



CHESTERFIELD
BOROUGH COUNCIL

Local Plan Regulation 18 Consultation

31st March - 12th May 2025



Contents

1. Introduction to the Consultation	5
1.1. What Is the Local Plan?	5
1.2. Why We Need a New Local Plan	5
1.3. What Is the Timetable for the New Local Plan?	5
1.4. What Is This Document?	6
1.5. What Happens Next?	6
2. Vision and Strategic Objectives	7
2.1. Current Local Plan Vision	7
2.2. Current Local Plan Strategic Objectives	8
2.3. What's Happened in Chesterfield Borough Since the Adoption of the Local Plan?	9
3. Climate Change and the Local Plan	13
3.1. What Is the Local Plan Trying to Achieve?	14
3.2. How Should We Plan for Climate Change? Infrastructure Delivery	14
4. Spatial Strategy	18
4.1. What Is the Local Plan Trying to Achieve	18
4.2. Where Are We Now?	19
4.3. How Can We Make Our Communities More Connected?	21
4.4. Prioritising Previously Developed Land	26
4.5. How Can We Deliver the Homes That Are Needed?	28
4.6. How Can We Deliver the Employment Land That Is Needed?	30
4.7. Regeneration Priority Areas	32
5. Reducing Carbon Emissions	37
5.1. What Is the Local Plan Trying to Achieve?	37
5.2. Where Are We Now?	37
5.3. How Should We Plan for Renewable Energy Infrastructure?	38
5.4. How Should We Reduce Emissions From New Development?	42
6. Homes and Housing	49
6.1. What Is the Local Plan Trying to Achieve?	49
6.2. Where Are We Now?	50
6.3. Planning for Affordable Housing	51
6.4. Planning for Specialist Housing Accommodation	54
6.5. Planning for Gypsy and Traveller Accommodation	60
7. Jobs, Centres and Facilities	62
7.1. What Is the Local Plan Trying to Achieve?	62
7.2. Where Are We Now?	63
7.3. How Should We Plan for Economic Growth?	65
7.4. How Should We Plan for Tourism and the Visitor Economy?	70

7.5. How Should We Ensure the Vitality and Viability of Our Town Centres?	72
7.6. How Should We Protect Social Infrastructure?	76
8. Managing the Water Cycle	81
8.1. What Is the Local Plan Trying to Achieve?	82
8.2. Where Are We Now?.....	82
8.3. How Should We Plan for Flood Management?	83
9. Environmental Quality and Healthier Environments	90
9.1. What Is the Local Plan Trying to Achieve?	90
9.2. Where Are We Now?	90
9.3. How Should We Plan for a Healthy Environment and Environmental Quality?	79
9.4. What Can the Local Plan Do?	92
10. Green Infrastructure and Biodiversity.....	95
10.1. What Is the Local Plan Trying to Achieve?.....	95
10.2. Where Are We Now?.....	96
10.3. How Should We Plan for Green Infrastructure?	97
10.4. What Can the Local Plan Do for Green Infrastructure?	98
10.5. What Can the Local Plan Do for Biodiversity and Nature Recovery?	100
10.6. What Can the Local Plan Do for Open Spaces, Sports & Play?.....	103
10.7. What can the Local Plan do for River Corridors?.....	106
11. Design and the Historic Environment	109
11.1. What Is the Local Plan Trying to Achieve?.....	109
11.2. Where Are We Now?.....	109
11.3. How Should We Plan for the Design of New Development?	110
11.4. What Can the Local Plan Do?	111
11.5. How Should We Plan for the Historic Environment?	113
11.6. What Can the Local Plan Do?	114
12. Travel and Transport.....	116
12.1. What Is the Local Plan Trying to Achieve?.....	116
12.2. Where Are We Now?	117
12.3. How Should We Plan for Travel and Transport?	119
12.4. What Can the Local Plan Do?	121
13. Strategic Sites and Locations	124
13.1. What Is the Local Plan Trying to Achieve?.....	124
13.2. Chesterfield Town Centre	124
13.3. Chatsworth Road Corridor.	126
13.4. Chesterfield Waterside Strategic Site	128
13.5. Markham Vale Strategic Site	130
13.6. Staveley and Rother Valley Corridor Strategic Site	131
13.7. Dunston Strategic Site	133
13.8. Chesterfield Railway Station Strategic Site	133

13.9. Neighbourhood Plans	135
14. Sustainability Appraisal - Scoping Report	136
15. Open Comments	138

1. Introduction to the Consultation

The Local Plan consultation will be live from the [31st of March](#) until the [12th of May](#).

Please note, you do not need to answer every question. There is an open comment at the end where you can make general comments and/or suggestions.

1.1. What Is the Local Plan?

A Local Plan sets out a vision for how an area will develop in the future. It identifies sites for development, areas for protection and planning policies to achieve this vision.

The Local Plan is used to make decisions on the hundreds of planning applications received each year and is one of the council's main strategies to help make Chesterfield a thriving borough.

1.2. Why We Need a New Local Plan

The [current Local Plan](#) for Chesterfield Borough was adopted in July 2020 and it sets out the development strategy for growth of the borough to 2035. We are legally obliged to review the Local Plan every five years. We need to check whether the policies have performed well, and whether they are still fit for purpose given the new pressures, challenges and changes in government guidance.

We completed the review of our Local Plan in May 2024, and concluded that it needed a partial update to reflect new evidence including housing and economic development needs. Since then, the Government published a new [National Planning Policy Framework](#) (NPPF) in December 2024, which has some significant changes including a much higher housing requirement. These changes mean that we need to re-think our Spatial Strategy to see if it is fit for the purpose of delivering significantly more housing than was previously planned for. We think that we now need to prepare a new Local Plan, rather than just a partial update.

The new Local Plan will set out the planning framework for the borough over the next 15 years and will cover issues such as; housing provision, the economy, town centres, infrastructure provision and the environment. It will allow us to address changing national policy and legislation and changes in the borough council's own strategies in a local plan.

Until a new Local Plan is found sound and adopted by the Council, the current Local Plan (2018 - 2035) will continue to be the development plan for the borough and used in determining planning applications.

1.3. What Is the Timetable for the New Local Plan?

This Local Plan (Regulation 18) consultation opened in March 2025 and is to last six weeks. At the time of writing, it is our intention to submit a draft plan to the Secretary of State by March 2026. You can view the programme for the Local Plan in the Council's Local Development Scheme (LDS), which is available on the Council's website - [LDS12 March 2025](#).

1.4. What Is This Document?

This consultation document sets out some of the planning issues the new Local Plan will need to address and sets out options for how we can respond.

We want to start the conversation with you now to make sure we are addressing the right issues or whether you think there are additional issues we need to include. You do not need to respond to all of the sections and questions in this document, you can focus on what interests you.

Please submit your responses by the 12th of May 2025. If you require a different format of this document, please contact the Chesterfield Borough Council local planning service:

local.plan@chesterfield.gov.uk

1.5. What Happens Next?

Once this stage of consultation has finished, officers will review all of the responses received and process and consider the views provided. The outcomes of this consultation will inform the writing of the new draft Local Plan.

The new Draft Local Plan is intended to be published in November 2025 to allow people to make representations before it is submitted for examination in public by Government appointed planning inspectors. We will publish details of this nearer the time.

2. Vision and Strategic Objectives

The new Local Plan needs to consider the sort of place the borough of Chesterfield should be in 15 years time, and how to achieve this. The vision and objectives for the current Local Plan reflect the 2019 Council Plan and need updating to reflect the recent [Council Plan \(2023-27\)](#) which prioritises making Chesterfield a thriving borough, improving the quality of life for local people and building a more resilient council.



2.1. Current 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.

2.2. Current Local Plan Strategic Objectives

The strategic objectives of the adopted Local Plan were identified to help to deliver this current Vision and we think that some of them need changing. The current Local Plan objectives are shown below:

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 boroughs historic environment, and reflects local distinctiveness.

S9: Tackle traffic congestion, improve air quality, secure strategic improvements to the transport system in the borough and enable healthier and more sustainable transport choices

S10: Ensure that all development is supported by appropriate and inclusive infrastructure provision.

S11: Maintain and enhance the Green Belt.

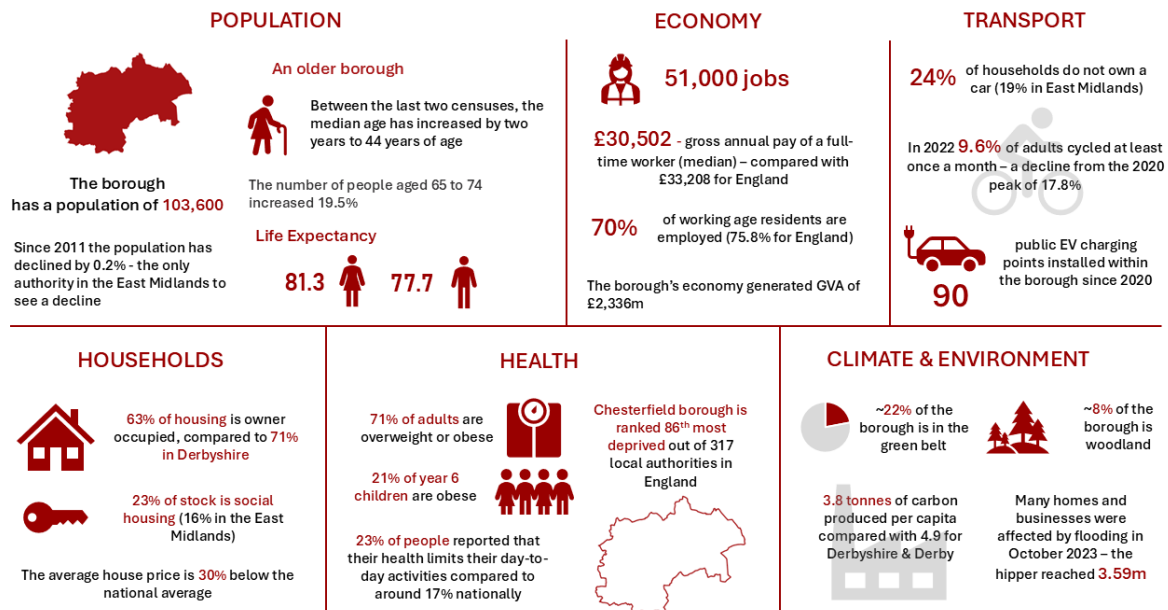
S12: Restore the Chesterfield Canal to a navigable state along all its length within the borough.

S13: Enhance the health and wellbeing of the borough's residents.

We also need to have a clear understanding of the land available for development in in the borough to ensure a sufficient supply and mix of sites, considering their availability, suitability and likely economic viability. To assist with understanding what land is available for new land uses and development we are also undertaking a [Call for Sites](#).

2.3. What's Happened in Chesterfield Borough Since the Adoption of the Local Plan?

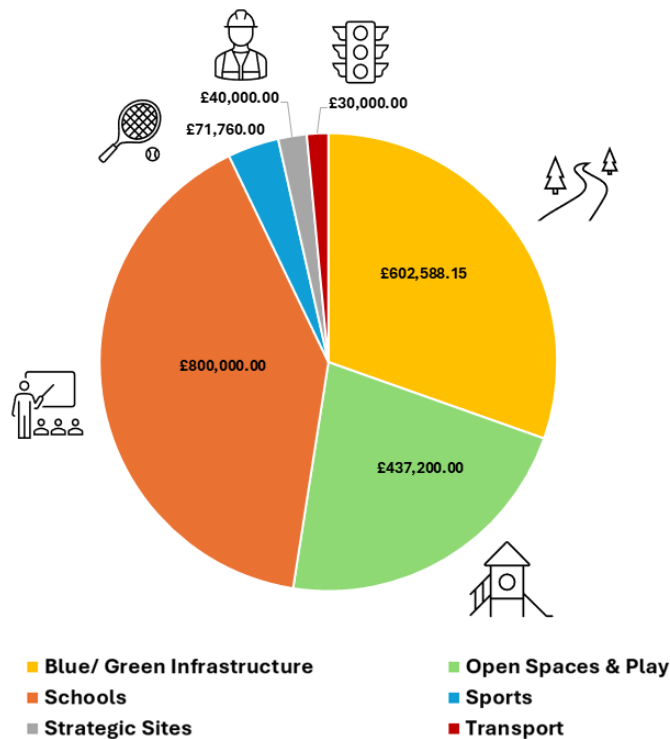
Chesterfield borough has an ageing and declining working age population, and the population has declined overall, as shown in the [2021 Census](#). This has implications for the economy, jobs, commuting, and funding for Council Services.



Since the adoption of the current Local Plan in 2020, progress and development within the borough of Chesterfield has included:

- The delivery of 1,414 homes (net completions between 2020/21 and 2023/24), including 242 affordable completions (net).
- The declaration of a climate emergency in 2019 with the intention of Chesterfield Borough Council becoming a carbon neutral organisation by 2030 and supporting the transition of the borough to carbon neutrality by 2050.
- A number of significant regeneration opportunities in the borough including the [Staveley Town Deal](#), the [Stephenson Memorial Hall renovation](#), [Revitalising the Heart of Chesterfield](#) project, the [Plan for Neighbourhoods](#), [Chesterfield Waterside](#), [Station Master Plan](#) and the [PEAK resort](#).

- A commitment to plant at least 1,000 trees every year and the provision of a 60 acre re-wilding site within the borough.
- The development of a 40MW solar farm which is set to save 9,852 tonnes of carbon each year.
- The allocation of £ 1,981,548 of [Community Infrastructure Levy](#) funding to infrastructure projects that are, or will be, needed to support new development.



There have also been a number of changes to national planning policy, and a new method for calculating housing need, which will impact on Chesterfield Borough’s development strategy.

2.4. What Does This Mean for the New Local Plan?

We think there are some **significant planning issues** currently in the Chesterfield borough and they are also important nationally. These are:

- Climate Change causes and effects.
- Acute needs for good quality affordable housing.
- Higher rates of youth unemployment and those without a job.
- High levels of deprivation and poor health in some areas.
- A decline in nature.

- An aging population.

We think that the vision in the plan should be changed to include a statement that describes the borough as one which is changing and working towards being carbon neutral in 2050.

We also think that many of the strategic objectives remain broadly relevant, but change is needed to reflect the new national planning policy, a national housing shortage, a nature crisis, the climate emergency and the slow progress towards meeting net zero carbon emissions by 2050. We need to make sure that we can help realise the government's ambitions to increase housing development whilst ensuring that development is sustainable, managing our natural, historic and cultural assets wisely for current and future generations. This would mean more emphasis on reducing greenhouse gas emissions to achieve a net zero borough by 2050, and on mitigation and adaptation.

We also need to acknowledge that progress towards meeting the Local Plan strategic objectives has in some aspects not happened as well as might be possible, showing that some of the Local Plan policies will need changing to be more effective.

Each of the significant planning issue are covered in more detail later in this consultation document in terms of what has been happening and also what the Local Plan can do to influence change. In affecting the significant planning issues, the main influence which the Local Plan can have is on where development does and does not happen.

There are more issues in the borough which the Local Plan can influence, and whilst we think there are a top five significant planning issues, we would like to know what big issues you think the Local Plan can help tackle.

Question 2.1:

The below is a list of the things which we think the local plan can and should influence.

What would be your top five priorities?

- Meeting housing requirements with sustainable and affordable new homes
- Helping improve well-being and reduce health inequalities
- Helping make communities more sustainable
- The conservation and enhancement of cultural heritage
- Helping nature recovery
- Conserving and enhancing how places look including towns, villages and countryside
- Management of natural resources e.g. water, air, soil, minerals
- Addressing the causes and effects of climate change
- Helping to enable enterprise and innovation
- Improving the number of jobs and access to these

Question 2.2:

Have we missed anything that should be a priority?

3. Climate Change and the Local Plan

Climate change represents one of the biggest challenges we will face locally, nationally and internationally. It is a significant task to meet the challenge and it will require a sustained effort from us all.

Chesterfield Borough Council declared a climate emergency in 2019 and continues to work towards its target of being a carbon neutral organisation by 2030 and its goal of a carbon neutral borough by 2050. Reaching net zero emissions of carbon emissions by the year 2050 is critical to the UK's efforts in reducing its effect on climate change and town and country planning can play a major role in both achieving a carbon neutral borough and also improving resilience to the harmful effects of climate change.

The ways in which carbon emissions can be cut include managing land in a way which emits less green-house gases and absorbs more carbon dioxide, building homes that are extremely energy and resource efficient, building renewable and low carbon energy networks and electricity infrastructure, increasing the use of electric vehicles and improving active travel and public transport networks.

The ways in which we can mitigate and adapt to the effects of climate change include making sure we protect enough land not just for homes and jobs, but for a variety of uses including drinking water storage and processing, food production, nature recovery, renewable energy, carbon capture, flood water storage and management. Also, to ensure that infrastructure and buildings are built away from flooding, protect people during heatwaves and storms.



3.1. What Is the Local Plan Trying to Achieve?

Climate change is a theme which runs throughout the Local Plan. The current spatial strategy seeks to concentrate new homes where people can access services and facilities by walking, cycling and using public transport, promoting low carbon travel. It also seeks to avoid the loss of open land as much as is possible whilst still delivering new homes, regenerating areas, protecting Green Belt, protecting important habitats including river corridors and open tracts of land which link to the countryside.

It also aims to locate new housing and economic development where it is accessible to public transport and also close to town, district and local centres. It seeks to support centres to ensure service and facilities are viable.

It seeks to avoid the loss of land which is important to food production and food security and to direct development away from areas of flood risk. It promotes renewable energy development and energy efficiency in new developments.

However, it is becoming increasingly clear that more is needed to be done to mitigate climate change and adapt to its likely effects. For example, the plan has not been effective in maximising the energy efficiency of new buildings and the use of on-site renewable energy in new development and the development industry has not engaged fully to achieve the highest standards of energy efficiency and use of on-site renewable or low carbon energy.

3.2. How Should We Plan for Climate Change?

National strategy and policy has changed since the adoption of the Local Plan in 2020 and evidence at the national and local level in the [seventh carbon budget](#) is showing that faster progress is needed to meet the national net zero target by 2050 and that progress to date has been slow. In order to stay within the recommended carbon budget it would require that the borough of Chesterfield rapidly transitions away from unabated fossil fuel use. We need to promote the deployment of low carbon electricity generation where possible.

The costs of net zero have been estimated at a national level by the Climate Change Commission as being [relatively small](#) in the longer term, whilst the costs of not acting to reduce emissions and mitigate the impacts of climate change [could be significant](#). Adaptation to climate change can also provide benefits to health and well being and the environment.

Given that the theme of climate change runs throughout the Local Plan, the implications for updating its chapters are covered in more detail within each section of the consultation document.

The following summarises the key climate change updates and issues we have identified for the new Local Plan.

Vision and Strategy

The vision will need to be changed to recognise the need to achieve a carbon neutral borough in 2050 and how to work towards this. The strategic objectives should have more emphasis on reducing greenhouse gas emissions to achieve a net zero borough by 2050, and on mitigation and adaptation. However, the spatial strategy is still valid in terms of concentrating development in accessible locations; supporting the vitality and viability of town district and local centres; avoiding the higher flood risk areas for new development; and protecting open areas which can provide important ecosystem services such as food production, natural flood risk management, nature recovery, carbon sequestration, energy production and recreation.

Reducing Carbon Emissions

The Local Plan will need to provide a positive strategy which supports renewable and low carbon energy and heat sources, in particular small scale solar farms, rooftop solar panels and district heating. With this in mind we will need to consider identifying suitable areas for the installation of renewable and low carbon energy sources and supporting infrastructure. We will also need to seek to introduce higher standards for energy efficiency and require use of renewable or low carbon energy for new residential and commercial development. A new Local Plan could seek to incentivise developers to encourage them to design and deliver net zero development including how to make such development viable.



Green Infrastructure and Biodiversity

The Local Plan will need to be strengthened in terms of it protecting and valuing greenspace for urban cooling during hotter weather and also its role in natural flood management during heavy rainfall. Also, it could encourage higher levels of biodiversity net gain in new development and

tree planting within public open spaces to enhance carbon capture, increase their value in cooling urban areas and slow rainfall run off. A new Local Plan could also better identify and protect areas which are important to nature recovery to ensure greater ecological resilience to climate change, whilst requiring new development to provide green space which is better linked to the wider network.

Managing the Water Cycle

New evidence and recent flooding means continuing to direct development away from areas at risk, requiring more developments to incorporate flood resilience in their design and sustainable urban drainage systems as natural features.

Environmental Quality and Healthier Environments

It will be necessary to protect the best and most versatile agricultural land for agriculture and where development is demonstrated to be necessary, prioritising lower quality land. This approach is a key way to mitigate against the effects of climate change on food production. Designing into development measures to mitigate the effects of extreme weather is important, including greenspaces and trees. Prioritising active travel, to achieve good connectivity and also good design for active travel infrastructure including applying the standards in the [Local Transport Note \(1/20\)](#) should provide the opportunity for healthier lifestyles.

Travel and Transport

The focus will need to be on promoting sustainable transport by prioritising mixed land uses, public transport and active travel in new developments, supporting the reopening of the Barrow Hill rail line, and enhancing infrastructure for walking, cycling, and public transport to reduce vehicle emissions. Additionally, efforts will continue to redevelop Chesterfield Station as a transport hub and expand public electric vehicle charging points.

Housing and Homes

The Local Plan strategy can seek to continue concentrating new residential development near services, facilities, and public transport, allocating land for regeneration and in sustainable locations to meet housing requirements, increasing housing densities in town centres and accessible locations to reduce the amount of greenfield land needed.

Infrastructure Delivery

The Local Plan will need to continue to prioritise the protection and provision of infrastructure by focusing on green and blue infrastructure, sustainable transport, and projects that support net-zero goals. It also involves identifying and addressing infrastructure constraints to ensure the delivery of necessary housing in collaboration with infrastructure providers.

Jobs, centres and facilities

The new Local Plan will need to concentrate economic development in areas with existing infrastructure, such as the town centre, to minimise the need for new infrastructure and improve accessibility by public transport. It will need to aim to secure local labour and materials for new developments to reduce carbon emissions from transportation. Additionally, policies will need to support renewable energy, low-carbon initiatives, and energy efficiency in new buildings to promote these sectors of the economy.

<p>Question 3.1</p> <p>Do you think that there are any other changes we should make to the Local Plan to help us reach our target of a carbon neutral borough by 2025?</p>
<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

<p>Question 3.2:</p> <p>If yes, what further changes would you like to see?</p>

4. Spatial Strategy

Meeting housing requirements and promoting economic growth whilst addressing climate change is at the heart of our strategy. We seek to concentrate new development in locations where people can walk or cycle to services and facilities, and to target development within areas of the borough that need regenerating. We are now under new mandatory requirements for housing growth published by Government, and the amount of new homes required in the borough would increase by around 108% per year over the target in the current Local Plan. This may mean a change to the spatial strategy is needed.



4.1. What Is the Local Plan Trying to Achieve

The Local Plan pursues the council's priority of making 'Chesterfield a thriving borough', and also the Government's priority for increasing new housing development in a sustainable way. To do this it allocates land for new development on both brownfield (land that has been previously developed) and greenfield (land that has not been developed) sites.

The Local Plan will need to continue to provide a strategy for the location, scale and quantity of development for the next 15 years. This strategy will need to include requirements for housing, employment, other commercial uses, key facilities/infrastructure and the natural and built environment, and measures to address climate change mitigation and adaptation.

The Government has published a new method for calculating housing need. The new method means that our annual housing requirement has increased significantly and, along with this, so will our need for infrastructure (roads, schools, play areas etc) and, potentially, land for employment uses. The Local Plan will also need to identify any land that needs to be protected from inappropriate development, including identifying areas of Green Belt, habitat and other

sensitive land.

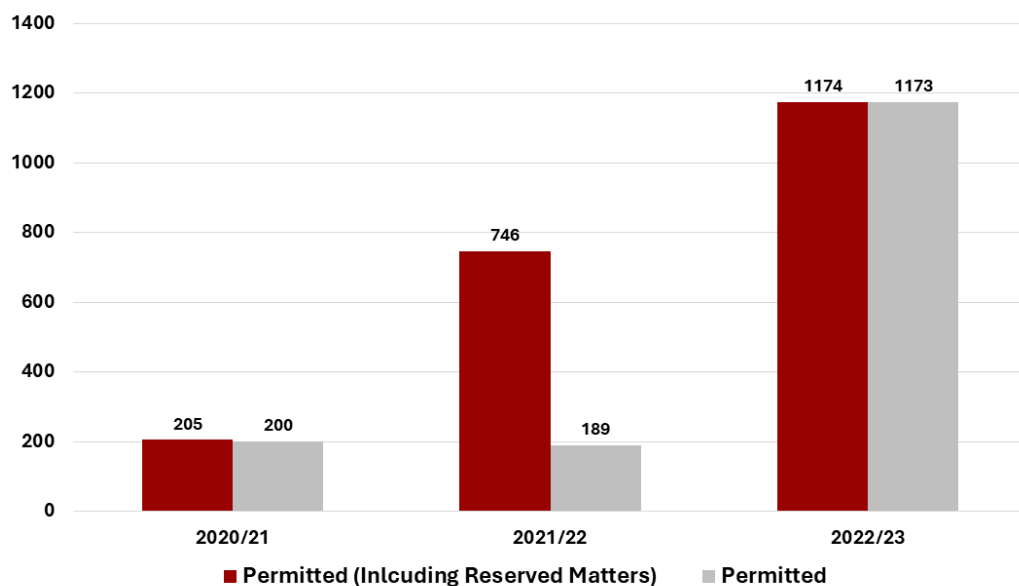
4.2. Where Are We Now?

The current Local Plan has a target of at least 240 new dwellings per year. Delivery has exceeded this in each year to date since adopting the Local Plan in July 2020.

Housing Delivery 2020/21 - 2023/24:



The number of new homes being granted planning permission since the Local Plan was adopted has also, on average, exceeded the current plan's housing target:

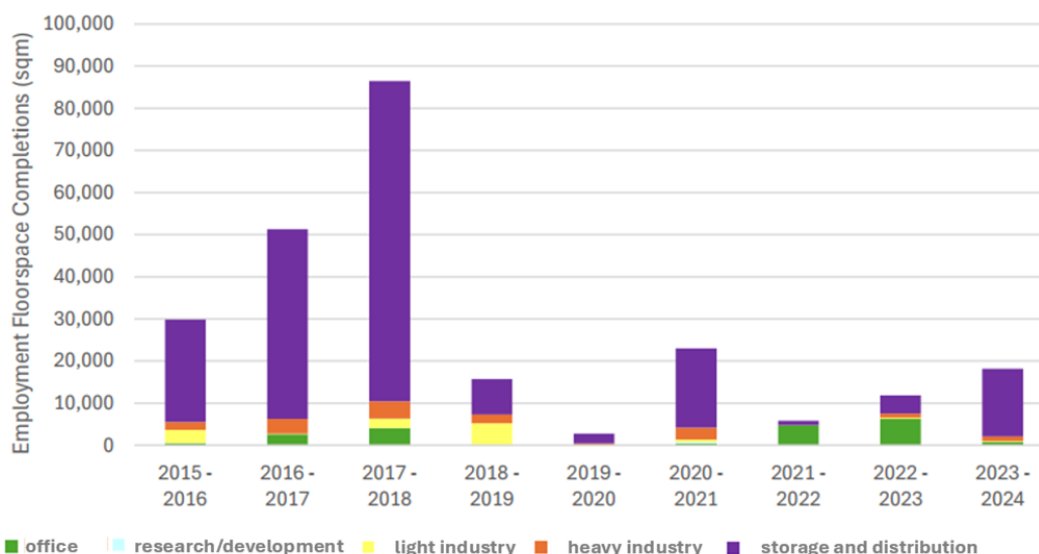


These homes have been delivered on a mix of brownfield and greenfield sites. The reason the Local Plan allocated both types of land for development is, firstly, there is not enough brownfield land to meet all housing need and, secondly, to ensure that the need for new homes is met now and throughout the plan period, with the brownfield sites being more complex and challenging to deliver.

Employment

The current Local Plan also seeks to deliver new land to provide jobs and business activity. The Local Plan does not set an annual requirement for employment land, however the employment land trajectory in the adopted Local Plan indicated that 17.07 hectares (ha) of employment land could be developed in the first five years of the plan period. Between 2018/19 to 2023/24, 17.37 ha of employment land was delivered, slightly above this estimate.

Gross annual employment floorspace completions between 2015/16-2023/24:



As of the 31st March 2024 there was also around 110 hectares of employment land available for development. This was made up of a combination of sites with planning permission (16.49 ha) and employment sites allocated in the Local Plan that do not yet have planning permission (93.98 ha).

Green Belt:

There have been no inappropriate new developments approved in the Green Belt between July 2020 and 31st March 2023. This means that any changes seen within the Green Belt have been compliant with both local and national policy.

Development in Strategic Gaps/Green Wedges:

There have been no new developments approved in Green Wedges or Strategic Gaps between July 2020 and 31st March 2023 that would harm the character or function of the designations.

Concentration of Development:

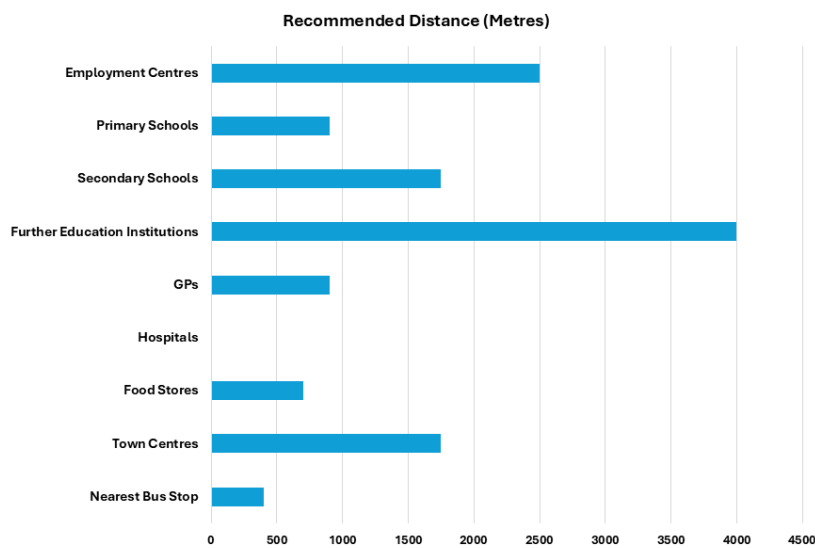
Our monitoring has found that over 75% of major development proposals approved since adoption of the Local Plan were in walking distance of a range of key services.

Regeneration:

Since the Local Plan was adopted there have been significant residential developments granted planning permission in four of the Regeneration Priority Areas (Duckmanton, Holme Hall, Mastin Moor and Poolsbrook).

4.3. How Can We Make Our Communities More Connected?

The strategy of ‘concentration’, the concept of creating connected local communities, has many benefits, including improving people’s health and wellbeing, tackling climate change and improving the environment by encouraging active and sustainable methods of travel; increasing social connections in communities; and boosting local economies. It is important that local people can walk or cycle safely to facilities. The Local Plan uses the services identified by the Department for Transport as key indicators, and the distances in the council’s [Successful Places Residential Design Supplementary Planning Document \(SPD\)](#):



What can the Local Plan do?

We think the Local Plan is working well in terms of the 'concentration' element of the spatial strategy, but we could do more to ensure that as many as possible of the services and facilities that people need are in walking distance from new developments. We would like to carry on focussing development in locations that are accessible to a range of key services in a new Local Plan.

Question 4.1:

Do you agree with concentrating development where people can walk and cycle to services and facilities?

Yes

No

Question 4.2:

Please indicate why you gave the answer to the question above.

Question 4.3:

Which Key Services do you consider to be the most important?

Please select up to three options:

- Employment Centres e.g. Sheepbridge Industrial Park
- Primary Schools
- Secondary Schools
- Further Education Institutions e.g. Chesterfield College
- GPs (Doctors Surgeries)
- Hospitals
- Food Stores e.g. corner shops, supermarkets
- Town Centres

Question 4.4:

Which services need to be within walking distance?

You should only tick services for which you consider being within walking distance to be essential, rather than desirable.

- Employment Centres e.g. Sheepbridge Industrial Park
- Primary Schools
- Secondary Schools
- Further Education Institutions e.g. Chesterfield College
- GPs (Doctors Surgeries)
- Hospitals
- Food Stores e.g. corner shops, supermarkets
- Town Centres

Question 4.5:

Are the Key Services listed above still appropriate?

- Yes
- No
- Other (please specify)

Question 4.6:

Should any other Services be included as 'Key' services?

Question 4.7:

Should the policy specify Key Services for specific land uses?

E.g. schools should be a Key Service for residential development but not for commercial development.

- Yes
- No

Question 4.8:

If you answered 'yes' to the question above, please specify the use and service.

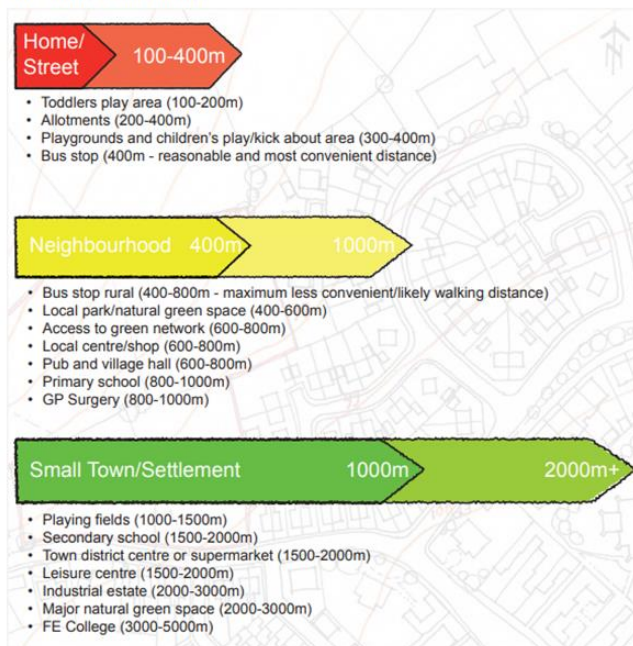
Question 4.9:

Are the distances to facilities set out in the Indicative Catchments figure below appropriate?

Yes

No

Indicative catchments:



Indicative Catchments

Question 4.10:

Please explain why you gave the answer to the question above.

Empty response box for explaining the answer to Question 4.9.

Question 4.11:

Should the distances set out in the 'Indicative Catchments' figure above be included in the policy?

Yes

No

Question 4.12:

Please indicate why you gave the answer to the question above.

4.4. Prioritising Previously Developed Land

The current Local Plan places high priority on making sure proposals on sites that haven't already been allocated in the Local Plan (sometimes called 'windfall' sites) are on previously developed land (brownfield land) that is not of high environmental value.

More than 75% of the new 'windfall' homes granted permission between 2020 and 2023 have been on previously developed land.

What can the Local Plan do?

We think the Local Plan is working well in terms of making the most of brownfield land but we could do more to strengthen this and to give more protection to brownfield land that has ecological value. This is now more important as the new [National Planning Policy Framework](#) (NPPF) gives substantial weight to using brownfield land for new development where it is within a settlement.

However we do need to recognise that brownfield land that is suitable for development (particularly for new homes), is a limited resource and a significant amount of future development will have to come from greenfield sites.

Question 4.13:

Should we strengthen our approach to prioritising development on previously developed land?

Yes

No

Question 4.14:

Please indicate why you gave the answer to the question above. If you answered yes, please explain how you think the approach can be strengthened.

Question 4.15:

Should the Local Plan be clearer on what is meant by previously developed land of 'high environmental value'?

Yes

No

Question 4.16:

Please indicate why you gave the answer to the question above.

4.5. How Can We Deliver the Homes That Are Needed?

Under government policy, councils must prepare a Local Plan to meet their identified need for housing in full where it is possible to do so, considering any major constraints in the area, such as environmental impact and infrastructure capacity. The Local Plan must accommodate housing need for at least 15 years, including specific, deliverable sites for residential development for at least the first five years of the Local Plan.

The current Local Plan has a requirement of 240 dwellings a year, and allocated sites with enough capacity to meet this requirement and provide a buffer for flexibility and choice.

The December 2024 [National Planning Policy Framework](#) introduced a new standard method for assessing housing need. This results in a new annual need figure of 500 dwellings for the borough.

According to the latest Office for National Statistics [population estimates](#) the population of the borough was expected to have grown to 104,900 people by 2023, a growth of only around 800 people (0.8%) in the last decade, much lower than growth across the region (8.4%) or nationally (7.0%).

The [Local Housing Needs Assessment](#) (2025) suggests the borough's population could grow by nearly 20% by 2044 with the new residents generated from a target of 500 new homes a year. A lot of this growth would come from in-migration (people moving into the borough). Many of these people are expected to be in the 16-64 age group.

What can the Local Plan do?

We think that the Local Plan has been working well in terms of delivering the housing it planned for. However, the new housing requirement for 500 new homes a year will be a significant challenge and will mean house building and growth in population on a scale not previously seen in the borough.

The new housing requirement means we need to re-consider our spatial strategy and seek new housing sites and also find ways to increase the number of homes built on any one site (increased density). At the next stage of the process, we will publish a Draft Local Plan showing a new spatial strategy and also where we think new housing allocations should best be located to meet that spatial strategy.

We are currently undertaking a [Call for Sites](#) and asking for people with an interest in land to submit sites that are or will become available for development.

Question 4.17:

What are the most important things we should consider when planning for new places to live?

Please choose the three options which are most important to you.

- being able to walk to services and facilities
- having green spaces close by
- protecting land for growing food
- protecting wildlife and habitats
- using renewable energy
- conserving our heritage assets
- making space for water and reducing the risk of flooding
- quality of design

Question 4.18:

Are there any other important things we should consider when planning for new places to live?

- Yes
- No

Question 4.19:

If you answered Yes to the question above, please tell us the additional things we need to consider.

4.6. How Can We Deliver the Employment Land That Is Needed?

Chesterfield borough 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.

The current Local Plan sets out a requirement to provide at least 50 ha of new employment land between 2018 and 2035. The [North Derbyshire Economic Needs Assessment Study](#) (ENAS) for the borough shows that current land supply is likely to be enough to meet current local economic policy aspirations and demand for jobs resulting from the government's new housing requirement now and beyond the current plan period to 2044.

However, evidence in the ENAS also shows that to meet logistics and industrial demand up to 2044, the three study authorities of Chesterfield Borough, North East Derbyshire and Bolsover would need to either use existing sites and/or find new sites for between 2 and 3 logistics parks of at least 25 hectares each, or between 1 and 2 larger logistics parks. This finding will need to be discussed through the Duty to Co-operate with the adjoining Local Planning Authorities and the East Midlands Mayoral Combined County Authority, and agreement sought on where best such development might be located.

What Can the Local Plan do?

We think the Local Plan needs to do more to ensure we have enough of the right type of employment land in the right places. The evidence in the ENAS suggests that we have enough employment land to meet local need but that some of it is of poor quality or not the right type to attract certain businesses.

We have seen some loss of employment land through permitted development rights e.g. change of use from offices to residential. Also there have been changes because Office and Light Industrial uses are now included within the same planning use class as a range of other town centre uses, including shops, cafes/restaurants and some leisure uses (Use Class E). The Local Plan cannot control changes between these uses but current evidence is that, even with such employment land being lost to other uses, we currently do not need to allocate any more employment land.

Question 4.20:

Do you think we have enough employment land?

Yes

No

Question 4.21:

Please explain your answer to the question above.

Question 4.22:

Do you think we have the right types of employment sites?

Yes

No

Question 4.23:

Please explain your answer to the previous question.

Question 4.24:

How do you think we should plan to meet the strategic need for logistic development across NEDDC, CBC and BDC?

4.7. Regeneration Priority Areas

The current Local Plan designated five Regeneration Priority Areas (RPAs). The current RPAs are designated at Barrow Hill, Holme Hall, Poolsbrook, Mastin Moor and Duckmanton. These allow for more flexibility in securing development, with the emphasis on securing regeneration benefits. Part of the reason for creating RPAs was to try and help our communities that have been identified as being deprived in the [Indices of Multiple Deprivation](#) and through [Census](#) data. This shows that:

- The borough has a high level of health-related deprivation
- The borough has a high proportion of residents with no or low-level qualifications.
- The borough has high levels of multiple deprivation broadly clustered in four areas:
 1. to the immediate south and west of Chesterfield town centre (Grangewood, St Augustine's & Boythorpe);
 2. the former ward of Loundsley Green;
 3. the north-west of the borough (Dunston and Whittington Moor); and
 4. across the east of the borough (Staveley and surrounding villages).



What Can the Local Plan Do?

We think the Local Plan has a key role in regeneration and supporting initiatives like the [Staveley Town Deal](#) and the [Plan for Neighbourhoods](#).

New development can provide job and training opportunities for local people, and support community facilities. We also recognise how important nature and green spaces are to economic and social regeneration, and see a critical role for the Local Plan in supporting the [Plan for Nature](#) and other projects such as [Wild Whittington](#).

Making sure there is good accessibility to new and existing jobs and services using a variety of means of transport, including walking, cycling and public transport, is also a way the Local Plan can help to address deprivation, whilst at the same time supporting healthy lifestyles.

Question 4.25:

Is the strategy of focusing development on the areas and sites that need regenerating still the best strategy for the borough?

Yes

No

Question 4.26:

Please indicate why you gave the answer to the question above.

Question 4.27:

How should Regeneration Priority Areas be represented within the Local Plan?

- Broad designations
- Individual sites with specific objectives
- Other (please specify)

Question 4.28:

If you think we should keep the RPA designations, are the existing ones still appropriate?

- Yes
- No
- Other (please specify)

Question 4.29:

Are there any other areas which should be considered for designation as a RPA?

4.8. Green Belt, Strategic Gaps and Green Wedges

Green areas and open countryside can be protected from development through Local Plans. The current Local Plan has the following designations:

Green Belt – this is a national policy designation which protects land in the borough, and is part of a wider Green Belt designation around Sheffield.

It is important to also understand the difference between Green Belt and greenfield land. Greenfield land is simply land that has never been developed, as opposed to brownfield land (sometimes called ‘previously developed land’) which has been developed. The Green Belt can contain both greenfield and brownfield land.

Strategic Gap – this is a local designation which protects land in the borough that has an important function in preventing local settlements from merging.

Green Wedge – this is a local designation which protects land in the borough that has an important function in providing access to the countryside from within the urban area.

What Can the Local Plan Do?

In December 2024 the Government published a new [National Planning Policy Framework](#). One of the most significant changes is to national policy on Green Belt. The Council will need to consider where the most sustainable locations are for new development and the NPPF requires that the Council should not rule out Green Belt locations unless their development would fundamentally undermine the purposes of the Green Belt.

The NPPF also introduced the concept of ‘Grey Belt’. This is land within the Green Belt that does not ‘strongly contribute’ to:

- checking the unrestricted sprawl of large built up areas
- preventing neighbouring towns merging into one another
- preserving the setting and special character of historic towns.

A review of Green Belt will be necessary to check whether the land within it continues to strongly serve the purposes of the Green Belt, including whether there are any locations which might be considered ‘grey belt’.

We are also reviewing the Green Wedges and Strategic Gaps to make sure that they still meet their purposes and to check that the boundaries are right.

Due to the new housing requirement we will have to look at whether parts of our Green Belt,

Strategic Gaps and Green Wedges should be used for housing or other needed development. We would consult on any potential changes to the boundaries of the Green Belt, Strategic Gaps and Green Wedges as part of a future Local Plan consultation.

<p>Question 4.30:</p> <p>Should any of the existing Green Wedges or Strategic Gaps be changed?</p>
<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

<p>Question 4.31:</p> <p>If you answered 'Yes' to the question above please describe how you think the Borough's Green Wedges or Strategic Gaps should be changed.</p>

5. Reducing Carbon Emissions

The Council aspires to progress our Climate Change target to be a carbon neutral borough by 2050. Climate change represents one of the biggest challenges we will face, not just locally but worldwide and we will all need to work together. We are taking this issue very seriously and declared a climate emergency in 2019 with the intention of becoming a carbon neutral organisation by 2030 and supporting the transition of the borough to carbon neutrality by 2050.



5.1. What Is the Local Plan Trying to Achieve?

The Local Plan aims to reduce emissions by locating development where people can walk to jobs and services, thereby reducing emissions from transport which is a significant contributor.

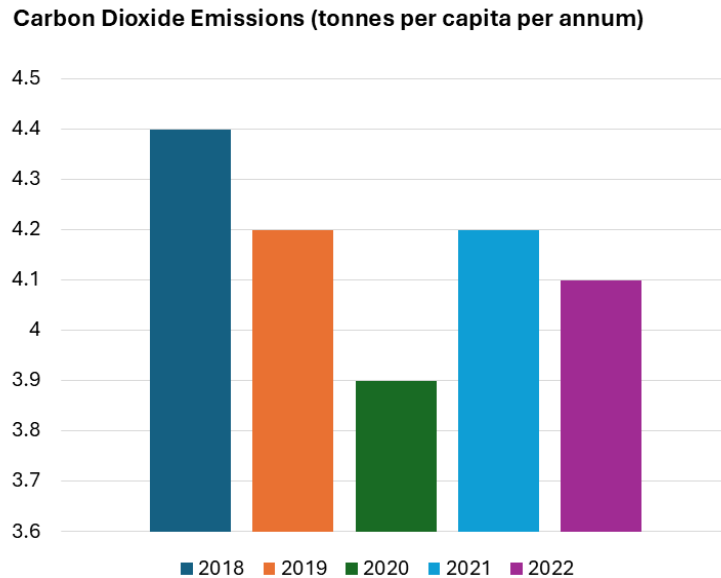
The Local Plan also seeks to reduce emissions through supporting proposals for renewable energy generation, and requiring major new developments to as far as is feasible and financially viable minimise CO₂ emissions during construction and occupation.

5.2. Where Are We Now?

Through the Paris Agreement, the UK is committed to keep the rise in global average temperature well below 2 degrees Celsius. As temperatures have already risen by over 1 degree Celsius, the remaining amount of carbon dioxide that we can release before breaching the 1.5 degree Celsius temperature threshold is called our 'carbon budget'.

When viewed at a [local level](#), Chesterfield borough has a carbon budget of 2.9 million tonnes (MtCO₂) and by continuing at the current rate (based on 2017 emission levels), Chesterfield borough will have used this up entirely by 2027. In order to stay within the recommended carbon budget Chesterfield borough will, from 2020 onwards, need to achieve average

mitigation rates of CO2 from energy of around -13.3% per year. This will require that Chesterfield borough rapidly transitions away from unabated fossil fuel use. Carbon dioxide emissions are declining in the borough however not at the required average rate of -13.3% per year ([UK local authority and regional greenhouse gas emissions statistics, 2005 to 2022 -](#)



[GOV.UK](#).

CO2 emissions in the carbon budget related to electricity use from the National Grid in Chesterfield borough are largely dependent upon national government policy and changes to power generation across the country, however it is [recommended](#) in the Carbon Budget that Chesterfield borough promote the deployment of low carbon electricity generation within the region where possible.

5.3. How Should We Plan for Renewable Energy Infrastructure?

Climate change is a global problem. If urgent action to drastically reduce carbon emissions is not taken in the next 10 years, the damage done cannot be reversed.

The [NPPF](#) (2024) expects planning policies to:

- provide a positive strategy for energy from renewable and low carbon energy sources, that maximises the potential for suitable development, and their future re-powering and life extension. It also requires that adverse impacts are addressed appropriately (including cumulative landscape and visual impacts);
- consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and
- identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat

customers and suppliers.

What can the Local Plan do?

Emissions in the UK come from a variety of sources which the Local Plan has the potential to influence, including emissions from transport, energy and heat.

The UK's heat and energy sector needs to change from fossil fuels to low carbon and renewable technologies. Planning for renewable energy, including storage and distribution infrastructure, is one way that the council can contribute towards this shift.

The development of low carbon heat and energy sources can be beneficial to energy security and the price we pay for energy as well helping to reduce carbon emissions.

We have permitted all applications for renewable energy since 2020 including 31MW capacity to be generated from a photovoltaic farm (enough electricity to power approximately 9,968 homes) which represents a saving of approximately 7,389 tonnes of CO₂ a year and increases the installed capacity in the borough by 190%.

At present the Local Plan does not allocate any specific sites for renewable energy. The [Derbyshire Spatial Energy Study 2022](#) identifies the greatest potential in the borough is for small scale solar farms, rooftop solar panels and district heating, with evidence on where the least sensitive areas of landscape are for renewable energy development.

We think the Local Plan needs to do more to support development of new renewable energy infrastructure – including wind turbines, solar farms, solar roofs, battery storage, and electric vehicle charging stations whilst balancing this with landscape character and the other environmental benefits provided by green infrastructure. Part of this could be about encouraging or requiring more renewable energy technologies in new residential and commercial developments. This is covered in the section on Design and the Historic Environment.

Currently Chesterfield borough has a relatively high amount of installed solar photovoltaic energy generation with 35.3MW. However, this accounts for most of the borough's [installed renewable energy capacity](#), of 43.8MW; the remainder being from landfill gas and a small amount of wind generation.

Recent evidence from Derbyshire County Council ([Derbyshire Spatial Energy Study 2022](#)) recommends that decarbonisation should be built into local planning, including utilising electrical and heat generation to deliver low carbon development and requiring larger developments to meet ambitious energy consumption and emission targets. We should aim to ensure that planning applications for development which would provide new homes and jobs prioritise locations accessible to active and low carbon transport. We should focus on technologies which offer the greatest generation potential – for Chesterfield borough this is thought to be district heating and rooftop solar PV, and we should investigate the scope for

proactive identification of sites for renewable technologies identified as having most potential.

Question 5.1:

Should our policies on Strategic Sites include requirements for investigating the feasibility of hydro power and district heating?

Yes

No

Question 5.2:

Please indicate why you gave the answer to the question above.

Question 5.3:

How do you think we can encourage use of renewables on existing buildings?

Question 5.4:

Should we identify the most appropriate locations for solar farms and wind farms through the Local Plan?

Yes

No

Question 5.5:

Please indicate why you gave the answer to the question above.

Question 5.6:

Are there any places where we should not allow solar farms, wind turbines or battery storage facilities?

Question 5.7:

Are there any approaches we could take to ensure we will have sufficient battery storage facilities?

Question 5.8:

Are there any other approaches the Council could take to help increase the provision of renewable energy infrastructure within the borough?

5.4. How Should We Reduce Emissions From New Development?

The [Climate Change Act 2008](#) introduced a statutory obligation to set regular carbon budgets, the most recent was published in February 2025. It sets the vision for a decarbonised economy by 2050 and makes a clear recommendation that around half of homes use a Heat Pump by 2040 for the nation to be on track for net zero in 2050.

The law and national policy on energy standards in new development is complex. To summarise:

[Planning and Energy Act 2008:](#)

The Planning and Energy Act 2008 (PEA 2008) empowers local authorities to set higher standards than any set nationally for renewables and low-carbon energy and energy efficiency, as long as they are consistent with national policies on those specific subject areas and ‘reasonable’, and comply with usual plan-making legislation.

Levelling Up and Regeneration Act 2023:

Schedule 7 includes a statutory requirement of the need to mitigate climate change in Local Plans.

National Planning Policy Framework 2024:

Requires radical cuts to emissions in line with the Climate Change Act 2008.

The NPPF requires the planning system to support the transition to net zero by 2050, and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Plans should take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, coastal change, water supply, biodiversity and landscapes, and the risk of overheating from rising temperatures.

New development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change, and that can help to reduce greenhouse gas emissions.

Written Ministerial Statement 2023:

The statement titled Planning – Local Energy Efficiency Standards Update, requires that any planning policies that propose local energy efficiency standards for buildings that go beyond current or planned building regulations should be rejected at examination if they do not have a well-reasoned and robustly costed rationale that ensures:

- That development remains viable, and the impact on housing supply and affordability is considered in accordance with the National Planning Policy Framework.
- The additional requirement is expressed as a percentage uplift of a dwelling's Target Emissions Rate (TER) calculated using a specified version of the Standard Assessment Procedure (SAP).

Although the WMS is a material consideration for plan making, it does not prohibit local authorities from implementing net zero policies, and needs to be viewed alongside the other material considerations that support the NPPF's aim for the planning system 'to achieve radical reductions in greenhouse gas emissions'.

What Can the Local Plan Do?

At present the Local Plan does not require any specific energy standards for new developments.

The existing policy has not been as effective as we would have liked at securing Energy Statements for major development, or securing developments which exceed the Building Regulations energy standards. Current information indicates that the majority of energy used for heating in Chesterfield borough has been from gas, indicating an ongoing lack of renewable/low carbon energy sources for home heating.

We think if there was sufficient evidence to support it, the Local Plan could do a lot more to reduce emissions from new development resulting from both construction and on-going 'operational' emissions.

Whilst the [written ministerial statement by Government](#) made it clear that the previous Government did not expect Local Plans to set local energy efficiency standards for buildings that go beyond [current](#) or [planned building regulations](#), it does not prevent the Local Plan from containing such policies provided they are justified on the evidence and are reasonable, in that they do not affect the viability of new development to an unreasonable extent.

Although the government have consulted on a [Future Homes Standard](#) (FHS), this may not come to fruition and it has been criticised for being too little too late, for not tackling all the carbon emissions involved in new development from construction to end of life and not requiring decentralised renewable or low carbon energy. The FHS also does not propose improvements in thermal insulation levels in a buildings fabric beyond on the levels introduced in 2023 through the Building Regulations. Because of these factors, we think that we need a specific policy in the Local Plan in order to make a more significant contribution and propose standards and energy requirements to meet the legal requirements of the Climate Change Act.

We think the Local Plan should set out how new development should maximise the contribution of new development to reaching net zero, using a phased and flexible approach which allows the Council to respond quickly to any changes in national standards and new technologies. We also want to make sure that very large developments that take many years to complete have review systems in place so that they are meeting the highest possible standards at each phase.

Most importantly, we want to take a fabric first approach to raising standards for new development, with any residual energy use to be met by on-site renewables where viable and technically feasible.

Any requirement for raising standards above planned Building Regulations will be tested through our whole plan Viability Assessment to make sure it does not make development and housing delivery unviable. Depending on viability across the borough and across different types of sites, we may need to use an approach which can reflect any significant differences.

Question 5.9:

Do you agree that the Council needs to make developers do more to reduce emissions from new developments?

Yes

No

Question 5.10:

Please indicate why you gave the answer to the question above.

Question 5.11:

Do you agree with using a fabric first approach and using on-site renewables to meet energy requirements?

Yes

No

Question 5.12:

Please indicate why you gave the answer to the question above.

Question 5.13:

One option for raising standards on residential developments would be to require a percentage uplift on the current Target Emission Rate as set by Building regulations. This would be easy for developers as they already have to use an approved assessor to calculate the TER. If we did this, what percentage uplift do you think would be best and why?

Question 5.14:

Are there other ways we can raise standards of energy efficiency in buildings above Building regulations that would be better?

Question 5.15:

Do you think there are any ways in which we could encourage or incentivise net zero development?

Question 5.16:

Should we have a preference for which sort of on-site renewables are used to meet on-going energy demands, such as solar panels on roofs?

Yes

No

Question 5.17:

Please indicate why you gave the answer to the question above.

Question 5.18:

We think that requiring BREEAM for major commercial developments is a good option, with on-site renewables for residual on-going energy needs. Do you agree?

Yes

No

Question 5.19:

Please indicate why you gave the answer to the question above. If you don't agree what other options are available to raise standards on commercial buildings?

Question 5.20:

Should we place flexibility in any policy requiring a higher level of energy efficiency and use of renewable/low carbon energy, to take into account evidence from developers that meeting the higher standards is not technically feasible?

Yes

No

Question 5.21:

Please indicate why you gave the answer to the question above.

6. Homes and Housing

It is important that everyone living in Chesterfield borough has the opportunity of a decent and affordable home, and that the housing in the borough is suitable to meet a range of needs including those of older people and people with disabilities.

“We need to ensure that we have the right mix of homes so that everyone has access to a home that is suitable for them, whether that be social housing, private rented or owner occupied.” - Council Plan (2023-2027).

‘A place where everyone has fair access to a decent and affordable home’ - Council Vision in Local Plan (2018-2035).

The Council’s aspiration is to help improve housing standards for all. Good quality affordable housing is incredibly important to people’s health and wellbeing, it can help to reduce crime, unemployment, improve school attainment and provide a sense of community belonging.



6.1. What Is the Local Plan Trying to Achieve?

It is important to consider the quality and choice of housing being built in the borough. Different people need different types of housing, and we need to plan for people who need affordable housing, families, young people, older people, students, people with disabilities or mobility issues and people with other vulnerabilities. We need to provide homes that are the right type, quality and affordability, and choice of tenure to meet the current and future needs of all residents at all stages of their lives.

[National Policy](#) requires that the size, type, and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. [Planning Policy for Traveller Sites](#) requires local authorities to assess the need for Gypsy, Traveller and travelling Showpeople sites, and to provide sites where there is an identified need. We need to achieve this whilst also meeting the new target of delivering at least 500 new homes every year.

6.2. Where Are We Now?

Since the plan was adopted...

Housing has become
less affordable
– now at **6 X**
annual full-time earnings.



242
affordable
homes have been
delivered (since 2020)...

... however, the
tenure split
between affordable
rent and affordable
ownership has not
met policy
expectations.



Data on homeless
households remained
stable but indicates a
priority need for **560**
households.

25% of
dwellings on
major sites were
conditioned to be
M4(2)
standard.

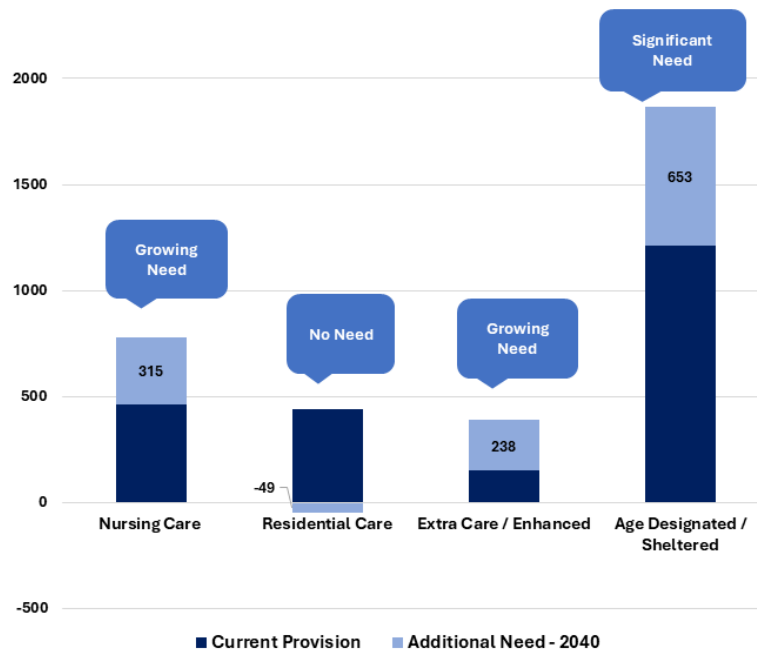


The current Local Plan seeks to provide a range of housing to meet specific needs. This includes requirements for affordable housing provision and for the optional higher standard of adaptable and accessible housing set out in Building Regulations. It also includes criteria for ensuring Gypsy and Traveller accommodation is provided for in appropriate locations on suitable sites, and support for specialist housing such as care homes.

The current Local Plan has been working well in delivering affordable housing and adaptable and accessible housing, but we need to understand more about future needs. Our new [Local Housing Needs Assessment](#) (LHNA) provides evidence of what specialist and affordable housing the borough needs; this will inform more specific policy requirements.

An update to the [Gypsy, Traveller, and Travelling Showpeople Accommodation Assessment](#) (GTAA), published by Derbyshire County Council in 2023, identifies a net need for four additional permanent pitches in the borough between 2020-2040. The study also demonstrates a need for a transit site within North Derbyshire but does not say where it might be located, which will need to be decided by Derbyshire County Council, Chesterfield Borough Council, North East Derbyshire District Council and Bolsover District Council working together.

Since the Plan was adopted there has been new evidence from Derbyshire County Council on specialist housing needs for older persons accommodation:



[Derbyshire all age adults' housing, accommodation and support strategy 2023 to 2038 locality pages](#)

It is therefore necessary to consider how the existing policies might change or be updated so that they continue to be effective in delivering the housing the borough needs.

6.3. Planning for Affordable Housing

Delivering [affordable housing](#) is a key priority. National policy requires Local Plans to set out the contributions expected from development, including the levels of affordable housing provision required. The NPPF expects planning policies to reflect the assessed housing need for different groups in the community including those who require affordable housing.

The current plan requires 5%, 10% or 20% of homes provided on developments of 10 or more dwellings to be affordable housing, depending on which part of the borough the development is located. This use the same zones as the Community Infrastructure Levy (CIL)¹, to reflect the different land and property values across the borough, which influence how much ‘spare’ value is available from development to pay for affordable housing.

¹ <https://www.chesterfield.gov.uk/media/syvi4hb5/cil-charging-schedule.pdf>

The recent [Local Housing Needs Assessment](#) 2025 set out the following key findings in relation to affordable housing:

- There is an acute annual need for 349 affordable homes, although many of those in need are already in housing or will have their needs met by the private rented sector.
- The vast majority of need is from households who are unable to buy OR rent and therefore points towards a need for rented affordable housing rather than affordable home ownership.
- It is clear that social rents are more affordable and could benefit a wider range of households – social rents could therefore be prioritised where delivery does not prejudice the overall delivery of affordable homes.
- There was no evidence of a need for First Homes or discounted market housing more generally.
- Shared Ownership would be a more affordable tenure than discounted market housing.

For any housing developments on Green Belt land brought forward as part of a Green Belt review or as planning applications, the new NPPF expects a specific affordable housing requirement which will be higher than these levels, up to a maximum of 50% subject to viability. We will work on this and our proposals for the levels to be set in Chesterfield Borough will be part of a future Local Plan consultation.

What Can the Local Plan Do?

We think the Local Plan is working well in terms of securing delivery of affordable housing, but we need to take account of our recent evidence on local housing needs over the next 15 years.

The overall amount of affordable housing that the Council can ask for is dependent on the viability of development in the borough.

Our evidence and monitoring tells us that our requirements for affordable housing have been accepted by developers and are delivering what is needed. We think that the current zones and affordable housing percentages are working well, but we will need to check that the amounts asked for are still right. We also need to work out which rate to set for Green Belt land. This will be done as part of a whole plan viability assessment that will be done at a later stage.

Question 6.1:

Is it appropriate to continue to have a variable rate across the borough for the percentage of affordable housing that is sought (rather than a flat rate)?

Yes

No

Question 6.2:

Please explain your answer to the question above.

Question 6.3:

Is it appropriate to continue using the Community Infrastructure (CIL) zones to determine the percentage of affordable housing to be sought from new residential development?

Yes

No

Question 6.4:

Please explain your answer to the question above.

6.4. Planning for Specialist Housing Accommodation



The [NPPF](#) expects planning policies to reflect the assessed housing need for different groups in the community including older people. It also expects planning policies to ensure that developments are safe, inclusive and accessible, and states that Planning policies for housing should make use of the Government’s optional technical standards for accessible and adaptable housing, where this would address an identified need for such properties. The [Planning Practice Guidance](#) (PPG) states that the need to provide housing for older people is critical, whilst recognising that there are a variety of specialist housing types to meet the needs of this group.

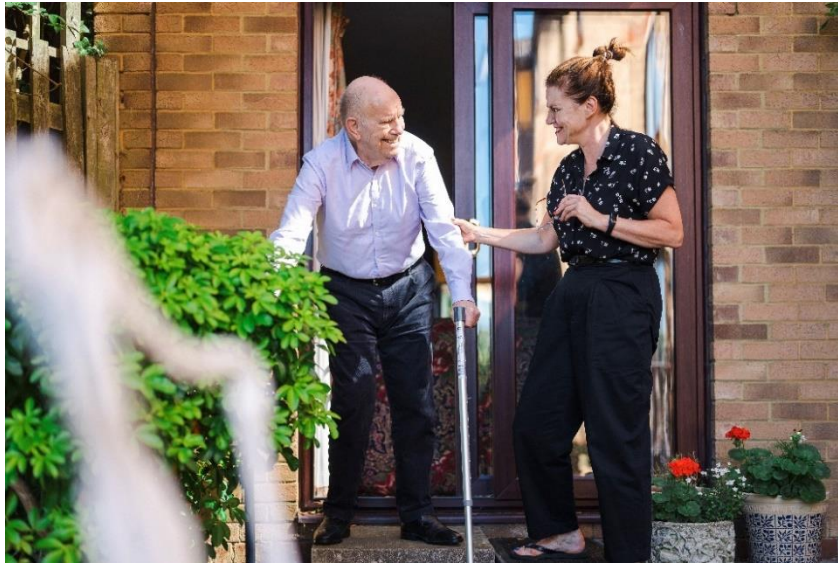
We think the Local Plan is working well in terms of securing delivery of adaptable and accessible housing. But evidence tells us the local population is ageing. The [2021 Census](#) tells us that since 2011 there has been an increase of 15.6% in people aged 65+ in the borough, with the 65+ population projected to increase by 26% by 2044. The percentage of people who are disabled in Chesterfield borough is above the national average, and over a third of our households contain someone with a disability.

In terms of specialist housing (residential and nursing care homes, etc.), although the current Local Plan provides a supportive policy position, there have not been enough proposals for new

specialist housing to meet growing needs identified by Derbyshire County Council for nursing care, extra care and housing with support ([Derbyshire all age adults' housing, accommodation and support strategy 2023 to 2038 locality pages](#)).

The [Local Housing Needs Assessment](#) has the following key findings in relation to need for specialist housing in the borough over the period to 2044:

- A 50% increase in the number of people aged 65+ with dementia and a 41% increase in those aged 65+ with mobility problems.
- A need for additional housing units with support (sheltered/retirement housing) – mainly in the affordable sector.
- A need for additional housing units with care (e.g. extra-care) in both market and affordable sectors.
- A need for additional nursing and residential care bedspaces in the longer term.
- A need for around 30 dwellings per annum to be for wheelchair users (meeting [technical standard M4\(3\)](#)).
- Clear need to increase the supply of accessible and adaptable dwellings and wheelchair-user dwellings as well as providing specific provisions of older persons housing.



What Can the Local Plan do?

We think the Local Plan needs to do more to help meet the growing housing needs of older people and people with disabilities who could live independently if the right homes were available.

<p>Question 6.5:</p> <p>Should we create a new separate policy on Specialist Housing?</p>
<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

<p>Question 6.6:</p> <p>Please indicate why you gave the answer to the question above.</p>

Question 6.7:

Should we increase the amount of M4(2) dwellings we ask for? If so, by how much?

- 25% of all dwellings (no increase)
- 50% of all dwellings
- 75% of all dwellings
- 100% of all dwellings (as recommended by our evidence)
- Other (please specify)

Question 6.8:

Should we require a specific percentage of all new dwellings to be wheelchair-user adaptable (M4(3)a) dwellings?

- 0% of all dwellings (continue to negotiate on a case by case basis)
- 5% of all dwellings (as recommended by our evidence)
- 10% of all dwellings
- Other (please specify)

Question 6.9:

Should we require a specific percentage of all new dwellings where the council has nomination rights to be wheelchair accessible (M(4)3b)?

- 0% of all dwellings (continue to negotiate on a case by case basis)
- 5% of all dwellings
- 10% of all dwellings (as recommended by our evidence)
- Other (please specify)

Question 6.10:

Should we apply a presumption in favour of older person's housing?

This would mean that that there would be fewer policy restrictions on proposals for older person's housing.

Yes

No

Question 6.11:

Please indicate why you gave the answer to the question above.

Question 6.12:

Should we allow new housing for older persons with care outside of the Built up Area?

Yes

No

Question 6.13:

Please indicate why you gave the answer to the question above.

Question 6.14:

Should a certain percentage of new homes on large development sites be specialist housing?

(I.e. housing for older people and those with disabilities and special needs).

Yes

No

Question 6.15:

Please indicate why you gave the answer to the question above.

Question 6.16:

Should Local Plan policy prevent the loss of existing housing that caters to older people or those with disabilities and special needs?

Yes

No

Question 6.17:

Please indicate why you gave the answer to the question above.

Question 6.18:

Should we require that all adaptable and accessible homes are designed to be 'dementia-friendly'?

Using the Alzheimer's Society definition and guide: [Dementia Friendly Housing_Guide.pdf \(alzheimers.org.uk\)](#)

Yes

No

Question 6.19:

Please indicate why you gave the answer to the question above.

Question 6.20:

Are there any other approaches the Council could take to help increase the provision of specialist housing in the borough?

6.5. Planning for Gypsy and Traveller Accommodation

The government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. It also expects local planning authorities to ensure that their Local Plan includes fair, realistic and inclusive policies.

Following the judgment in the Court of Appeal in the case of Smith v SSLUHC & Ors, in

December 2023 the government reverted back to the definition of Gypsies and Travellers used in the Planning Policy for Travellers Sites to that adopted in 2012, and intends to review the approach to this area of policy and case law.

In the three years since the plan was adopted, one additional pitch has been granted planning permission and the Council has not refused any applications for Gypsy and Traveller sites.

What Can the Local Plan Do?

We think the Local Plan provides a good policy framework for assessing proposals for new Gypsy and Traveller sites. Permissions granted over the last three years contribute to meeting our identified need, and evidence suggests that the remaining need will be delivered by 2040. We are not expecting to allocate specific sites at this stage, but will be assessing any sites that were submitted for this use as part of the Call for Sites.

It is clear that in the wider North Derbyshire area there is a need for Transit sites, which are sites where Gypsies and Travellers can stay at temporarily. The council is exploring this but it is not something that can be dealt with through the Local Plan, other than making sure the criteria in our policy can be applied to any proposals for Transit sites that come forward (where they need a planning permission – some do not need permission as they operate within Permitted Development rules).

Question 6.21:

Should the Local Plan Policy on Gypsy & Traveller Sites clarify that the criteria within the policy will also be used to determine applications for extensions to and the intensification of existing sites?

Yes

No

Question 6.22:

Please indicate why you gave the answer to the question above.

7. Jobs, Centres and Facilities

The Council aims for a thriving Borough, where everyone has access to the jobs, training and support they need. The Council's aspirations are to:

- strengthen the distinctive character and vibrancy of our town centres;
- to build a competitive place infrastructure that accelerates employment;
- to develop Chesterfield borough's role as a visitor destination and as a base for exploring the surrounding area;
- to help businesses to grow and secure new investment in the borough; and
- to ensure local people have the right skills to support progression in the labour market and benefit from future employment opportunities.



7.1. What Is the Local Plan Trying to Achieve?

Enabling economic growth is a high priority for the Local Plan in order to build a stronger economy that can provide quality jobs for local people. The Local Plan currently seeks to protect enough land to meet forecast needs for jobs and new employment development, and to ensure existing employment areas maintain their contribution to jobs and the local economy.

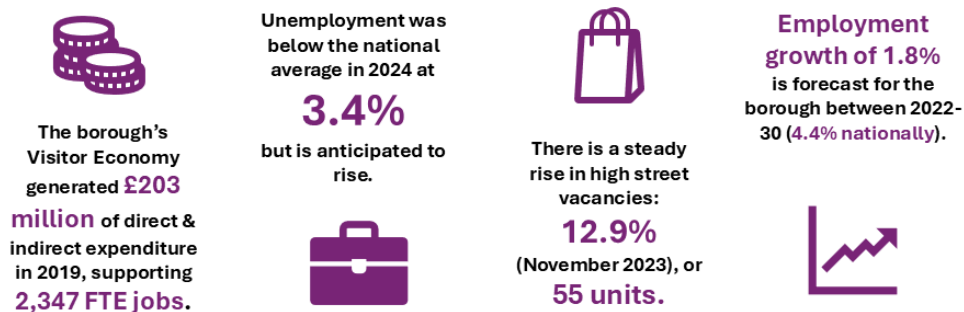
The current Local Plan identifies a need for growth of around 50 hectares of employment land between 2018-2035, with a focus on existing employment areas and town centres. There is a requirement in the plan for the negotiation of agreements with developers to increase local recruitment, training and procurement both during construction and on a long-term basis.

The current Local Plan includes policies that seek to ensure quality retail centres with a diverse range of shops and services that are accessible to meet the needs of local communities. Retail, office and commercial uses are directed towards town centres and smaller centres. It is important that our centres remain a focus of activity during the day and at night and can adapt to changing patterns of retail, employment and leisure activity.

The Local Plan aims for tourism development to be sustainable and in locations that are accessible to a network of tourist destinations by a range of modes of transport. It supports major developments such as the PEAK resort, the enhancement of town centres, and railway related and industrial heritage. Tourism has been supported as an important part of our economy, bringing in visitors who also visit our centres for shopping, food and drink. Visitor attractions such as the canal and the historic environment are protected from harmful developments.

Community facilities such as welfare centres, pubs, doctor’s surgeries have a degree of protection in the Local Plan, which also supports new community facilities.

7.2. Where Are We Now?



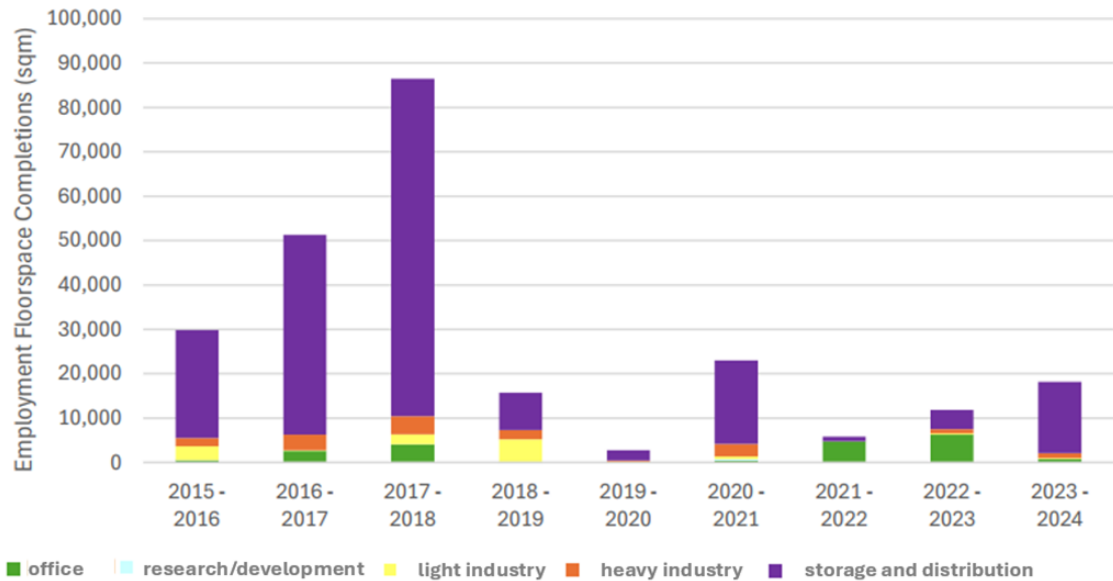
Since 2020 there have been a number of changes which have impacted the economy including Brexit, the coronavirus pandemic, the climate emergency, the cost-of-living crisis and changes to planning rules (specifically, the [Use Classes Order](#)). This has resulted in changes to the way people work and shop such as an increase in working from home and increase in home shopping. The future of town centres has become uncertain with declining footfall and rising vacancies.

Our local economy continues to face the challenge of long-term rebuilding of the economic base following the loss of heavy industries. Some of the key challenges relate to protecting employment land whilst balancing the need for alternative uses; ensuring the ongoing supply of employment land; providing sites for a range of employment uses that create opportunities to develop different skills and training opportunities; ensuring there are good quality employment opportunities near where people live or close to sustainable transport modes; addressing market failure and viability issues within the commercial sector; and achieving carbon neutrality.

The Council’s [Growth Strategy](#) seeks environmentally sustainable growth by seeking to support new employment and residential in and around the town centre where public transport and services and facilities are accessible on foot, and it also seeks to support training and ‘green’ skills and secure local sourcing of goods and labour on development.

Although delivery of new employment floorspace has generally been as expected, more

recently we have not been receiving as many planning applications for new employment uses as we expected, with losses of existing premises. Losses of community facilities have also occurred.



Since a change to planning rules a larger proportion of retail and commercial development has been outside of town and smaller centres and the loss of industrial premises to non-employment uses has increased.

2,716 sq.m of Assembly and Leisure floorspace has been permitted, **99.5%** outside of centres.

56% of CIL liable retail floorspace permitted outside of centres, including the Glassyard.

There have been a number of social infrastructure losses:

- 4 churches
- 1 Pub

Social infrastructure gains

- classroom block
- urgent care department
- mental health facility

We will be producing a new framework for [Chesterfield](#)'s town centre, and have recently published a vision for Staveley that includes [its town](#) centre, and a [masterplan for the Chesterfield railway station area](#).

Tourism development is being boosted by the funded development of the Stephenson Memorial Hall as a cultural venue, the improvement of public realm including event spaces and regeneration of Chesterfield Market Place and New Square, a programme of cultural festivals within the borough in particular the Chesterfield town centre, and a marketing approach to

Chesterfield led by Chesterfield Borough Council.

The re-opening of the Chesterfield to Barrow Hill and Sheffield rail line to passenger services was being progressed with funding from the [Restore Your Railway](#) (RYR) fund but since the government announcement to stop the RYR programme, the future of the project is uncertain. Work is continuing on developing the strategic case for future funding opportunities including possible support from Combined Mayoral Authorities in South Yorkshire and the East Midlands.

The current Plan has been working reasonably well but the challenges and changes we face mean that we need to consider issues and options around the economy, retail, and leisure, to make sure that our policies continue to support and enable our economy to thrive and grow.

The following issues explore how we might develop our economy, providing good jobs and supporting and developing our retail offer.

7.3. How Should We Plan for Economic Growth?

Delivering economic growth is a key Council priority. The [National Planning Policy Framework](#) requires that Local Plans should help create the conditions in which businesses can invest, expand and adapt, proactively encouraging sustainable economic growth. The requirement to identify future need for economic development and ensure sufficient land for this remains in national planning policy.

The introduction of a [new use class](#) ('Use Class E') covering a broad and diverse range of uses which principally serve the needs of visiting members of the public or are suitable for a town centre area, means that certain types of changes of use can happen without a need for planning permission.

The NPPF definition of 'main town centre uses' does not fully align with the uses within Class E, which also includes Light Industrial Units which would typically be considered an employment generating use more suitable for industrial estates. Whilst the loss of retail and active frontages in centres are the primary impacts there is the potential for unintended consequences affecting employment land areas such as the loss of light industrial units to uses such as retail which now fall under Class E, and conflict with established industrial uses.

New uses within employment areas also signifies that we need to consider suitability for a much wider range of vulnerabilities in terms of flood risk and pedestrian safety as well as parking availability.



What Can the Local Plan Do?

We think the Local Plan needs to continue to support existing and emerging employment sectors, by ensuring we have the right accommodation and skills to retain and attract businesses. Ensuring there are good quality employment opportunities near to where people live or close to sustainable transport modes is key to this. A challenge is to protect employment land to ensure that there is sufficient land to meet employment needs and growth, whilst balancing the need for alternative uses.

We have new evidence from the [North Derbyshire Economic Needs Assessment Study \(ENAS\)](#) about the level of growth and future need for land for economic growth. The ENAS also looks at what sectors of the economy are likely to grow, how much land is needed and for what types of development and the distribution of economic development. It provides further detail about the quality of existing employment stock and how this compares with market demand.

It is important to consider the quantity, location, quality and choice of employment land in the borough. We need to provide policies and allocate sites that encourage the right type of businesses with a quality range of job opportunities to meet the current and future needs of all residents. There may be scope to redevelop some or parts of employment areas for other uses although this would reduce the employment floorspace and some areas may need stronger levels of protection so that they can continue to operate without conflicting neighbouring uses.



Question 7.1:

Should we continue to try and protect all existing employment areas for employment-related uses?

Employment related uses would include: office, research and development, general industrial, storage and distribution.

Yes

No

Question 7.2:

Please indicate why you gave the answer to the question above.

Question 7.3:

Should any existing employment land areas be developed for different uses?

Yes

No

Question 7.4:

Please indicate why you gave the answer to the question above.

Question 7.5:

Should we identify specific employment areas where we can be more flexible with alternative uses?

These might be areas where employment land uses (offices, industrial and distribution) are no longer in demand.

Yes

No

Question 7.6:

Please indicate why you gave the answer to the question above.

Question 7.7:

Should we look to safeguard some employment areas for heavy industrial uses?

Yes

No

Question 7.8:

Please indicate why you gave the answer to the question above.

Question 7.9:

How can we allow flexibility in uses within employment areas whilst ensuring safety and avoiding conflicting uses?

Question 7.10:

How flexible should we be about people wishing to run businesses from home?

Question 7.11:

How can we best support the upgrading of existing employment sites and premises so that they meet modern energy efficient standards, and improve the environment or townscape of the site or premises?

7.4. How Should We Plan for Tourism and the Visitor Economy?

The National Planning Policy Framework expects Local Plans to enable sustainable rural tourism and ensure the vitality of town centres and meet needs for town centres uses including tourism related development.

The [National Recovery Strategy for the tourism industry](#) post pandemic reinforces the need to increase domestic tourism, innovation and resilience. Locally the [Council's Visitor Economy Strategy](#) identifies seven priorities which focus on the town centre, quality of place, cultural and historical offer, PEAK resort and the provision of a new hotel preferably in the town centre. We think that the Local Plan is working well in terms of supporting tourism related development in the borough when this comes forward.



What Can the Local Plan Do?

We think the Local Plan needs to continue to support town centres as attractive destinations for tourism and ensure other policies in the plan assist with this. Support for the retail, leisure and hospitality businesses is needed with a more diverse evening offer and evening markets and events. There is a need for a new hotel development ideally in the town centre and improvements to the station area and its links to the town centre as an integrated hub for all modes of transport.

We think it is necessary for the Local Plan to carry on recognising the quality of the built and natural environment as an important asset for tourism. Also, to retain policies that support the vitality and viability of centres, good design, an efficient and attractive integrated low carbon transport network with a choice of modes of transport for people to partake in outdoor leisure activities both in the towns and villages and the countryside. There should be specific policies for sites and areas covering the Chesterfield canal, PEAK resort, rail station, Chesterfield town centre and other strategically important locations.

There is currently no evidence of short-term holiday lettings causing significant problems in the borough by worsening housing needs or harming the sustainability of communities, and so we don't think we need a specific policy on this, but we are keeping this under review.

Question 7.12:
Do you agree that the current policy on tourism and the visitor economy is working?
<input type="checkbox"/> Yes
<input type="checkbox"/> No

Question 7.13:
Is there anything else we should be considering to support tourism or guide tourism related development?

7.5. How Should We Ensure the Vitality and Viability of Our Town Centres?

National policy wants the Local Plan to support the role of town and other smaller centres at the heart of communities, by taking a positive approach to their growth, management and adaptation. This means supporting a range of uses including shops, offices, services and facilities, restaurants, in centres. The idea is to concentrate a good range of services, facilities and businesses in locations that are easier to access by walking, cycling and public transport, which also contributes to reducing carbon emissions and serve peoples day-to-day needs.

There is a requirement for the Local Plan to define a hierarchy of retail centres and promote their long-term vitality (helping make the centre attractive for people to live, work and visit) and viability (what makes the centre attractive to investors) and allow them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries.

There are challenges to the approach required in national planning policy including current economic conditions and the continuing shift to online retailing which continues to affect many businesses and centres. In addition, the government has relaxed the need for planning permission for changes of use that result in the loss of retail premises, to allow greater flexibility in the types of uses in town centres.



What Can the Local Plan Do?

We think the Local Plan should continue to have a retail hierarchy ranging from Town Centres, District Centres, Local Service Centres to Local Centres. Given the wide variation between the borough's centres in terms of quality and quantity of shops and services we have completed a survey so we know exactly what services, facilities and commercial uses are present to see if

any changes are needed to the number of centres designated in the Local Plan, their boundaries and the policies covering those centres.

- Data on the proportion of vacant floorspace is a useful indicator of centre health. Around 9.5% of all units within the borough's centres were recorded as vacant through a 2024 survey, however there are nine centres without any vacancies, indicating that policies around the vitality and viability of local centres are effective. Some centres (such as Station Lane, Duckmanton and Lowgates) will need to be monitored closely to determine whether there is any demand for vacant units, or whether there is a need to review their boundaries.
- Retail, residential and Sui Generis are the most highly represented use classes within the borough's centres. Around 20% of units across all the centres in retail use and approximately 24% of units across all centres are residential which reflects the pockets of residential uses between commercial units and changes taking place through permitted development rights. New Whittington Local Service Centre is starting to see evidence of service dilution with the conversion of two pubs to residential uses proposed through planning applications.
- Both Brimington and Littlemoor Local Service centres scored very well when ranked according to the range of services and facilities on offer to residents; both meeting ten of the twelve criteria evaluated. There is a strong representation of food and convenience retail across all Centres within Chesterfield borough with only Grangewood and Hollingwood lacking this core service.
- The options for the physical growth of the borough's centres are relatively limited apart from the potential to expand the boundary of the Inkersall Green Local Centre to incorporate existing community uses and a church set to be created through an extant planning permission. Consideration should also be given to amending the boundary of Grangewood Local Centre to exclude a new residential development on site of a former public house. This is a location where there may be a case for the introduction of Neighbourhood Centres which offer more limited smaller scale service provision.

We think that concentrating services, facilities and shops in centres which are accessible, would support walking, cycling and public transport and so help reduce carbon emissions from travel both mitigating climate change and making the borough more resilient.

We think the changes in the retail and consumer economy along with the increase in town centre living (due to commercial buildings changing into residential through permitted development) means that the plan needs to support the town centre as a place to live and participate in leisure.

Question 7.14:

Do you feel that you have sufficient access to a range of services, shops and facilities to cover day to day needs (particularly within walking and cycling distance)?

Yes

No

Question 7.15:

Please indicate why you gave the answer to the question above.

Question 7.16:

Should the Local Plan be more flexible in allowing leisure and retail uses outside of the town, district and local centres?

This might include locations on industrial and commercial estates where these are accessible on foot.

Yes

No

Question 7.17:

Please indicate why you gave the answer to the question above.

Question 7.18:

Should we allow more non-retail uses within Chesterfield Town Centre?

Yes

No

Question 7.19:

Please indicate why you gave the answer to the question above.

Question 7.20:

Are there any other approaches we could take to help provide quality retail centres with a diverse range of shops?

Question 7.21:

Due to the level of vacancies in commercial premises within our centres we DO NOT think there is a need to find new land for comparison or convenience retail in the short to medium term. Our preferred approach will be to encourage the reuse, refurbishment or redevelopment of vacant floorspace within the authority area.

Are there other approaches to planning for retail that would be more appropriate for the borough?

7.6. How Should We Protect Social Infrastructure?

The [NPPF](#) has retained its protections for community facilities such as places of worship, health facilities, schools, colleges, universities, pubs, music venues, sports clubs, social clubs. It now includes a requirement for new development near community facilities to ensure that the new development would not unreasonably restrict established activities at the community facility. The NPPF requires that Local Plans set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for community facilities including cultural facilities.

The adequate provision of premises for community activities is essential to social and health care strategies such as the [Best Life Derbyshire adult social care strategy](#), the [Derby and Derbyshire Integrated Care Strategy 2023](#), the Derby City and Derbyshire Joint Health and Wellbeing Strategies.

The borough has a variety of community facilities. The current Local Plan policy takes a protective stance, nevertheless a church and a public house have been lost to new developments, whilst a social club has been lost through demolition under permitted development rights. There have been some gains in community facilities including premises for health, fitness and educational uses.



What Can the Local Plan Do?

We think that there is still a need to protect existing and support new social infrastructure, and that the demand for social infrastructure is likely to grow as the population of the borough grows and with the trend towards a more elderly population.

The Local Plan can continue to have a presumption against the loss of community facilities. It could also be amended to make it clear that it is not just the premises/facility which is protected but the land too. Such a protection would mean that even if a community facility were demolished under permitted development rights anyone wishing to redevelop the land would need to demonstrate that it was not suitable and needed for social infrastructure before permission would be granted.



Question 7.22:

Do you think that the current policy on social infrastructure is working?

Yes

No

Question 7.23:

Please explain your answer to the question above.

Question 7.24:

Is there anything else that we should be considering to protect and support social infrastructure?

If so, please explain what you think we should consider.

Question 7.25:

Are there any sites or uses which we shouldn't protect?

If so, please specify the site / use and provide an explanation.

Question 7.26:

Should we seek protect the wider site, as well as the use with regards to social infrastructure?

Yes

No

Question 7.27:

Please explain your answer to the question above.

Question 7.28:

How should we tackle the deliberate degradation of social infrastructure facilities?

Question 7.29:

Should we require that redundant social infrastructure is considered for full/ partial use as other forms of social infrastructure before alternative developments are considered?

Yes

No

Question 7.30:

Please indicate why you gave the answer to the question above.

Question 7.31:

Do we need to give more guidance on and example of what is considered to be social infrastructure?

8. Managing the Water Cycle

The [council aspires](#) to accelerate employment and housing growth, however, this needs to be balanced with managing the risk of flooding to existing and proposed development, and taking account of the likely change in levels of flood risk that will result from climate change. Climate change represents one of the biggest challenges we will face, not just locally but worldwide, and its impact can be felt directly through flooding events. We are taking this issue very seriously and declared a climate emergency in 2019 and will need to work with our partners and our communities to address flood risk and mitigate the impacts from climate change.

The [National Planning Policy Framework 2024](#) requires that Local Plans should ‘take a proactive approach to mitigating and adapting to climate change, taking into account the long-term implications for flood risk, ...water supply, biodiversity and landscapes, and the risk of overheating and drought from rising temperatures’.

National planning policy requires Local Plans should apply a sequential, risk-based approach to the location of development – taking into account all sources of flood risk and the current and future impacts of climate change – so as to avoid, where possible, flood risk to people and property. This will be done by locating more vulnerable uses in areas at lowest risk of flooding. This can create challenges – national planning policy also encourages the re-use of previously developed land.

In Chesterfield Borough, many such sites are located alongside rivers and watercourses; a legacy of the borough’s industrial heritage. In these locations a balance needs to be struck between regeneration and managing and mitigating the risk of flooding.



8.1. What Is the Local Plan Trying to Achieve?

Due to the increased likelihood of significant flooding due to climate change the plan needs to help ensure that the borough can adapt, respond and recover to future flooding and extreme weather events. It is important to steer development away from current and future flood risk areas, ensuring it's safe over its lifetime without increasing flood risk elsewhere.

It is important to have the infrastructure needed to support the delivery of new homes and jobs in the borough, this includes strategic flood defences and Sustainable Drainage Systems (SuDS).

8.2. Where Are We Now?

Since the adoption of the Local Plan in 2020:



The current Local Plan provides criteria for applying flood risk to new developments, to make sure they are safe and don't increase flood risk elsewhere. However, this was set before the Climate Emergency declaration in 2019 and the council's commitment for the borough to be carbon neutral by 2030. With climate change, the risk of flooding will increase and we need to explore ideas for how the Local Plan can help us meet our targets for tackling climate change using up to date evidence.

The Local Plan has been effective in steering development away from areas at risk of flooding but monitoring shows that the approach to requiring SuDS could be improved, in particular implementing SuDS on brownfield land which has the added benefit of enhancing biodiversity through features like swales and wetlands for example. There is a clear opportunity to strengthen the role for small scale SuDS / domestic interventions through the policy e.g. green roofs, permeable driveways and soakaways.

Since the plan was adopted there have been a number of flood events, most significantly in October 2023 when a significant number of homes and businesses in the borough were affected by flooding. There were some areas of the borough that flooded for the first time, and local information suggests that flooding occurred outside the areas currently considered to be in flood risk according to the Environment Agency mapping that was available at the time.

Many important flood mitigation schemes have been delivered or have started to be designed, including a [£275,000 scheme](#), designed to slow the flow of rainwater heading from land to the Calow Brook – and onwards into the River Rother completed at Grassmoor Country Park.

8.3. How Should We Plan for Flood Management?

National planning policy is clear that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary in such areas, it needs to be made safe for its lifetime and not increase flood risk elsewhere.

Since the current Local Plan was adopted the guidance has been updated. It now includes a hierarchical approach to flood risk of ‘assess, avoid, control, mitigate and manage’. Emphasis is placed on an up to-date strategic flood risk assessment and/or site-specific flood risk assessment, with greater detail provided on the purpose and application of both the Sequential Test and the Exception Test. The use of Sustainable Drainage Systems (SuDS) is encouraged, and there have been changes relating to calculating the risk of flooding due to climate change.

Since 2020 there has also been new data on flood risk published by the Environment Agency as part of the Chesterfield Flood Investigation 2019, and information on recent flooding from reports and observed incidences of flooding. In particular, following the severe flooding incidents of October 2023, Derbyshire County Council has published a [Section 19 report](#) which documents the investigation into Storm Babet flooding across Derbyshire.

We have commissioned a Strategic Flood Risk Assessment which will provide up to date evidence on flood risk in the borough, taking into account recent flooding events. This evidence will be used for site assessment and will be reflected in the next version of the Local Plan.

What Can the Local Plan Do?

To create flood-resilient places a range of measures will need to be used reflecting the national policy and the PPG.

Avoid and Control

We should steer development away from current and future flood risk areas and ensure it is safe over its lifetime, without increasing flood risk elsewhere. However, in some instances there is a need to balance flood risk with wider benefits of development such as the need for regeneration and making best use of brownfield land along our river corridors where the risks can be acceptably mitigated. A more restrictive approach based on flood risk could result in

existing businesses relocating out of the borough, and more greenfield land having to be allocated to meet development needs.

If new modelling indicates that some locations will continue to flood at higher frequencies and the long-term flood defences may not be unachievable, we may need to start to consider the re-location of existing homes, businesses and infrastructure.

Mitigate and Manage

Other measures include safeguarding land for future flood protection, including hard flood defences and drainage schemes; and natural flood management (NFM) such as upstream flood storage, river restoration and woodland and wetland creation that can reduce the causes and impact of flooding, restore habitats and improve water quality.

“Such solutions work best when a ‘catchment-based approach’ is taken to manage the flow of water from the source of our rivers to the sea, across our towns, cities, countryside and coasts” (Environment Agency).

The Environment Agency have created a map which identifies priority areas to create woodland and alleviate flood risk ([Working with Natural Processes](#)). Also, Derbyshire Wildlife Trust have mapped Nature Recovery opportunities which are presented within the [Plan for Nature](#). We have looked at where these maps overlap to identify the areas of the highest strategic significance for creating tree cover and other natural flood management (NFM) schemes to improve ecosystem services within the area. Areas identified as priority for action to reduce flood risk are:

- Poolsbrook Country Park
- Norbriggs Flash
- Fields to the north east of Barrow Hill
- Ringwood Lake
- Chesterfield Canal
- Bluebank Pools
- Holmebrook Country Park
- Somersall Park

Actions within these areas will aim to improve the quality of both the banks and the floodplain and include planting of woodland, creation of wetland, as well as increasing surface roughness and restoring habitats, installing leaky dams and remaindering flowing waterbodies.

If external flood defences or drainage systems are compromised, [Property Flood Resilience \(PFR\) building design](#) can dissipate water, reduce flood damage and speed up repairs and recovery after flooding, alongside emergency planning such as flood warning and response plans.

The October 2023 floods demonstrated the risks in Chesterfield borough from surface water where existing drainage systems could not cope with the extreme rainfall. Sustainable drainage systems (SuDS), comprise measures which can be integrated within properties, highways and green spaces to help manage water, providing multiple environmental benefits such as flood

protection, drought mitigation, water quality, visual amenity and support for biodiversity. Consideration of SuDS could also be enhanced through a requirement for applicants on major schemes to provide details of how SuDS will provide multiple benefits (water quality, biodiversity, amenity, health & well-being etc). Requirements for ongoing management and monitoring could also be enhanced as the council has no specific checking regimes in place to ensure that SuDS have been constructed as agreed.

Landscaping and gardens can provide a valuable function in absorbing water and helping to manage flood risk, whilst paving over front gardens for driveways or replacing grass with artificial grass can add to the volume of water entering drainage systems. Surface water flooding is expected to worsen as water struggles to drain away quickly in the face of more extreme and frequent rainfall because of climate change.

Strategic blue-green corridors comprising modified highways and green space could also help by diverting surface water flooding away from buildings and infrastructure when drainage systems are overwhelmed.

<p>Question 8.1:</p> <p>Should we restrict rights to hard surface gardens (including replacing grass with artificial grass)?</p>
<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

<p>Question 8.2:</p> <p>Please indicate why you gave the answer to the question above.</p>
<p>If you answered 'yes', should this be focused on areas directly affected by flooding or a wider area?</p>

Question 8.3:

Should we restrict rights to changes of use to more vulnerable uses and prevent intensifications of use?

Yes

No

Question 8.4:

Please indicate why you gave the answer to the question above.

If you answered 'yes', should this be focused on areas directly affected by flooding or a wider area?

Question 8.5:

Should we have a stricter requirement for SUDS (including on minor development and brownfield land)?

Yes

No

Question 8.6:

Please indicate why you gave the answer to the question above.

Question 8.7:

Should we give habitat creation that provides natural flood management benefits priority over other types of habitat?

Yes

No

Question 8.8:

Please indicate why you gave the answer to the question above.

Question 8.9:

Should we include guidelines on 'Property Flood Resilience' measures and flood risk emergency plans for new development in the policy?

Yes

No

Question 8.10:

Please indicate why you gave the answer to the question above.

Question 8.11:

How can we encourage more nature-based solutions that contribute towards nature recovery?

Question 8.12:

Do we need to consider safeguarding land for future flood risk management infrastructure?

Yes

No

Question 8.13:

Please indicate why you gave the answer to the question above.

Question 8.14:

Should we start to consider the re-location of existing homes and businesses (managed retreat) in order to make space for water?

Yes

No

Question 8.15:

Please indicate why you gave the answer to the question above.

9. Environmental Quality and Healthier Environments

The Council wants all the borough's communities to enjoy active and healthy lives, through making sure health is considered in planning decisions, increasing opportunities for active travel, offering high quality public open spaces and play opportunities, and supporting [Walk Derbyshire's](#) Chesterfield initiative.



9.1. What Is the Local Plan Trying to Achieve?

The effect of development on environmental quality is an important planning consideration. The Local Plan requires that new development is not unacceptably affected by pollution whilst also achieving a high standard of amenity. It also requires that new development does not lead to unacceptable levels of air, water, soil or noise pollution, or harm to amenity. It also aims to reduce loss of the most valuable land for growing crops.

Chesterfield borough also has a significant legacy of mineworking and heavy industry. This can affect both previously developed and greenfield development sites. New development must also account for these ground conditions to ensure that sites are safe and suitable for their new use.

9.2. Where Are We Now?

The effect of new development on environmental quality and of environmental quality on new development including the risk from historic coal mining, has been a regular consideration when the borough council has made decisions on planning applications and prepared

masterplans. The Local Plan and the [council's residential design guide](#) have been used to ensure acceptable daylight, sunlight, privacy and outlook for new developments and those living near them.

No new air quality management areas have been designated in the borough since the adoption of the Local Plan in 2020 and [overall levels of Nitrogen Dioxide from traffic](#) are falling. The majority of the mapped areas of [best and most versatile agricultural land](#) within the borough remain unallocated and undeveloped.

However, the [Joint Derbyshire Strategic Needs Assessment](#) show that significant differences still remain in the quality of people's environments across the borough. [Measures of deprivation](#) in health, income, income affecting children and employment have deteriorated. In particular obesity is indicated as a significant problem in some localities for both adults and children with subsequent harm to long term health and life expectancy.

None of the rivers and streams in the borough for which [water quality data](#) is collected are classified as having good water quality. [Environment Agency data](#) shows that sewage overflows into watercourses within the borough run to over 1000hrs of discharge.

Where a risk relating to ground conditions (including contamination and/or ground stability) is identified, suitable assessment and mitigation is secured as part of the planning application process, including through consultation on individual developments with the Mines Remediation Authority (formerly the Coal Authority).

9.3. How Should We Plan for a Healthy Environment and Environmental Quality?

The [National Planning Policy Framework 2024](#) (NPPF) continues to require planning policies and decisions to achieve healthy, inclusive and safe places and well designed buildings, with high standards of amenity. National policy also requires planning to enable and supporting healthy lifestyles, especially where this would address identified local health and well-being needs. National planning policy also requires new development not to be unacceptably affected by unstable land, noise, and from air, land, or water pollution and for new development to also not cause unacceptable levels of noise, air, land and water pollution and harm to ground stability. There is a need to ensure that development provides resilient places where extremes of weather are mitigated. Street trees are now required by the NPPF in new streets and trees are encouraged elsewhere in developments.

Planning can influence the built environment to improve health and reduce obesity and excess weight in local communities and where justified planning policies can seek to limit the proliferation of particular uses where evidence demonstrates this is appropriate. It can seek to prioritise transport which does not cause air pollution, to provide infrastructure and ensure good design to create attractive networks for active travel, whilst requiring major development

to be close to services. Recent changes to the NPPF would prohibit granting permission for new Hot Food Takeaways within walking distances of schools, unless they are in an already defined centre.

With an increasing demand for non-farming uses in the countryside, such as for renewable energy, battery storage, recreation and leisure and nature recovery, the national planning policy requires that the contribution of higher quality agricultural land ([best and most versatile](#)) to food production, needs to be factored in when considering the location of new development.

New development is required to demonstrate that they have identified any risks from contaminated and unstable land and put in place suitable assessment and mitigation measures; both during construction and the subsequent use of the development. This includes mitigating the risk of contamination being spread beyond the site or into watercourses.

9.4. What Can the Local Plan Do?

We think that the Local Plan should continue to have policies which seeks to protect and, where appropriate, enhance environmental quality and also ensure that new developments achieve acceptable levels of environmental quality (including amenity) both within their boundaries and also their neighbourhood. Green Infrastructure should be protected and enhanced as a critical resource for climate change mitigation and adaptation, and as a resource providing the opportunity for people to experience positively the natural environment and benefit from contact with nature. Development should be designed to mitigate the effects of extremes of weather and make places more resilient to extremes of weather including through building design and the design of public space and green infrastructure.

The Local Plan is already effective in managing and mitigating risk resulting from ground conditions and we think the plan should continue to do this.

We also think that the best and most versatile agricultural land should be avoided by new development in preference to lower quality soils, and that pollution and land stability are properly factored in to planning decisions.

Question 9.1:

Do you think that the current Local Plan policies are working well to ensure that environmental quality is maintained or improved?

Question 9.2:

What else do you think the Local Plan should do to protect and improve environmental quality?

Question 9.3:

Do you think that the current Local Plan policies are working well to ensure a healthier environment for local communities?

Question 9.4:

else do you think the Local Plan should do to ensure a healthier environment?

Question 9.5:

Do you think there is anything else the Local Plan should do to in light of climate change in relation to environmental quality?

10. Green Infrastructure and Biodiversity

The council plan aspires to improve people's quality of life by ensuring that communities have opportunities for using open spaces for active travel, play and physical and mental well-being. It recognises that climate change is one of the greatest challenges we face and commits to working with our partners and our communities to become a carbon neutral borough by 2050.



10.1. What Is the Local Plan Trying to Achieve?

The [Local Plan](#) aims to safeguard, enhance and expand the [Green Infrastructure \(GI\)](#) network at a landscape scale by protecting, enhancing, creating and linking multifunctional greenspaces in and around urban areas and settlements. [Green Infrastructure \(GI\)](#) is a term that describes the network of green spaces in and around the borough which provide many benefits to society including:

- food and energy production
- cultural heritage
- flood risk management
- natural resources and water supply
- opportunities for health and well-being through active travel, recreation, leisure and outdoor sports.

Green Infrastructure also plays an important role in how the borough looks and feels, separating settlements from each other, protecting their distinct identities and shaping the pattern of new development within the frame of the wider countryside.

The Local Plan focuses on the green infrastructure elements of biodiversity and ecological networks, trees, rivers and canal corridors, publicly accessible open space and outdoor sports. It aims to make ecological networks bigger, better, more connected, and more resilient to climate change with a net increase in biodiversity. It also seeks to maintain and increase the amount and spread of protected species.

Public open spaces and outdoor sports areas are protected from harmful developments and new developments are required to have enough of the right types of open spaces within or near them. The Local Plan recognises and promotes the use of open spaces for multiple uses. The Chesterfield Canal and the rivers within the borough are protected and enhancements to them and surrounding environments are supported.



10.2. Where Are We Now?

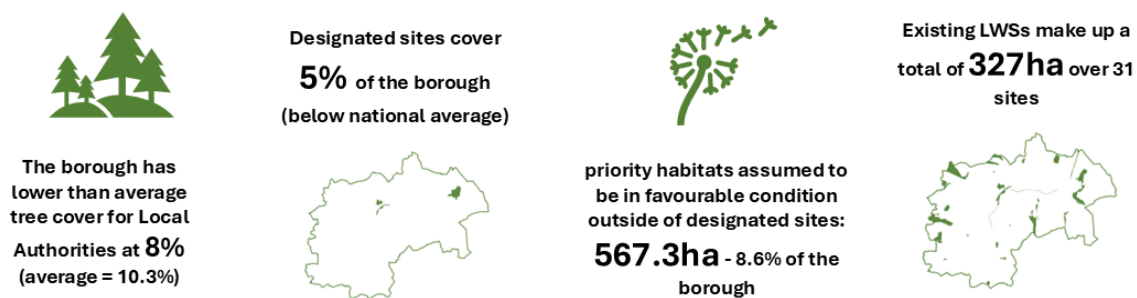
Derbyshire County Council's [The Natural Capital Strategy for Derbyshire](#) shows that the total annual net value of ecosystem benefits and services produced within Derbyshire is £2.6 billion every year. However, it also reveals that there is a need to improve habitat connectivity and resilience and to manage competing land uses effectively.

The total annual net value of ecosystem benefits and services produced within Derbyshire is £2.6 billion.



The borough’s core ecological network, rivers, canal, open spaces and outdoor sports areas have been largely maintained and protected from development since the adoption of the Local Plan in 2020. Over and above this, new public open space, sports provision, natural habitats and net gains in biodiversity have also been secured through new development. The Council has newly adopted a [Parks and Open Space Strategy](#) and a [Play Strategy](#). It has also adopted a [Climate Change Delivery Plan](#) which aims to manage council owned open spaces to maximise carbon capture, implement a tree planting programme and also seeks to ensure developers introduce more diverse habitats in new developments.

The restoration of Chesterfield Canal has continued to progress well, with additional canal sections restored north of the Staveley Town basin. Planning permission for the restoration of the remainder of the canal between Staveley and the northern boundary of the borough was secured in 2021. Nevertheless, the borough's green infrastructure does not yet provide a well-connected network, nor has there been significant nature recovery at a landscape scale. Inequalities remain in terms of access to and the quality of open spaces and also in terms of how much these spaces are used by and valued by local communities.



10.3. How Should We Plan for Green Infrastructure?

National planning policy requires the Local Plan to take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries. The intrinsic character and beauty of the countryside, and the wider benefits from natural capital

and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland need to be recognised.

Biodiversity Net Gain (BNG) is a process by which development aims to leave the natural environment in a measurably better state than it was prior to the development taking place. BNG is now a mandatory requirement for most developments and Derbyshire County Council is preparing a [Local Nature Recovery Strategy](#) which will identify areas for nature recovery for Local Plans. [New Government guidance on Green Infrastructure](#), on [Local Nature Recovery](#) and on protecting the best and most versatile agricultural land has been published.

10.4. What Can the Local Plan Do for Green Infrastructure?

We think we can set a more strategic direction for Green Infrastructure (GI) by identifying priority areas for restoring connectivity based on Derbyshire Wildlife Trust’s Nature Recovery Network mapping (the [Plan for Nature](#)) and set a presumption against the loss of GI in existing and potential network areas.

We also want to prioritise connecting strategic Green Infrastructure assets with those in neighbouring authorities to enhance connectivity and promote resilience to climate change. We think that the Local Plan should ensure that all new developments are designed to be ecologically permeable. This can be achieved through the protection and enhancement of existing green infrastructure and the provision of new, integrated connections to wider features.

We think that Green Infrastructure needs to be multifunctional – developers should consider opportunities for food growing, natural play, biodiversity, health benefits and climate change resilience when designing green infrastructure. Any new or enhanced GI should incorporate a native species mix that is best able to adapt to climate change.

We think the Local Plan could use the ‘Urban Greening Factor’ as a tool for assessing major developments. The [Urban Greening Factor](#) (UGF) is a tool developed by Natural England which gives a weighting factor to the various types of surface cover such as green roofs and walls, rain gardens and flower rich/perennial planting which are included in new planning proposals for sites. This is intended to bring multiple benefits including to biodiversity, the quality of the built environment, air quality, surface water drainage and in reducing the urban heat island effect.

Question 10.1:

Do you agree that we should seek to protect and enhance GI within the borough’s Nature Recovery Network?

Yes

No

Question 10.2:

Please indicate why you gave the answer to the question above.

Question 10.3:

Do you agree that we should require developers to use the Urban Greening Factor?

Yes

No

Question 10.4:

Please indicate why you gave the answer to the question above.

Question 10.5:

Is there anything else you would like to see included within a Green Infrastructure policy?

10.5. What Can the Local Plan Do for Biodiversity and Nature Recovery?

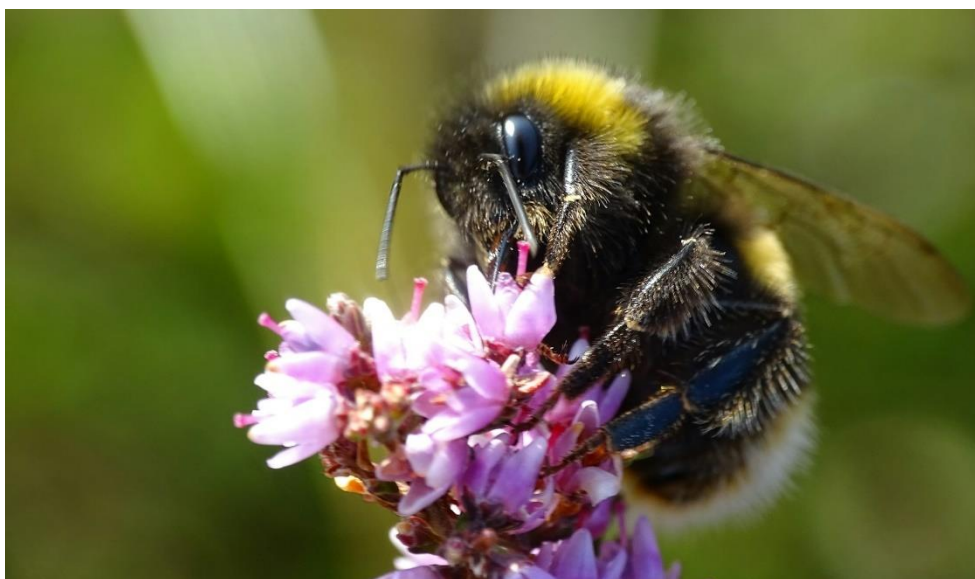
The [Environment Act 2021](#) sets out the framework for requiring development proposals to deliver a minimum 10% Biodiversity Net Gain (BNG). BNG gives value to all habitats and requires that losses are accounted and compensated for in a way which results in net gain. The mandatory requirement for Biodiversity Net Gain is now in place through law and the Local Plan does not need to repeat it.

We think that the Local Plan can however achieve the following:

- Map out the areas which are a priority for nature recovery and also the core areas to protect from development.
- Set out local priorities and strategies that the council will require developers to take into account in delivering BNG, such as: locally important habitats, the Chesterfield Greenprint, [Plan for Nature](#) and the Local Nature Recovery Strategies (LNRS). This will help to target off-site BNG delivery and determine the ‘strategic significance’ score that is part of the Biodiversity Metric.
- Safeguard opportunity areas identified within the [Plan for Nature](#) for habitat creation and enhancement. This would ensure that these areas are not lost to development and

that a functional ecological network can be secured over time. The opportunity areas can be viewed on the Council's [web map](#) as well as the [Plan for Nature](#) document.

- Require robust information from developers which shows how biodiversity and the mitigation and biodiversity hierarchy has been addressed at each stage of scheme design.
- Set requirements for small scale biodiversity measures (such as swift bricks) on all developments, which are designed to support the priority species identified within the Chesterfield Greenprint.



Some local authorities are considering setting a policy for a biodiversity net gain target above 10%. Planning practice guidance states that plan-makers should not seek a higher percentage than the statutory objective of 10% biodiversity net gain, either on an area-wide basis or for specific allocations for development unless justified. At present no such study has been undertaken for the borough or Derbyshire that justifies a higher percentage.

Question 10.6:

Do you agree that we should seek to safeguard biodiversity opportunity areas set out within the Plan for Nature?

Yes

No

Question 10.7:

Please indicate why you gave the answer to the question above.

Question 10.8:

Do you think that a 10% net gain is appropriate or should we explore the viability of an enhanced Biodiversity Net gain Approach?

- Yes, 10% is appropriate
- No, explore 15%
- No, explore 20%
- Other (please specify)

Question 10.9:

Please indicate why you gave the answer to the question above.

Question 10.10:

Are there any species specific measures should the Local Plan consider?

Question 10.11:

Please indicate why you gave the answer to the question above.

Question 10.12:

How should we encourage off-site net gains that are consistent with the Plan for Nature and Derbyshire wide Local Nature Recovery Strategy?

Question 10.13:

Should we require new developments to include habitat in their design and layout which connects to the wider ecological network?

10.6. What Can the Local Plan Do for Open Spaces, Sports & Play?

We think the Local Plan is working well in terms of securing delivery of on-site public open space where it is required, and there has been significant funding from the Chesterfield

[Community Infrastructure Levy \(CIL\)](#) to providing new or enhanced public open space and play to accommodate needs arising from new housing growth from schemes which were too small to be required to have new provision on-site.

However, there are still some parts of the borough where access to public open space can be improved and there are still spaces where quality can be improved. We need to think more carefully about making sure open spaces contribute to wider health, social, climate change, carbon capture and ecological objectives.

We need to review and update the Open Space Assessment and associated evidence in light of any additions / losses of open space and changes to the population of each of the analysis areas used in assessing provision.

Our intended approach to sports pitches and playing fields is to protect those that we have, and use a criteria policy based on [Sport England guidance](#) to assess applications affecting these facilities.



Question 10.14:

Should all public open spaces and play spaces be suitable for all ages?

Yes

No

Question 10.15:

Please indicate why you gave the answer to the question above.

Question 10.16:

Should we encourage more biodiversity and diverse habitats, including more tree planting within existing and new public open spaces?

Yes

No

Question 10.17:

Please indicate why you gave the answer to the question above.

Question 10.18:

Should we include priority areas for new public open space within the policy?

Yes

No

Question 10.19:

Please indicate why you gave the answer to the question above.

10.7. What can the Local Plan do for River Corridors?

We think the Local Plan is working well in terms of supporting the protection of the borough's river corridors from development, but we need to consider how to expand and enhance the quality of the wider river environment, including where new development can support or secure improvements. There are 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.

There are a variety of principles that the Local Plan can use to protect and enhance river corridors. These include:

- Locating open space and buffer strips next to rivers and watercourses;
- Designing front facing schemes that integrate with watercourses and provide good daytime light;
- Integrating flood attenuation with landscape and biodiversity enhancements;
- Use of bio-engineering solutions rather than hard bankside engineering;
- Restoring the natural course and corridor of a river where it has been heavily modified or channelled;

- Incorporating features to support fish and other aquatic wildlife (e.g. restoring riparian vegetation communities and in-channel wood).

Identifying opportunities for enhancing rivers and riparian environments will be important in directing Biodiversity Net Gains to the most appropriate locations. Key routes identified in the Chesterfield Borough Council [Plan for Nature](#) for developing a wetland Nature Recovery Network are:

- Along Chesterfield Canal with a particular focus on Bluebank Pools;
- The length of the Doe Lea River, including the lands surrounding Norbriggs Flash;
- Barlow Brook in Sheepbridge Industrial Estate;
- McGregor's Pond, Sudd Brook along the borough boundary;
- Tributary of the River Hipper through to Somersall Park.



Question 10.20:

Do you agree with the principles for enhancing the borough's river corridors as listed above?

Yes

No

Question 10.21:

Please indicate why you gave the answer to the question above.

Question 10.22:

Are there additional opportunities for the river environment that the Local Plan needs to consider?

11. Design and the Historic Environment

[Chesterfield Borough Council](#) prioritises making Chesterfield borough a thriving borough and improving the quality of life for local people.

The council aspires to strengthen the distinctive character and vibrancy of town centres, improve housing standards around design, adaptability and sustainability, to help people be healthier and more active, deliver designing out crime initiatives, and increase opportunities for active travel.



11.1. What Is the Local Plan Trying to Achieve?

The quality of the built environment and of the design of new development is important to maintaining and achieving healthy, safe, sustainable and distinctive places.

The Local Plan aims to ensure that new development is well designed including consideration of the themes of disabled access, active travel, landscape character and biodiversity, amenity, pollution, climate change adaptation and resilience, density of development and the reduction of carbon emissions.

The Local Plan also aims to protect and enhance the borough's built heritage as part of the borough's distinct character and history. Some heritage assets are formally designated under specific legislation, for example, listed buildings, scheduled monuments, registered parks and gardens and conservation areas. Other assets have local importance but are not formally designated by legislation, including buildings on the [Local List](#).

11.2. Where Are We Now?

The current Local Plan sets out design requirements for new developments and requires historic buildings and places to be protected and where possible enhanced. Since the adoption of the Local Plan in 2020, design improvements have been achieved in new development using the Local Plan and the Council’s [residential design guide](#), whilst the designated and undesignated heritage assets of the borough have been relatively well protected. People’s amenity has been considered in the design of new development, as has the character of places, especially in relation to the density of development and provision of open spaces.

However, the effectiveness of the Local Plan in achieving sustainable design has been limited especially in respect to new buildings energy efficiency and on-site renewable energy. Current information indicates that the majority of energy use in the borough has been mainly from gas, indicating a lack of renewable/low carbon energy sources for home heating. New development has not significantly altered this trend. Based on [current estimates](#) of carbon emissions for the borough, whilst these have reduced by 39% between 2005 and 2021 there is still a need for further significant reductions including in new development, to meet the UK’s net zero target by 2050.

Information from monitoring is limited on how successful the Local Plan has been overall in ensuring that new development creates an environment which is easier and safer to move through for everyone and that prioritises pedestrians and helps reduce carbon emissions from travel.



11.3. How Should We Plan for the Design of New Development?

National policy requires that Chesterfield Council supports the transition to a low carbon future, ensures the efficient use of land, including minimum density standards for town centres and locations well served by public transport, supports good design and ‘building beautiful’. It also requires that the council works with local communities to develop a clear design vision and design expectations for new development in the borough through the preparation of the Local Plan and also provide more detail in design codes or guides. These codes or guides should provide a framework for creating beautiful and distinctive places with a consistent and

high-quality standard of design. Design codes and guides should reflect local aspirations for how areas will look and what they will be like to live in and travel through. Design codes and guides will need to set out clear expectations for design quality and sustainability, and be primarily based on the [National Model Design Code](#).

[National guidance on design](#) has been published which outlines and illustrates the Government's priorities for well-designed places in the form of ten characteristics (or design themes) and this must be considered by Chesterfield Borough Council when preparing planning policies.

The [National Planning Policy Framework 2024](#) (NPPF) now also contains some specific requirements which include; new streets being tree-lined and trees being included elsewhere in development, providing for attractive and well-designed walking and cycling networks with supporting facilities; supporting upgrades to buildings energy efficiency and low carbon heating; incorporating biodiversity into development; reducing greenhouse gas emissions through layout, design and low carbon/renewable energy.



11.4. What Can the Local Plan Do?

We think the Local Plan should set a broad vision and strategic policies for the design of new development in the borough. These could include requirements for low carbon design through whole life carbon assessments, energy efficiency in the fabric of buildings, and an emphasis on the re-use of existing buildings as opposed to demolition. This would reflect changes in national planning policy and the new national design guidance. It would also address the climate emergency.

Question 11.1:

Do you think the existing design policy has worked well?

Yes

No

Question 11.2:

If you don't think the design policy has worked well, what would you change?

Question 11.3:

Should the Local Plan include more prescriptive policies on the density of new development?

Yes

No

Question 11.4:

If you think the Local Plan should include more prescriptive policies on the density of new development, how might this be done?

Question 11.5:

Are there any other approaches the Council could take to help achieve high quality design in the borough that reflects local aspirations?

Yes

No

Question 11.6:

What approaches could the Plan take?

11.5. How Should We Plan for the Historic Environment?

The historic environment is all aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.



National policy requires the council to plan positively to conserve and enhance the historic environment. It sets out clear requirements for Local Plans and for council's taking decisions on development proposals, to ensure that heritage assets are conserved and where appropriate enhanced. There is a need for the council to update its twelve Conservation Area Character Appraisals, and so be in a good position to review their management and designation.

11.6. What Can the Local Plan Do?

We think that the Local Plan policies largely reflect current national policy and guidance on the historic environment and are for the most part working well. Some amendments will be needed to bring the policy up to date, including references to buildings on the [Local List of Heritage Assets](#). The importance of supporting climate change adaptation and mitigation to heritage assets should also be recognised, including energy efficiency and low carbon heating improvements to existing buildings where this can be done in a way that is sympathetic to historic significance.



Question 11.7:

Do you think that the existing policy on the historic environment has worked well?

Yes

No

Question 11.8:

If you don't think the historic environment policy has worked well, what would you change?

12. Travel and Transport

Chesterfield Borough Council aims for the borough to be inclusive, where everyone feels valued and has equal and fair access to local services. The council prioritises making the borough a thriving borough and improving the quality of life for local people, and it aspires to help people be healthier and more active, and increase opportunities for active travel. It also aims to build a competitive place infrastructure that accelerates employment and housing growth.

The council also has aspirations for decarbonising transport, new roads and rail services, including a road linking Staveley to Chesterfield, a new access to and from Chesterfield Station and the re-opening of the Barrow Hill rail line for passengers with a new station at Barrow Hill.



12.1. What Is the Local Plan Trying to Achieve?

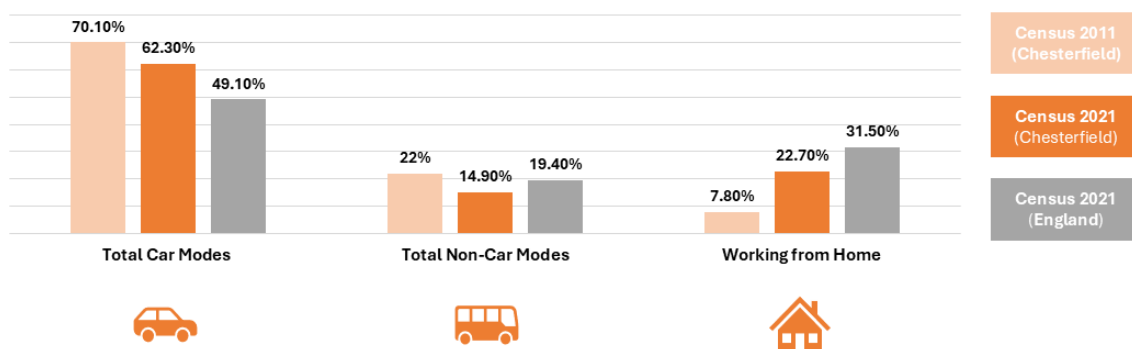
Tackling traffic congestion, improving air quality, securing strategic improvements to the transport system in the borough and enabling healthier and more sustainable transport choices are all Strategic Objectives in the Local Plan. Safe, efficient, cheap, low polluting and low carbon transportation is central to tackling climate change, connecting homes and places, reducing health inequalities and helping to create a thriving economy.

The current Local Plan seeks to focus significant new development at locations which are (or can be) made sustainable; to prioritise people over vehicles in new developments design but still provide for the car; to provide the walking, cycling and public transport connections which will allow people to reduce dependence on the car for everyday trips to necessary local facilities, supporting active and sustainable travel as a more pleasant and convenient choice.



12.2. Where Are We Now?

[Census 2021](#) Travel to Work data indicated that private car use declined during the pandemic, but in Chesterfield borough it remained above the England average. The Covid pandemic increased significantly the proportion of people working from home in the 2021 Census.



However, traffic within the borough is likely to have increased post COVID-19 to near former levels and congestion remains a significant issue, despite an increase in home working post COVID-19, the pandemic having seen only a temporary significant reduction in car use. In

contrast to this, the most recent census showed that more than 1 in 4 households in Chesterfield borough do not have access to a car or van, and therefore rely on active travel and public transport.

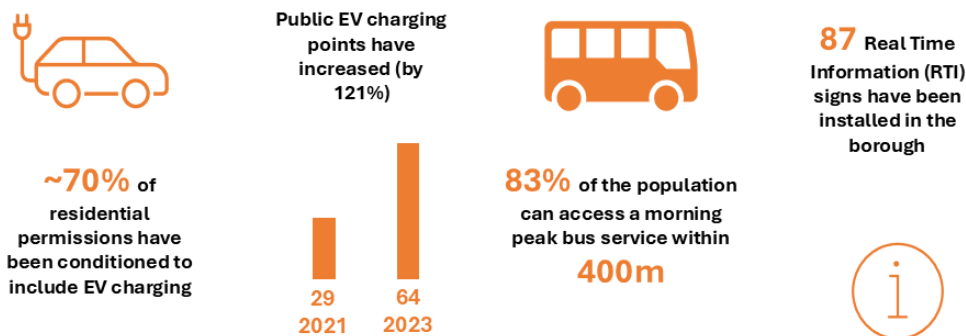
The current Local Plan prioritises walking, then cycling and public transport in a way that supports the overall spatial strategy aim of concentrating development in sustainable locations so that people can meet their everyday needs within a safe walking distance. The idea is that the strategy will help shift the Borough to a low carbon economy yet also improve connections with local and strategic transport networks.

Transport infrastructure, including new cycle routes, is being delivered through new development and by Derbyshire County Council in line with the [Local Transport Plan](#), but we think that new development can do more to improve accessibility to services and facilities. We are also working closely on delivery of the infrastructure needs of the borough with Derbyshire County Council as Highway Authority. However, responsibility has now passed from the County Council to the [East Midlands Combined County Authority](#) for writing the Local Transport Plan (LTP). Chesterfield Borough Council will work with the Combined County Authority during the preparation of a new LTP.

New cycling infrastructure has been delivered:

- Two new cycle bridges as part of the restoration of the Chesterfield Canal between Eckington Road and Hague Lane.
- Cycleway alongside an initial stretch of proposed link road between Hollis Lane and Spa Lane.
- A multi-user section on Crow Lane.
- A new East-West cycle route along Chatsworth Road

There is now a [Masterplan for Chesterfield Station](#) and surrounding area which envisages better connections by all modes of transport and whilst HS2 phase 2b has been cancelled there are still [plans](#) to electrify the main passenger rail line through Chesterfield, with potential for longer platforms, station upgrades and longer trains.



A number of strategic transport infrastructure projects have been safeguarded in successive Local Plans and identified in the Derbyshire County Local Transport Plan (LTP). The most significant of these is the Chesterfield-Steveley Regeneration Route (CSRR). Derbyshire County Council is currently leading the delivery of this project and has secured funding in principle subject to the approval of a business case and clarification of costs and design issues prior to the submission of a planning application. The CSRR will unlock major new development in the Steveley Corridor and will be delivered in part through this development. The route would offer a fast route for public transport and cyclists between Steveley and Chesterfield town centre and would help to alleviate congestion and air quality in Brimington.

The Hollis Lane Link Road between Hollis Lane and Crow Lane 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 with the implementation of the Station masterplan. Planning permission has been granted for phase 1 of the route with phase 2 needed to secure the necessary connection to Brewery Street. Detailed design will need to protect and improve active travel routes to and from the station and Chesterfield Town Centre.

Funding for the re-opening of the Barrow Hill railway line which could provide passenger services from Chesterfield to Sheffield through the Government’s Restore Your Railway programme has now stopped. However, the borough council is continuing to work with partner Councils and the South Yorkshire Mayoral Authority and the East Midlands Combined County Authority to secure funding through devolution for the re-opening of the line. The council will continue to work with partners to secure opportunities to improve the key cycle network and connections to the local network through new development, strategic infrastructure funding, and wherever new opportunities arise, to seek to ensure that active travel is safe, attractive and convenient for the borough’s residents, workers and visitors.

12.3. How Should We Plan for Travel and Transport?

The [National Planning Policy Framework 2024](#) (NPPF) requires a vision led approach to identify

transport solutions that deliver well-designed, sustainable and popular places. This includes realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage. Significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering genuine choice in mode of transport.



Since the adoption of the current local plan the council has made a commitment to be carbon neutral. Transport is one of the biggest contributors of carbon emissions and we would like to explore ideas to further promote sustainable modes of transport, reduce carbon emissions and contribute to sustainable access for all. The Council is working closely with the Derbyshire County Council in order to ensure that the infrastructure needs of the borough are met in a sustainable way in a new Local Transport Plan which will be prepared by the [East Midlands Combined County Authority](#). Currently several strategic road projects remain in the Local Transport Plan and Chesterfield's Local Plan.

There is a requirement in national planning policy for the Local Plan to carry on seeking to reduce pollution emissions from transport to mitigate climate change and sustain and contribute towards compliance with relevant limit values or national objectives for pollutants. The Local Plan should also identify opportunities to improve air quality or mitigate impacts, such as through traffic and travel management, and green infrastructure provision and enhancement.

The Local Plan will need to plan for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking, drawing on Local Cycling and Walking Infrastructure Plans such as the [D2N2 Local Walking and Cycling Infrastructure Plan 2020](#).

12.4. What Can the Local Plan Do?

We think the Local Plan is working well in terms of locating significant new developments in accessible and also sustainable locations but also think that active travel infrastructure, bus services and highway infrastructure still needs improving.



We currently rely on Derbyshire County Council to deliver improvements to walking, cycling and bus infrastructure and traffic management, beyond that which is possible within new developments. This is why it is important for Chesterfield Borough Council to work with Derbyshire County Council and the East Midlands Combined County Authority on meeting the borough's infrastructure needs.

Uncertainty remains around progress on strategic road infrastructure including the Chesterfield Staveley Regeneration Route, and the Station Link Road but we consider it remains important to safeguard these routes to ensure development doesn't prevent them from happening, and actively supports their delivery where possible.

Question 12.1:

Is there anything more you think we should be doing with the Local Plan to address traffic congestion?

Yes

No

Question 12.2:

Please explain your answer to the question above.

Question 12.3:

Should we require all new major housing developments to have attractive and safe networks of segregated footpaths and cycle paths?

Yes

No

Question 12.4:

Should we prioritise pedestrians and cyclists by raising the standards of design so that all new major developments provide pedestrian and cycle facilities?

Yes

No

Question 12.5:

Should we require new major developments to connect to existing cycling and walking networks?

Yes

No

Question 12.6:

How do you think we can make a significant improvement in the delivery of active travel infrastructure?

Question 12.7:

How do you think we can make a significant improvement in the delivery of public transport infrastructure?

13. Strategic Sites and Locations

The Council Plan acknowledges that for Chesterfield Borough to achieve its ambitions, we need a strong, vibrant, thriving, and diverse economy. Investment in key infrastructure is vital to achieve to ensure inclusive growth, from which all residents can benefit.

It is the case that all policies will need to be amended to reflect the need to plan for net zero in 2050 and to adequately reflect the need for improved mitigation and adaptation to climate change.

13.1. What Is the Local Plan Trying to Achieve?

There are currently eight Strategic Site / Location policies within the current Local Plan. Strategic sites are those whose scale or location have an impact significantly beyond the site and local area. These cover a number of large sites which are pivotal to the delivery of new homes, employment, and green infrastructure opportunities within the borough and achieving the strategic objectives of the Local Plan. The Local Plan Policies set out key development objectives for each of the sites to ensure that they come forward in a way which meets the needs of the local area and the aspirations of local communities.

New development planned at a strategic scale can provide significant benefits, which include infrastructure delivery and a steady delivery of homes and jobs over time. However, progress of strategic sites through permissions to construction takes significant time, finance and resources and requires a clear vision.

Due to the new housing requirement, it is likely that we will need to consider additional strategic sites. This will be part of a future consultation.

13.2. Chesterfield Town Centre



Chesterfield Town Centre is a key economic asset for North Derbyshire, providing a wide range of employment in retail, hospitality, education and office based services. However, in common with other second-tier retail destinations, it is facing particular challenges from changes in consumer behaviour (notably the growth in on-line retail) and the closure / relocation of key retailers out of the centre (for example the relocation of Marks & Spencer to Ravenside Retail Park). As a result, town centre footfall has declined significantly in recent years and this is impacting the high street vacancy rate which, while still lower than the national average, has doubled in the last 5 years to over 13%. In addressing retail decline Chesterfield town centre faces several challenges, including the need to:

- improve the quality of public spaces;
- balance development with the preservation of its historic character and heritage assets;
- enhance accessibility and connectivity of the Town Centre with key sites such as the rail station;
- integrate green infrastructure to promote climate resilience.

What Can the Local Plan Do for the Chesterfield Town Centre Strategic Site?

The Council has commenced work on a new Chesterfield Town Centre Framework to guide future investment decision making. The Local Plan can shape the mix of uses within the town centre, to support a vibrant location, and manage the impact of the introduction of non town centre uses. A Strategic Policy for Chesterfield Town Centre can identify key development opportunities and locations for change, in particular to consider how more residential uses can be sustainably introduced to the town centre.

<p>Question 13.1:</p> <p>Do you agree with continuing to have a Strategic Site policy for Chesterfield Town Centre?</p>
<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

Question 13.2:

Do you have any further comments to make on the Chesterfield Town Centre Strategic Site?

13.3. Chatsworth Road Corridor

The Chatsworth Road Corridor stretches westwards from Chesterfield town centre along the A619 from the West Bars roundabout to Morrison’s supermarket; forming the main route from Chesterfield town centre to the Peak District. At the area’s heart is the Chatsworth Road district centre, whilst to the south lies a corridor of former industrial land containing a mixture of active, under-utilised and vacant sites 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.



The current Local Plan seeks to support regeneration and secure the re-use of the two listed buildings which fall within the Corridor - Cannon Mill and the former cotton wick mill buildings at Walton Works, both of which remain on ‘At Risk Register’. Most of the 18th Century Walton Works mill is vacant and in very poor condition despite some temporary high level repairs. The Mill has been subject to a number of proposals for conversion and re-use that have not progressed.

In October 2023 Chatsworth Road was badly hit by flooding resulting from Storm Babet with a number of homes and businesses affected. The Strategic Site was severely affected and a review of uses and policy requirements may be required as part of Local Plan review, informed by evidence from an updated Strategic Flood Risk Assessment.

What Can the Local Plan Do for the Chatsworth Road Corridor Strategic Site?

The broad requirements of the Strategic Site Policy for Chatsworth Road Corridor remain relevant, even more so given the growing emphasis on flood risk management and continued deterioration of the Walton Works mill. There are also concerns over the potential for piecemeal development that may not secure the future of the listed buildings, including the Grade II* listed Walton Works. We think that the Local Plan policy should continue to set out the key development requirements for the Walton and Boythorpe Works sites. It should also:

- Continue to require a master planned approach to the site to ensure that all applications within the boundary contribute to restoring the mill to ensure that all land in the strategic site area contributes fully to de-risking the site.
- Consider permitting uses that would safeguard and restore the Grade II* Listed Walton Works Building.
- Require a heritage site designation for the Walton Works site to ensure that the site comes forward as a whole.
- Encourage development proposals to manage and mitigate flood risk.

The council will seek to use the full range of powers in addressing the future of the listed buildings.

<p>Question 13.3:</p> <p>Do you agree with continuing to have a Strategic Site policy for the Chatsworth Road Corridor?</p>
<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

Question 13.4:

Do you have any further comments to make on the Chatsworth Road Corridor Strategic Site?

13.4. Chesterfield Waterside Strategic Site

Chesterfield Waterside is one of the projects set out in the Council Plan 2023-2027 under the Priority “Making Chesterfield a thriving borough”.

Covering approximately 23 hectares, Chesterfield Waterside extends north from the junction of Brewery Street/Makin street to the northern end of the DCC Highways Depot on Meltham Lane, between the A61 and the Midland Mainline railway, and is predominantly previously developed employment or ‘brownfield land’ located between Brimington Road to the east and the A61 to the west.

The Council has worked over a number of years with landowners and potential developers to help secure the redevelopment of land previously occupied by industrial and commercial uses following the closure of factories from 2006 onwards. So far the successful One Waterside Place office development has been delivered, and almost 200 new family homes have been built or are under construction, including affordable homes.

The outline permission lapsed in 2021 and, although the masterplan remains relevant through the Local Plan, both planning policy and the housing and office market have moved on and it is appropriate to update the masterplan.

The original masterplan assumed that a single developer would coordinate the site’s ‘Character Areas,’ and the conditions and obligations in the now lapsed outline planning permission reflect this. The Council has undertaken work to clarify the design and costs of the infrastructure required to create a well connected vibrant location that makes the most of the waterside location and prepared a [draft of a new masterplan](#) for the site.



What Can the Local Plan Do for the Chesterfield Waterside Strategic Site?

The Council commissioned evidence on the property market and the infrastructure needed to support development and has used this to update the 2011 masterplan. This has confirmed that the overall objectives of Waterside remain relevant, but that there is a need to alter the housing mix and the proportion of office space. The Chesterfield Waterside Policy will need to be updated to reflect this.

The proposed new masterplan:

- Remains consistent with Local Plan and previous proposals for infrastructure;
- Proposes 800 homes (a reduction from 1550 in previous masterplan, but with a greater proportion of family houses) and a local centre around the canal basin;
- Provides a detailed list of required infrastructure with cost estimates.

Question 13.5:

Do you agree with continuing to have a Strategic Site policy for Chesterfield Waterside?

Yes

No

Question 13.6:

Do you have any further comments to make on the Chesterfield Waterside Strategic Site?

13.5. Markham Vale Strategic Site

Markham Vale is a 80 plus hectare business park with direct access to the M1 motorway via a dedicated junction, J29a. It straddles the three local planning Authorities in north eastern Derbyshire on the site of the former Markham Colliery and two thirds of the site is located in the south east of the borough. The site's regeneration was a key part of the area's response to the loss of the mining industry.

In 2023, Markham Vale announced the creation of 2,702 jobs since development began on the site. The site also accommodates a flagship Environment Centre. This is home to a range of firms from the environmental and technology related sectors.



This prime development site now has limited space remaining for industrial, warehouse, hotel, office or retail builds.

What Can the Local Plan Do for the Markham Vale Strategic Site?

The majority of the original permission has now been implemented and it is proposed that this policy is removed from the revised Local Plan as no longer necessary.

13.6. Staveley and Rother Valley Corridor Strategic Site

The Staveley and Rother Valley Corridor is the largest regeneration opportunity in Chesterfield Borough covering approximately 150 ha. It aims to deliver new housing, employment, and environmental improvements while balancing impacts on transport, infrastructure, and the landscape. The site, mainly vacant former industrial land, but also including some restored land, faces challenges like contaminated land and poor ground conditions. Despite these issues, its location offers excellent potential, with the River Rother, Chesterfield Canal, and nearby countryside enhancing its appeal.

Access to the site is currently very limited, and progression of development is strongly related to the proposed Chesterfield to Staveley Regeneration Route (CSRR), a key infrastructure project aimed at improving connectivity and supporting development.

Derbyshire County Council has submitted a proposal for the CSRR and a decision is awaited from the Department for Transport on the £166 million scheme. In the meantime, the East Midlands Combined County Authority (EMCCA) has confirmed funding to undertake detailed ground investigations for the route.

The reopening of the Barrow Hill line to passengers, including a station at Barrow Hill, has also been proposed for the area. This was to have been progressed through the Restoring Your Railways fund (RYR). Although RYR has now been cancelled, the borough council continues to work with partner along the proposed route (including the Mayoral Combined Authorities and Sheffield City Council) to progress what would be a critical sustainable travel link for the area.

Discussions are continuing with the two principal landowners, Harworth and Devonshire Group to bring forward development and supporting infrastructure in a co-ordinated and timely way to achieve the objectives the strategic site. Since the Local Plan was adopted the site has considerably re-wilded and parts are identified as valuable habitat within Chesterfield's [Plan for Nature](#). The on-site biodiversity forms part of the borough's ecological network and presents a significant constraint for development of the site.

Part of the site was originally ear marked for a HS2 depot, however the government has now confirmed that the eastern leg of HS2 (Phase 2b) would go no further north than an east midlands hub which has a significant impact on the Staveley regeneration site. The site of the proposed depot has now been designated as part of the [East Midlands Investment Zone](#) (EMIZ), where a combination of financial measures will support the growth of new modern industrial activity.

What Can the Local Plan Do for the Staveley and Rother Valley Corridor Strategic Site?

There is still a need for a strategic policy to support regeneration of this area.

The broad requirements of the Local Plan policy remain relevant and national policy alone will not be specific enough to guide development of the area, with a need for the co-ordination of stakeholder's efforts to deliver the necessary infrastructure.

It is proposed that the policy is retained with minor amendments made to reflect an updated position on HS2, EMIZ, and support the development of strategic transport opportunities including CSRR and the Barrow Hill Line. The policy can also be expanded to provide greater clarity on the infrastructure needed to support a new residential and commercial community, and how a corridor wide approach to nature recovery could be used.

Question 13.7:

Do you agree with continuing to have a Strategic Site policy for the Staveley and Rother Valley Corridor?

Yes

No

Question 13.8:

Do you have any further comments to make on the Staveley and Rother Valley Corridor Strategic Site?

13.7. Dunston Strategic Site

The strategic site policy currently sets out details around the allocation of 500 homes at Dunston and requires a masterplan to be agreed with the Local Authority which shows how the development meets the criteria of the strategic site policy. Construction on the 299 homes granted outline planning permission in March 2016 is now nearing completion. Outline planning permission has now been granted for a further 500 dwellings, including a local centre, open space, and a site for a new primary school.

What Can the Local Plan Do for the Dunston Strategic Site?

We think that the Local Plan policy should continue to set out the key development requirements for the Dunston site. This policy should also reflect any changes to national policy and guidance. The broad requirements of the policy remain relevant, particularly given the long term infrastructure requirements including the safeguarding of a site for a primary school.

Minor changes will be made to the existing policy to reflect the planning permissions in place and construction already undertaken on this strategic site.

Question 13.9:

Do you agree with continuing to have a Strategic Site policy for Dunston?

- Yes
- No

Question 13.10:

Do you have any further comments to make on the Dunston Strategic Site?

13.8. Chesterfield Railway Station Strategic Site

Chesterfield Railway Station and surrounding area still has under-utilised land which is predominantly used for surface car parking, and poorly integrated into walking, cycling and bus networks, especially links to the town centre. Despite the cancellation of the HS2 Eastern leg,

the station area still requires regeneration, improved transport connections and facilities.

A [Station Masterplan](#) was adopted by Chesterfield Borough Council in 2021 to improve the station area, whilst providing a framework for integrated transport and pedestrian, cyclist, bus, and car movements. The Council has committed to progressing this plan, and the Local Plan requires that development in the area supports regeneration objectives in line with the masterplan.

The Chesterfield Hotel has been demolished to make way for a commercial office building with planning permission. Planning permission has also been granted for the first phase of a station link road between Brewery Street and Hollis Lane with improvements carried out to the A61 underpass to the south of the station.

What Can the Local Plan Do for the Chesterfield Station Strategic Site?

We think that the Local Plan policy should continue to set out the key development requirements for the Chesterfield Railway Station area and incorporate the Chesterfield Station Masterplan’s design principles and objectives. This could provide a framework for site specific design codes in the future.

The Local Plan policy should continue to set out the key development requirements for the Chesterfield Railway Station area and incorporate the Chesterfield Station Masterplan’s design principles and objectives. National policy changes should be incorporated and references of HS2 removed. The cancellation of HS2’s eastern leg does not mean that the Local Plan’s key requirements for the Chesterfield Railway Station area or the Masterplans design principles and objectives are now out of date.

The emphasis will remain on achieving better transport integration, cutting carbon emissions, and ensuring high-quality design standards in the station area.

<p>Question 13.11:</p> <p>Do you agree with continuing to have a Strategic Site policy for Chesterfield Railway Station?</p>
<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>

Question 13.12:

Do you have any further comments to make on the Chesterfield Railway Station Strategic Site?

13.9. Neighbourhood Plans

No neighbourhood plans have been prepared to date and it is anticipated that no changes will be made to this Policy.

14. Sustainability Appraisal - Scoping Report

The current Local Plan was prepared and adopted with the benefit of a Sustainability Appraisal (SA) that incorporated the requirements for a Strategic Environmental Assessment (SEA).

The SA process considers how the plan might influence the environmental, social, and economic characteristics of an area. It plays an important role in demonstrating that the plan is positively prepared and contributes towards sustainable development.

As we are now preparing a new Local Plan, we also need to review and update the Sustainability Appraisal.

A Scoping Report is the first stage in the SA process. It sets out the context and approach of the SA, and identifies relevant environmental, economic, and social issues and objectives for the plan area. The scoping process helps ensure the sustainability appraisal is proportionate and relevant to the plan being assessed.

In October 2024 we consulted the three statutory bodies (Natural England, Environment Agency, and Historic England) on the SA Scoping Report. Their comments are detailed in Appendix 2 of the Scoping Report.

The [SA Scoping Report](#) is now available for public consultation alongside the Local Plan, and is available to view on our website and at the deposit locations.

At the next stage a SA Report will be produced to support the Draft Local Plan, which will assess the policy options, draft policies and proposed site allocations and identify their likely significant effects.

Question 14.1:

Do you agree with the updated Key Sustainability Issues in Table 16 of the Report?

Yes

No

Question 14.2:

If no, please explain your answer or tell us what we have missed or what changes we need to make.

Question 14.3:

Are the proposed SA objectives in the updated SA Framework (Table 17 of the report) appropriate for assessing emerging policies and potential site allocations?

Yes

No

Question 14.4:

If no, explain your answer and tell us what we have missed or what changes we need to make.

Question 14.5:

Are there any further comments you would like to add on the subject of the SA Scoping report?

15. Open Comments

Question 15.1:

Please let us know if you have any further comments and/ or suggestions about the new Local Plan.

Equal Opportunities Monitoring

Chesterfield Borough Council Local Plan Consultation Equalities Monitoring

Many thanks for taking part in our Local Plan Consultation.

We would like to find out if particular groups have different experiences or perceptions of the Council. Please follow the link below to complete a few questions. The information is confidential and is guaranteed to be anonymous, but if you feel uncomfortable answering any questions, leave it blank and move onto the next.

<https://chesterfieldboroughcouncil.welcomesyourfeedback.net/uus3mx>