising carbon emissions associated with growth within the authority area is key to improving the resilience of the borough to climate change. This section, and policies in other sections of the Plan such as those relating to Design and Travel and Transport, are aimed at both reducing CO<sub>2</sub> emissions and helping the Borough adapt to a changing climate.

#### Renewable and Low Carbon Energy

- 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. 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. Areas suitable for district heating are within Chesterfield town centre and on large development sites.

### CLP12 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 on the character and appearance of 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) are 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, where wind energy development located within the Green Belt would constitute inappropriate development, planning permission will not be granted unless 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

- 6.3. Flooding is a natural hazard which causes 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 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.
- 6.4. 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.
- 6.6. 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, however, a number of these sites fall within areas of flood risk. 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.
- 6.7. Derbyshire County Council is the lead local flood authority which is responsible for managing local flood risk across Derbyshire. It published a Flood Risk Management Strategy in 2015. The council has contributed to an Environment Agency commissioned project called the Chesterfield Flood Risk Investigation involving comprehensive flood modelling of the River Rother and its tributaries. When completed the Chesterfield Flood Risk Investigation will provide the best available flooding information for Chesterfield and will test options for flood alleviation works to better protect the town from the devastating impacts of flooding. The Chesterfield Flood Risk Investigation will be used alongside all other sources as a combined evidence base to inform decision making and future Local Plan reviews.

- 6.8. 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.
- 6.9. 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 Local Plan has an important role in the key actions of promoting water efficiency, SuDS, the re-use of water and the value of green infrastructure. The Borough Council will specifically require major development proposals to demonstrate SuDS will be put in place and that there are clear arrangements for on-going maintenance over the development's lifetime, unless SuDS are otherwise demonstrated to be inappropriate. On smaller development the Borough Council considers that 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.

## **CLP13 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 so that developments are made safe for their lifetime without increasing flood risk elsewhere.**

**Development proposals and site allocations will:**

- a) be directed to locations with the lowest probability of flooding as required by the flood risk sequential test;**
- b) be directed to locations with the lowest impact on water resources;**
- c) be assessed for their contribution to reducing 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 major development, unless it can be demonstrated that this is not appropriate in a specific location. The council will seek the maximum possible reduction in surface water run-off rates based on the SFRA or most recent national guidance.

#### Protecting the Water Environment

Development proposals will be expected to demonstrate that water is available to support the development proposed and that they will 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 (which are 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 was published for consultation in February 2020.
- 7.3. Soil is a finite resource that fulfils many important functions and ecosystem services. Soil acts 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 soil resources are appropriately protected and used sustainably.
- 7.4. When sites containing 'best and most versatile' agricultural land are developed, current accepted best practice should be followed to better protect the soil resource. The Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (DEFRA 2009) currently provides best practice guidance.

### CLP14 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 and adjoining occupiers, taking into account noise and disturbance, dust, odour, air quality, traffic, outlook, 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 the air quality in a declared Air Quality Management Area (AQMA) materially worse either in isolation or cumulatively when considered in combination with other planned development, will not 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; and
- b) other sustainability considerations suggest that the use of the higher quality agricultural land is preferable to the use of poorer quality agricultural land; or
- c) in the case of temporary/potentially reversible development (for example, minerals), that the land would be reinstated to its pre-working quality.

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

### Unstable and Contaminated Land

Proposals for development on land that is, or is suspected of being, contaminated or unstable will only be permitted if mitigation and/or remediation are feasible to make the land fit for the proposed use and shall include:

- a) a phase I land contamination report, including where necessary a land stability risk assessment with the planning application; and
- b) a phase II land contamination report where the phase I report (a) indicates it is necessary, and
- c) a strategy for any necessary mitigation and/or remediation and final validation.

A programme of mitigation, 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**

- 7.5. 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.
- 7.6. 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 Poolsbrook Country Park.
- 7.7. Green infrastructure offers a range of direct and indirect benefits which are termed ecosystem services. These include:
- improved resilience to climate change;
  - enhanced quality of place;
  - benefits to physical and mental health and wellbeing;
  - sustained economic growth and investment;
  - opportunities for local food production;
  - enhanced landscape character and setting of heritage assets.

Investment in green infrastructure via tourism, recreation and biodiversity improvements provides economic and health benefits for a borough that is still in the process of economically restructuring away from a legacy of heavy industry.

- 7.8. 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. This will ensure that everyone has access to high quality natural and semi-natural habitats, open space and sport and recreation facilities, whilst providing resilience to the impacts of climate change. Whilst individual elements of the green infrastructure network can serve a useful purpose without being connected, connectivity between different green infrastructure assets can help maximise the benefits that they generate. Well-connected green infrastructure assets create a network that allows and encourages the movement of people and wildlife, helping to maximise the ecosystem service provided whilst supporting adaptation and resilience to a changing climate, such as potentially dramatic increases in rainfall.

- 7.9. Regarding landscape, *The Landscape Character of Derbyshire* document sets out the types of landscape present in the borough, highlighting its qualities and sensitivities.
- 7.10. 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 Wedge and Strategic Gap Indicative Assessment (2011), 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 updated Greenprint for Chesterfield maps out the current extent and nature of the identified green infrastructure network.

### **Green Wedges and Strategic Gaps**

- 7.11. The Spatial Strategy (CLP1) 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.
- 7.12. 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 the existing or influence the form and direction of urban development.
- 7.13. 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 the appreciation and wider perceptual benefits of open countryside;
  - maintain existing or influence form and direction of settlements.

## **CLP15 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 relevant:

- a) not conflict with the aim and purposes of the Green Belt (as set out in the NPPF); and
- b) not harm the character and function of the Green Wedges and Strategic Gaps; and
- c) enhance connectivity between, and public access to, green infrastructure; and
- d) (i) protect and enhance access to the multi-user trails network as shown on the Policies Map; and  
(ii) increase the opportunities for cycling, walking and horse riding; and
- e) enhance the multi-functionality of the Borough's formal and informal parks and open spaces; and
- f) protect or enhance Landscape Character; and
- g) increase tree cover in suitable locations in the borough to enhance landscape character, amenity and air quality; and
- h) 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.

Where necessary and appropriate development will be expected to make a contribution through planning 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.

### **Biodiversity, Geodiversity and the Ecological Network**

- 7.14. 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.
- 7.15. The council will aim to ensure that where net measurable gains in biodiversity are made, they 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.

- 7.16. 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, mitigate against some forms of air pollution, provide flood alleviation and enhance biodiversity. It can also improve levels of amenity, outdoor activity levels and health and well-being.

## **CLP16 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, protected and priority 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 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:

- i) the provision of new, restored and enhanced habitats and links between habitats that make a positive contribution to the coherence of ecological networks; and
- ii) promoting the recovery of protected species and species identified as a priority in the Local Biodiversity Action Plan (or subsequent equivalent evidence); and
- iii) the retention of existing features of ecological value.

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 public 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 public 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, ecological and geological value of sites, where this is clearly justified, including as set out in a local list of validation requirements. This includes where development could have a significant impact on biodiversity, geodiversity and the ecological network. The surveys and assessments should be proportionate to the nature and scale of proposed development and its likely impact on biodiversity, geodiversity and the ecological network.

## **OPEN SPACES, PLAY PROVISION AND OUTDOOR SPORTS FACILITIES**

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

and positive community relationships. Open Space for the purposes of the Plan is taken to mean all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.

- 7.18. In 2014 the Council adopted the Chesterfield Parks and Open Spaces Strategy (2015-2024) and the Chesterfield Playing Pitch and Outdoor Sports Strategy. 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 within the borough. A new assessment of Open Space and Play Provision was published by the council in 2019, with a new strategy being prepared for adoption in 2020.
- 7.19. 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 size 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.
- 7.20. 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.
- 7.21. 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**

- 7.22. 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.
- 7.23. The council adopted the Chesterfield Playing Pitch and Outdoor Sports Strategy in 2014 following a 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 compiled and adopted a Sports Facilities Strategy in 2014 that aims for 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**

- 7.24. There are 33 allotments sites in the Borough (accounting for 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-2021 in order to best meet the future need and demand for this type of open space.

## **CLP17 Open Space, Play Provision, Sports Facilities and Allotments**

Where proposed development would result in a need for new open space and outdoor sports facilities and/or exacerbate existing deficiencies in provision, development must contribute to public open space, sports facilities and play provision in accordance with the council's adopted standards as set out in Appendix B of the Local Plan and in line with the following requirements:

- 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; or

- c) where new public open space is to be provided on site, as multifunctional, fit for purpose space that supports local communities health and wellbeing and activity levels and the ecological network.

Contributions to off-site provision will be secured through CIL and/or S106 agreements 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/or 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 will be provided on a replacement site; or
- iii. the development is for alternative sports and/or recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

## CHESTERFIELD CANAL

- 7.25. 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.
- 7.26. 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.

- 7.27. 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, to further enable public access and recreation (including walking and cycling) that are a positive benefit to healthy communities.
- 7.28. 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 in Staveley and there is an opportunity for further development in this location to support the canal.

## **CLP18 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, the council will support planning applications that assist in the delivery of:

- an events area adjacent to the canal; and
- moorings and facilities for visiting boats; and
- a mix of uses including residential (C3) (as set out in policy CLP3, site H21), food and drink uses (A3 and A5), and/or business and light industrial use (B1(a) and B1(b)).

## RIVER CORRIDORS

- 7.29. The rivers and other water features in the Borough provide valuable amenity, wildlife and leisure areas. They are a crucial part of the local ecological network 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 CLP1 and strategic walking and cycling routes such as the Hipper Valley and Holmebrook Valley Trails.
- 7.30. 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.
- 7.31. 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 high flood risk within the borough where rivers are culverted or canalised under or at the rear of development. There are also a number of weirs in place that limit further ecological enhancements by acting as a barrier to aquatic species.

### CLP19 River Corridors

Development which prejudices the existing biodiversity, ecological value and character of and/or the future potential for the improvement and enhancement of the environment and character of the river corridors as shown on the Policies Map, including biodiversity, habitat connectivity, public access and recreation, will not be permitted.

New development proposals on or adjacent to a river corridor should investigate the creation, and management, of ecological buffer strips and corridors to preserve and enhance the biodiversity of the area.

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

Proposals for the removal or enhancement of existing weirs to allow for improved fish passage, and for hydroelectric power schemes will be supported 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 Local Plan 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 Local Plan'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 18<sup>th</sup> and 19<sup>th</sup> centuries and provide a strong sense of place. Areas of uniform or bland development and public realm results from the use of standardised designs and lack of consideration of local character, traditions and distinctive qualities.
- 8.3. Townscape is the character and appearance of spaces and buildings in an identified area of a town. The borough has an important archaeological and built heritage, linked to its industrial and commercial past, which help to define its character. The character of new developments also contributes to the local townscape. In most cases there should not be a conflict between historic character and new development if there is high quality sensitive design. Materials are an important aspect of local distinctiveness and make an essential contribution to the character and appearance of a place. Historically, local coal measures sandstone and brick made of local clay have been used in many of the town's older buildings and these materials are distinctive to our borough. Styles of building and design often show the influence of local industries.
- 8.4. Over the years the borough's industrial heritage has had its effects on the borough's townscape and architecture. Parts of the borough's built environment, for example Hasland and New Whittington, have the character of separate settlements. Landscape character and local distinctiveness are inextricably linked and variations in landscape character across the borough need to be recognised and appropriately responded to in new development and in schemes of management as described in the Landscape Character of Derbyshire (Derbyshire County Council, 4th Edition 2014).
- 8.5. Ensuring that buildings and places are safe is an integral part of design, and should be considered at the earliest stages of the process. The council's adopted SPD 'Designing Out Crime' includes useful guidance.

- 8.6. The priority for the future is to protect the assets that enhance the borough's quality, and improve those elements that detract. In looking to the future of the borough good high quality urban design, landscape design and high quality architecture that respects Chesterfield's heritage whilst promoting innovative forms of development will be essential to the process of regeneration. Vibrant, safe places with a distinct identity are important to the quality of life of all Chesterfield Borough's residents as well-being essential tools for promoting Chesterfield Borough as a destination.
- 8.7. To assist developers in achieving good design, the council has an adopted Residential Design SPD, jointly prepared with North East Derbyshire, Bolsover and Bassetlaw District Councils. Proposals that are considered to be locally significant or strategic will be referred to design review with an appropriate local provider that adheres to the Design Council CABI principles for design review. The council will expect applicants to respond positively to recommendations made. A 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 <sup>9</sup>fifth, running from 2028-2032, was set in law at the end of June 2016. The council will also work towards the target for bringing all UK greenhouse gas emissions to net zero by 2050. A key component of the government's approach to achieving these targets is the Energy Hierarchy which primarily aims to reduce the need for energy followed by being more energy efficient, then using renewable energy. The Energy Hierarchy is shown in Diagram 6 below.

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<sup>9</sup> <https://www.gov.uk/guidance/carbon-budgets>

## Energy Hierarchy



- 8.9. Changes to the Building Regulations in 2013 brought in higher standards for CO<sub>2</sub> emissions, meaning there is now less need for planning policies to include a target percentage of energy to come from renewable sources. The Borough Council also recognises that different energy technologies and CO<sub>2</sub> reduction strategies will suit different parts of the borough and different types of development. In some cases it has better CO<sub>2</sub> savings, and is more cost effective, to improve the building fabric rather than generate a certain percentage of the buildings' energy use from renewable energy technologies.

### Adapting to a changing climate

- 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. 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 is 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.

## **CLP20 Design**

**All development should identify and respond positively to the character of the site and surroundings and respect the local distinctiveness of its context. The Council will support outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, provided that they complement the character and appearance of their surroundings.**

**All development will be expected to:**

- a) promote good design that positively contributes to the distinctive character of the borough, enriches the quality of existing places and enhances 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 designated local, district and**

town 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 building plots and streets and also the boundaries of development sites 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;
- n) be able to withstand any long-term impacts of climate change.

### Reducing Emissions

Major development should, as far as is feasible and financially viable minimise CO2 emissions during construction and occupation, and also maximise both the use of and the generation of renewable energy.

Planning applications for major new development should be accompanied by a statement (as part of or in addition to a design and access statement) which sets out how the development would do this in terms of:

- i. following the steps in the energy hierarchy by seeking to use less energy, source energy efficiently, and make use of renewable energy before efficiently using fossil fuels from clean technologies;
- ii. optimising the efficient use of natural resources;
- iii. reducing emissions through orientation and design.

When considering the feasibility and viability of reducing emissions and also use of renewable energy in any major development, the council will take into

account matters such as the development's scale and nature, its operational requirements, any site-specific constraints and also the need to meet other planning policy requirements.

#### Percent for Art

On major developments, the council will encourage developers to incorporate public art on site into structures and public spaces where reasonable.

## **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. The borough has a variety of nationally recognized heritage assets which as of February 2020 includes 245 Listed Buildings, including 1 Grade I Listed, 17 Grade II\* Listed Buildings and a Grade II\* Listed Historic Park and Garden at Queen's Park. There are 2 Scheduled Ancient Monuments; (Brampton Barn and Tapton Castle Motte) 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 has identified 197 non-designated built heritage assets in a local list which specifies the local built heritage assets within the borough that will be afforded protection. The council's Local List of Heritage Assets was adopted in October 2019 and has been developed in consultation and collaboration with partners, local people, landowners, neighbouring authorities and other stakeholders on a rolling basis.

- 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.

## **CLP21 Historic Environment**

**In assessing the impact of a proposed development on the significance of a designated heritage asset, the council will give great weight to the conservation of designated heritage assets and their setting and seek to enhance them wherever possible.**

**In order to ensure that new development conserves or enhances the significance of designated and non-designated heritage assets and their settings, the council will:**

- a) apply 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) protect the significance of designated heritage assets and their settings including Conservation Areas, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens;**
- c) use 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) identify and, where appropriate, protect important archaeological sites and historic environment features;**
- e) identify and, where appropriate, protect non-designated heritage assets of local significance, set out in and referred to as the Local List;**
- f) enhance the character and setting of Queens Park, Chesterfield Market Place, the Hipper River Valley, Chesterfield Canal and locally important Historic Parks and Gardens.**
- g) within the Town Centre Core and other areas of archaeological significance, require relevant development proposals to demonstrate appropriate consideration of archaeological impact.**

**Where a development is likely to result in harm to, or a degree of loss of significance of designated heritage assets and/or their setting, planning applications should be accompanied by evidence that sets out:**

- 1. a description of the significance of the affected assets and their setting**

- and an assessment of the nature and degree of impact on this;
- 2. an evaluation of how harm or loss would be avoided, minimised or mitigated; and
- 3. a clear and convincing justification for the development and the resulting harm or loss.

Development that would result in substantial harm to or total loss of significance to a designated heritage asset will not be permitted unless:

Either:

- i) it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss;

or all of the following apply:

- ii) the nature of the heritage asset prevents all reasonable uses of the site; and
- iii) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- iv) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- v) the harm or loss is outweighed by the benefit of bringing the site back into use.

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 non-designated heritage assets on the Local List. Development that involves substantial harm or loss of a non-designated heritage asset will be assessed as part of a balanced judgment which considers:

- I. whether or not the asset is structurally unsound and poses a safety risk;
- II. the viability of repairing or maintaining the asset;
- III. whether or not alternative uses have been fully explored;
- IV. whether or not the proposal 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 non-designated heritage asset on the Local List meets the criteria above, the council will seek a replacement development which is of an equivalent standard of design to the non-designated heritage asset and where possible retains the features of the non-designated heritage asset.

In the exceptional circumstances where loss or partial loss of designated or non-designated heritage asset is considered to be justified, the council will

require the developer to have the asset surveyed and recorded by a suitably qualified professional in advance of any alterations, demolition or groundwork.

The surveying and recording will be required to be carried out in a manner proportionate to the importance of the asset and the impact of the development. A report detailing the investigation should be made publicly available and deposited through Derbyshire's Historic Environment Record as a minimum.

## 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.

#### **Walking and Cycling**

- 9.4. 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.
- 9.5. The opportunity to walk to essential services and facilities is at the core of the council's spatial strategy, as set out in policy CLP1.
- 9.6. As well as replacing car use for shorter journeys, walking and cycling can also promote healthy lifestyles and provide access to the countryside. Greenways, such as the Trans Pennine Trail which follows the Chesterfield Canal, are particularly important as they provide recreational opportunities and can also help boost tourism in the borough. Derbyshire County Council has identified a

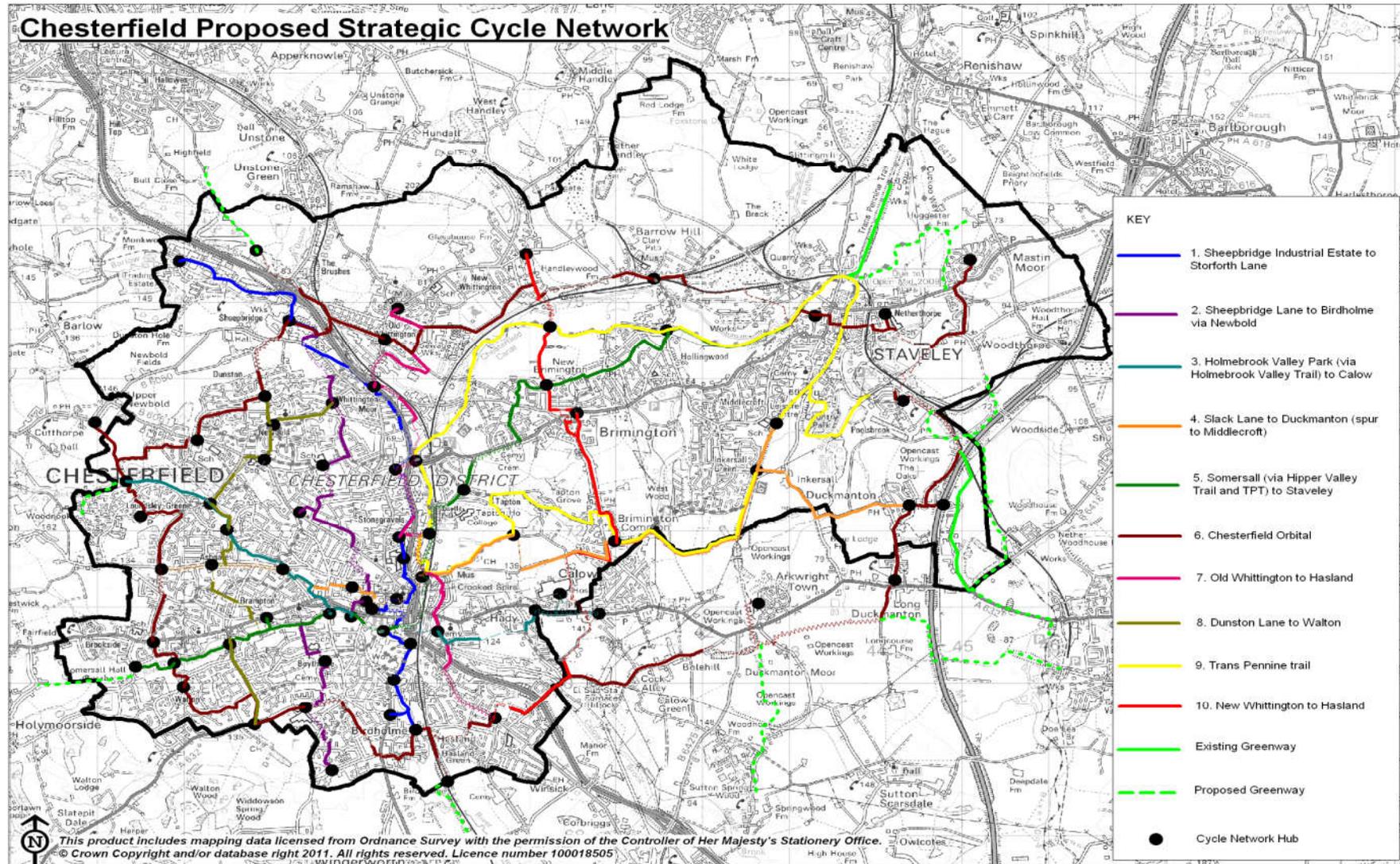
number of existing and potential Greenways in the East Derbyshire Greenways Strategy. Several of these are designated sections of the National Cycle Route network.

- 9.7. The borough council will work with partners including Derbyshire County Council and Chesterfield Cycle Campaign to improve and expand the network of cycle routes in and beyond the borough and will seek developer contributions through planning obligations and/or CIL towards this where appropriate.
- 9.8. 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 greenways and multi-user trails are indicated on the council's Policies Map. More information is available by following the link to the LTP at [www.chesterfield.gov.uk/evidencebase](http://www.chesterfield.gov.uk/evidencebase). The council is working with Derbyshire County Council and local partners to identify and designate a similar network of walking routes, having regard to the Derbyshire County Council Rights of Way Improvement Plan. Both networks will be the subject of further work during the Local Plan period to improve, promote and where appropriate, extend them.

### **Public Transport**

- 9.9. Access to the rail network is provided by Chesterfield railway station which is located at the edge of Chesterfield 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.
- 9.10. Chesterfield has excellent access by rail to most parts of Britain. The railway station has seen growth in patronage of 3-5% year on year. Many service levels and facilities have been improved over the last 10 years so that Chesterfield now has two trains per hour to London, a minimum hourly service on the Cross Country network, and direct links to Derby, Sheffield, Nottingham Leeds and Manchester as well as good local connections.

# Strategic Cycle Network



- 9.11. 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 re-join 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 Staveley and Rother Valley Corridor site. Services are expected to operate from 2035-40.
- 9.12. 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**

- 9.13. 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 A, 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.

## **CLP22 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 travel planning);
- b) improvements to walking and cycling facilities and public transport services that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport;
  - c) optimisation of the existing highway network to prioritise walking, cycling and public transport such as measures to prioritise the needs of pedestrians above the car and improved or new cycle and bus lanes, provided early in the build out period of new developments; and
  - d) mitigation including highway capacity enhancements where the initiatives required under points (a) to (c) above are insufficient to avoid significant impacts from the development on the transport network in terms of capacity and congestion; and
  - e) provision of opportunities for charging electric vehicles where appropriate.

Development proposals will not be permitted where they would have an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

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

- i. The size of any 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 in terms of highway safety, congestion, pedestrian and cyclist accessibility and amenity will be made worse.
- vii. Local car ownership levels.

Cycle parking, where provided as part of new development, should be located to ensure safe, secure and convenient access, with weather protection where possible. The council will prepare an SPD to provide further practical guidance on planning for walking and cycling within new development.

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.
- 9.16 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. Proposals for the CSRR will need to identify solutions to safeguard the route and setting of Chesterfield Canal in line with policy CLP18 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 Local Growth Fund (LGF) funded A61 Corridor project.

### CLP23 Major Transport Infrastructure

The council will safeguard land for major new transport infrastructure as shown on the Policies 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 and 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 key areas 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 at 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 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 a range of events during the year (including steam days, concerts and the 'Rail Ale' festival), it is also a centre for rail related employment, training and business activity, providing research and rolling stock maintenance. The potential exists to develop this activity further in the future, particularly the possible links with HS2 and the proposed Infrastructure Maintenance Depot which will be located close by on the former Staveley Works site.
- 10.7. The settlement has a high proportion of public sector housing, particularly within the 'London Boroughs' estate, parts of which suffer from poor environmental quality. In 2014 Chesterfield Borough Council's Housing Services appointed landscape architects to develop and manage a £4 million programme of environmental improvements at the London Boroughs Estate at Barrow Hill. The proposals were approved by the council in March 2015 and planning permission was granted for the works in October 2016.

### **Duckmanton**

- 10.8. Duckmanton is located within the eastern part of the Borough close to the boundary of North East Derbyshire (to the south) and the M1 (to the east). Whilst the settlement's history goes back to the medieval period (it is recorded in the Domesday book), the village is now primarily associated with the local coal mining industry and was constructed to house local miners, mainly those working at Markham Vale Colliery which closed in 1992.
- 10.9. As a result of the decline of the mining industry and associated businesses, the village and surrounding area suffered from economic decline. This has meant reduced economic opportunities, a rise in social deprivation and in some instances, environmental degradation. Duckmanton is within the top 10% of most deprived areas in England in terms of income, income affecting children, employment, education skills and training and health and disability. However, Duckmanton remains socially cohesive, is located in attractive countryside, has good transport links and has 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 estate is a mixture of owner occupied and council owned properties. Holme Hall has a strong local centre which is identified as a 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, however, 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 having 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. Additionally, 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 housing stock that does not meet 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 has taken shape, around the new motorway junction 29A built specifically to serve it. 2018 saw 1,600 jobs maintained at the development across the whole 200-acre site.

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 two 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 Green Belt. 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. 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, for major developments the Council will expect a masterplanned approach to deliver sustainable high quality residential development, 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; and**
- b) deliver environmental and biodiversity benefits; and**
- c) support or enhance existing services and community facilities;**
- d) provide recruitment, training and procurement to benefit the local economy (via a Local Labour Agreement in line with Policy CLP6), with the priority being to maximise training and employment opportunities for existing residents of the RPA within which the development is located; and**
- e) increase trees and tree groups to enhance landscape character; and**
- f) have an acceptable impact on the wider highway network (taking account of cumulative effects of other developments within the RPAs) and provide any necessary mitigation.**

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

- i. deliver a minimum of 35 new homes on site H20; and**
- ii. promote design that positively contributes to the surrounding area and conserves or enhances heritage assets including Barrow Hill Conservation Area; and**
- iii. support the activities of Barrow Hill Roundhouse as a visitor attraction and centre for employment; and**
- 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 a minimum of 310 new homes on sites H26 and H34; and**
- ii. provide safe and convenient walking and cycling access to job opportunities at Markham Vale; and**
- iii. provide safe and convenient walking and cycling connections to Poolsbrook and Poolsbrook Country Park; and**
- iv. promote design that positively contributes to the surrounding area, and conserves or enhances the significance of heritage assets including Poplar Farmhouse, Duckmanton Model Village and Long Duckmanton; and**
- 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 a minimum of 300 new homes on site H33 in line with the adopted masterplan; and**
- ii. provide safe and convenient walking and cycling connections to Linacre Road, Wardgate Way (Local Service Centre) and the Holmebrook Valley Park and Trail; and**
- iii. 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 up to 670 new homes on sites H1, H6 and H35; and**
- ii. provide safe and convenient walking and cycling access to job opportunities at Markham Vale, the community garden and Norbriggs and Woodthorpe Primary Schools; and**
- iii. provide a new Local Centre with additional community facilities and the opportunity for provision of health facilities; and**
- 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; and**
- v. promote design that positively contributes to the surrounding area, and conserves or enhances the significance of heritage assets including the former pumping engine and tramway; and**
- vi. deliver a new and/or improved pedestrian and cycle crossing over the A619 ; and**
- vii. protect and enhance the setting of and access to the community garden; and**
- viii. minimise visual impact on the ridgelines along Worksop Road and Woodthorpe Road; and**
- ix. provide a defined edge of development and a clear break to prevent continued coalescence and extension of ribbon development along Worksop Road; and**

- x. maintain 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 a minimum of 175 new homes on site H31; and
- ii. provide safe and convenient walking and cycling access to job opportunities at Markham Vale; and
- iii. provide safe and convenient walking and cycling connections to the surrounding rights of way network, including connections to Duckmanton and Poolsbrook Country Park; and
- iv. promote design that positively contributes to the surrounding area and conserves or enhances the significance of heritage assets including the surviving buildings of the Model Village.

## 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, with the latter being redeveloped for a hotel and food and drink uses. 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 study<sup>10</sup> does indicate reduced demand for floorspace in the short term, but suggests 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. Whilst not having formal status as a Development Plan Document or SPD, the masterplan sets out a long-term vision for Chesterfield Town Centre and is a material consideration in determining planning applications within the town centre. The Masterplan's vision is for the town centre to be:

*“...recognised as a distinctive historic market town, with a thriving centre built around the market squares, national and independent retailers and leisure operators. The town will embrace the opportunities created by new technology and be a popular place to live and visit, with an economy based on employers attracted by great access, beautiful environments and a specialised well qualified workforce.”*

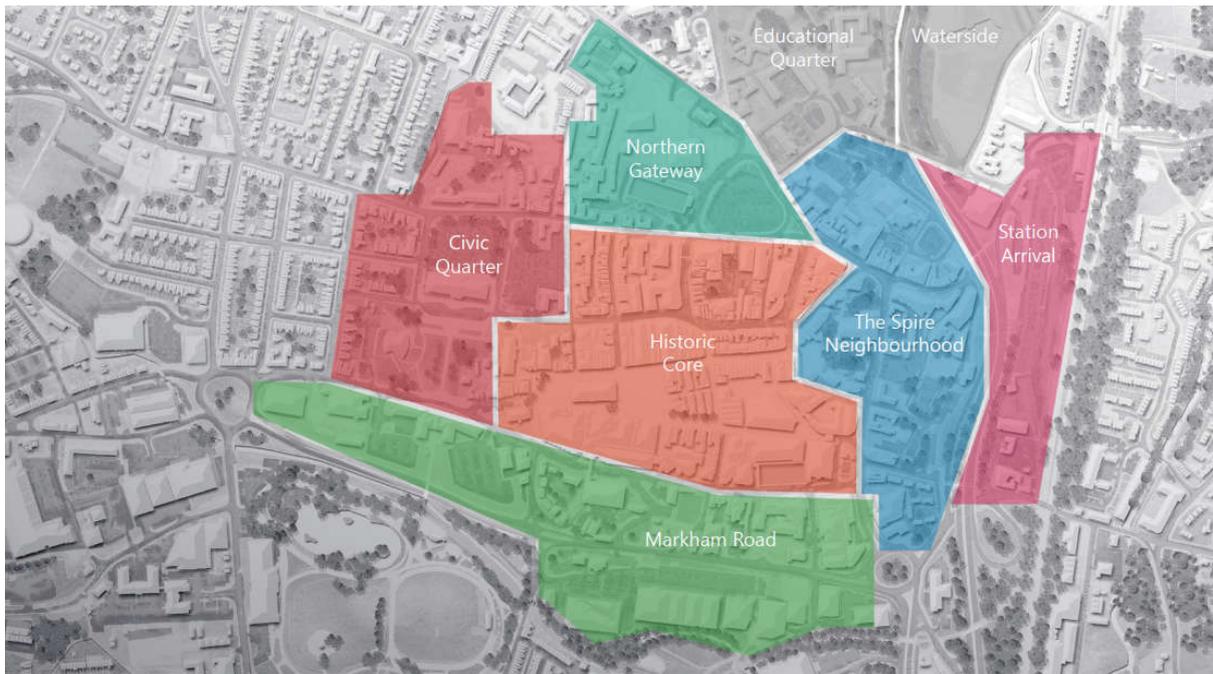
11.5. The Masterplan acknowledges the role of the centre in providing office accommodation and identifies the potential for new investment in this sector, which largely relies on older, smaller premises. The Masterplan also recommends moving through traffic out of the town centre in order to create a more attractive environment generally and around the 'Crooked Spire' in particular.

11.6. The Masterplan identifies seven character areas:

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

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<sup>10</sup> [Chesterfield Borough, Bolsover District and North East Derbyshire District Retail and Centres Study Retail and Centres Study April 2018](#)



***Chesterfield Town Centre Strategic Development Framework (May 2015)***

- 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 retail led scheme previously proposed by Wilson Bowden within the Northern Gateway area. The Northern Gateway has instead been progressed through replacing the aging Saltergate Multi Storey Car Park and building a new enterprise centre at Holywell Cross (construction of which is expected to start in early 2020). 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 CLP2, CLP8 and CLP21.

**SS1 Chesterfield Town Centre**

Subject to other relevant policies of the plan, the council will support planning applications that contribute towards:

- a) protecting and enhancing the centre’s sub-regional and local role in providing housing, 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;
- j) undertaking appropriate assessment, evaluation and, if necessary, recording of archaeological remains within the Town Centre Historic Core (as set out on the Policies Map).

Outside of the Town Centre Primary and Secondary Shopping Areas, as shown on the Policies Map and set out in policy CLP8, planning permission will not normally be granted for new retail uses (A1) other than small shops as set out in policy CLP9. Planning permission will normally be granted for other main town centre uses, including 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 housing, employment, services, leisure and retail and where they can demonstrate that they would not prejudice the future development of the site.

#### Spire Neighbourhood

Proposals will be supported for new residential development on land to the east of St Mary's Gate and to the west of the A61 and to the north of Holywell Street and south of Brewery Street, subject to other relevant policies of the plan. Where development within this area results in the loss of public car parking, the effect of this on the viability of Chesterfield Town Centre should be assessed, and if necessary compensatory parking provided elsewhere within or closely related to Chesterfield Town Centre.

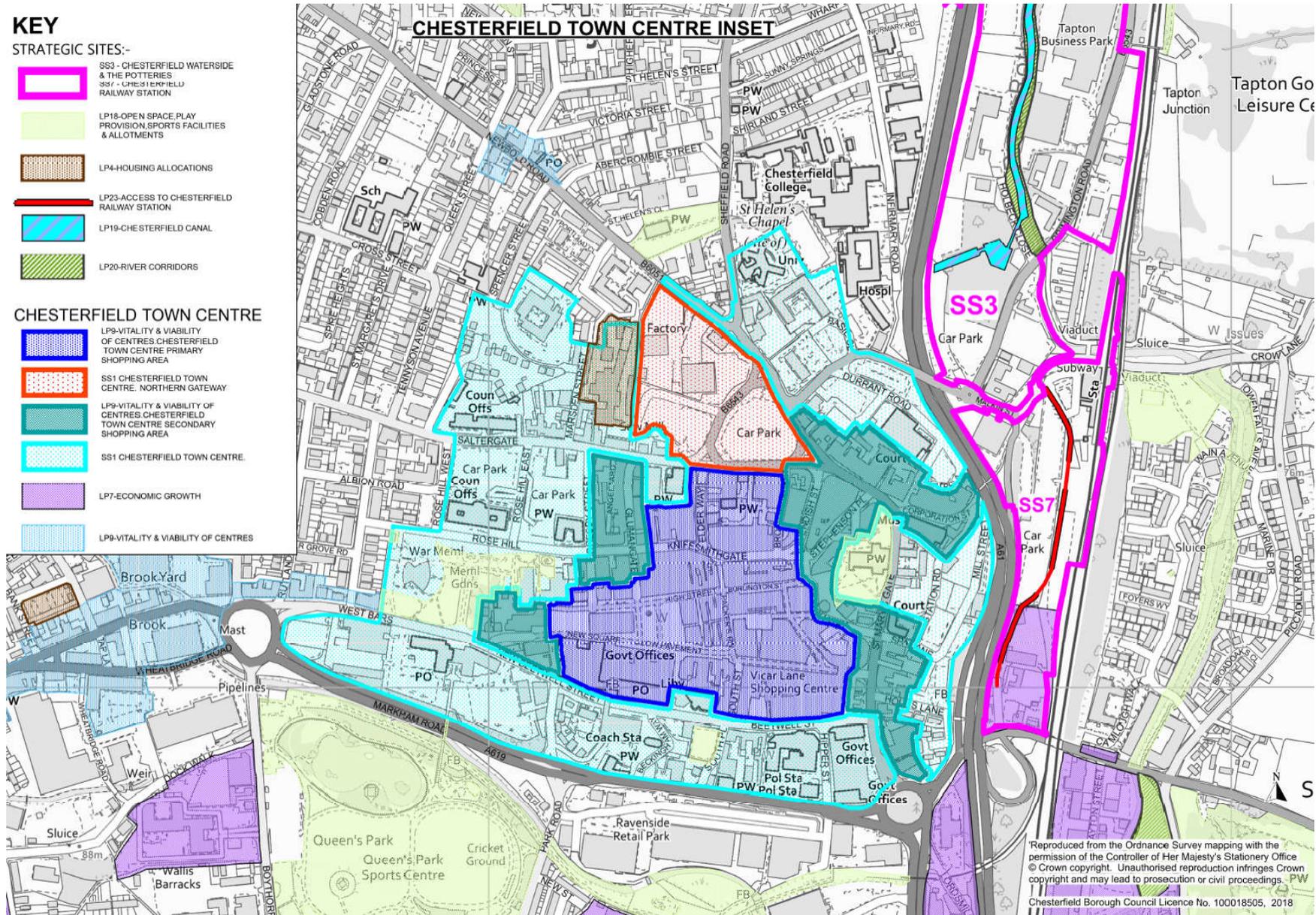
**KEY**

**STRATEGIC SITES:-**

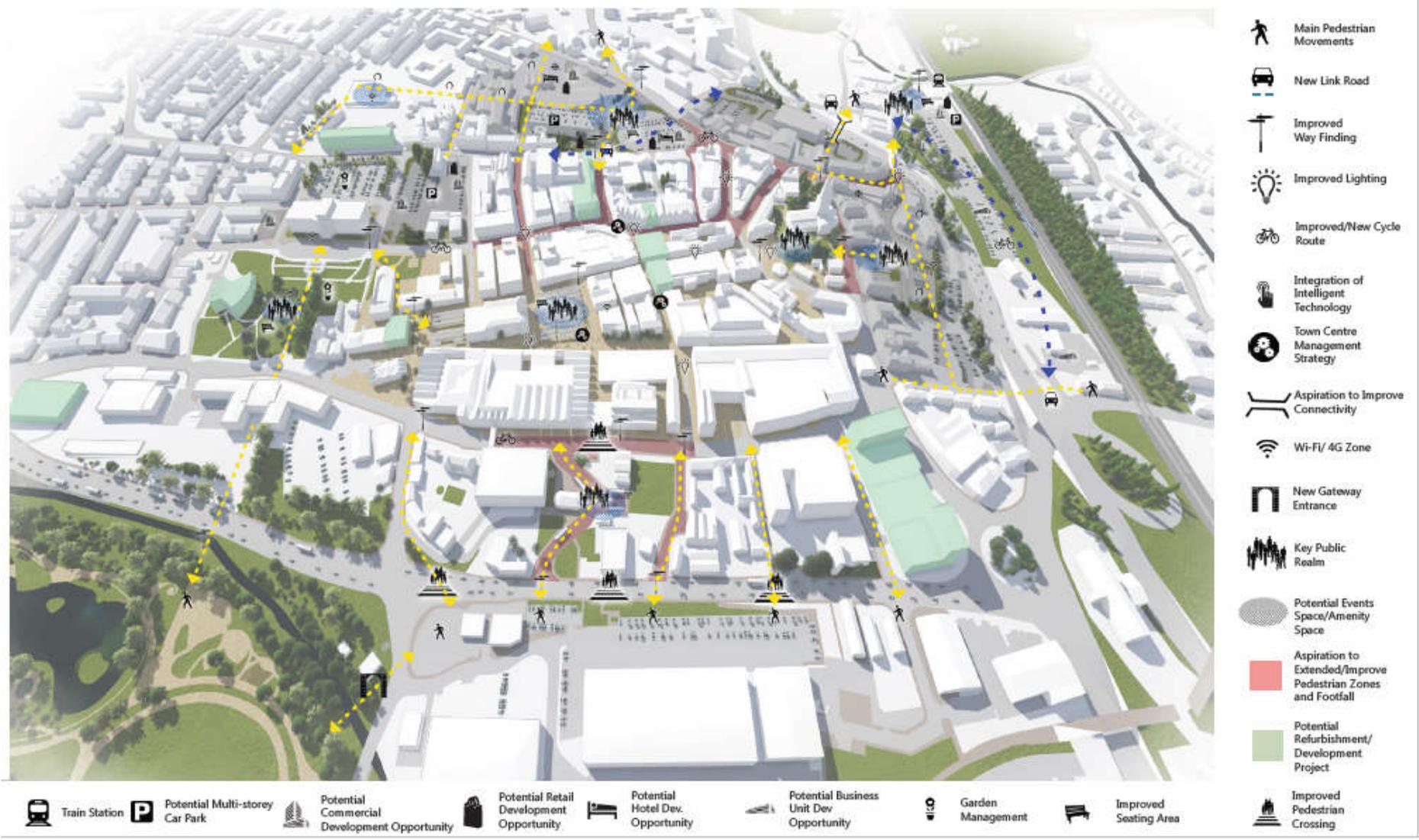
-  SS3 - CHESTERFIELD WATERSIDE & THE POTTERIES  
SS7 - CHESTERFIELD RAILWAY STATION
-  LP18-OPEN SPACE PLAY PROVISION, SPORTS FACILITIES & ALLOTMENTS
-  LP4-HOUSING ALLOCATIONS
-  LP23-ACCESS TO CHESTERFIELD RAILWAY STATION
-  LP19-CHESTERFIELD CANAL
-  LP20-RIVER CORRIDORS

**CHESTERFIELD TOWN CENTRE**

-  LP9-VITALITY & VIABILITY OF CENTRES, CHESTERFIELD TOWN CENTRE PRIMARY SHOPPING AREA
-  SS1 CHESTERFIELD TOWN CENTRE, NORTHERN GATEWAY
-  LP9-VITALITY & VIABILITY OF CENTRES, CHESTERFIELD TOWN CENTRE SECONDARY SHOPPING AREA
-  SS1 CHESTERFIELD TOWN CENTRE
-  LP7-ECONOMIC GROWTH
-  LP9-VITALITY & VIABILITY OF CENTRES



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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 to the 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**

Development proposals will be supported where they contribute 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 CLP8. 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 supported in accordance with the adopted masterplan, including: employment generating uses on land at the former Boythorpe Works (in accordance with policy CLP6), open space and housing. The site of Walton Works (including the re-use of the Grade II\* listed building) shall be for housing-led mixed use development (in accordance with policy CLP3, Site H30). 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.

## CHESTERFIELD WATERSIDE AND THE POTTERIES

11.14. The Chesterfield Waterside area is a corridor of land centered on the River Rother and Chesterfield Canal, which are important components of Chesterfield's green infrastructure and ecological network. 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 basin, and 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 February 2020, 19 affordable homes have been completed on Brimington Road and the canal Basin has been constructed. Work has also commenced on 173 homes within the 'Park' character area. 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 '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, the council will support development proposals that contribute towards:**

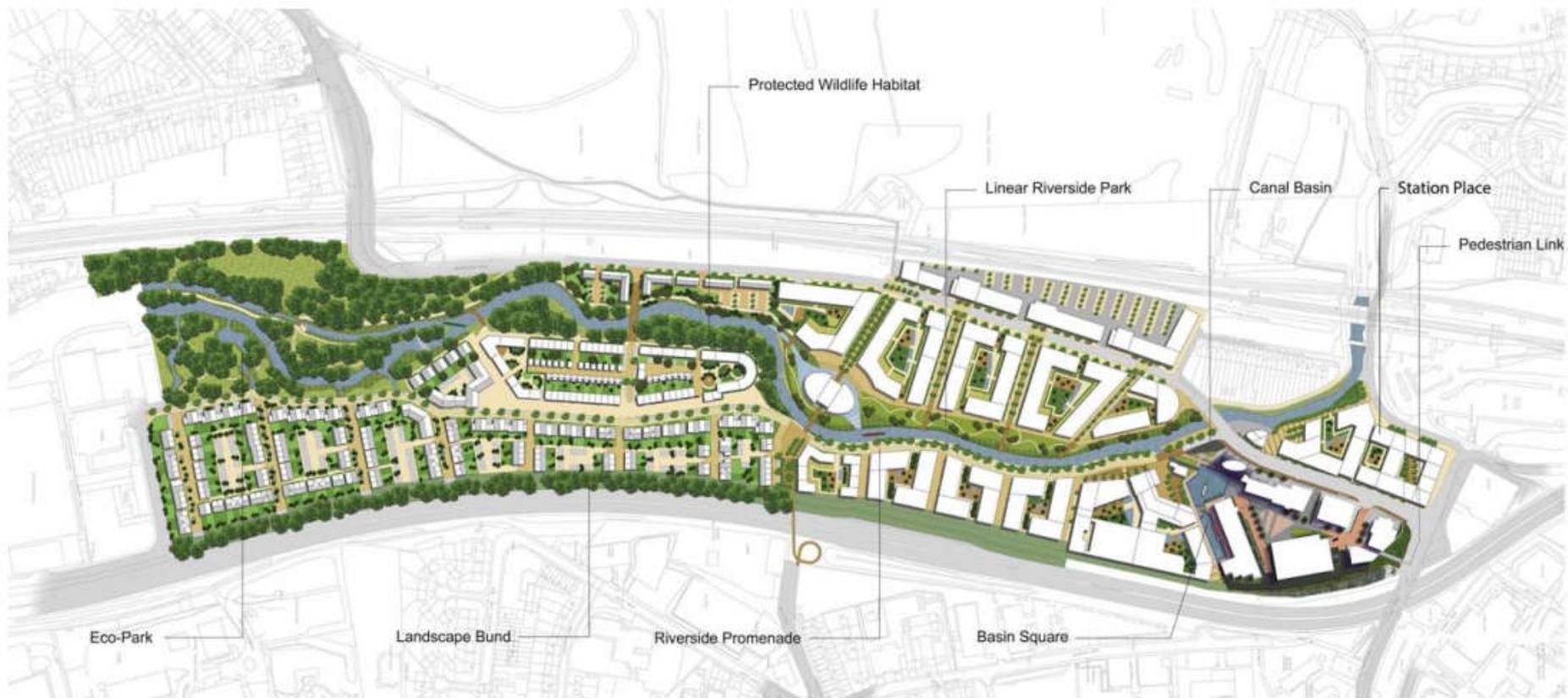
- a) creating jobs in office, industry, retail, tourism and education;**
- b) restoring Chesterfield Canal and the River Rother to navigation and creating a new canal terminus;**
- c) achieving a mix of uses including residential (up to 1550 new homes), office (up to 30,000 sqm), employment, leisure, health and fitness, hotels, creche, doctor's surgery and nursing home;**
- 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. The site's 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 Local Plan 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 CLP22;
- 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 an 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, provides direct access to Junction 29a of the M1, and has significantly improved vehicle access at the eastern end.
- 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 that 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.
- 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.
- 11.27. 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 work is underway on its the detailed design.
- 11.28. 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. The CSRR is also currently the subject of a bid to the Large Local Majors Transport Programme. 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.

- 11.29. The site is identified as the preferred location for an Infrastructure Maintenance Depot (IMD) as part of the proposals for the eastern leg of HS2 phase 2b. A safeguarding direction for the IMD has been published and a revised boundary was consulted on by HS2 in July 2018. Work undertaken by Chesterfield Borough, Derbyshire County and Chatsworth Settlement Trust in response to this demonstrated that the IMD proposal could be accommodated as part of regeneration proposals with minor changes to the proposed layout, although the revised layout present difficulties in terms of delivering an element of employment land within the corridor. The borough council, Derbyshire County Council and the landowners continue to work closely with HS2 to ensure that the corridor can deliver new jobs and the Chesterfield-Steveley Regeneration Route. The proposed IMD is located in the eastern most portion of the site, which is likely to be brought forwards as part of a later phase of development due to more complex ground conditions and ownership arrangements.
- 11.30. Given the remediation work required on the former St Gobain pipelines site and settling pond, and the need to deliver key infrastructure, development on the Steveley and Rother Valley Corridor site is likely to occur in phases. It will not be possible to fully design the Hall Lane end of the site until the final form of the HS2 IMD is known, upon submission of the Hybrid Bill for HS2 phase 2. As such, the housing and employment land proposed within the corridor are not included until late on in the Local Plan's Housing and Employment land trajectories. However, if the council is successful in securing the Large Local Majors funding bid, this would not prevent housing coming forward at an earlier date and would be reflected in a future Local Plan review.

## **SS5 Steveley and Rother Valley Corridor**

**The borough council will support the comprehensive redevelopment of the Steveley 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 focused on the centre and western end of the corridor;**
- b) create employment opportunities focused on the Hall Lane end of the corridor and around Works Road;**
- c) deliver the section of the Chesterfield to Steveley Regeneration Route between Bilby Lane and Hall Lane, connected to the route safeguarded under policy CLP23 and the existing Steveley 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; and
- ii. a Transport Assessment based on modelling of the overall impact of development and a Travel Plan setting out how the impact of traffic associated with the proposed development will be managed; and
- 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 including:

- 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 including:

- 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 including:

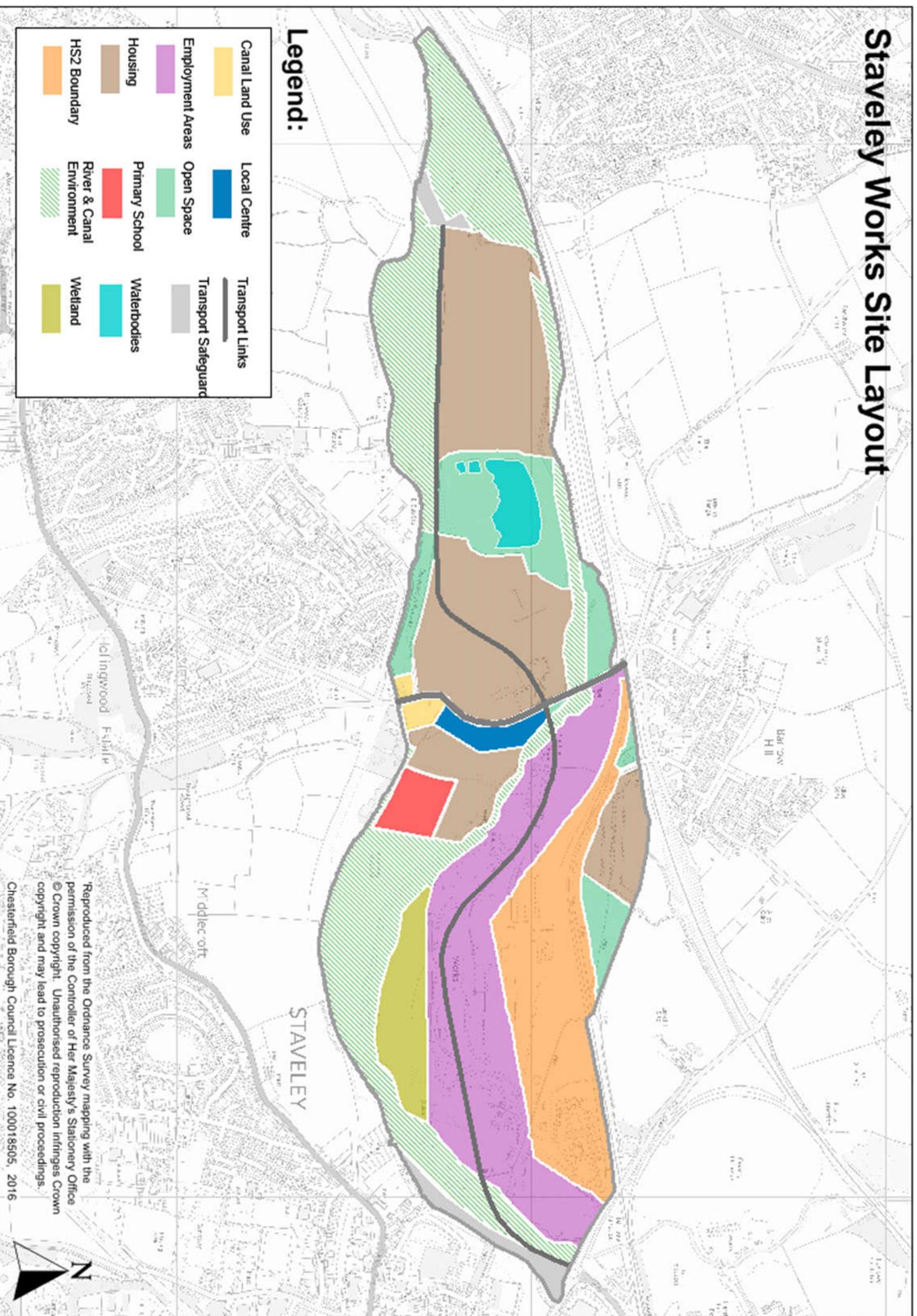
- proposals for the HS2 IMD;
- development of Approximately 30ha of Employment generating development within use classes B1, B2 and B8, subject to HS2 finalising the extent of the proposed IMD (this development is expected to extend beyond the plan period, following implementation of the HS2 IMD);
- 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.

11.31. 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



# Staveley Works Site Layout



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## LAND NORTH OF DUNSTON

- 11.32. 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.
- 11.33. At the time of writing reserved matters planning permission is in place for 299 dwellings on land to the west of Dunston Lane (following the submission of outline application: CHE/16/00016/OUT). This forms 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.
- 11.34. 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 500 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 (site reference SS6). Development should be carried out in accordance with a masterplan to be agreed with the Local Planning Authority prior to development that demonstrates:

- i. acceptable access arrangements from Dunston Road and Dunston Lane;
- ii. appropriate provision for walking and cycling within the site.
- iii. appropriate transport mitigation to ensure an acceptable impact on the highway network for all users;
- iv. appropriate mitigation to minimise any adverse impacts to the significance of affected heritage assets, including their settings.
- v. provision of a new local centre to serve development;
- vi. provision of 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);
- vii. 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

- viii. along Dunston Road;  
a phasing plan for development phases and the provision of infrastructure.

## CHESTERFIELD RAILWAY STATION AND STATION ARRIVAL

- 11.35. Chesterfield Railway Station is the first point of arrival or last point of departure for approximately 1.78 million passengers<sup>11</sup>., with usage growing by 3 - 5% per year. Over a million people live within a half hour drive time of the Station<sup>12</sup> (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 6<sup>th</sup> 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 (subsequently revised as from 2035) creates the potential for further growth in services and investment.
- 11.36. At present the Station area is currently characterised by under-utilised land which is predominantly used for surface car parking, and poor connections to the town, wider borough and region.
- 11.37. 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.
- 11.38. 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 East Midlands (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 the Department for Transport and MHCLG that the 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.”

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<sup>11</sup> (Estimates of Station Usage for 2016-17, ORR)

<sup>12</sup> AECOM research 2017

- 11.39. SCR has provided funding for further research and development of the Masterplan and its refinement, currently being prepared by Cushman & Wakefield, Arup and Whittham Cox Architects. Consultation on the masterplan for the railway station area is expected to be undertaken in early 2020. This is likely to take the form of an overall concept masterplan and a more focused planning framework identifying appropriate uses, amounts of development and infrastructure requirements. Funding for the Hollis Lane Link Road has been set aside as part of the wider LGF funded A61 Corridor Project and a planning application for the first phase of the road has been approved.
- 11.40. Key assets in the Station Masterplan 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 policies SS1 and CLP23). 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. Options are being explored for: an improved station forecourt, multi-story car parks (to release development land), improved bus, taxi and cycling access, limited leisure and retail use, connected to station users and an area of public realm.
- 11.41. 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, the council will support development based on the extent to which it delivers:**

- 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 and Chesterfield**

**Town Centre;**

- h) essential infrastructure required to deliver the improvements set out in the approved masterplan;**
- i) appropriate assessment, evaluation and, if necessary, recording of archaeological remains;**
- j) improved inclusive accessibility to Chesterfield Railway Station and within the masterplan/development framework area.**

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

## **NEIGHBOURHOOD PLANS**

11.42. 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 adopted by Chesterfield Borough Council; and
- is in conformity with the strategic policies of the Local Plan; and
- can be regularly updated if necessary.

# Appendix A: Infrastructure Delivery Plan

**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	Critical/ Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
CLP1, CLP23	Local Plan identifies corridor to be reserved.	Critical for delivery of SRVC strategic site, and other Local Plan sites.	<ul style="list-style-type: none"> <li>Chesterfield Borough Council.</li> <li>Homes &amp; Communities Agency.</li> <li>Derbyshire County Council.</li> <li>Sheffield City Region.</li> <li>D2N2.</li> </ul>	Chesterfield- Staveley Regeneration Route;  5.7km single carriageway.	£93 m;  (Staveley Spur estimated at £4,635,760) (2017).	Included in priority list of road schemes by Midlands Connect, with request for £79 million;  £14 million local contribution: Regeneration agencies; Private sector; 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.
CLP1, CLP23	Dependent on provision of Chesterfield – Staveley Regeneration Route)	Scheme likely to be superseded by provision of Chesterfield – Staveley Regeneration Route (see above).	<ul style="list-style-type: none"> <li>Chesterfield Borough Council.</li> <li>Derbyshire County Council.</li> <li>Sheffield City Region.</li> </ul>	Northern Loop Road Phase 2*  (*N.B. scheme likely to be superseded by provision of Chesterfield –	£6.5 m (DCC, 2016).	Regeneration agencies/SCR ; developer contributions.	Medium term: 2020 – 2026.*

			<ul style="list-style-type: none"> <li>• D2N2.</li> </ul>	Staveley Regeneration Route (see above)).			
CLP22, CLP23, SS7	Local Plan identifies transport scheme.	Critical for delivery of Local Plan sites along the A61.	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council.</li> <li>• Derbyshire County Council.</li> <li>• NEDDC.</li> <li>• D2N2.</li> </ul>	A61 Growth Corridor improvements, including Whittington Moor Roundabout improvements; 21 <sup>st</sup> Century Transport Corridor: A61 Sheepbridge Lane/ Broombank Road junction improvement, A61/St Augustines Road junction improvement, and technological solutions, including bus real time information, urban traffic management system, car park guidance system, variable message signs; and Standard Gauge for Sustainable	£6.711 m (design and costs being prepared by DCC).	<p>Approved D2N2 Local Growth Fund allocations:</p> <p>21<sup>st</sup> Century Transport Corridor £3.0 million;</p> <p>Standard Gauge for Sustainable Travel £1.689 million</p> <p>£1.172 million local contribution: private sector; CIL;</p> <p>DCC local contribution to Whittington Moor Roundabout improvements £0.850m.</p>	Short term (to 2021).

				Travel: new with upgraded pedestrian/cycle routes.			
SS1	Local Plan identifies transport scheme.	Critical for delivery of Town Centre Local Plan sites, and HS2.	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council.</li> <li>• Derbyshire County Council.</li> <li>• Sheffield City Region.</li> <li>• D2N2.</li> </ul>	<p>A61 Growth Corridor: Chesterfield Station Masterplan;</p> <p>Hollis Lane Link Road;</p> <p>Lordsmill Roundabout remodelling (linked to A61).</p>	£4.760 m (phase 1); (Design and associated costs being prepared by DCC).	<p>Provisional D2N2 (LGF) allocation £3.808 million; Sheffield City Region; CIL;</p> <p>HS2 (in connection with proposed Chesterfield HS2 station).</p>	Medium term: 2020 – 2026.
SS7	Local Plan identifies developer's preferred route; Implementation tied to developer's programme.	Necessary to support HS2 proposals.	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.
CLP22, CLP7, CLP15, SS1, SS2, SS7	Local Plan identifies opportunities linked to walking & cycling strategies.	Necessary to support new development where gaps in services are identified.	<ul style="list-style-type: none"> <li>• Derbyshire County Council.</li> <li>• Private providers.</li> </ul>	Improvement of walking and cycling routes, identified on Key Cycle Network / Local Cycle Network, including delivery of Standard Gauge for Sustainable	<p>A61 improvements included in overall projects cost for D2N2 LGF.</p> <p>Costs of individual projects developed</p>	DCC and developer contributions / CIL.	Throughout plan period.

				<p>Travel (A61 Growth Corridor improvements-see above).</p> <ul style="list-style-type: none"> <li>Whittington Moor to Sheepbridge cycle route.</li> <li>A61 Hornsbridge roundabout to Storforth Lane cycle route upgrade</li> <li>Wayfinding strategy.</li> </ul>	through detailed design.		
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## FLOOD MITIGATION

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5	Staveley and Rother Valley Corridor masterplanning and working with landowners.	Critical for delivery of SRVC strategic site.	<ul style="list-style-type: none"> <li>Chesterfield Borough Council.</li> <li>Derbyshire County Council.</li> <li>Environment Agency.</li> </ul>	Flood mitigation & defence works associated with regeneration of former Staveley works site	Overall costs: £7 m <i>Source: Options Report, Taylor Young (2010).</i>	Developer contributions.	Medium-term: 2020 – 2026.
SS2	South of Chatsworth Road	Necessary to support new development.	<ul style="list-style-type: none"> <li>Chesterfield Borough Council.</li> </ul>	Chatsworth Road Corridor Bridge works	£ 135,204 <i>Source: Arup, 2010.</i>	Environment Agency & Trent RFDC.	Plan period

	Masterplan.		<ul style="list-style-type: none"> <li>• Development industry.</li> <li>• Landowners.</li> <li>• Environment Agency.</li> </ul>	(Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.		Included as part of developer costs.	
SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015).	Necessary to support new development.	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council.</li> <li>• Derbyshire County Council.</li> <li>• Environment Agency.</li> </ul>	River Hipper Flood Improvement Works – Tin Mill Storage Reservoir.	£6 m.	Environment Agency, SCR, CIL & Developer contributions.	Medium to Long term.
SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015).	Necessary to support new development.	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council.</li> <li>• Derbyshire County Council.</li> <li>• Environment Agency.</li> </ul>	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).	Necessary to support new development.	<ul style="list-style-type: none"> <li>• Yorkshire Water.</li> <li>• Derbyshire County Council.</li> </ul>	Horns Bridge Sewer Flooding.	Not currently estimated.	Yorkshire Water.	Plan period.
CLP23	Co-operation with	Necessary to support new development.	<ul style="list-style-type: none"> <li>• North East Derbyshire</li> </ul>	Flood mitigation measures	Not currently estimated.	Environment Agency, SCR,	Plan period.

	neighbouring authorities.		District Council. <ul style="list-style-type: none"> <li>• Development industry.</li> <li>• Landowners.</li> <li>• Environment Agency.</li> </ul>	beyond Chesterfield Borough administrative boundary; including upper Hipper Valley.		D2N2, CIL & developer contributions.	
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## WATER

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5		Critical for delivery of planned housing numbers at SRVC strategic site.	<ul style="list-style-type: none"> <li>• Yorkshire Water.</li> </ul>	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	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
RP1	Development proposals at Poolsbrook/DCC.	Critical for delivery of permitted housing numbers.	<ul style="list-style-type: none"> <li>• DCC.</li> <li>• Academy chain.</li> </ul>	Expansion of Poolsbrook Primary School.	£450,000	<ul style="list-style-type: none"> <li>• CIL</li> </ul>	2020-2021
SS5	Staveley and Rother Valley Corridor masterplanning and working with landowners.	Critical for delivery of planned housing numbers at SRVC strategic site.	<ul style="list-style-type: none"> <li>• Derbyshire County Council.</li> <li>• Chesterfield Borough Council.</li> <li>• Development industry.</li> </ul>	Staveley – new single form entry primary school to support SRVC regeneration.	£5.5m – £6.5m.	<ul style="list-style-type: none"> <li>• CIL.</li> <li>• Derbyshire County Council.</li> <li>• DfES.</li> </ul>	Medium to Long term.
CLP1	Development proposals (allocation on	Necessary to support new development.	<ul style="list-style-type: none"> <li>• Derbyshire County Council.</li> <li>• Chesterfield Borough</li> </ul>	Duckmanton	Funding may be sought if expansion is	<ul style="list-style-type: none"> <li>• CIL</li> <li>• Derbyshire County</li> </ul>	Local Plan period: 2018 –

	land south of Tom Lane, Duckmanton).		<ul style="list-style-type: none"> <li>Council.</li> <li>Development industry.</li> </ul>	Primary School	necessary at the time of development coming forward.	<ul style="list-style-type: none"> <li>Council</li> <li>DfES</li> </ul>	2035
CLP1	Development proposals (Walton Works).	Necessary to support new development.	<ul style="list-style-type: none"> <li>Derbyshire County Council.</li> <li>Chesterfield Borough Council.</li> <li>Development industry.</li> </ul>	William Rhodes Primary and Nursery School	Funding may be sought if expansion is necessary at the time of development coming forward.	<ul style="list-style-type: none"> <li>CIL.</li> <li>Derbyshire County Council.</li> <li>DfES.</li> </ul>	Local Plan period: 2018 – 2035.

## HEALTH

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
CLP1	Development proposals.	Necessary to support new development.	<ul style="list-style-type: none"> <li>Chesterfield Borough Council.</li> <li>Care Commissioning Group.</li> </ul>	<p>Brimington GP Surgery and Whittington Medical Centre are approaching capacity.</p> <p>Potential capacity issues also identified Barlborough Medical Practice, and Newbold Surgery (Windermere Road, Newbold).</p>	<p>Only applicable to residential development of 10 dwellings or over.</p> <p>Derbyshire NHS request £512 per dwelling.</p> <p><i>NB: Contributions will depend on the location of proposed development and its</i></p>	Developer contributions.	Local Plan period: 2018 – 2035

					distance from existing surgeries.		
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## GREEN INFRASTRUCTURE

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
CLP15	Borough-wide.	Complementary to maximise the benefits of sustainable growth for local communities, including provision of a green link.	CBC Leisure, DCC, private developers.	Greenways improvements.	Unknown.	CIL + matched funding.	Local Plan period: 2018 – 2035.

## DIGITAL INFRASTRUCTURE

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
CLP13	Borough-wide.	Complementary to maximise the benefits of sustainable growth.	Broadband Delivery UK; partnership led by Derbyshire County Council and BT.	Continuation of Digital Derbyshire roll out.	£34 m Derbyshire wide.	Funding Committed; supported by Government, D2N2 & European Regional Development Fund.	Years 1-5.

## STAVELEY AND ROTHER VALLEY CORRIDOR

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5: Staveley & Rother Valley Corridor	Staveley and Rother Valley Corridor	Critical for delivery of SRVC strategic site.	<ul style="list-style-type: none"> <li>Chesterfield Borough Council.</li> </ul>	Land decontamination and	Overall costs: £60M - £70M <i>Source:</i>	Regeneration agencies and developer	Medium term: 2016–

masterplanning and working with landowners.		<ul style="list-style-type: none"> <li>• Staveley Town Council.</li> <li>• Chatsworth Settlement Trust (landowner).</li> <li>• Saint Gobain (landowner).</li> <li>• Homes &amp; Communities Agency.</li> <li>• Derbyshire County Council.</li> </ul>	remediation.	<i>Options Report, Taylor Young (2010).</i>	contributions ; + HS2.	2020.
	Critical for delivery of SRVC strategic site.		On-site road infrastructure.	Overall costs : see above.	developer contributions/CIL.	Medium term: 2020 – 2026.
	Critical for delivery of SRVC strategic site.		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.
	Critical for delivery of SRVC strategic site.		Masterplanned green infrastructure provision (incl proposed greenways).	Not currently estimated.	Included as part of development costs or CIL.	Long-term: 2026 – 2033.
	Critical for delivery of SRVC strategic site.		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.
	Critical for delivery of SRVC strategic site.		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	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS3: Waterside & the Potteries	Waterside Masterplan.	Critical to enabling planned development to come forward.	<ul style="list-style-type: none"> <li>Chesterfield Waterside (public private partnership of CBC, Bolsterstone and Arnold Laver).</li> </ul>	Contributions may be required from CIL to support expansions at primary and/or secondary dependant on capacity at the time of each phase coming forward.			
		Necessary to support new development.		Masterplanned green infrastructure provision.			

## CHESTERFIELD CANAL

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
CLP7; CLP21; SS3; SS5  CLP1 & CLP2	Local Plan protects canal corridor as a major asset for sustainable transport, recreation & wildlife.	Complementary to maximise the benefits of sustainable growth for local communities, including provision of a green link.	<ul style="list-style-type: none"> <li>Chesterfield Borough Council.</li> <li>Derbyshire County Council.</li> <li>Chesterfield Canal Partnership.</li> <li>SCR/D2N2.</li> </ul>	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"> <li>Developer contributions/ CIL;</li> <li>Chesterfield Canal Partnership.</li> </ul>	Restoration of whole route across Local Plan period: 2018 – 2035.

## CHESTERFIELD TOWN CENTRE

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	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).	Necessary to support new development.	<ul style="list-style-type: none"> <li>Chesterfield Borough Council.</li> <li>Development industry.</li> <li>Landowners.</li> <li>SCR/D2N2.</li> <li>Derbyshire County Council.</li> </ul>	Enhancement of the town centre walking and cycling network (based on 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: 2018 – 2035.
		Necessary to support new development.		Health capacity at town centre medical facilities- as	Only applicable to residential development of 10	Developer contributions.	

				<p>identified by NHS Derby &amp; Derbyshire CCG: Hasland Medical Centre; Avenue House Branch; Avenue House Surgery; Chatsworth Road Medical Centre.</p>	<p>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>		
				<p>Chesterfield Town Centre Masterplan:  - Northern Gateway road infrastructure proposals.  - West Bars roundabout improvements.  - Hollis Lane link road.  - Lordsmill Roundabout improvements.</p>	<p>See above.</p>	<p>Developer contributions, CIL, LEP.</p>	

## BRIMINGTON PARISH (LOCAL CENTRE)

Key Local Plan Policies	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
CLP1	Future masterplanning.	Necessary to support new development.	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council.</li> <li>• Brimington Parish Council.</li> <li>• Development industry.</li> <li>• Derbyshire County Council.</li> </ul>	Foul sewerage provision.	£190,000 <i>Source: Design Services, CBC.</i>	Included as part of developer costs.	Long-term: 2026 – 2033.
CLP1		Necessary to support new development.	<ul style="list-style-type: none"> <li>• NHS Derby and Derbyshire CCG.</li> </ul>	Capacity issues identified at Calow & Brimington Medical Practice (Foljambe Road, Brimington), and Whittington Moor Surgery (Scarsdale Rd, Whittington).	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling.  <i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries.</i>	Developer contributions.	

## EASTERN VILLAGES (DUCKMANTON & MASTIN MOOR)

Key Local Plan Policies	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
CLP1	Future masterplanning	Necessary to support new development.	<ul style="list-style-type: none"> <li>Chesterfield Borough Council.</li> <li>Development industry.</li> <li>Derbyshire County Council.</li> </ul>	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.	
CLP1			<ul style="list-style-type: none"> <li>NHS Derby and Derbyshire CCG.</li> </ul>	Barlborough Medical Practice is approaching capacity.	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling.	Developer contributions.	

					NB: Contributions will depend on the location of proposed development and its distance from existing surgeries.		
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**CHATSWORTH ROAD CORRIDOR**

Key Local Plan Policies	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS2	South of Chatsworth Road Masterplan.	Necessary to support new development.	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: 2018 – 2035.
		Necessary to support new development.		Enhancement of the walking and cycling network.	Not currently estimated.	Included as part of developer costs.	
		Necessary to support new development.		Development and enhancement of the GI network.	Not currently estimated.	Included as part of developer costs.	
		Necessary to support new development.		Improvement of Dock Walk to an adoptable	Not currently estimated.	Delivered as part of new development to	

				standard, and adopt, incorporating dedicated cycle facilities.		improve site accessibility.	
		Necessary to support new development.		Improvement of Hipper Valley Corridor.	Not currently estimated.	Delivered as part of new development to improve site accessibility.	
		Necessary to support new development.		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	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
CLP1- CLP20	<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</i></p>	Complementary to maximise the benefits of sustainable growth for local communities.	<ul style="list-style-type: none"> <li>• Staveley Town Council.</li> <li>• Chesterfield Borough Council.</li> <li>• Regeneration agencies</li> <li>• Development industry.</li> </ul>	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	There are no cost estimates for proposals in the Staveley Town Centre masterplan.	<p>Regeneration agencies.</p> <p>Developer Contributions or CIL.</p>	Local Plan period: 2018–2035.

	<i>specific delivery arrangements are not yet in place.</i>			significant impact on existing infrastructure capacity			
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## Appendix B: Open Space Standards

Quantitative Standards	
Type of Open Space	Hectares of Provision per 1000 people
Allotments	0.39
Amenity Greenspace <sup>13</sup>	0.68
Natural and Semi-Natural Greenspace	3.00
Parks and Gardens	1.06
Provision for Children and Young People <sup>14</sup>	0.27
Cemeteries and Green Corridors	No standards

Minimum Thresholds for Provision of New Public Open Space		
Type of Open Space	Minimum size of site	
Allotments	0.4 ha (0.025 per plot)	
Amenity greenspace	0.4 ha	
Natural and semi natural	0.4 ha	
Parks and gardens	2 ha	
Play/Young People Provision	Equipped	0.04 ha
	Informal/Casual	0.10 ha

<sup>13</sup> All amenity greenspaces over 2 hectares in size which host a play site and also all other amenity greenspaces which do not host a play site

<sup>14</sup> All equipped play provision sites including informal amenity greenspaces which host a play site and are below two hectares in size

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

<sup>15</sup> Equivalent radial distance calculated on basis of average person walking one mile in 20 minutes.

## Appendix C: Superseded Policies

The policies set out in the adopted Local Plan Core Strategy (2011-2031) have all been superseded by the new Chesterfield Borough Local Plan. The table below sets out a schedule of the superseded policies of the current local plan including the saved policies of the Replacement Chesterfield Local Plan (adopted 2006).

Original Policy	Chesterfield Local Plan 2018-2035
<b>Local Plan Core Strategy (2013)</b>	
<b>CS1</b> - Spatial Strategy	<b>CLP1</b> – Spatial Strategy
<b>CS2</b> - Principles for Location of Development	<b>CLP2</b> – Principles for Location of Development
<b>CS3</b> - Presumption in favour of Sustainable Development	NO REPLACEMENT
<b>CS4</b> - Infrastructure Delivery	<b>CLP11</b> - Infrastructure Delivery
<b>CS5</b> - Renewable Energy	<b>CLP12</b> - Renewable Energy
<b>CS6</b> - Sustainable Design and Construction	<b>CLP20</b> - Design
<b>CS7</b> - Management of the Water Cycle	<b>CLP13</b> – Managing the Water Cycle
<b>CS8</b> - Environmental Quality	<b>CLP14</b> – A Healthy Environment
<b>CS9</b> - Green Infrastructure and Biodiversity	<b>CLP15</b> – Green Infrastructure <b>CLP16</b> – Biodiversity, Geodiversity & the Ecological Network <b>CLP17</b> – Open Space, Play Provision, Sports Facilities & Allotments
<b>CS10</b> - Flexibility in delivery of Housing	<b>CLP3</b> - Flexibility in delivery of Housing
<b>CS11</b> - Range of Housing	<b>CLP4</b> - Range of Housing
<b>CS12</b> - Sites for Travellers	<b>CLP5</b> - Sites for Travellers
<b>CS13</b> - Economic Growth	<b>CLP6</b> - Economic Growth
<b>CS14</b> - Tourism and the Visitor Economy	<b>CLP7</b> - Tourism and the Visitor Economy
<b>CS15</b> - Vitality and Viability of Centres	<b>CLP8</b> - Vitality and Viability of Centres
<b>CS16</b> - Retail	<b>CLP9</b> - Retail
<b>CS17</b> - Social Infrastructure	<b>CLP10</b> - Social Infrastructure
<b>CS18</b> - Design	<b>CLP20</b> - Design
<b>CS19</b> - Historic Environment	<b>CLP21</b> - Historic Environment

<b>CS20</b> - Influencing the Demand for Travel	<b>CLP22</b> - Influencing the Demand for Travel
<b>CS21</b> - Major Transport Infrastructure	<b>CLP23</b> - Major Transport Infrastructure
<b>PS1</b> - Chesterfield Town Centre	<b>SS1</b> - Chesterfield Town Centre
<b>PS2</b> - Chatsworth Road	<b>SS2</b> - Chatsworth Road Corridor
<b>PS3</b> - Waterside and the Potteries	<b>SS3</b> – Chesterfield Waterside & the Potteries
<b>PS4</b> - Markham Vale	<b>SS4</b> - Markham Vale
<b>PS5</b> - Staveley and Rother Valley Corridor	<b>SS5</b> - Staveley and Rother Valley Corridor
<b>PS6</b> - Neighbourhood Plans	<b>SS8</b> - Neighbourhood Plans
<b>Replacement Chesterfield Borough Local Plan</b>	
<b>HSN 1</b> - Sites for Residential Development	<b>CLP3</b> - Flexibility in delivery of Housing
<b>EMP 2</b> - Donkin / UEF site, Derby Road	REDUNDANT POLICY
<b>EMP 5</b> - Other Sites for Employment Development	<b>CLP6</b> – Economic Growth
<b>EMP 7</b> - Development in Existing Business and Industrial Areas	<b>CLP6</b> - Economic Growth
<b>EMP 11</b> - Ecodome Proposal	<b>CLP7</b> - Tourism and the Visitor Economy
<b>EVR 1</b> - Green Belt	<b>CLP15</b> – Green Infrastructure
<b>EVR 2</b> - Development in the Open Countryside and Other Open Land	<b>CLP15</b> - Green Infrastructure
<b>EVR 9</b> - Tree and Woodland Planting	<b>CLP15</b> - Green Infrastructure
<b>EVR 29</b> - Chesterfield Town Centre Historic Core	<b>CLP21</b> – Historic Environment
<b>TRS 2</b> - Transport Schemes Associated with Markham Employment Growth Zone (Markham Vale) and the M1	<b>CLP23</b> - Major Transport Infrastructure
<b>TRS 3</b> - Chesterfield – Staveley Regeneration Route	<b>CLP23</b> - Major Transport Infrastructure
<b>TRS 6</b> - Whitting Valley Link Road	REDUNDANT POLICY
<b>SHC 1</b> - Development within existing Town, District and Local Centres	<b>CLP8</b> - Vitality and Viability of Centres
<b>SHC 2</b> - Provision of New or Extended Local Centres	<b>CLP8</b> - Vitality and Viability of Centres
<b>SHC 3</b> - New Retail Warehousing on Land at Markham Road	REDUNDANT POLICY
<b>POS 1</b> - Existing Parks and Open Spaces	<b>CLP17</b> - Open Space, Play Provision, Sports Facilities & Allotments
<b>POS 2</b> - New Public Open Space	<b>CLP17</b> - Open Space, Play Provision, Sports Facilities &

<b>POS 4</b> - Sports Pitches and Playing Fields	Allotments <b>CLP17</b> - Open Space, Play Provision, Sports Facilities & Allotments
<b>POS 5</b> - Allotments	<b>CLP15</b> - Green Infrastructure
<b>CMT 1</b> - Education Sites	<b>CLP11</b> - Infrastructure Delivery
<b>CMT 3</b> - Development of Health and Further Education Provision	REDUNDANT POLICY
<b>New Policies</b>	
	<b>CLP18</b> – Chesterfield Canal
	<b>CLP19</b> – River Corridors
	<b>RP1</b> - Regeneration Priority Areas
	<b>SS6</b> - Land at Dunston
	<b>SS7</b> – Chesterfield Railway Station

## Appendix D: Monitoring and Review Framework

CLP1 Spatial Strategy & CLP2	Strategic Objectives	Target	Indicator	Frequency	Trigger	Action and Contingencies
CLP1 Housing Growth	S2 S3	4080 dwellings up to 2035.	Net new dwellings built each year as monitored in the AMR.  HDT.	Annual.	1. Persistent under delivery as set out in the HDT. 2. Unmet need identified in HMA.	1. Apply 20% buffer to five year supply as set out in the NPPF. 2. Take into account as part of five year plan review.
CLP1 Economic Growth	S3 S6	50 hectares up to 2035.	Net new employment land developed each year as monitored in the AMR.	Annual.	Percentage of delivery across five year period.	Take into account as part of five year plan review.
CCLP1 Green Belt	S11	No net loss of, or inappropriate development on green belt.	Loss of, or inappropriate development on green belt.	As required.	More than one appeal allowed for development on Green Belt on basis of land supply issues.	Review reasons for decision Take into account as part of five year plan review Possible Green Belt Review as part of Local Plan Review.
CLP1 Strategic Gaps / Green Wedges & CLP15	S7	No net loss of, or inappropriate development.	Loss of, or inappropriate development within Strategic Gaps / Green Wedges.	As required.	More than one appeal allowed for development within Strategic Gaps / Green Wedges.	Review reasons for decision Take into account as part of five year plan review.

CLP2 Principles for Location of Development	S1 S9 S10 S13	<p>The location of new residential development to maximise opportunities for walking access to a range of key services.</p> <p>The location of new residential development to maximise opportunities for cycling and the use of public transport to access a range of key services.</p>	The travel times from major residential development to a range of key services by non-car based modes of transport.	As required and through the monitoring of planning permissions.	Majority of new homes within major developments not being within a walkable distance to a range of key services and not being within the lower accessibility threshold times to a range of key services.	Take into account as part of five year plan review.
<b>Policy CLP3</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP3 Flexibility in the delivery of Housing	S2	Maintain five year housing supply of deliverable sites.	<p>Five Year Housing Land Supply.</p> <p>Performance against trajectory</p>	Annual.	Inability to demonstrate five year housing supply.	<p>Application of presumption in favour of sustainable development as required by NPPF when determining planning applications.</p> <p>Take into account as part of five year plan review.</p>
<b>Policy CLP4</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP4 Range of	S5	High – 20%.	Number of	Annual.	Shortfall of 25% of	Discuss with Housing Team

Housing		Medium - 10%. Low - 5%  25% of adaptable and accessible housing.	affordable housing completions (net) Social rented and Intermediate.  No. of adaptable and accessible housing completions.		cumulative three year target.	the reasons for performance to and review the affordable housing pipeline.  Take into account as part of five year plan review.
<b>Policy CLP5</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP5 Sites for Travellers		Strategic Target met up to 2019.	Net additional pitches granted planning permission.  Frequency and size of unauthorised pitches.	Annual.	Submission of a planning application for a travellers site or an unauthorised site within the borough.  Receipt of the GTAA review	Review and update evidence in light of need with neighbouring authorities.  Take into account as part of five year plan review.
<b>Policy CLP7</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP7 Employment land	S6	50 ha of additional employment land (B1, B2 and B8) between 2018 and 2035.	Net new employment land developed each year as monitored in the AMR.  Performance against trajectory (see	Annual.	Percentage of delivery across five year period.	Take into account as part of five year plan review.

<b>Policy CLP7</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP7 Tourism and Visitor Economy	S3 S12	Increase in D2 floorspace.	Total amount of new D2 floorspace.	Annual.	No new D2 floorspace.	Discussions with tourism teams to identify reasons for fall in visitor numbers to the town.  Take into account as part of five year plan review.
<b>Policy CLP8</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP8 Viability and Vitality of Centres	S3	Vacancy rate below national and regional average for Town and District Centres.	Total amount of new floor space for town centre uses.  Total amount of new floor space for town centre use completed outside of centres or allocated sites.  Town and District Centre Health Checks.	Annual.	Persistent increase in vacancy rates.	Consider revision of centre boundaries and/or hierarchy.  Review reasons for decision and reevaluate evidence and allocations if necessary.  Examine reasons for decline in performance of town and district centre. Long-term, potential to review policies and allocations.  Take into account as part of five year plan review.
<b>Policy CLP9</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP9 Retail	S3	No new retail	Total amount	Annual.	Approval of large	Review reasons for

		floorspace (except Small Shops under threshold) outside of existing defined centres or allocated site.	of new floor space for town centre use completed outside of centres or allocated sites.		format retail outside of town centre boundary not allocated in Local Plan.	decision and reevaluate evidence.  Take into account as part of five year plan review.
<b>Policy CLP10</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP10 Social Infrastructure	S3 & S13	Maintain appropriate provision of Community Facilities.	Monitor changes of use and Assets of Community Value.	Annual.	Loss of asset of community value.	Take into account as part of five year plan review.
<b>Policy CLP11</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP11 Infrastructure Delivery	S10	Delivery of Strategic Infrastructure highlighted in Infrastructure Delivery Plan.	Delivery in accordance with CIL Expenditure Strategy.	Annual review of S106 and CIL.	Non delivery of infrastructure in expenditure strategy.	Review funding allocations.  Take into account as part of five year plan review.  Review effectiveness of CIL.
<b>Policy CLP12</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP12 Renewable Energy	S1	No target.	Monitor applications for renewable energy.	Five years.		Take into account as part of five year plan review.
<b>Policy CLP13</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP13	S4	All development	Development	Annual.	More than five	Identify reasons for decision,

Managing the Water Cycle		in line with Environment Agency Advice.  All development according with the advice of the Lead Local Flood Authority.	approved contrary to Environment Agency advice.  Development approved contrary to Lead Local Flood Authority advice.		applications approved contrary to advice over a rolling five year period.	and if necessary take into account as part of five year plan review.
<b>Policy CLP14</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP14 A Healthy Environment	S9	No new AQMA, Removal of existing AQMA.	Air Quality Monitoring Report.  Progress against Air Quality Action Plan Objectives.	Annual.	The designation of an Air Quality Management Area.	Consultation with Environmental Health and DCC to identify mitigation measures to address impacts of air quality.  Take into account as part of five year plan review
<b>Policy CLP15</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP15 Green Infrastructure	S7 & S11	No net loss of, or inappropriate development in Green Belt, Green Wedges or Strategic Gaps.	Loss of, or inappropriate development within Strategic Gaps / Green Wedges/Green Belt.	As required.	More than one appeal allowed for development within Strategic Gaps / Green Wedges.	Review reasons for decision.  Take into account as part of five year plan review.
<b>Policy CLP16</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP16 Biodiversity,	S7	Net gain in biodiversity.	Monitoring of conditions in	Annual.	Proposed losses and gains of identified	Investigate reasons for loss of habitat.

Geodiversity & the Ecological Network		Increase in tree cover within the Borough.	<p>Planning approvals.</p> <p>Monitoring of gains and losses in identified habitat through planning approvals for the development housing and employment allocations including strategic sites and other major developments.</p> <p>Monitoring of the area of land covered by woodland identified as priority habitat.</p>		habitat.	Take into account as part of five year plan review.
Sites of International & National Importance		Develop a suitable monitoring programme in liaison with neighbouring authorities including the	<ul style="list-style-type: none"> <li>• Post plan adoption changes in the AADT on roads within 200m of the European Sites.</li> </ul>	As per the programme to be agreed between authorities and Natural England.	Increases in traffic and consequential effects on air quality.	Take into account as part of five year plan review.

		PDNP and Natural England in relation to the SAC's and SPA's identified in the SA to help ensure that a likely significant effect on these European sites does not arise unexpectedly.	<ul style="list-style-type: none"> <li>• Post plan changes in rates of atmospheric nitrogen deposition at the European sites.</li> <li>• Ecological condition of qualifying features of each European site; and</li> <li>• Cooperation with neighbouring authorities, including the PDNPA.</li> </ul>			
<b>Policy CLP17</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP17 Open Space, Play provision, Sports facilities & Allotments	S10 S13	No net loss of open space, play provision and sports facilities unless identified as surplus to need.	Loss of open space, play provision and sports facilities where this is not identified as surplus to need.	As required.	Net loss of open space, play provision and sports facilities over a three year period where this is not identified as surplus to need.	Review reasons for decision to release of open space etc.  Take into account as part of five year plan review.
<b>Policy CLP18</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP18 Chesterfield	S12	Restoration of the Chesterfield	Remaining length of un-	Annual via CCT annual	No additional restoration of canal in	Discussion with Chesterfield Canal Trust and Derbyshire

Canal		Canal within the borough to a navigable state by 2027.	navigable stretch of Chesterfield Canal in Chesterfield Borough (Chesterfield Canal Trust).	report.	rolling three year period.	County Council to facilitate further restoration work.  Review use of CIL funding.  Take into account as part of five year plan review.
<b>Policy CLP19</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP19 River Corridors	S7	None.	Number of applications that fall within River Corridors.	Annual.	None.	Take into account as part of five year plan review.
<b>Policy CLP20</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP20 Design	S8	75% of major new residential development to achieve a score of 12 on Building for Life.	Number of major residential developments achieving a score of 12 on Building for Life.	Annual.	Less than 75% of schemes over a two year period achieving a score of 12 on Building for Life.	Discussion with applicants and agents to understand why higher levels of design are not being achieved.  Potential to review and update supplementary planning guidance.
<b>Policy CLP21</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP21 Historic Environment	S8	Zero heritage assets on the 'at-risk' register.	Number of heritage assets on the 'at-risk' register.	Annual.	If heritage asset stays on the 'at-risk' register for longer than 12 months Listed building demolished.	The council will seek advice of Historic England in ensuring that there is no negative impact on heritage assets and the wider historic environment.  Review reasons for
		Zero Listed	Number of	Annual.		

		Buildings demolished.  100% coverage of up to date conservation area appraisals.	Listed Buildings demolished.  Buildings on Local List lost  % Percentage of conservation areas with up-to-date character appraisals	Annual.	If below 100%.	demolition.  The Council will review its priorities in respect of resourcing work to bring coverage up to the required level.
<b>Policy CLP22</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP22 Influencing the Demand for Travel	S1 S9	Delivery of the Chesterfield Strategic Cycle Network.	Delivery of new cycle network.	Five years from adoption.	No new stretches delivered over a two year period.	Discussion with Derbyshire County Council to ensure and aid delivery of strategic network.  Potential source of funding from CIL.
<b>Policy CLP23</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
CLP23 Major Transport Infrastructure	S9	Safeguard land for Major Transport Infrastructure including the scheme for the Chesterfield-	Planning permissions granted in areas safeguarded for major transport infrastructure.	Annual.	If planning permission is granted for development in safeguarded area.	Review reasons and impact for granting of planning permission in safeguarded areas.

		Staveley Regeneration Route.				
<b>Policy RP1</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
RP1 Regeneration Priority Areas	S2 S3	Improvement on IMD ranking.	IMD ranking.	Five years from adoption.	A Decline in IMD Ranking.	Work with local community and external agencies to support regeneration projects.  Take into account as part of five year plan review.
<b>Policy SS1</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS1 Chesterfield Town Centre	S2 S3 S6 S8 S9	Vacancy Rate above national average.  Improvement in Retails Ranking.	Vacancy Rate.  Retail ranking.	Annual.  As published.		Discussion with land owners and developers to bring to site(s) forward.  Take into account as part of five year plan review.
<b>Policy SS2</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS2 Chatsworth Road Corridor	S2 S3 S4 S6 S9	Regeneration in the area 'Land South of Chatsworth Road' in line with adopted Masterplan.	Dwellings and Floorspace within the Land South of Chatsworth Road Masterplan area.  Area of vacant		Buildings remain on 'at risk' register post 2025.  Reduction in vacant land less than 50%.	Discussion with landowners and developers to bring to site forward.  Consideration to review of masterplan and policy.

<b>Policy SS3</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS3 Chesterfield Waterside and Potteries	S2 S3 S4 S6	Comprehensive redevelopment of area in line with approved masterplan by 2035.	Dwelling and floorspace completions.	Annual.	Delivery below trajectory set out in five year housing supply.	Discussion with land owners and developers to bring to site forward.  Provide support when bidding for available funding.  Consideration to review of masterplan and policy.
<b>Policy SS4</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS4 Markham Vale	S6	Development of Markham Vale in accordance with permission.	Completed floorspace.	Annual as part of employment land monitoring.	No additional floorspace within a three year period.	Discussion with landowners to discuss barriers to development.  Consideration to review of planning permission and policy in Local plan five year review.
<b>Policy SS5</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS5 Staveley and Rother Valley Corridor	S2 S4 S6 S7 S8 S9 S10 S12	Comprehensive redevelopment of area in line with approved masterplan.	Progress with Planning applications.	Quarterly through delivery board.	Lack of progress identified by delivery board.	Discussion with land owners and developers to bring to site forward.  Provide support when bidding for available funding.  Consideration to review of

<b>Policy SS6</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS6 Land at Dunston	S2 S4 S5 S8 S10	Comprehensive redevelopment of area in line with approved masterplan.	Trajectory set out in SoCG.	Annual through housing supply monitoring.	Delivery falls behind trajectory for three years.	Discussion with land owners and developers to bring site forward.  Consideration to review of masterplan and policy as part of local plan five year review.
<b>Policy SS7</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>		<b>Trigger</b>	<b>Contingencies</b>
SS7 Chesterfield Railway Station	S2 S4 S5 S6 S8 S9 S10	Comprehensive redevelopment of area in line with approved masterplan.	Masterplan in place by end of 2019.	Annual.	Non-commencement of reserved matters planning permissions by end of 2025.	Discussion with land owners and developers to bring site forward.  Consideration to review of masterplan and policy.
<b>Policy SS8</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>		<b>Trigger</b>	<b>Contingencies</b>
SS8 Neighbourhood Plans	All	Timetable and programme of support agreed in response to any formal requests for neighbourhood plans.	Number of Neighbourhood Plans commenced.  Number of Neighbourhood Plans approved.	As required, annual after adoption.	A Neighbourhood Plan being approved.	In Local Plan Review incorporate neighbourhood plan proposals if necessary.

## Appendix E: Indicative Employment Land Delivery Trajectory (as of April 1st 2019)

Reference	Site Name	Assumed Employment Use	Short Term (0-5 Years)	Medium Term (6-10 Years)	Long Term (11-16 Years)
E1	Former GKN works, Sheepbridge Lane	Multiple (B1, B2, B8)	3.6 ha	-	-
E2	Land at Prospect Park, North of Dunston	Multiple (B1, B2, B8)	2.5	-	-
E3	Station Road (Wagon Works), Old Whittington	Multiple (B1, B2, B8)	-	-	6.3 ha
E4	Whitting Valley Road (Land at), Old Whittington	Multiple (B1, B2, B8)	3.74 ha	-	-
E5	Former Boythorpe Works, Goyt Side Road	Multiple (B1, B2, B8)	-	-	5 ha
E6	Impala Estates (land adj. Markham Vale)	B8	2.6 ha	-	-
N/A	Extant Planning Permissions at April 1 <sup>st</sup> , 2019 (excluding Land Accessed from Farndale Road)	Multiple (B1, B2, B8)	2.41 ha	-	-
N/A	Markham Vale West: Plot 2	Multiple (B2, B8)	1.47 ha	-	-
N/A	Markham Vale East: Plot 5 North	B8	0.75 ha	-	-
N/A	Land Accessed from Farndale Road, Staveley (CHE/13/00675/OUT)	Multiple (B1, B2, B8)	-	10 ha	6.58 ha
N/A	Staveley Works Corridor (area around Works Road, SS5)	Multiple (B1, B2, B8)	-	2 ha	-
N/A	HS2 IMD	B2	-	-	4 ha
	<b>Total</b>		<b>17.07ha</b>	<b>12ha</b>	<b>21.88ha</b>

**Total Employment Land included within indicative trajectory: 50.95 ha**

**Minus anticipated loss at Chesterfield Waterside (-2 ha): 48.95 ha**

## Appendix F: Indicative Housing Delivery Trajectory (as of April 1st, 2019)

Ref	Site	Type	Planning Status (1 <sup>st</sup> April 2019)	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	Total
<b>Local Plan Allocations</b>																					
H1	Edale Road Garage Court, Mastin Moor	Small Allocation	No permission	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
H2	Catherine Street Garage Court, Bank Street, Chesterfield	Small Allocation	No permission	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
H4	Heaton Court (Former), Meynell Close, Brampton	Small Allocation	Full permission	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
H5	Pondhouse Farm, Troughbrook Road, Hollingwood	Large Allocation	No permission	0	0	0	15	8	0	0	0	0	0	0	0	0	0	0	0	0	23
H6	Miller Avenue, Mastin Moor	Small Allocation	No permission	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	14
H7	Hollythorpe Close (Land off), Hasland	Small Allocation	No permission	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	14
H8	Chesterfield Road (Land North of), Staveley	Small Allocation	No permission	0	0	0	0	0	0	0	7	7	0	0	0	0	0	0	0	0	14
H9	White Bank Close (Land at), Hasland	Small Allocation	No permission	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
H10	Derwent House HOP, Ulverston Road, Newbold	Small Allocation	No permission	0	0	0	0	7	10	0	0	0	0	0	0	0	0	0	0	0	17
H11	Sycamore Road (Land at), Hollingwood	Small Allocation	No permission	0	0	0	0	0	0	0	7	11	0	0	0	0	0	0	0	0	18
H12	Ashbrook Centre (Former), Cuttholme	Small Allocation	No permission	0	0	0	0	7	13	0	0	0	0	0	0	0	0	0	0	0	20

	Road, Loundsley Green																				
<b>H13</b>	Elm Street (Land at), Hollingwood	Small Allocation	No permission	0	0	0	0	0	0	0	7	15	1	0	0	0	0	0	0	0	23
<b>H14</b>	Swaddale Avenue (Land to the West of), Tapton	Small Allocation	No permission	0	0	0	0	0	0	0	7	14	0	0	0	0	0	0	0	0	21
<b>H15</b>	Goldwell Rooms (Former) and 6 Ashgate Road, Chesterfield	Small Allocation	Part of site has full permission	0	0	0	0	49	21	0	0	0	0	0	0	0	0	0	0	0	70
<b>H16</b>	Red House HOP and Spire Lodge, Sheffield Road, Chesterfield	Small Allocation	No permission	0	0	0	0	7	15	3	0	0	0	0	0	0	0	0	0	0	25
<b>H17</b>	Poultry Farm (Former), Manor Road, Brimington	Small Allocation	Full permission	0	4	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
<b>H19</b>	Ash Glen Nursery (Former), Sheffield Road, Unstone	Large Allocation	No permission	0	0	0	0	0	0	0	7	15	8	0	0	0	0	0	0	0	30
<b>H20</b>	Duewell Court (Land at), Station Road, Barrow Hill	Large Allocation	No permission	0	0	0	0	15	15	5	0	0	0	0	0	0	0	0	0	0	35
<b>H21</b>	Staveley Canal Basin, Eckington Road, Staveley	Large Allocation	No permission	0	0	0	0	15	30	30	15	0	0	0	0	0	0	0	0	0	90
<b>H23</b>	Allen and Orr Timber Yard, Saltergate, Chesterfield	Small Allocation	No permission	0	0	0	0	0	0	0	7	15	15	2	0	0	0	0	0	0	39
<b>H25</b>	Boat Sales (Former), Sheffield Road, Unstone	Large Allocation	Outline permission	0	0	10	20	20	0	0	0	0	0	0	0	0	0	0	0	0	50
<b>H26</b>	Rectory Road (Land adjacent), Duckmanton	Large Allocation	Full permission	0	15	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33
<b>H27</b>	Walton Hospital (Land at), Harehill Road, Walton	Large Allocation	No permission	0	0	0	0	48	12	0	0	0	0	0	0	0	0	0	0	0	60
<b>H28</b>	Walton Hospital (Land at), Whitecotes Lane, Walton	Large Allocation	No permission	0	0	0	0	48	42	0	0	0	0	0	0	0	0	0	0	0	90
<b>H30</b>	Walton Works (Former)	Large Allocation	No permission	0	0	0	0	0	0	0	15	30	30	30	30	15	0	0	0	0	150
<b>H31</b>	Varley Park, Staveley Road, Poolsbrook	Large Allocation	Full permission	0	0	20	20	20	20	20	20	20	20	15	0	0	0	0	0	0	175

<b>H32</b>	Bent Lane, Staveley	Large Allocation	No permission	0	0	0	0	0	0	0	0	30	30	30	50	0	0	0	0	0	0	140
<b>H33</b>	Linacre Road, Holme Hall	Large Allocation	No permission	0	0	0	0	0	0	0	0	50	50	50	50	50	50	0	0	0	0	300
<b>H34</b>	Tom Lane (Land South of), West of Rectory Road, Duckmanton	Large Allocation	No permission	0	0	0	0	0	0	0	0	25	50	50	50	50	50	0	0	0	0	275
<b>H35</b>	Land South of Worksop Road and East and West of Bolsover Road, Mastin Moor	Large Allocation	No permission	0	0	0	0	0	50	60	60	60	60	60	60	60	60	60	60	60	0	650
<b>H36</b>	Inkersall Road (Land at), Inkersall	Large Allocation	No permission	0	0	0	0	50	50	50	50	50	50	50	50	50	0	0	0	0	0	400
<b>SS1</b>	Spire Neighbourhood, Chesterfield	SS1	No permission	0	0	0	0	0	0	0	0	15	30	30	25	0	0	0	0	0	0	100
<b>SS3</b>	Chesterfield Waterside, Brimington Road, Chesterfield	SS3	Outline permission Part of site has reserved matters permission	0	0	50	207	207	37	55	55	55	55	55	55	55	55	55	59	50	50	1100
<b>SS5</b>	Staveley Works, Staveley	SS5	No permission	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	50	0	150
<b>SS6</b>	Land South of Dunston Lane Road, Dunston	SS6	Part of site has full permission	21	79	50	50	75	74	50	50	50	50	50	50	50	50	50	50	0	0	799
<b>Commitments</b>																						
<b>CHE/17/00237/OUT</b>	Commerce Centre, Canal Wharf, Chesterfield	Small Permission	Outline Permission	0	8	6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	34
<b>CHE/17/00326/REM</b>	Dunston Road (Land off), Former Cammac Site	Large Permission	Full Permission	0	29	34	39	4	0	0	0	0	0	0	0	0	0	0	0	0	0	106
<b>CHE/17/00685/REM</b>	Wheeldon Mill, Rother Way, Chesterfield	Large Permission	Full Permission	2	30	30	30	28	0	0	0	0	0	0	0	0	0	0	0	0	0	120
<b>CHE/15/00614/REM</b>	Former Sheepbridge Sports and Social Club, 202 Newbold Road, Chesterfield	Large Permission	Completed	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
<b>CHE/18/00190/REM</b>	Land at Cranleigh Road, Chesterfield, Derbyshire	Large Permission	Full Permission	3	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75

<b>CHE/16/00518/FUL</b>	Eyre View, Newbold Road, Newbold	Large Permission	Completed	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
<b>CHE/15/00838/REM</b>	Ringwood Centre, Victoria Street, Brimington	Large Permission	Full Permission	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
<b>CHE/18/00768/REM</b>	Land to South of Poplar Farm, Rectory Road, Duckmanton	Large Permission	Full Permission	0	6	15	14	0	0	0	0	0	0	0	0	0	0	0	0	0	35
<b>CHE/17/00798/FUL</b>	Knightsbridge Court, West Bars, Chesterfield	Small Permission	Full Permission	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	30
<b>CHE/15/00755/OUT</b>	Land to the West of Bevan Drive Inkersall Derbyshire	Large Permission	Outline Permission	0	0	0	0	0	25	30	30	18	0	0	0	0	0	0	0	0	103
<b>CHE/16/00835/FUL</b>	The Elm Tree Inn, High Street, Staveley	Small Permission	Full Permission	0	7	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	21
<b>CHE/15/00098/FUL</b>	Basil Close, Chesterfield	Small Permission	Full Permission	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
<b>CHE/15/00464/FUL</b>	Land to the Rear of 79 Sheffield Road, Stonegravels	Small Permission	Full Permission	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
<b>CHE/17/00634/OUT</b>	1 Bridle Road, Woodthorpe, Chesterfield	Small Permission	Full Permission	0	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	18
<b>CHE/15/00835/OUT</b>	Loundsley Green Road (Land West of), Loundsley Green	Large Permission	Full Permission	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
<b>CHE/18/00779/FUL</b>	Chesterfield County Court, St Marys Gate, Chesterfield	Small Permission	Full Permission	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
<b>CHE/15/00195/FUL</b>	Former Social Club, Saltergate, Chesterfield	Small Permission	Full Permission	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>CHE/14/00896/FUL</b>	Littlemoor Shopping Centre, Littlemoor Centre	Small Permission	Full Permission	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>CHE/18/00224/REM</b>	Land Surrounding 146 to 152 Hady Lane, Hady Lane, Chesterfield	Large Permission	Full Permission	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>CHE/18/00144/FUL</b>	Chesterfield Post Office, 1 Market Place, Chesterfield	Small Permission	Full Permission	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>CHE/17/00359/FUL</b>	Victoria Hotel, Lowgates, Staveley	Small Permission	Full Permission	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10

<b>CHE/18/00432/FUL</b>	Land Adjacent Trinity Court, Newbold Road, Newbold	Small Permission	Full Permission	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
<b>CHE/15/00442/FUL</b>	Poolsbrook Hotel, Staveley Road, Poolsbrook	Small Permission	Completed	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
<b>CHE/18/00784/FUL</b>	87 New Square, Chesterfield	Small Permission	Full Permission	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>CHE/16/00121/FUL</b>	Land to The West of Keswick Drive, Newbold	Small Permission	Full Permission	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
<b>CHE/17/00757/OUT</b>	Land Used for Storage and Premises, Goyt Side Road	Small Permission	Outline Permission	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
<b>CHE/16/00023/FUL</b>	Handleywood Farm, Whittington Road, Barrow Hill	Small Permission	Full Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>CHE/16/00216/FUL</b>	Jacksons Bakery, New Hall Road	Small Permission	Full Permission	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
<b>CHE/18/00697/OUT</b>	St Marks Vicarage, 15 St Marks Road, Chesterfield	Small Permission	Full Permission	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
<b>CHE/17/00814/OUT</b>	Land at Chester Street, Chesterfield	Small Permission	Outline Permission	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>CHE/16/00053/FUL</b>	Apple Trees, Lancaster Road, Newbold	Small Permission	Full Permission	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>CHE/17/00375/REM</b>	Hady Miners Welfare Club, Houldsworth Drive, Hady	Small Permission	Full Permission	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>CHE/17/00700/REM</b>	Land Adjacent Five Acres, Piccadilly Road	Small Permission	Full Permission	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
<b>CHE/15/00394/FUL</b>	Land at Upper King Street, Chesterfield	Small Permission	Completed	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>CHE/14/00392/FUL</b>	Dunston Grange Farm, Dunston Lane, Dunston	Small Permission	Completed	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
<b>CHE/17/00756/OUT</b>	Land on Goytside Road Corner, Factory Street, Chesterfield	Small Permission	Outline Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
<b>CHE/17/00067/COU</b>	1 Tennyson Avenue, Chesterfield	Small Permission	Full Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

CHE/12/00286/MA	14A Spital Lane, Chesterfield	Small Permission	Full Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
CHE/08/00311/FUL	Land at Wessex Close, Chesterfield	Small Permission	Full Permission	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
CHE/18/00024/FUL	Land at Breckland Road, Walton, Derbyshire	Small Permission	Full Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
CHE/17/00334/FUL	10B Marsden Street, Chesterfield	Small Permission	Completed	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
CHE/17/00263/FUL	Former Saltergate Health Centre, 107 Saltergate, Chesterfield	Small Permission	Completed	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	
CHE/17/00475/FUL	1-3 Knifesmithgate, Chesterfield	Small Permission	Completed	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
CHE/16/00436/OUT	325 Ashgate Road, Chesterfield	Small Permission	Outline Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
CHE/18/00044/OUT	Ravensdale, 26 Chesterfield Road, Brimington	Small Permission	Outline Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
CHE14/00139/FUL	44-46 Park Road, Chesterfield	Small Permission	Completed	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
<b>Actual / Anticipated Net Completions (Sites of 4 Dwellings or less)</b>				57	36	96	N/A	189													
<b>10% Lapse Rate (Discount on Commitments)</b>				N/A	-24	-37	-17	-5	-3	-3	-3	-2	0	0	0	0	0	0	0	-94	
<b>Windfall Allowance</b>				N/A	N/A	N/A	34	34	34	34	34	34	34	34	34	34	34	34	34	476	
<b>Total</b>				<b>212</b>	<b>315</b>	<b>516</b>	<b>515</b>	<b>659</b>	<b>466</b>	<b>348</b>	<b>488</b>	<b>552</b>	<b>483</b>	<b>471</b>	<b>379</b>	<b>314</b>	<b>199</b>	<b>253</b>	<b>194</b>	<b>134</b>	<b>6497</b>