



**CHESTERFIELD**  
BOROUGH COUNCIL

# **Chesterfield Borough Local Plan Submission Version**

## **Schedule of Proposed Main Modifications**

**27 May 2020**

## **Contents**

### **1. Introduction**

### **2. Proposed Modifications**

### **3. Associated Figures, Tables and Maps**

Chesterfield Borough Local Plan Proposed Modifications – 27 May 2020

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
Spatial Strategy		
MM1	Contents Page	Insert revised contents page. See <b>Associated Figures, Tables and Diagrams (Proposed Modifications)</b> for the proposed modification.
MM2	Pages 14-15	Insert Key Diagram between pages 14 and 15. See <b>Associated Figures, Tables and Diagrams (Proposed Modifications)</b> for the proposed modification.
MM3	Paragraph 1.3 (page 9)	1.3 There will be <del>44</del> <b>50</b> ha of land provided between 2018 and <del>2033</del> <b>2035</b> for new high quality employment development so that together with existing employment areas, a range of jobs and training opportunities are easily accessible to those who need them. All this new development will be in areas with an established industrial character or areas of regeneration specifically designated for mixed use. Economic activity and employment opportunities are focussed where the regeneration benefits can be maximised, particularly in the Staveley and Rother Valley Corridor and along the A61 Corridor where there is significant need for work and training. High employment density uses such as offices are located in the most accessible locations near to town and district centres.
MM4	Paragraph 1.20 (page 12)	1.20 Sites are made available for at least <del>4374</del> <b>4080</b> homes between 2018 and <del>2033</del> <b>2035</b> to meet the Objectively Assessed Need (OAN), the majority of which are located within easy walking and cycling reach of the existing district and town centres. Some new housing development will be directed to areas suffering from deprivation to aid the regeneration of these communities. Some of this housing will need to be in well-designed, sensitive urban extensions on greenfield sites. Local centres and community facilities there will need to be improved. In addition, some housing is also concentrated around ‘Local Service Centres’.
MM5	Objective 2 (page 14)	S2 Provide sites for at least <del>4374</del> <b>4080</b> homes to be built between 2018 and <del>2033</del> <b>2035</b> to meet the housing requirement for Chesterfield borough
MM6	Objective S6 (page 14)	S6: Provide <del>44</del> <b>at least 50</b> ha of new employment land between 2018 and <del>2033</del> <b>2035</b> .
MM7	Paragraphs 2.2 to 2.6 and table 1	2.2. <del>The Strategic Housing Market Assessment Update 2017 indicates an Objectively Assessed Need (OAN) of 265 net new dwellings per annum is required to meet the borough’s housing needs.</del> <b>The Local Housing Need (LHN) methodology set out in the NPPF indicates a minimum housing need of 240 new dwellings per annum. No further adjustments to this figure are required to account for unmet need in neighbouring areas or other demographic or economic factors.</b>

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		<p>2.3. Between 2014-<del>2033</del> <u>2035</u>, this equates to <b>a minimum housing requirement of <del>5035</del> 4,080 new dwellings (240 dwellings per year)</b>.</p> <p>2.4. <del>661 net new dwellings were completed between 2014 and 2018.</del></p> <p>2.5. <del>Because there has been an under delivery of homes since 2014 (the base date for the SHMA update projections), a shortfall of 399 dwellings is added which will be spread over the plan period.</del></p> <p>2.6. <del>This gives a housing target of 292 net new dwellings per annum.</del></p> <p><b>Table 1</b></p> <table border="1" data-bbox="546 603 1509 890"> <tr> <td data-bbox="546 603 1039 639"><del>Objectively Assessed Need (OAN)</del></td> <td data-bbox="1039 603 1509 639"></td> </tr> <tr> <td data-bbox="546 639 1039 676">OAN over plan period 2014 to 2033</td> <td data-bbox="1039 639 1509 676">265 pa</td> </tr> <tr> <td data-bbox="546 676 1039 713">(19 x 265)</td> <td data-bbox="1039 676 1509 713"><b>5035</b> net new dwellings</td> </tr> <tr> <td data-bbox="546 713 1039 750">Net completions 2014 to 2018</td> <td data-bbox="1039 713 1509 750">661 dwellings</td> </tr> <tr> <td data-bbox="546 750 1039 786">Outstanding need</td> <td data-bbox="1039 750 1509 786"><b>4374</b> net new dwellings</td> </tr> <tr> <td data-bbox="546 786 1039 823">Shortfall of dwellings from 2014 to 2018</td> <td data-bbox="1039 786 1509 823">399 dwellings</td> </tr> <tr> <td data-bbox="546 823 1039 860">Revised OAN including shortfall</td> <td data-bbox="1039 823 1509 860"><b>292 net new dwellings pa</b></td> </tr> </table>	<del>Objectively Assessed Need (OAN)</del>		OAN over plan period 2014 to 2033	265 pa	(19 x 265)	<b>5035</b> net new dwellings	Net completions 2014 to 2018	661 dwellings	Outstanding need	<b>4374</b> net new dwellings	Shortfall of dwellings from 2014 to 2018	399 dwellings	Revised OAN including shortfall	<b>292 net new dwellings pa</b>
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MM8	Paragraph 2.8 (page 16)	2.8. This work concludes that 44 hectares of employment land are required between 2018-2033, split into B1 5.2 ha, B2 – 21 ha and B8 – 17.6 ha. <b>This equates to a minimum of 50ha across the Local Plan period of 2018 to 2035.</b> Chesterfield needs to be able to offer an appropriate range of employment sites, in terms of quantity, size and location. The quality of site provision is key, and the best employment sites must be protected.														
MM9	Table 2 (page 16)	See <b>Associated Figures, Tables and Diagrams (Proposed Modifications)</b> for the proposed modification.														
MM10	Policy LP1	<p>LP1 Spatial Strategy</p> <p>The overall approach to growth will be to concentrate new development within walking distance <b>of a range of Key Services as set out in policy LP2</b> centres, and to focus on areas that need regenerating, including the ‘place shaping’ areas set out in policies SS1 to SS6 and Regeneration Priority Areas.</p>														

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		<p><u>Regeneration Priority Areas</u></p> <p>The council will maximise regeneration benefits to existing communities offered by development opportunities in the following areas:</p> <ul style="list-style-type: none"> <li>• Eastern Villages– Barrow Hill, Duckmanton, Mastin Moor, Poolsbrook,</li> <li>• Holme Hall</li> <li>• <b><u>Staveley and Rother Valley Corridor</u></b></li> </ul> <p><u>Housing Growth</u></p> <p>The council will make provision for the delivery of a minimum Objectively Assessed Need (OAN) of <b><u>240 new dwellings per year, (4,080<del>437</del>4 dwellings over the period 2018 to 2033<del>2035</del></u></b>. New housing development will be in line with the strategy of ‘Concentration and Regeneration’.</p> <p><u>Economic Growth</u></p> <p>To maintain economic growth and quality of provision, the council will make provision for <b><u>44 50</u></b> hectares of new employment land (B1, B2 and B8 uses) over the period 2018 to <del>2033</del> <b><u>2035</u></b>. The key areas for employment land are at the already committed Markham Vale development, and at Staveley and Rother Valley Corridor. Policy LP7 <b><u>and the policies map</u></b> sets out broad locations for employment uses.</p> <p><u>Green Belt</u></p> <p>The existing Green Belt will be maintained and enhanced.</p> <p><u>Strategic Gaps and Green Wedges</u></p> <p>Strategic gaps give distinct identity to different areas, prevent neighbouring settlements from merging into one another, and maintain open space. Green Wedges provide access to the</p>

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		<p>countryside from urban areas. The open character of Strategic Gaps will be protected from development between:</p> <ul style="list-style-type: none"> <li>• Brimington and Tupton (SG1)</li> <li>• Ringwood and Hollingwood (SG2)</li> <li>• Lowgates / Netherthorpe and Woodthorpe / Mastin Moor (SG3)</li> <li>• Woodthorpe and Markham Vale (SG4)</li> <li>• Old Whittington and New Whittington (SG5)</li> <li>• Brimington North (SG6)</li> </ul> <p>Green Wedges provide access to the countryside from urban areas. Green Wedges will be protected from development at:</p> <ul style="list-style-type: none"> <li>• Walton River Hipper Corridor (GW1)</li> <li>• Holme Hall and Newbold Green (GW2)</li> <li>• Dunston and Sheepbridge (GW3)</li> </ul> <p>The boundaries of Strategic Gaps and Green Wedges are identified on the Policies Map.</p>
MM11	Paragraph 2.15 and 2.17	<p>2.15. The Local Plan’s spatial strategy aims to <b><u>support and</u></b> encourage walking, <del>and</del> cycling <b><u>and the use of public transport</u></b> by locating new development within reasonable walking distance of <b><u>a range of key</u></b> services in centres. <b><u>The Local Plan’s spatial strategy also recognises the importance of convenient access on foot to key services for those on low incomes, including the health benefits of walkable neighbourhoods. The concept of a walkable neighbourhood is set out in the Council’s supplementary planning document: ‘Successful Places’.</u></b></p> <p>2.16. National Travel Survey data<sup>2</sup> continues to show walking as being the second highest mode of transport after private vehicles but only for short distances (i.e. 76% of walking trips being under 1 mile/1.6km), whilst people on low incomes are more likely to depend on walking to get around<sup>3</sup>. <del>Guidance</del></p>

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		<p>indicates that a walking distance of up to 800m is appropriate for accessibility to town centres and would achieve the aims of the Spatial Strategy with walking distance taken to be at maximum a ten minute walk or 800m distance<sup>4</sup> on a safe route with no significant obvious ‘barriers to walking’. This is based on an average walking speed of approximately 1.4 m/s or 3 mph<sup>5</sup></p> <p><b>2.17 <u>What constitutes a reasonable walking distance is set out in various relevant guidance<sup>1</sup> including the Council’s adopted residential design guide supplementary planning document: ‘Successful Places’. When seeking to apply the spatial strategy and principles for the location of development the Council will have regard to the concept of a walkable neighbourhood and the walking distances described in its SPD: Successful Places. Regard will also be had to</u></b> However, a “reasonable” walking distance is likely to be affected by <b><u>the likely effect of factors such as</u></b> location, topography, weather, pedestrian facilities, trip purpose and cultural factors. There are also qualitative considerations <b><u>which will be taken into account</u></b>, including (but not exclusively):</p> <ul style="list-style-type: none"> <li>- topography</li> <li>- lighting</li> <li>- quality of surface</li> <li>- provision of off road pathways</li> <li>- safety, including isolated pathways, extent of overlooking, lighting, traffic, pedestrian crossings</li> <li>- accessibility, including dropped curbs</li> </ul> <p><b><u><sup>1</sup> Table 3.2 on page 49 Guidelines for Journeys on Foot (Institution of Highways and Transportation) and Paragraph 3.30 on page 48 of Guidelines for Journeys on Foot (Institution of Highways and Transportation)</u></b></p>
MM12	Policy LP2	<p>LP2 Principles for Location of Development</p> <p>In allocating new development, or assessing <del>P</del>planning applications for developments that are not allocated in a <del>DPD</del><b><u>the Local Plan</u></b>, sites will be assessed supported <b><u>according to</u></b> the extent to which the proposals meet the following requirements <b><u>which are set out in order of priority:</u></b></p>

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<p>a) deliver the council’s Spatial Strategy (policy LP1);</p> <p>b) are on previously developed land that is not of high environmental value;</p> <p><del>c) are not on the best and most versatile agricultural land;</del></p> <p><del>d) deliver wider regeneration and sustainability benefits to the area;</del></p> <p><del>e) utilise existing capacity in social infrastructure (policy LP11) or are of sufficient scale to provide additional capacity, either on site or through contributions towards off-site improvements;</del></p> <p><b><u>fd) maximise opportunities through their location for walking and cycling and the use of public transport (policy LP23) access to a range of key services<sup>1</sup> via safe, lit, convenient walking routes;</u></b></p> <p><b><u>e) maximise opportunities through their location for cycling and the use of public transport to access a range of key services;</u></b></p> <p><b><u>f) utilise existing capacity in social infrastructure (policy LP11) or are of sufficient scale to provide additional capacity, either on site or through contributions towards off-site improvements;</u></b></p> <p>g) Ensure the long term protection of safeguarded Minerals Related Infrastructure as identified in the Derbyshire and Derby Minerals Local Plan and shown on the Policies Map</p> <p><b><u>h) are not on the best and most versatile agricultural land;</u></b></p> <p><del>h) meet sequential test requirements set out by other national or local policies.</del></p> <p>Exceptions to the council’s Spatial Strategy will be considered where development proposals can clearly demonstrate that the proposed use:</p> <p>i. needs to be in a specific location in order to serve a defined local catchment or need, to access specific resources or facilities (including transport connections) or to make functional links to other, existing uses; or</p> <p>ii. be addressed or to support existing community facilities that otherwise would be at risk of closure.</p> <p><del>New residential development will be expected to be within walking distance (800m) of an existing or proposed Local, District or Town Centre, via a safe, lit, convenient walking route, or demonstrate the ability to deliver appropriate provision on-site.</del></p> <p><sup>1</sup> <b><u>DfT Accessibility Indicators:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Employment centres</u></b></li> <li>• <b><u>Primary schools</u></b></li> <li>• <b><u>Secondary schools</u></b></li> </ul>



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		<ul style="list-style-type: none"> <li>• <u>Further Education institutions</u></li> <li>• <u>GPs</u></li> <li>• <u>Hospitals</u></li> <li>• <u>Food stores</u></li> <li>• <u>Town Centres</u></li> </ul>
MM13	Policy LP3	<p><del>PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT</del></p> <p><del>2.18. The NPPF (para 11) states that all plans should be based upon and reflect the presumption in favour of sustainable development. Policy LP3 sets out what this means in practice, and how the presumption will influence decisions on development proposals.</del></p> <p><del>LP3-Presumption in favour of sustainable development</del>  <del>When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.</del></p> <p><del>Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.</del></p> <p><del>Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:</del></p> <p><del>a) Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or</del>  <del>b) Specific policies in that Framework indicate that development should be restricted.</del></p>

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MM14	Paragraph 3.1	<p>3.1 To meet the housing needs of a growing population and a growing economy, a total of at least <del>4374</del> <b>4,080</b> net new dwellings must be built in Chesterfield Borough between 2018 and <del>2033</del> <b>2035</b>. This is derived from the <del>objectively assessed need figure</del> <b>Local Housing Need methodology derived housing requirement</b> of <del>265</del> <b>240</b> dwellings per annum plus the net level of completions since 2014. This requires the completion of, on average, <del>292</del> dwellings each year over the remaining <del>15</del> year period. This strategic housing requirement is not a ceiling, and may be exceeded provided that it is sustainable, it can be supported by existing or new infrastructure and it meets the objectives and policies in the Local Plan.</p>																																								
MM15	Table 3	<p>Replace table 3 and add supporting text as additional paragraph. See <b>Associated Figures, Tables and Diagrams (Proposed Modifications)</b> for the proposed modification.</p> <p><b><u>The Local Plan must demonstrate a deliverable supply of housing sites sufficient for five years with a minimum buffer of 5% (20% in the case of evidence of persistent under-delivery via the Housing Delivery Test). As of 1<sup>st</sup> April 2019, there was an existing shortfall of 28 dwellings, to be resolved within the first five years. Monitoring indicates that the borough is currently on target to resolve the entirety of this shortfall by 1<sup>st</sup> April 2020. The council has therefore applied a 20% buffer for under-delivery to the five years from 1<sup>st</sup> April 2019 (the first four years of the plan based on an adoption date on April 2020). A 10% lapse rate has been applied to commitments.</u></b></p> <table border="1"> <thead> <tr> <th><u>Year</u></th> <th><u>LHN</u></th> <th><u>Actual Completions</u></th> <th><u>LHN + Buffer</u></th> <th><u>Trajectory Forecast</u></th> </tr> </thead> <tbody> <tr> <td><u>2018/19</u></td> <td><u>240</u></td> <td><u>212</u></td> <td><u>240</u></td> <td><u>212</u></td> </tr> <tr> <td><u>2019/20</u></td> <td><u>240</u></td> <td><u>N/A</u></td> <td><u>294</u></td> <td><u>315</u></td> </tr> <tr> <td><u>2020/21</u></td> <td><u>240</u></td> <td><u>N/A</u></td> <td><u>294</u></td> <td><u>516</u></td> </tr> <tr> <td><u>2021/22</u></td> <td><u>240</u></td> <td><u>N/A</u></td> <td><u>294</u></td> <td><u>515</u></td> </tr> <tr> <td><u>2022/23</u></td> <td><u>240</u></td> <td><u>N/A</u></td> <td><u>294</u></td> <td><u>659</u></td> </tr> <tr> <td><u>2023/24</u></td> <td><u>240</u></td> <td><u>N/A</u></td> <td><u>295</u></td> <td><u>466</u></td> </tr> <tr> <td><u>2024/25</u></td> <td><u>240</u></td> <td><u>N/A</u></td> <td><u>240</u></td> <td><u>348</u></td> </tr> </tbody> </table> <p><b><u>From 1<sup>st</sup> April 2020 the council therefore expects to demonstrate a supply of 2503 new dwellings against a target of 1417 dwellings.</u></b></p>	<u>Year</u>	<u>LHN</u>	<u>Actual Completions</u>	<u>LHN + Buffer</u>	<u>Trajectory Forecast</u>	<u>2018/19</u>	<u>240</u>	<u>212</u>	<u>240</u>	<u>212</u>	<u>2019/20</u>	<u>240</u>	<u>N/A</u>	<u>294</u>	<u>315</u>	<u>2020/21</u>	<u>240</u>	<u>N/A</u>	<u>294</u>	<u>516</u>	<u>2021/22</u>	<u>240</u>	<u>N/A</u>	<u>294</u>	<u>515</u>	<u>2022/23</u>	<u>240</u>	<u>N/A</u>	<u>294</u>	<u>659</u>	<u>2023/24</u>	<u>240</u>	<u>N/A</u>	<u>295</u>	<u>466</u>	<u>2024/25</u>	<u>240</u>	<u>N/A</u>	<u>240</u>	<u>348</u>
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		<p><b><u>Over the whole plan period the council can demonstrate a supply of 6497 dwellings against a minimum housing requirement of 4080 between 2018 and 2035.</u></b></p> <p><b><u>Delivery, including lapse and windfall rates, will continue to be monitored across the plan period and taken into account in future reviews.</u></b></p>
MM16		<p>Housing Trajectory graph added See <b>Associated Figures, Tables and Diagrams (Proposed Modifications)</b> for the proposed modification.</p>
MM17	Policy LP4	<p>LP4 Flexibility in Delivery of Housing</p> <p>Planning permission will be granted for residential development on the sites allocated on the policies map and as set out in table 4, provided they accord with other relevant policies of the Local Plan.</p> <p><del>Planning permission for residential development proposals on unallocated sites will only be permitted where it accords with the strategy of ‘Concentration and Regeneration’ as set out in policies LP1 and LP2 and other relevant policies of the Plan, and:</del></p> <p><b><u>Outside of the built-up area (as set out on the policies map), and subject to other relevant policies of the Local Plan, new residential development on sites not allocated in table 4 will only be permitted where:</u></b></p> <p><del>a) It is within the built up area: or</del></p> <p><b><u>a) The development can demonstrate that it would have reasonable access to a range of Key Services as set out in policy LP2; and</u></b></p> <p>b) It re-uses redundant or disused buildings and enhances their immediate setting; or</p> <p>c) It is for the sub-division of an existing residential dwelling; or</p> <p>d) It is for the redevelopment of previously developed land in a manner that would not harm the intrinsic positive character of the countryside; or</p> <p>e) It represents the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of the heritage asset; or</p>

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		<p>f) It meets a specific demonstrable housing need <b>for a rural worker</b> that can only be met in that particular location; or</p> <p>g) It is of exceptional quality of design quality, in that it:</p> <ul style="list-style-type: none"> <li>i) is truly outstanding or innovative, reflecting the highest standards in architecture, and would help to raise standards of design more generally in rural areas; and</li> <li>ii) would significantly enhance its immediate setting, and be sensitive to the defining characteristics of the local area.</li> </ul> <p>Where the council cannot, at the time, demonstrate a five year supply of deliverable sites for housing, planning permission for new residential development outside the built up area will be permitted in exception to the above criteria where it can demonstrate that it accords with the strategy of ‘Concentration and Regeneration’ as set out in policies LP1 and LP2 and other relevant policies of the Plan.</p>																				
MM18	Table 4	See Associated Figures, Tables and Diagrams (Proposed Modifications) for the proposed modification.																				
MM19	Paragraph 3.10	<p>3.10. The Strategic Housing Market Assessment (SHMA) 2017 estimated what type and amount of housing is required in the borough. This includes the need for affordable housing.</p> <p><del>Recommended Size Mix of Homes</del></p> <table border="1" data-bbox="546 943 1655 1163"> <tbody> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td><b>Market</b></td> <td>0-5%</td> <td>30%</td> <td>50%</td> <td>15-20%</td> </tr> <tr> <td><b>Low cost home ownership</b></td> <td>10-15%</td> <td>40-45%</td> <td>35-40%</td> <td>5-10%</td> </tr> <tr> <td><b>Affordable housing (rented)</b></td> <td>25-30%</td> <td>45%</td> <td>20%</td> <td>5-10%</td> </tr> </tbody> </table> <p>3.11. This takes account of both local need and the potential for delivery of larger aspirational housing which helps to diversify the housing mix in the Borough and to support economic regeneration and reduce in-commuting of higher earners. If the Council wishes to focus more specifically on meeting local needs the mix of market housing needed would be focused slightly more towards two and three bedroom homes than that shown, with lower expected delivery of homes with four or more bedrooms.</p>						<b>Market</b>	0-5%	30%	50%	15-20%	<b>Low cost home ownership</b>	10-15%	40-45%	35-40%	5-10%	<b>Affordable housing (rented)</b>	25-30%	45%	20%	5-10%
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<b>Affordable housing (rented)</b>	25-30%	45%	20%	5-10%																		

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MM20	Table 7 and Additional paragraphs following paragraph 3.17	<p><b><u>Housing for Older People</u></b></p> <p><b><u>3.X As well as providing a stock of adaptable and accessible properties, there is an identified need for housing for older people.</u></b></p> <p><b><u>3.X Derbyshire County Council has published “Housing and accommodation for an ageing population: a strategic vision for Derbyshire to 2035 (DCC 2019)”, this identified a number of key statistics for Chesterfield in relation to housing for older people:</u></b></p> <ul style="list-style-type: none"> <li><b><u>●3,358 people provide 50 hours of more informal care per week.</u></b></li> <li><b><u>●There are 2,028 current service users aged 65 and over in receipt of Adult Care Services.</u></b></li> <li><b><u>●1,494 people over the age of 65 are living with Dementia and this is set to increase to 2,437 by 2035, an increase of 63.1%.</u></b></li> <li><b><u>●13.5% of total households are single persons aged 65 and over living alone, this is 6,318 households.</u></b></li> <li><b><u>●468 care home with nursing beds and 498 care beds are currently available in 29 settings.</u></b></li> </ul> <p><b><u>3.X Specialist housing for older people comprises four accommodation types</u></b></p> <ul style="list-style-type: none"> <li><b><u>●Housing for older people: social sector sheltered and age-exclusive housing and private sector leasehold retirement housing. This will include schemes, for rent and for sale, with on-site staff support, those with locality-based support services and schemes with no associated support services. (This includes ‘Age Restricted general market housing’ and ‘Retirement living or sheltered housing’ as defined in national planning guidance:)</u></b></li> <li><b><u>●Housing with care: includes extra care schemes, often called ‘assisted living’ in the private sector, with 24/7 care available on-site and housing schemes that offer bespoke care services, even if these are not full on-site 24/7 care, across both the social and private sector. (This is as defined in national planning guidance ‘Extra care housing or housing-with-care’)</u></b></li> <li><b><u>●Residential care: residential accommodation together with personal care, i.e. a care home (as defined in national planning guidance as ‘Residential care homes’).</u></b></li> <li><b><u>●Nursing care: residential accommodation together with nursing care i.e. a care home with nursing (as defined in national planning guidance as ‘Nursing homes’).</u></b></li> </ul>

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		<p>3.X <b><u>The 2014 SHMA provided an indication of annual need for Housing for Older People and Housing with Care as 50 dwellings per annum.</u></b></p> <p><b><u>Move Table 6 to here</u></b></p> <p>3.X <b><u>More recently, Derbyshire County Council have estimated the net additional need for older peoples housing up to 2035:</u></b></p> <p><b><u>Estimated net additional need for older people’s housing 2019 to 2035</u></b></p> <table border="1" data-bbox="546 663 2078 992"> <thead> <tr> <th data-bbox="546 663 763 772"><u>Local Authority</u></th> <th colspan="4" data-bbox="763 663 1424 772"><u>Housing for older people (units)</u></th> <th colspan="4" data-bbox="1424 663 2078 772"><u>Housing with Care (units)</u></th> </tr> <tr> <td data-bbox="546 772 763 957"></td> <th data-bbox="763 772 931 957"><u>Current provision</u></th> <th data-bbox="931 772 1093 957"><u>Net additional need (rent) 2035</u></th> <th data-bbox="1093 772 1254 957"><u>Net additional need (sale) 2035</u></th> <th data-bbox="1254 772 1424 957"><u>Total net additional need 2035</u></th> <th data-bbox="1424 772 1585 957"><u>Current provision</u></th> <th data-bbox="1585 772 1747 957"><u>Net additional need (rent) 2035</u></th> <th data-bbox="1747 772 1908 957"><u>Net additional need (sale) 2035</u></th> <th data-bbox="1908 772 2078 957"><u>Total net additional need 2035</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="546 957 763 992">Chesterfield</td> <td data-bbox="763 957 931 992">2,798</td> <td data-bbox="931 957 1093 992">0</td> <td data-bbox="1093 957 1254 992">281</td> <td data-bbox="1254 957 1424 992">281</td> <td data-bbox="1424 957 1585 992">55</td> <td data-bbox="1585 957 1747 992">277</td> <td data-bbox="1747 957 1908 992">59</td> <td data-bbox="1908 957 2078 992">336</td> </tr> </tbody> </table> <p data-bbox="546 992 1458 1018"><small>Source: Housing and accommodation for an ageing population: a strategic vision for Derbyshire to 2035</small></p> <p>3.X <b><u>The DCC estimation of need for older peoples housing over the period 2019 to 2035 averages at 39 dwellings per annum, with a suggested tenure split of 85% rent 15% sale.</u></b></p> <p>3.17. As well as the need for older peoples housing, the SHMA looked at the needs for registered care (<b><u>Residential Care and Nursing Care</u></b>) and identified potential need of 21 bed spaces per annum for the borough.</p> <p>3.X <b><u>The SHMA figure is in line with the 2019 DCC estimation (Table 9 Housing and accommodation for an ageing population: a strategic vision for Derbyshire to 2035 (DCC 2019)) which averages at 21 bed spaces per annum for Nursing Care but does identify a small surplus of Residential Care bed spaces.</u></b></p> <p><b><u>Estimated net additional need for Residential and Nursing Care beds to 2035</u></b></p>	<u>Local Authority</u>	<u>Housing for older people (units)</u>				<u>Housing with Care (units)</u>					<u>Current provision</u>	<u>Net additional need (rent) 2035</u>	<u>Net additional need (sale) 2035</u>	<u>Total net additional need 2035</u>	<u>Current provision</u>	<u>Net additional need (rent) 2035</u>	<u>Net additional need (sale) 2035</u>	<u>Total net additional need 2035</u>	Chesterfield	2,798	0	281	281	55	277	59	336
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<b>Chesterfield</b>	<b>455</b>	<b>-65</b>	<b>437</b>	<b>343</b>													
MM21		<p data-bbox="539 493 2051 703">3.18. National planning guidance emphasises the need for policy to be viable. Developments should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. The 2018 Viability Study concluded that <b>25% adaptable and accessible housing and</b> up to 20% affordable housing could be delivered in the borough. The proportion of affordable housing the council will seek to negotiate <del>will vary up to a maximum of 20%, and will be informed by</del> <b>is based on</b> the Viability Study evidence and the CIL zones. The zones will be reviewed alongside CIL rates when updated viability evidence is available.</p>															
MM22	Policy LP5	<p data-bbox="539 745 804 778">LP5 Range of Housing</p> <p data-bbox="539 818 2051 922">In order to increase local housing choice, respond to emerging needs and promote the creation of sustainable communities, in new housing developments the council will <del>require</del> <b>seek</b> a range of dwelling types and sizes based on the council's <b>most up to date evidence</b> assessment of local housing needs and <b>the location and</b> characteristics of the site <del>area</del>.</p> <p data-bbox="539 962 775 995"><u>Affordable Housing</u></p> <p data-bbox="539 1035 2051 1139">On sites totalling 10 or more dwellings (including phases of those sites) <del>up to 20% of affordable housing and 25% of adaptable and accessible housing</del>, will be sought by negotiation informed by <b>required in line with</b> the charging zones set in the council's <b>most recently adopted CIL Charging Schedule<sup>1</sup></b>.</p> <table border="1" data-bbox="539 1171 1227 1370"> <thead> <tr> <th data-bbox="539 1171 685 1259"><u>CIL Zone</u></th> <th data-bbox="685 1171 965 1259"><u>% Affordable Housing Required</u></th> <th data-bbox="965 1171 1227 1259"><u>Type of affordable housing</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="539 1259 685 1294"><u>Zero</u></td> <td data-bbox="685 1259 965 1294"><u>0</u></td> <td data-bbox="965 1259 1227 1294"><u>n/a</u></td> </tr> <tr> <td data-bbox="539 1294 685 1329"><u>Low</u></td> <td data-bbox="685 1294 965 1329"><u>5</u></td> <td data-bbox="965 1294 1227 1329"><u>10% Affordable</u></td> </tr> <tr> <td data-bbox="539 1329 685 1370"><u>Medium</u></td> <td data-bbox="685 1329 965 1370"><u>10</u></td> <td data-bbox="965 1329 1227 1370"><u>Home Ownership</u></td> </tr> </tbody> </table>	<u>CIL Zone</u>	<u>% Affordable Housing Required</u>	<u>Type of affordable housing</u>	<u>Zero</u>	<u>0</u>	<u>n/a</u>	<u>Low</u>	<u>5</u>	<u>10% Affordable</u>	<u>Medium</u>	<u>10</u>	<u>Home Ownership</u>			
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		<table border="1" data-bbox="546 280 1227 392"> <tr> <td data-bbox="546 280 685 392"><b>High</b></td> <td data-bbox="685 280 960 392"><b>20</b></td> <td data-bbox="960 280 1227 392"><b>90% Affordable Rent</b></td> </tr> </table> <p data-bbox="546 435 2040 499"><b><u>Where a development seeks a lower proportion or different mix of types/tenures, this will only be done through a viability assessment that demonstrates that particular circumstances exist including (but not limited to):</u></b></p> <ul data-bbox="591 544 2029 756" style="list-style-type: none"> <li data-bbox="591 544 2029 608">• <b><u>development is proposed on unallocated sites of a wholly different type to those used in viability assessment that informed the plan;</u></b></li> <li data-bbox="591 616 1473 647">• <b><u>where further information on infrastructure or site costs is required;</u></b></li> <li data-bbox="591 655 1944 719">• <b><u>where particular types of development are proposed which may significantly vary from standard models of development for sale;</u></b></li> <li data-bbox="591 727 1518 756">• <b><u>significant economic changes have occurred since the plan was adopted.</u></b></li> </ul> <p data-bbox="546 799 2051 863">Subject to site suitability, all affordable dwellings should be built to be adaptable and accessible homes, and within this 10% of the affordable dwellings should be built as wheelchair user homes.</p> <p data-bbox="546 906 1966 970">Any affordable home ownership delivered as part of an affordable housing contribution should be in the form of shared ownership.</p> <p data-bbox="546 1013 2063 1077">Where it is not possible or appropriate to deliver affordable housing on site, a financial contribution will be sought for provision off-site (including for adaptations).</p> <p data-bbox="546 1120 1984 1184">Where the provision of affordable housing would adversely impact on the viability of development, the developer will be required to submit evidence demonstrating this and justifying a lower contribution or alternative tenure mix.</p> <p data-bbox="546 1227 954 1259"><u>Adaptable and Accessible Housing</u></p> <p data-bbox="546 1302 2063 1366"><b><u>The following requirements for adaptable and accessible housing will apply subject to consideration of site suitability, taking account of site specific factors such as vulnerability to flooding and site topography.</u></b></p>	<b>High</b>	<b>20</b>	<b>90% Affordable Rent</b>
<b>High</b>	<b>20</b>	<b>90% Affordable Rent</b>			



Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<ul style="list-style-type: none"> <li>• <b><u>On sites totalling 10 or more dwellings (including phases of those sites) 25% of dwellings should be built to building regulations standard M4(2) (where a site includes affordable housing this should normally be proportionately split between tenures)</u></b></li> <li>• <b><u>Where the council has identified evidence of a specific need for a wheelchair accessible standard M4(3) property (for which the council is responsible for allocating or nominating a person to live in that dwelling) that is relevant to a site, this will be negotiated with the developer and secured by planning obligation, subject to consideration of viability and suitability.</u></b></li> </ul> <p><b><u>Where evidence is submitted to demonstrate that step-free access is not viable or technically feasible due to site-specific factors, there will be no requirement for adaptable and accessible housing (building regulations M4(2) or M4(3)).</u></b></p> <p>Housing for Older People  Proposals for <del>new registered care facilities for</del> <b><u>housing for</u></b> older people will be supported <b><u>permitted on the housing sites on Table 4 where they:</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>contribute to meeting needs identified in the councils most up to date evidence; and</u></b></li> <li>• <b><u>have good access to public transport, and</u></b></li> <li>• <b><u>have good access to health services and facilities.</u></b></li> </ul> <p><b><u>Registered care facilities will not be expected to provide affordable housing on site or as an off-site contribution.</u></b></p> <p><sup>1</sup> <a href="https://www.chesterfield.gov.uk/planning-and-building-control/planning-permission-and-development-management/community-infrastructure-levy.aspx">https://www.chesterfield.gov.uk/planning-and-building-control/planning-permission-and-development-management/community-infrastructure-levy.aspx</a></p>
MM23	Paragraphs 3.20, to 3.24 and table 8	<p>3.20. The Derbyshire Gypsy and Traveller Accommodation Assessment 2014 (GTAA) concluded that Chesterfield Borough has a pitch requirement of 4 over the period 2014 to 2019, with no requirement for the remainder of the plan period. <del>Half</del> <b><u>All</u></b> of this need has been met through planning permissions, <b><u>resulting in a surplus of one pitch.</u></b></p> <p>3.21. The latest government published updated guidance on Planning Policy for Travellers in 2015. This policy takes ‘travellers’ to mean gypsies and travellers and travelling showpeople. This guidance requires local planning authorities to make a</p>

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<p>robust assessment of need for sites for travellers and to identify and update annually a supply of sites to meet pitch targets set to meet the need identified. <del>Sites to address a five year supply are allocated in the Local Plan.</del></p> <p>3.22 The council undertook an exercise to identify potential sites for Gypsy and Traveller sites in late 2017 and early 2018. This considered 46 sites and included public consultation on six. At the end of this process it was concluded that none of the sites met the criteria of being available and suitable.</p> <p><del>Table 8</del></p> <p><del>There is an outstanding need for 2 pitches within the plan period. Based on historic delivery, it is anticipated that this will be delivered via a windfall.</del></p> <p>3.23. In the <del>absence of suitable sites, and in the event of an unanticipated need for a site arising,</del> the Local Plan sets out a criteria-based approach by which planning applications for Gypsy and Traveller sites can be assessed. When considering proposals, the council will take account of the most recent <b>national planning policy for traveller sites</b> including: <b>Government guidance within ‘Planning Policy for Traveller Sites’</b></p> <ul style="list-style-type: none"> <li>• The existing level of local provision and need for sites.</li> <li>• The availability (or lack of) alternative accommodation for the applicants.</li> <li>• Other personal circumstances of the applicant.</li> </ul> <p><del>3.24 The Designing Gypsy and Traveller Sites Good Practice Guide 2008 should also be considered in relation to detailed design.</del></p>
MM24	Policy LP6	<p>LP6 Sites for Travellers</p> <p>Planning permission will be permitted for Traveller pitches <del>on the sites allocated on the Policies Map and as set out in table 8, and also on unallocated land</del> where:</p> <p>a) the site is not located in the Green Belt; <del>or adopted Local Green Spaces;</del></p>

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		<ul style="list-style-type: none"> <li>b) there is no unacceptable impact on the function and purpose of Strategic Gaps, Green Wedges or on wildlife sites or other protected green spaces;</li> <li>c) the site is reasonably accessible to community services and facilities;</li> <li>d) the site provides adequate levels of amenity for users;</li> <li>e) the site can be adequately serviced with drinking water and sewerage disposal facilities;</li> <li>f) the site is of sufficient size to accommodate the proposed number of caravans, vehicles and ancillary work areas as appropriate;</li> <li>g) there is satisfactory boundary treatment to ensure privacy and to maintain visual amenities.</li> <li><del>h) the site is located outside of Flood Zone 3</del></li> <li><del>i) It meets other relevant policies of the Local Plan</del></li> </ul>
Jobs, Centres and Facilities		
MM25	paragraphs 4.8, page 31	4.8. The 2018 Employment Land study recommended that Chesterfield Borough should provide approximately 44 ha of new land for Business and Industrial use between 2018 and 2033 in order to provide sufficient jobs for the borough’s population and wider catchment. <b><u>This requirement figure has been extended to align with the plan period end date of 2035, which results in a total employment land requirement of 50 ha between 2018 and 2035.</u></b>
MM28	Table 9 (page 32)	See <b>Associated Figures, Tables and Diagrams (Proposed Modifications)</b> for the proposed modification.
MM29	Both Tables labelled 12, pages 40-41	Replace both tables. See <b>Associated Figures, Tables and Diagrams (Proposed Modifications)</b> for the proposed modification.
MM30	Table 10 & Policy LP9	<p>[Table 10]</p> <p>Local Centres – <b><u>Sheffield Road</u></b></p> <p>LP9 Vitality and Viability of Centres</p> <p><u>Role of centres</u></p>

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<p>The council will support the role of the town, district, local service centres and local centres in providing shops and local services in safe, accessible and sustainable locations. New <del>retail</del> development within centres shown on the proposals map should make a positive contribution to the centre’s viability and vitality, <b>and</b> be of an appropriate scale</p> <p>To ensure the vibrancy, inclusiveness and economic activity of the borough’s centres, main town centre uses including health, leisure, entertainment, community facilities, sports, offices, art, food and drink, cultural and tourism facilities will be <del>encouraged</del> <b>supported</b>.</p> <p>Within centres and Chesterfield Town Centre Primary Shopping Area (PSA) planning permission will normally be granted for A1 retail uses. <del>For main</del> <b>Main</b> town centre uses other than A1 retail, <b><u>consideration will be given to the extent to which proposals accord with criteria a) to e) below:</u></b> <del>will normally be permitted where they will:</del></p> <ul style="list-style-type: none"> <li><del>a) not overwhelm the retail function of the centre, street or frontage where it is located by having</del> <b>have</b> a detrimental <b>positive</b> impact on vitality and/or viability;</li> <li><del>b) provide active ground floor uses;</del></li> <li><del>c) contribute to an active, well-used and safe environment in the evening with acceptable impacts on residential amenities;</del></li> <li><del>d) cater for a wide public through diversity of leisure and cultural attractions and events;</del></li> <li><del>e) contribute to an appropriate mix of licensed premises; and</del></li> <li><del>f) contribute to efforts to tackle vacant, under-used and derelict buildings within centres, particularly in historic buildings.</del></li> </ul> <p>Within Secondary shopping areas of Chesterfield Town Centre planning permission will normally be granted for any main town centre uses.</p> <p>Residential uses (C3) <del>will normally only</del> be permitted at first floor level and above (with the exception of suitable provision for access) <b>and on appropriate redevelopment sites where it would not undermine the vitality of the centre.</b></p> <p>The Council will support the temporary occupation of empty buildings and cleared sites by creative industries and cultural and community organisations where they contribute to regeneration and enhance the character of the area'.</p> <p>Proposals for comprehensive redevelopment of a centre or part of a centre will be considered where the proposals can</p>

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		demonstrate the community benefits of redevelopment and justify any loss of retail facilities. The provision of new local centres may be considered where a need arises.										
MM31	LP10	<p>LP10 Retail</p> <p>Across the borough, a sequential approach will be used to assess sites for retail and other town centre uses, to focus such development on town, district, local service centres and local centres to meet the requirements of national planning policy.</p> <p>Retail Impact assessments will be required to accompany planning applications for new retail <b>and leisure</b> proposals <b>within that fall outside of</b> Chesterfield Town Centre, Staveley Town Centre and District Centres, <b>Local,</b> and <b>Local Service Centres,</b> in accordance with the NPPF: <b>with the locally set thresholds below:</b></p> <ul style="list-style-type: none"> <li>• Within 500m of Chesterfield Town Centre, for all retail proposals with a floorspace of more than 500 sqm (gross internal floorspace)</li> <li>• Within 500m of Staveley Town Centre and District Centres, for all retail proposals with a floorspace of more than 280 sqm (gross internal floorspace)</li> <li>• Within 500m of Local and Local Service Centres, for all retail proposals with a floorspace of more than 200 sqm (gross internal floorspace)</li> </ul> <table border="1" data-bbox="837 967 1789 1331"> <thead> <tr> <th data-bbox="837 967 1117 1007"><u>Uses</u></th> <th data-bbox="1117 967 1480 1007"><u>Location</u></th> <th data-bbox="1480 967 1789 1007"><u>Threshold</u></th> </tr> </thead> <tbody> <tr> <td data-bbox="837 1007 1117 1331" rowspan="3" style="text-align: center;"><u>Retail and Leisure</u></td> <td data-bbox="1117 1007 1480 1115" style="text-align: center;"><u>Within 500m of Chesterfield Town Centre</u></td> <td data-bbox="1480 1007 1789 1115" style="text-align: center;"><u>500 sq. m or above (gross internal floorspace)</u></td> </tr> <tr> <td data-bbox="1117 1115 1480 1224" style="text-align: center;"><u>Within 500m of Staveley Town Centre and District Centres</u></td> <td data-bbox="1480 1115 1789 1224" style="text-align: center;"><u>280 sq. m or above (gross internal floorspace)</u></td> </tr> <tr> <td data-bbox="1117 1224 1480 1331" style="text-align: center;"><u>Within 500m of Local and Local Service Centres</u></td> <td data-bbox="1480 1224 1789 1331" style="text-align: center;"><u>200 sq. m or above (gross internal floorspace)</u></td> </tr> </tbody> </table>	<u>Uses</u>	<u>Location</u>	<u>Threshold</u>	<u>Retail and Leisure</u>	<u>Within 500m of Chesterfield Town Centre</u>	<u>500 sq. m or above (gross internal floorspace)</u>	<u>Within 500m of Staveley Town Centre and District Centres</u>	<u>280 sq. m or above (gross internal floorspace)</u>	<u>Within 500m of Local and Local Service Centres</u>	<u>200 sq. m or above (gross internal floorspace)</u>
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Chesterfield Borough Local Plan Proposed Modifications – 27 May 2020

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			<table border="1"> <tr> <td data-bbox="835 276 1120 387"></td> <td data-bbox="1120 276 1491 387"> <u>All other locations (not within Town, District or Local Centres)</u> </td> </tr> </table>		<u>All other locations (not within Town, District or Local Centres)</u>	<table border="1"> <tr> <td data-bbox="1491 276 1792 387"> <u>500 sq. m or above (gross internal floorspace)</u> </td> </tr> </table>	<u>500 sq. m or above (gross internal floorspace)</u>	<p>Specific forms of retail use outside Use Class A1 that require large premises such as showrooms, trade counters and wholesale premises, will normally be permitted in the identified retail Parks and may be permitted in other edge or out of centre locations if, due to reasons such as scale and servicing, the use would be unsuitable within a centre. In such cases, conditions will be applied where appropriate to define permissible changes of use and the range and type of goods or services sold.</p> <p>Individual small shops designed to serve local day to day needs will normally be permitted outside defined centres (as shown on the proposals map) subject to consideration of the impact test thresholds set out above.</p> <p>Applications for development that would result in the loss of isolated local shops will be considered under LP11 Social Infrastructure.</p>
	<u>All other locations (not within Town, District or Local Centres)</u>							
<u>500 sq. m or above (gross internal floorspace)</u>								
MM32	Policy LP11	<p>LP11 Social Infrastructure</p> <p>Location of new development</p> <p>Social infrastructure facilities will be permitted in and on the edge of the town, district and local service centres where they are accessible by public transport, walking and cycling, unless they are meeting a specific local need. Opportunities to deliver new or enhanced provision as part of new developments will be maximised, depending on the capacity and suitability of existing services.</p> <p>Co-location of facilities</p> <p>The co-location and multi-use of facilities will be encouraged. Where proposals involve the provision of new or expanded social infrastructure facilities, they should be well related to existing centres and settlements and public transport infrastructure, and should provide high standards of accessibility for all sectors of the community.</p>						

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		<p>Improvement of existing facilities</p> <p>The quality, functionality and accessibility of existing social infrastructure facilities will be improved at sites including Chesterfield Royal Hospital, Walton Hospital and Chesterfield College, so as to allow for their future expansion. Masterplans will be required to accompany proposals to ensure the sustainable and co-ordinated development of the hospital and college sites.</p> <p>The amalgamation and loss of facilities</p> <p>Development will not be acceptable where it includes the change of use, amalgamation of uses or redevelopment of existing local community or recreational facilities, if it would result in the loss of a facility which is required to meet a local need or contributes to the network of facilities throughout the borough unless:</p> <p>a) There is an equivalent facility available in the locality or an equally accessible one is made available prior to the commencement of redevelopment to serve the same need; and</p> <p>b) It can be demonstrated through a viability assessment that the current use is economically unviable and all reasonable efforts have been made to let or sell the unit for the current use over a <b>continuous</b> 12 month period <b>that includes advertisement for let or sale at a realistic price.</b></p>
MM33	Paragraph 5.2	<p>5.2 The appropriate mechanism for delivering infrastructure will vary between developments, but on-site infrastructure that primarily meets the need of the occupants of new development (e.g. landscaping, amenity open space, road access) will normally be dealt with via planning conditions or a Section 106 agreement. Other more strategic infrastructure requirements which are included on the Regulation 123 Infrastructure List will be met via the Community Infrastructure Levy (CIL). The Council's Infrastructure Study &amp; Delivery Plan sets out the Borough's strategic infrastructure requirements over the Local Plan period. The updated Delivery Plan is shown in Appendix A. The CIL charging schedule took effect in Chesterfield on 1<sup>st</sup> April 2016. It sets out the types of eligible development and the rates which will be applied in each charging zone<sup>1</sup>.</p>

<sup>1</sup> Whilst the Community Infrastructure Levy Regulations 2010 (as amended) do not allow CIL Charging Authorities to exert discretion on whether payments should be made, the council has made provision for 'exceptional circumstances relief' and 'payment in kind' under specific circumstances allowed for in the Regulations.

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MM34	Paragraph 5.4	<p>5.4 As Infrastructure requirements are likely to change over time, the Infrastructure Study &amp; Delivery Plan will be updated and reviewed regularly. It provides the starting point for Council to identify its priorities for the Community Infrastructure Levy (known as the CIL Regulation 123 list). Whilst over time the Community Infrastructure Levy may provide significant contributions to infrastructure delivery, the Levy is intended to fill the funding gaps that remain once existing sources of funding have been taken into account. Core public funding will continue to bear the main burden of infrastructure funding. The Levy is intended to fill the funding gaps that remain once existing sources of funding have been taken into account. To ensure efficient and effective negotiation, applicants are advised to engage with the Council and its partners in pre-application discussions to ensure provide clarity over assessments of infrastructure requirements in advance of applications being submitted</p>
MM35	LP12	<p>LP12 Infrastructure Delivery</p> <p>Developer contributions will be used to mitigate the impact of new development and ensure that appropriate infrastructure is in place to support growth. The Borough Council will normally require that on-site infrastructure requirements are met via planning conditions or a Section 106 agreement. Developers will be required to demonstrate that the necessary infrastructure (green, social and physical) will be in place in advance of, or can be provided in tandem with, new development, and where appropriate arrangements are in place for its subsequent maintenance.</p> <p>Where the provision of infrastructure is considered to be a strategic need and is included in the Council's CIL Regulation 123 list then development, if liable, will be required to contribute via the Community Infrastructure Levy (CIL).</p> <p><del>Section 106 contributions will not be sought for infrastructure projects that are included in the Council's CIL Regulation 123 list.</del></p> <p>All infrastructure requirements will be co-ordinated and delivered in partnership with other authorities and agencies.</p> <p>Where new development would result in the loss of existing essential infrastructure, appropriate replacement provision should be provided as part of the new development proposals.</p>
A Changing Climate		
MM36	LP13	<p>LP13 Renewable Energy</p> <p>The Council will support proposals for renewable energy generation particularly where they have wider social, economic and</p>



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		<p>environmental benefits, provided that the direct and cumulative adverse impacts of the proposals on the following assets are acceptable, or can be made so:</p> <ul style="list-style-type: none"> <li>a) the historic environment including heritage assets and their setting;</li> <li>b) natural landscape and townscape character;</li> <li>c) nature conservation;</li> <li>d) amenity – in particular through noise, dust, odour, and traffic generation.</li> </ul> <p>Proposals will be expected to</p> <ul style="list-style-type: none"> <li>I. reduce impact <del>in</del> <u>on</u> the <b>character and appearance of the</b> open countryside by locating distribution lines below ground where possible</li> <li>II. include provision to reinstate the site if the equipment is no longer in use or has been decommissioned</li> <li>III. incorporate measures to enhance biodiversity</li> </ul> <p>Wind Energy</p> <p>Proposals for wind energy development will be supported where they:</p> <p>1) <del>can be demonstrated to be community led or set out</del> <u>are</u> within an area defined as being suitable for wind energy development within an adopted Neighbourhood Plan; <del>and or and</del>  <del>2) are outside areas identified in neighbourhood plans and are community led; and</del>  <del>232)</del> are able to demonstrate, following public consultation, that all material planning impacts identified by affected local communities have been adequately addressed; and  <del>343)</del> meet criteria a) to d) above.</p> <p>In addition to meeting criteria 1. to 3. above, <u>where</u> wind energy development located within the Green Belt <del>will</del> <u>would</u> constitute inappropriate development, <del>and</del> planning permission will <u>not only</u> be granted <del>where</del> <u>unless</u> very special circumstances (as set out in the NPPF) can be demonstrated.</p> <p>Renewable Heat</p>

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		<p>New developments will connect to or be designed for future connection to community heating networks where appropriate. Where no district heating scheme exists or is proposed in the proximity of a major new development, the potential for developing a new scheme on the site should be explored and pursued where feasible. Priority sites for district heating include Staveley and Rother Valley Corridor, Town Centre Northern Gateway, and South of Chatsworth Road.</p> <p>Hydro Power Developments along the river and canal corridors (watercourses) will be expected to investigate the feasibility of using small scale hydro power. Preapplication advice from the Environment Agency is advised.</p>
MM37	Policy LP14	<p>LP14 Managing the Water Cycle</p> <p><u>Flood Risk</u></p> <p>The council will require flood risk to be managed for all development commensurate with the scale and impact of the proposed development, <b>so that developments are made safe for their lifetime without increasing flood risk elsewhere.</b></p> <p>Development proposals and site allocations will:</p> <ul style="list-style-type: none"> <li>a) be directed to locations with the lowest probability of flooding <del>or water resources</del> as required by the flood risk sequential test’;</li> <li>b) <b>be directed to locations with the lowest impact on water resources;</b></li> <li>c) be assessed for their contribution to <b>reducing</b> overall flood risk, taking into account climate change.</li> </ul> <p>Within areas of functional floodplain, development is expected to preserve or enhance the contribution of the area to water management / reducing flood risk.</p> <p>Outside flood zone 1, the redevelopment of previously developed land for uses not allocated in this Local Plan land will be permitted where proposals can demonstrate that:</p>

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		<p>i. the development will deliver the economic, social and environmental regeneration of the borough that outweighs the risk of flooding and reduces flood risk overall;</p> <p>ii. the safety of the development and users from flooding can be achieved and, as a minimum, there will be no increase in on- or off-site flood risk demonstrated through a site-specific flood risk assessment;</p> <p>iii. the proposed uses are compatible with the level of flood risk, and;</p> <p>iv. a sequential approach to the location of uses has been taken within the site itself, including matching the vulnerability of uses to the risk of flooding.</p> <p><u>Improving the drainage network</u></p> <p>The council will seek opportunities to increase the capacity of the floodplain safely, make space for water across the whole borough, and to remove problems from the drainage network, particularly in connection with new development.</p> <p>Sustainable Drainage Systems (SuDS) and clear arrangements for their on-going maintenance over the lifetime of the development should be incorporated into all <del>relevant</del> <b>major</b> development, unless it can be demonstrated that this is not appropriate in a specific location. The council will seek the maximum possible reduction in surface water run-off rates based on the SFRA or most recent national guidance.</p> <p><u>Protecting the Water Environment</u></p> <p>Development proposals will be expected to demonstrate that water is available to support the development proposed and that they will meet the optional Building Regulation water efficiency standard of 110 litres per occupier per day.</p>
Environmental Quality		
MM38	Paragraph 7.3	<p><b><u>7.4 When sites containing 'best and most versatile' agricultural land are developed, current accepted best practice should be followed to better protect the soil resource. The Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (DEFRA 2009) currently provides best practice guidance.</u></b></p>
MM39	Policy LP15	LP15 A Healthy Environment

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		<p>The quality of the environment will be recognised at all levels of the planning and development process with the aim of protecting and enhancing environmental quality.</p> <p>All developments will be required to have an acceptable impact on the amenity of users <del>or</del> <b>and</b> adjoining occupiers, taking into account noise and tranquillity <b>disturbance</b>, dust, odour, air quality, traffic, appearance <b>outlook</b>, overlooking, shading (daylight and sunlight) and glare and other environmental impacts.</p> <p><u>Air Quality</u></p> <p>Where appropriate, development proposals will include an assessment of impact on air quality and incorporate measures to avoid or mitigate increases in air pollution and minimise the exposure of people to poor air quality. Development that would make <b>the air quality in</b> a declared Air Quality Management Area (AQMA) materially worse <b>either in isolation or cumulatively when considered in combination with other planned development</b>, will not normally be permitted.</p> <p>New development will have regard to the measures set out in any Air Quality Action Plan.</p> <p><u>Water Contamination</u></p> <p>Development proposals will be expected to contribute positively to the water environment and its ecology, and should not adversely affect surface or ground water quality, in line with the requirements of the Water Framework Directive</p> <p>Where any such risk exists, developments must include measures to reduce or avoid water contamination and safeguard groundwater supply.</p> <p><u>Soil and Agricultural Land Quality</u></p> <p>Development of "best and most versatile" agricultural land will only be permitted <b>supported</b> where it can be demonstrated that:</p> <p>a) The need for the development clearly outweighs the need to protect such land in the long term; <b>and</b> <del>or</del>,</p>

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		<p>b) <b><u>Other sustainability considerations suggest that the use of the higher quality agricultural land is preferable to the use of poorer quality agricultural land; or</u></b></p> <p>c) In the case of temporary/potentially reversible development (for example, minerals), that the land would be reinstated to its pre-working quality; <del>and,</del></p> <p>d) <del>There are no suitable alternative sites on previously developed or lower quality land</del></p> <p>The Council will require all applications for <b>major</b> development on such land to include realistic proposals to demonstrate that soil resources <del>were</del> <b>will be</b> protected and used sustainably, in line with accepted best practice.</p> <p><u>Unstable and Contaminated Land</u></p> <p>Proposals for development on land that is, or is suspected <del>as of</del> being, contaminated or unstable will only be permitted if <del>the</del> <b>mitigation and/or remediation are feasible</b> to make the land <del>is capable of remediation and</del> fit for the proposed use and shall include:</p> <p>a) a <b><u>phase I land contamination report, including where necessary a land stability risk assessment</u></b> <del>desk top survey</del> with the planning application; <b>and</b></p> <p>b) a phase II <del>study and strategy for</del> <b><u>land contamination report where the phase I report (a) indicates it is necessary, and</u></b></p> <p><b><u>c) and a strategy for any necessary mitigation and/or</u></b> remediation and final validation <del>where the desk top survey (a) indicates remediation may be necessary.</del>, on any full or reserved matters planning applications</p> <p>A programme of <b>mitigation,</b> remediation and validation must be agreed before the implementation of any planning permission on contaminated and/or unstable land. The requirement to undertake this programme will be secured using planning conditions.</p>

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MM40	Policy LP16	<p>LP16 Green Infrastructure</p> <p>Chesterfield borough’s green infrastructure network will be recognised at all levels of the planning and development process with the aim of protecting enhancing, linking and managing the network, and creating new green infrastructure where necessary. Development proposals should demonstrate that they will not adversely affect, or result in the loss of, green infrastructure, unless suitable mitigation measures or compensatory provision are provided.</p> <p>Development proposals should, where <del>appropriate</del> <b>relevant</b>:</p> <p><b>a) Not conflict with the aim and purposes of the Green Belt (as set out in the NPPF); and</b>  <b>b) Not harm the character and function of the Green Wedges and Strategic Gaps; and</b>  <del>a) not harm the character or function of the Green Belt, Green Wedges and Strategic Gaps, and Local Green Spaces shown on the adopted Proposals Map</del>  <b>c) <del>b) e-Enhance</del> connectivity between, and public access to, green infrastructure; and</b>  <b>d) <del>e) (i) Protect and enhance access to the multi-user trails network as shown on the Policies Map; and (ii) Protect and</del> increase the opportunities for cycling, walking and horse riding; and</b>  <b>e) <del>f) Enhance</del> the multi-functionality of the Borough’s formal and informal parks and open spaces; and</b>  <b>f) <del>e) Protect or enhance</del> Landscape Character; and</b>  <b>g) <del>f) i) Increase</del> tree cover in suitable locations in the borough to enhance landscape character, amenity and air quality; and</b>  <b>h) <del>g) Where</del> new green infrastructure is proposed, there must be clear funding and delivery mechanisms in place for its long term management and maintenance, prior to the development commencing.</b></p> <p><b>Where necessary and appropriate</b> <del>D</del> <b>d</b> development will be expected to make a contribution through <u>planning obligations</u> or CIL towards the establishment, enhancement and on-going management of green infrastructure by contributing to the development of a strategic green infrastructure network within Chesterfield Borough.</p> <p><del>The council will require with planning applications the submission of ecological surveys and assessments of the biodiversity and geological value of sites proportionate to the nature and scale of the development.</del></p>
MM41	Policy LP17	LP17 Biodiversity, Geodiversity and the Ecological Network

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		<p>The Council will expect development proposals to: -</p> <ul style="list-style-type: none"> <li>• protect, enhance and contribute to the management of the borough’s ecological network of habitats, <b><u>protected and priority</u></b> species and sites of international, national and local importance (statutory and non-statutory), including sites that meet the criteria for selection as a local wildlife site or priority habitat; and</li> <li>• avoid <del>and</del>/or minimise adverse impacts on biodiversity and geodiversity; and</li> <li>• provide a net measurable gain in biodiversity.</li> </ul> <p>This should be secured using planning conditions and obligations by:</p> <ol style="list-style-type: none"> <li>i) The provision of new, restored and enhanced habitats and links between habitats that make a positive contribution to the coherence of ecological networks; and</li> <li>ii) promoting the recovery of protected species and species identified as a priority in the Local Biodiversity Action Plan (or subsequent equivalent evidence).; <b><u>and</u></b></li> <li>iii) <b><u>the retention of existing features of ecological value.</u></b></li> </ol> <p>If significant harm to biodiversity resulting from a development cannot be avoided, or through conditions or planning contributions adequately mitigated, or, as a last resort, compensated for (including off-setting), then planning permission will be refused.</p> <p>Sites of International and National Importance</p> <p>Where a site of designated international importance would be adversely affected (either individually or cumulatively) by a development within the Borough, permission will be refused unless it has been demonstrated that there are no other alternatives;_ or there are imperative reasons of overriding public interest;_ and that compensatory measures will be provided to ensure the overall coherence of the network of sites is protected. Where the impact of a development (either individually or cumulatively) within the Borough, on a site of designated national importance (such as SSSIs) would be adverse, permission will be refused unless the benefits of the development would demonstrably outweigh both the impacts that it is likely to have on the features of the site that make it of national importance and any broader impacts;_ and a</p>

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		<p>suitable compensation/off-setting strategy has been secured with planning conditions or obligations.</p> <p>Sites of Local Importance</p> <p>Development proposals resulting in the loss or deterioration (including fragmentation) of sites of local importance (such as Local Wildlife Sites and priority habitats) will not normally be permitted, unless the need for, and benefits of, the development in that location demonstrably outweigh the loss or harm and a suitable compensation/off-setting strategy has been secured with planning conditions or obligations</p> <p>Irreplaceable Habitats</p> <p>Development proposals resulting in the loss or deterioration (including fragmentation) of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) will be refused, unless there are wholly exceptional reasons and the need for, and <b>public</b> benefits of, the development in that location demonstrably outweigh the loss or harm, and a suitable compensation/offsetting strategy has been secured with planning conditions or obligations.</p> <p><del>The council will require the submission with planning applications of ecological surveys and assessments of the biodiversity and geological value of sites as set out in a list of local requirements.</del></p> <p><b><u>The Council will require the submission with planning applications of ecological surveys and assessments of the biodiversity, ecological and geological value of sites, where this is clearly justified, including as set out in a local list of validation requirements. This includes where development could have a significant impact on biodiversity, geodiversity and the ecological network. The surveys and assessments should be proportionate to the nature and scale of proposed development and its likely impact on biodiversity, geodiversity and the ecological network.</u></b></p>



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MM42	Paragraph 7.16	<p>7.16 Open space, play provision and sports facilities are important elements of both green infrastructure and social infrastructure, enabling healthy lifestyles and positive community relationships. <b><u>Open Space for the purposes of the Plan is taken to mean all open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.</u></b></p>
MM43	Policy LP18	<p>LP18 Open Space, Play Provision, Sports Facilities and Allotments</p> <p>Where <b><u>proposed development would result in a need for new open space and outdoor sports facilities and/or exacerbate existing deficiencies in provision</u></b> a need is identified, development must contribute to public open space, sports facilities and play provision in accordance with the Council’s adopted standards <b><u>as set out in Appendix B of the Local Plan and in line with the following requirements:</u></b></p> <ul style="list-style-type: none"> <li>a) On-site in a suitable location taking account of accessibility wherever possible; or</li> <li>b) Where on site provision is not feasible or suitable, as a financial contribution to the creation of a new facility off-site or the upgrading and improvement of an existing facility, secured by planning obligation or CIL; <del>and</del> <b><u>or</u></b></li> <li>c) <b><u>Where new public open space is to be provided on site, As</u></b> multifunctional, fit for purpose space that supports local communities health and wellbeing and activity levels and the ecological network; <del>and</del></li> </ul> <p>Contributions to off-site provision will be secured through CIL and /or S106 agreements <u>as appropriate.</u></p> <p>On site provision will be incorporated into development proposals with suitable management and maintenance arrangements secured through S106 agreements.</p>

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		<p>Planning permission will not be granted for development which would have a negative impact on, or result in the loss of, open space, play provision and/or sports facilities unless:</p> <ul style="list-style-type: none"> <li>i. The site is clearly surplus to requirements and the land is not needed or is not suitable to meet a deficiency in a different type of open space provision; or</li> <li>ii. Equivalent or better alternative open space provision in terms of quantity, quality and accessibility <del>can</del> <b>will</b> be provided on a replacement site; or</li> <li><del>iii. The loss of the open space will enable the enhancement of the existing open space network serving the locality affected, in a manner that will result in material planning benefits in terms of increased public health and well-being or other ecosystem services that demonstrably outweigh the loss of open space;</del></li> <li><del>iv. The site is unallocated and its loss or development would not detract from visual amenity and local character, and it is not a community facility</del></li> <li><b>iii. <u>the development is for alternative sports and/or recreational provision, the benefits of which clearly outweigh the loss of the current or former use.</u></b></li> </ul>
MM44	Policy LP19	<p>LP19 Chesterfield Canal</p> <p>The council will safeguard the route of Chesterfield Canal as shown on the policies map. Development which prejudices the existing character of and/or the future potential for the improvement and enhancement of the Chesterfield Canal, including public access, environment and recreation, will not be permitted.</p> <p>Proposals for development associated with the recreation and leisure potential of the canal will be permitted close to its route provided that they do not have an adverse impact on habitats, the environment or public health and accord with other relevant policies of the plan.</p> <p>Where new development, including infrastructure, is proposed adjacent to the canal, it will be required to conserve and enhance the route of the canal, including restoring the canal along its original route wherever possible. New developments should include provision for safe and convenient walking and</p>

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		<p>cycling access to the canal.</p> <p>On land at Staveley Basin, as shown on the policies map, and subject to an approved masterplan for the whole site, <b>the council will support</b> <del>planning permission will be granted</del> <b>applications that assist in the delivery of</b> <del>for development that delivers:</del></p> <ul style="list-style-type: none"> <li>• An events area adjacent to the canal; and</li> <li>• Moorings and facilities for visiting boats; and</li> <li>• A mix of uses including residential (C3) <b>(as set out in policy LP4, site H21)</b>, food and drink uses (A3 and A5), and/or business and light industrial use (B1(a) and B1(b))</li> </ul>
MM45	Policy LP20	<p>LP20 River Corridors</p> <p>Development which prejudices the existing <b>biodiversity, ecological value and</b> character of and/or the future potential for the improvement and enhancement of the environment <b>and character of the rivers corridors</b> as shown on the policies map, including <b>biodiversity, habitat connectivity,</b> public access and recreation <del>as shown on the proposals map,</del> will not be permitted.</p> <p><b><u>New development proposals on or adjacent to a river corridor should investigate the creation, and management, of ecological buffer strips and corridors to preserve and enhance the biodiversity of the area.</u></b></p> <p>New development proposals on or adjacent to a river corridor should <b>also</b> include provision for safe and convenient walking and cycling access wherever possible.</p> <p><del>Planning applications permission will be granted supported for proposals that result</del> <b>Proposals for</b> in the removal or enhancement of existing weirs to allow for improved fish passage, and for hydroelectric power schemes <b>will be supported</b> subject to the provisions above and other relevant policies of the plan.</p>
Design and the Built Environment		
MM46	Policy LP21	<p>LP21 Design</p> <p>All development should identify <b>and</b>, respond <b>positively</b> to <del>and integrate with</del> the character of the site and surroundings and respect the local distinctiveness of its context. <b>The Council will support outstanding or innovative designs which promote high</b></p>

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		<p><b><u>levels of sustainability, or help raise the standard of design more generally in an area, provided that they complement the character and appearance of their surroundings.</u></b></p> <p>All development will be expected to:</p> <ul style="list-style-type: none"> <li>a) promote <del>innovative forms and</del> <b>good building</b> designs that positively contributes to the distinctive character of the borough, enriches the quality of existing places and enhances the quality of new places;</li> <li>b) respect the character, form and setting of the site and surrounding area by virtue of its function, appearance and architectural style, landscaping, scale, massing, detailing, height and materials;</li> <li>c) be at a density appropriate to the character of the area whilst not excluding higher densities in and close to <b><u>designated local, district and town</u></b> centres;</li> <li>d) contribute to the vitality of its setting through the arrangement of active frontages, accesses, and functions, including servicing;</li> <li>e) ensure that the interface between <b><u>building plots and streets and also the boundaries of development sites</u></b> <del>development boundaries</del> and their surroundings are attractive and take account of the relationship between public and private spaces;</li> <li>f) provide appropriate connections both on and off site, including footpath and cycle links to adjoining areas to integrate the development with its surroundings;</li> <li>g) provide adequate and safe vehicle access and parking;</li> <li>h) provide safe, convenient and attractive environment for pedestrians and cyclists;</li> <li>i) preserve or enhance the landscape character and biodiversity assets of the borough;</li> <li>j) be designed to be adaptable and accessible for all;</li> <li>k) have an acceptable impact on the amenity of users and neighbours;</li> <li>l) be designed to be safe and secure and to create environments which reduce the potential for crime;</li> </ul>

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		<p>m) minimise the impact of light pollution</p> <p>n) <b><u>be able to withstand any long-term impacts of climate change</u></b></p> <p><u>Reducing Emissions</u></p> <p>All <del>Major</del> development should, as far as <b><u>is feasible and financially viable</u></b> possible, contribute towards the reduction of <b><u>minimise CO2 emissions during construction and occupation</u></b>, and <b><u>also maximise both the use of and the generation of renewable energy</u></b>.</p> <p>Planning applications for <b><u>major</u></b> new development should be accompanied by a statement <b><u>(as part of or in addition to a design and access statement)</u></b> which sets out how the development <b><u>would do this in terms of:</u></b></p> <ul style="list-style-type: none"> <li><b><u>i. following the steps in the energy hierarchy by seeking to use less energy, source energy efficiently, and make use of renewable energy before efficiently using fossil fuels from clean technologies:</u></b></li> <li><b><u>ii. optimising the efficient use of natural resources;</u></b></li> <li><b><u>iii. reducing emissions through orientation and design.</u></b></li> </ul> <p><del>i. makes effective use of resources and materials through sustainable design and construction</del>  <del>ii. minimises water use and provide for waste reduction and recycling</del>  <del>iii. uses an energy hierarchy that seeks to use less energy, source energy efficiently, and make use of renewable energy</del>  <del>iv. is sited and designed to withstand the long term impacts of climate change</del></p> <p><b><u>When considering the feasibility and viability of reducing emissions and also use of renewable energy in any major development, the Council will take into account matters such as the development’s scale and nature, its operational requirements, any site-specific constraints and also the need to meet other planning policy requirements.</u></b></p> <p>The Council will consider the extent to which sustainability has informed the design of proposals, taking account of:</p> <ul style="list-style-type: none"> <li>• Impact on viability</li> </ul>

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<ul style="list-style-type: none"> <li>• Scale and nature of development</li> <li>• Operational requirements of the proposed use</li> <li>• Site specific constraints</li> <li>• The need to meet other planning policy requirements</li> </ul> <p><u>Percent for Art</u> For major developments with a value in excess of £1 million, the council will seek to negotiate a scheme of public artwork, subject to consideration of the impact on the viability of the development, secured by planning obligations and/or conditions where necessary.</p> <p><b><u>On major developments, the council will encourage developers to incorporate public art on site into structures and public spaces where reasonable.</u></b></p>
MM47	Policy LP22, p. 71	<p><b>LP22 Historic Environment</b></p> <p><b><u>In assessing the impact of a proposed development on the significance of a designated heritage asset,</u></b> the Council will <b><u>give great weight to the conservation of designated heritage assets and their setting</u></b> protect the historic environment and heritage assets throughout the borough and seek to enhance them wherever possible.</p> <p><u>In order to ensure that All-new development must conserve or enhances</u> <b><u>the significance of designated and non-designated heritage assets and their settings</u></b> the local character and distinctiveness of the area in which it would be situated, <b><u>the council will:</u></b></p> <p>The council will do this through:</p> <ol style="list-style-type: none"> <li>a) <b><u>Apply</u></b> a presumption against development that would unacceptably detract from views of St Mary’s Church (The Crooked Spire) by virtue of its height, location, bulk or design;</li> <li>b) <del>the protection of</del> <b><u>the significance of</u></b> Designated Heritage Assets and their settings including Conservation Areas, Listed Buildings, Scheduled Monuments and Registered Parks and Gardens;</li> </ol>

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<p>c) <del>the use of</del> Conservation Area Appraisals and associated Management Plans to ensure the conservation or enhancement of the individual character of each of the borough’s conservation areas;</p> <p>d) <del>the identification</del> <b>identify</b> and, where appropriate, protection of important archaeological sites and historic environment features;</p> <p>e) <del>the identification</del> <b>identify</b> and, where appropriate, protection of non-designated heritage assets of local significance, set out in and referred to as The Local List;</p> <p>f) <del>Enhancing</del> <b>enhance</b> the character and setting of Queens Park, Chesterfield Market Place, the Hipper River Valley, Chesterfield Canal and locally important Historic Parks and Gardens.</p> <p>g) <del>Requiring development proposals within the Town Centre Historic Core to be accompanied by appropriate levels of archaeological assessment</del> <b><u>within the Town Centre Core and other areas of archaeological significance, require relevant development proposals to demonstrate careful appropriate consideration of archaeological impact.</u></b></p> <p><b><u>Where a development is likely to result in harm to, or a degree of loss of the significance of designated heritage assets and/or their setting, planning applications should be accompanied by an assessment evidence that sets out:</u></b></p> <ol style="list-style-type: none"> <li>1. <b><u>a description of the significance of the affected assets and their setting and an assessment of the nature and degree of impact on this;</u></b></li> <li>2. <b><u>an evaluation of how harm or loss would be avoided, minimised or mitigated; and</u></b></li> <li>3. <b><u>a clear and convincing justification for the development and the resulting harm or loss.</u></b></li> </ol> <p><b><u>Development that would result in substantial harm to or total loss of significance to a designated heritage asset will not be permitted unless:</u></b></p> <p><b><u>Either:</u></b></p> <ol style="list-style-type: none"> <li>i) <b><u>it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss;</u></b></li> </ol> <p><b><u>or all of the following apply:</u></b></p> <ol style="list-style-type: none"> <li>ii) <b><u>the nature of the heritage asset prevents all reasonable uses of the site; and</u></b></li> </ol>

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification								
		<p>iii) <u>no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and</u></p> <p>iv) <u>conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and</u></p> <p>v) <u>the harm or loss is outweighed by the benefit of bringing the site back into use.</u></p> <p>The council will consider the use of measures including Article 4 directions and Local Development Orders where they are appropriate to ensure the conservation and enhancement of heritage assets.</p> <p>The council has a presumption in favour of retaining <b>non- designated</b> heritage assets on The Local List. Development that involves substantial harm or loss of a non-designated heritage asset will <del>not be acceptable unless it can be demonstrated that</del> <u>be assessed as part of a balanced judgment which considers whether:</u></p> <table border="1" data-bbox="546 817 1697 999"> <tr> <td data-bbox="546 817 600 855">i</td> <td data-bbox="600 817 1697 855"><u>Whether or not</u> the asset is structurally unsound and poses a safety risk;</td> </tr> <tr> <td data-bbox="546 855 600 893">ii</td> <td data-bbox="600 855 1697 893"><del>it is unviable to repair</del> <u>the viability of repairing</u> or maintaining the asset;</td> </tr> <tr> <td data-bbox="546 893 600 932">iii</td> <td data-bbox="600 893 1697 932"><u>whether or not</u> alternative uses have been fully explored;</td> </tr> <tr> <td data-bbox="546 932 600 999">iv</td> <td data-bbox="600 932 1697 999"><u>whether or not the proposal</u> <del>it</del> would have wider social, economic or environmental benefits as part of a masterplanned regeneration scheme</td> </tr> </table> <p>Where a proposal that involves unavoidable harm or loss of a <b>non-designated</b> heritage asset on The Local List meets the criteria above, the council will seek a replacement development <u>which is of an equivalent standard of design to the non-designated heritage asset</u> of a similar quality, <u>and</u> where possible retaining <u>retains</u> the features of the <b>non-designated</b> heritage asset.</p> <p><u>In the exceptional circumstances where loss or partial loss of designated or non-designated heritage asset</u> <del>Where the council is satisfied that the loss of heritage assets (both designated and non-designated) is considered to be justified, the council will require the developer to have the asset surveyed and recorded by a suitably qualified professional prior to the development commencing, and the records made publically available.</del> <u>in advance of any alterations, demolition or groundwork. The surveying and recording will be required to be carried out in a manner proportionate to the importance of the asset and the</u></p>	i	<u>Whether or not</u> the asset is structurally unsound and poses a safety risk;	ii	<del>it is unviable to repair</del> <u>the viability of repairing</u> or maintaining the asset;	iii	<u>whether or not</u> alternative uses have been fully explored;	iv	<u>whether or not the proposal</u> <del>it</del> would have wider social, economic or environmental benefits as part of a masterplanned regeneration scheme
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		<b><u>impact of the development. A report detailing the investigation should be made publicly available and deposited through Derbyshire’s Historic Environment Record as a minimum.</u></b>
Travel and Transport		
MM48	LP23	<p>LP23 Influencing the Demand for Travel</p> <p>To reduce congestion, improve environmental quality and encourage more active and healthy lifestyles, the Council will seek to maximise walking, cycling and the use of public transport through the location and design of development and parking provision. Priority will be given to measures to encourage more sustainable travel choices.</p> <p>To secure this aim, the council will expect development proposals to demonstrate the following <del>(in order of priority)</del> <b><u>in order of priority</u></b>:</p> <ul style="list-style-type: none"> <li>a) site specific and area wide travel demand management (measures to reduce travel by private car and incentives to use walking, cycling and public transport for appropriate journeys, including <del>intensive travel</del> <del>b) planning</del>);</li> <li><del>e) b)</del> improvements to walking and cycling facilities and public transport services that are provided early in the build out period of new developments and that are sufficient to encourage sustainable modes of transport;</li> <li><del>d) c)</del> optimisation of the existing highway network to prioritise walking, cycling and public transport <del>that are provided early in the build out period of new developments, such as measures to prioritise the needs of pedestrians above the car and improved or new cycle and bus lanes</del> <b><u>such as measures to prioritise the needs of pedestrians above the car and improved or new cycle and bus lanes, provided early in the build out period of new developments</u></b>; and</li> <li><del>d e)</del> <b><u>mitigation including</u></b> highway capacity enhancements <del>to deal with residual car demand</del> where the initiatives required under points (a) to (c) above are insufficient to avoid significant <b><u>impacts from the development on the transport network in terms of capacity and congestion</u></b> <del>additional car journeys.</del>; and</li> <li><del>e f)</del> Provision of opportunities for charging electric vehicles where appropriate.</li> </ul> <p>The impacts of any remaining traffic growth expected, shall be mitigated through physical improvements to the highways network where necessary, to ensure that development has an acceptable impact on the functioning and safety of the highway network.</p> <p><b><u>Development proposals will not be permitted where they would have an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.</u></b></p>

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		<p>The level of <b>vehicle and cycle</b> parking provision appropriate to any individual proposal will take into account the circumstances of the particular scheme, including in particular:</p> <ol style="list-style-type: none"> <li>i. The size of <del>the</del> <b>any</b> dwellings proposed.</li> <li>ii. The type, mix and use of the development.</li> <li>iii. The proximity of facilities such as schools, shops or employment.</li> <li>iv. The availability of and capacity for safe on-street and public car parking in the area.</li> <li>v. Proximity to and availability of public transport and other sustainable transport options.</li> <li>vi. The likelihood that any existing on-street parking problems <b><u>in terms of highway safety, congestion, pedestrian and cyclist accessibility and amenity</u></b> will be made worse.</li> <li>vii. Local car ownership levels</li> </ol> <p><b><u>Cycle parking, where provided as part of new development, should be located to ensure safe, secure and convenient access, with weather protection where possible. The council will prepare an SPD to provide further practical guidance on planning for walking and cycling within new development.</u></b></p> <p><del>All residential proposals with off-street parking provision dedicated to individual properties should include provision for charging electric vehicles on each property. Residential and commercial proposals with shared provision should include spaces with charging provision where practical.</del></p> <p>Any necessary mitigation measures should be set out in development proposals, including within Transport Statements, Transport Assessments and Travel Plans where these are required, and secured through conditions and/or legal agreements.</p> <p>Priority areas for combinations of sustainable transport measures and highways improvements will be:</p> <ul style="list-style-type: none"> <li>• The A61 Corridor</li> <li>• The A619 Chatsworth Road</li> <li>• The A619 corridor through Brimington and Staveley</li> </ul>

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		<ul style="list-style-type: none"> <li>• Chesterfield Town Centre</li> <li>• Access to Chesterfield Railway Station</li> </ul> <p>For masterplanned or phased developments, provision for the monitoring of traffic impact and mitigation of identified problems will be made through the use of legal agreements.</p>
Regeneration Priority Areas		
MM49	Policy	<p>RP1 Regeneration Priority Areas</p> <p>Within the RPA boundary as shown on the Policies Map, <b>for major developments</b> the Council will expect a masterplanned approach to deliver sustainable high-quality residential development, <del>enhanced community facilities</del>, respecting the constraints of the area and sensitive to the adjoining open countryside and existing residential communities.</p> <p>Masterplans are expected to investigate the potential to, and support projects that, improve the quality of the area and the existing housing stock through refurbishment and/or redevelopment.</p> <p>Within the RPA boundaries as shown on the policies map, the Council will grant planning permission for development which supports regeneration and where it would:</p> <ul style="list-style-type: none"> <li>a) Extend the type, tenure and quality of housing; <b>and</b></li> <li>b) Deliver environmental and biodiversity benefits; <b>and</b></li> <li>c) <del>Provide additional community facilities</del> <b>Support or enhance existing services and community facilities; and</b></li> <li>d) Provide <b>recruitment</b>, training and <b>procurement to benefit the local economy (via a Local Labour Agreement in line with PolicyLP7), with the priority being to maximise training and</b> employment opportunities <del>to</del> <b>for existing residents of the RPA within which the development is located</b>, by entering into a Local Labour Agreement; <b>and</b></li> <li>e) Increase trees and tree groups to enhance landscape character; <b>and</b></li> <li><b>(f) Have an acceptable impact on the wider highway network (taking account of cumulative effects of other developments within the RPAs) and provide any necessary mitigation.</b></li> </ul> <p><del>The level of housing growth for each RPA may be exceeded if the landscape, infrastructure and highways impacts (including cross-boundary impacts) are acceptable and if the additional growth is needed to secure regeneration benefits as demonstrated through a viability appraisal.</del></p>

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		<p>Within the Barrow Hill Regeneration Priority Area, development is expected to:</p> <ul style="list-style-type: none"> <li>i. Deliver <del>approximately</del> <b>a minimum of 35 50</b> new homes <b>on site H20; and</b></li> <li>ii. <del>Conserve or enhance the character or setting of heritage assets</del> <b>Promote design that positively contributes to the surrounding area and conserves or enhances the significance of heritage assets including Barrow Hill Conservation Area; and</b></li> <li>iii. Support the activities of Barrow Hill Roundhouse as a visitor attraction and centre for employment; <b>and</b></li> <li>iv. Provide safe and convenient walking and cycling connections to New Whittington, heritage assets at Chesterfield Canal, and the Staveley and Rother Valley Corridor.</li> </ul> <p>Within the Duckmanton Regeneration Priority Area, development is expected to:</p> <ul style="list-style-type: none"> <li>i. Deliver <b>a minimum of</b> <del>approximately</del> <b>310 400</b> new homes <b>on sites H26 and H34; and</b></li> <li>ii. Provide safe and convenient walking and cycling access to job opportunities at Markham Vale; <b>and</b></li> <li>iii. Provide safe and convenient walking and cycling connections to Poolsbrook and Poolsbrook Country Park; <b>and</b></li> <li>iv. Promote <del>building</del> design that positively contributes to the surrounding area and <b>conserves or enhances the significance of</b> heritage assets including <b>Poplar Farmhouse</b>, Duckmanton Model Village and Long Duckmanton; <b>and</b></li> <li>v. Deliver highway and pedestrian improvements at Tom Lane and Duckmanton Road.</li> </ul> <p>Within the Holme Hall Regeneration Priority Area, development is expected to:</p> <ul style="list-style-type: none"> <li>i. Deliver <b>a minimum of</b> <del>approximately</del> 300 new homes <del>(as allocated on site XX in table XX)</del> <b>on site H33 in line with the adopted masterplan; and</b>                      Deliver a sustainable high quality residential development                      Support the existing services and community facilities on offer in and around the local service centre</li> <li>ii. Provide safe and convenient walking and cycling connections to Linacre Road, Wardgate Way (Local Service Centre) and the Holmebrook Valley Park and Trail; <b>and</b></li> <li>iii. Provide an appropriate buffer and boundary treatment to minimise and mitigate any adverse impacts upon the Ashgate Plantation Local Wildlife Site.</li> </ul> <p>Within the Mastin Moor Regeneration Priority Area, development is expected to:</p>

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		<ul style="list-style-type: none"> <li><del>i. Deliver 400 new homes</del></li> <li><b>i. Deliver up to 670 new homes on sites H1, H6 and H35; and</b></li> <li>ii. Provide safe and convenient walking and cycling access to job opportunities at Markham Vale, the community garden and Norbriggs <b>and Woodthorpe</b> Primary Schools; <b>and</b></li> <li>iii. Provide a new Local Centre with additional community facilities and the opportunity for provision of health facilities; <b>and</b></li> <li>iv. Provide safe and convenient walking and cycling connections to the surrounding rights of way network, including connections to The Cuckoo Way and Chesterfield Canal; <b>and</b></li> <li>v. Promote design that positively contributes to the surrounding area, <del>responding to and reflecting local</del> <b>conserves or enhances the significance of</b> heritage assets <del>in the design and location of new buildings where relevant, including the historic</del> <b>former</b> pumping engine and tramway; <b>and</b></li> <li>vi. Deliver a new and/or improved pedestrian and cycle crossing over the A619; <b>and</b></li> <li>vii. Protect and enhance the setting of and access to the community garden; <b>and</b></li> <li>viii. Minimise visual impact on the ridgelines along Worksop Road and Woodthorpe Road; <b>and</b></li> <li>ix. Provide a defined edge of development and a clear break to prevent continued coalescence and extension of ribbon development along Worksop Road; <b>and</b></li> <li>x. Maintaining the distinct identities and settings of Mastin Moor and Woodthorpe through the use of landscaping and open space.</li> </ul> <p>Within the Poolsbrook Regeneration Priority Area, development is expected to:</p> <ul style="list-style-type: none"> <li>i. <del>Deliver 100</del> <b>a minimum of approximately 175</b> new homes <b>on site H31; and</b></li> <li>ii. Provide safe and convenient walking and cycling access to job opportunities at Markham Vale; <b>and</b></li> <li>iii. Provide safe and convenient walking and cycling connections to the surrounding rights of way network, including connections to Duckmanton and Poolsbrook Country Park; <b>and</b></li> <li>iv. <del>Conserve or enhance the heritage assets</del> <b>Promote design that positively contribute to the surrounding area and conserves or enhances the significance of heritage assets including</b> the surviving buildings of the Model Village <del>and their setting.</del></li> </ul>
Strategic Sites and Locations		
MM50	Paragraph 11.4	11.4. In 2015, the borough council approved an updated Town Centre Masterplan for Chesterfield. <b><u>Whilst not having formal status as a Development Plan Document or SPD, the masterplan</u></b> <del>The masterplan</del> sets out a long-term vision for Chesterfield

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		Town Centre <b>and is a material consideration in determining planning applications within the town centre. The masterplans vision is for the town centre</b> to be:
MM50	Following paragraph 11.6	Insert plan showing location of Town Centre Masterplan Character Areas including Spire Neighbourhood. See <b>Associated Figures, Tables and Diagrams (Proposed Modifications)</b> for the proposed modification.
MM51	Paragraph 11.7 & 11.8	<p>11.7 As a result of changes to the retail market generally and the large foodstore sector in particular, the council has chosen not to progress <b>the retail led scheme previously proposed by Wilson Bowden within the Northern Gateway area</b> <del>the development of the previously proposed Northern Gateway scheme (which was to have been a foodstore and retail led, mixed use extension of Chesterfield Town Centre) at this time. However</del> <b>The Northern Gateway has instead been progressed through</b> <del>the council has invested in replacing the aging Saltergate Multi Storey Car Park (currently under construction) and is committed to building a new enterprise centre at Holywell Cross (</del><b>construction of which is expected to start in early 2020.</b> The site still presents the key opportunity for any further physical expansion of the retail offer of Chesterfield Town Centre.</p> <p>11.8. In bringing these sites forwards for development the council will use a combination of masterplans, site-specific planning briefs, SPD's and Outline Planning Applications, with reference to other relevant policies of the Plan including <b>CS15LP9, CS16LP2 and CS19LP22.</b></p>
MM52	Policy SS1	<p><b>SS1 Chesterfield Town Centre</b></p> <p>Subject to <del>policy LP9</del> <b>other relevant policies of the plan, the council will support planning applications that planning permission will be granted for development that</b> contributes towards:</p> <ol style="list-style-type: none"> <li>Protecting and enhancing the centre's sub-regional and local role in providing <b>housing,</b> employment, services, leisure, cultural venues and retail</li> <li>Supporting the objectives of Chesterfield town centre masterplan</li> <li>Economic development and community safety by providing a diverse range of uses including retail, office, community facilities, leisure and food and drink uses</li> <li>Conserving and enhancing the historic character of the centre and the role of the Historic Market and Market Hall</li> <li>Improving accessibility between the centre and surrounding areas, including Chesterfield Railway Station, Waterside, Queen's Park, Chesterfield College and Ravenside Retail park</li> <li>Enhancing walking, cycling and public transport provision</li> </ol>

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		<p>g) Maintaining the overall level of provision of public car parking; new off street car parking will usually only be permitted when justified through a transport assessment or travel plan</p> <p>h) Reducing through traffic</p> <p>i) Enhancing the range and quality of residential uses within Chesterfield town centre</p> <p><b>j) <u>Undertaking appropriate assessment, evaluation and, if necessary, recording of archaeological remains within the Town Centre Historic Core (as set out on the policies map).</u></b></p> <p>Outside of the Town Centre <del>Primary and Secondary Shopping Areas, District and Local Centre areas</del> as shown on the policies map and set out in policy LP9, planning permission will not normally be granted for new retail uses (A1) other than small shops as set out in policy LP10. Planning permission will normally be granted for other main town centre uses, <b>including</b> B1(a) offices, health and education uses subject to the other policies of this plan.</p> <p>Northern Gateway</p> <p>Land between Newbold Road/Holywell Street and Saltergate, as shown on the policies map, will be safeguarded for the future expansion of Chesterfield Town Centre.</p> <p>Within this area, planning permission will only be granted for proposals that enhance and support the centre’s sub regional role in providing <b>housing</b>, employment, services, leisure and retail and where they can demonstrate that they would not prejudice the future development of the site</p> <p>Spire Neighbourhood</p> <p><del>Planning permission will be granted</del> <b>Proposals will be supported</b> for new residential development <b>on land to the east of between St Mary’s Gate and to the west of the A61 and to the north of Holywell Street and south of Brewery Street, subject to other relevant policies of the plan. Where development within this area results in the loss of public car parking, the effect of this on the viability of Chesterfield Town Centre should be assessed, and if necessary compensatory parking provided</b> elsewhere within or closely related to Chesterfield Town Centre.</p>

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MM53	Policy SS2	<p><b>SS2 CHATSWORTH ROAD CORRIDOR</b></p> <p><u>Development proposals will be supported where they</u> <del>Planning permission will only be granted for development that contributes towards:</del></p> <ul style="list-style-type: none"> <li>a) The vitality and viability of Chatsworth Road district centre</li> <li>b) Improving the West Bars gateway to Chesterfield town centre.</li> <li>c) Strengthening the links between the land south of Chatsworth Road with the Chatsworth Road district centre and surrounding communities.</li> <li>d) Providing a new variety of uses that will create a mixed, sustainable community.</li> <li>e) The improvement of identified transport and highway issues.</li> <li>f) The enhancement of walking, cycling and public transport provision</li> </ul> <p>Within the defined district centre, proposals for development will be considered in accordance with policy LP9. Outside the district centre development will be focussed on new housing and compatible uses.</p> <p>Within the regeneration area south of Chatsworth Road a comprehensive scheme providing a mix of uses will be <del>permitted</del> <b>supported</b> in accordance with the adopted masterplan, including: employment generating uses <b>on land at the former Boythorpe Works (in accordance with policy LP7)</b>, open space and housing. The sites of Walton Works (including the re-use of the Grade II* listed building) and Griffin Mill/Wheatbridge Mill shall be for housing-led mixed use development <b>(in accordance with policy LP4, Site H30)</b>. Development proposals for the Griffin Mill and Wheatbridge Mills area should include the re-use of the Grade II listed Cannon Mill. To ensure that development within the regeneration area south of Chatsworth Road provides a mixed, integrated, sustainable community within the Chatsworth Road Corridor, developments must demonstrate that they have:</p> <ul style="list-style-type: none"> <li>i. Taken a comprehensive approach to flood risk management;</li> <li>ii. Incorporated the Hipper Valley walking and cycle route and improved north-south walking and cycling links;</li> <li>iii. Integrated the site into a network of green spaces, such as Walton Dam, Somersall Park and the Walton river corridor green wedge, connected by the River Hipper and footpaths and cycleways</li> </ul>



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Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<p>iv. Considered the impact upon heritage assets and their setting and identified any means of mitigation and/or enhancement through submission of a Heritage Impact Assessment.</p> <p><del>Proposals for development should demonstrate how they accord with the adopted masterplan through site-specific masterplans and/or development briefs.</del></p>
MM54	Policy SS3	<p>SS3 Chesterfield Waterside and the Potteries</p> <p>Within the Chesterfield Waterside area as set out on the policies map, <b>the council will support development proposals</b> <del>planning permission will only be granted for development</del> that contributes towards:</p> <ul style="list-style-type: none"> <li>a) Creating jobs in office, industry, retail, tourism and education</li> <li>b) Restoring Chesterfield Canal and the River Rother to navigation and creating a new canal terminus</li> <li>c) Achieving a mix of uses including residential (<b>up to 1550 new homes</b>), office (<b>up to 30,000 sqm</b>), employment, and leisure, <b>health and fitness, hotels, creche, doctor's surgery and nursing home</b></li> <li>d) Improving access to the site including enhancing the footpath and cycle network through the site and making links to the wider Trans Pennine Trail and Chesterfield Railway Station</li> <li>e) A high quality urban environment including eco-park and green infrastructure corridor</li> <li>f) Managing flood risk</li> </ul> <p>Land within the Chesterfield Waterside area will be comprehensively redeveloped in accordance with an approved masterplan, including provision of a new Local Centre located adjacent to the existing canal basin.</p> <p>Planning applications submitted for development outside of the existing outline planning permission, but which otherwise deliver the objectives of the approved masterplan, will be expected to contribute towards the overall delivery of the infrastructure required for comprehensive development, secured through a section 106 agreement.</p>
MM55	Policy SS5	<p>SS5 Staveley and Rother Valley Corridor</p> <p>The Borough Council will support the comprehensive redevelopment of the Staveley and Rother Valley Corridor to create a sustainable urban extension in a landscape setting through a masterplanned approach.</p>

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<p>The overall objectives of the masterplan will be to:</p> <ul style="list-style-type: none"> <li>a) Deliver approximately 1500 new dwellings through a range of new housing opportunities focussed on the centre and western end of the corridor</li> <li>b) Create employment opportunities focussed on the Hall Lane end of the corridor and around Works Road</li> <li>c) Deliver the section of the Chesterfield to Staveley Regeneration Route between Bilby Lane and Hall lane, connected to the route safeguarded under policy LP24 and the existing Staveley Northern Loop Road Phase 1</li> <li>d) Accommodate an Infrastructure Maintenance Dept to serve the eastern leg of HS2</li> <li>e) Provide a new local centre to serve both the development itself and adjacent communities of Barrow Hill and Hollingwood</li> <li>f) Make provision for a new primary school to serve the development</li> <li>g) Develop a sustainable community including on-site energy generation where possible and practicable</li> <li>h) Enhance the quality of and access to the landscape and green infrastructure, particularly the Chesterfield Canal and River Rother waterways</li> <li>i) Deliver access and transport improvements, emphasising sustainable transport</li> <li>j) Improve water management on site, including new wetland habitat associated with the River Rother</li> <li>k) Provide for the remediation and re-use of contaminated and unstable land where possible and practicable</li> <li>l) Conserve and enhance the quality of the historic environment, taking account of designated and non-designated heritage assets and their setting, within and closely related to the site</li> <li>m) Secure a structured approach to delivery of infrastructure to ensure it is delivered in a timely fashion to support new residential and employment communities and limit the need to travel off-site to access services</li> <li>n) Establish a network of open mosaic grassland habitats through the site to maintain and enhance brownfield biodiversity</li> </ul> <p>Development proposals for individual land parcels/phases must be brought forward as part of a comprehensive masterplan for the area and must demonstrate how they will deliver these objectives where appropriate.</p> <p>Planning applications for development within this area will be expected to demonstrate how they have addressed these objectives.</p>

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<p>Planning applications submitted for specific character areas and/or phases of development will be expected to contribute appropriately towards the overall delivery of the infrastructure required for comprehensive development, secured through a section 106 agreement.</p> <p>Planning applications specifically for the Works Road and Lagoon Character Areas will be expected to include information demonstrating:</p> <ol style="list-style-type: none"> <li>i. A joint masterplan as part of a Design and Access Statement and evidence of how the application addresses this masterplan and the delivery of critical infrastructure; <b>and</b></li> <li>ii. A Transport Assessment based on modelling of the overall impact of development and a Travel Plan setting out how the impact of <del>the specific planning application</del> traffic <b>associated with the proposed development</b> will be managed; <b>and</b></li> <li>iii. A phasing plan setting out the approach to delivery of critical infrastructure, including transport and community infrastructure</li> </ol> <p>WORKS ROAD CHARACTER AREA</p> <p>Planning permission will be granted for a mixed use development <del>incorporating</del> <b>including</b>:</p> <ul style="list-style-type: none"> <li>• A new Local Centre on Works Road (use classes A1 to A5 and other Main Town Centre uses, to include a single foodstore of no more than 1000 sqm),</li> <li>• Residential (C3)</li> <li>• Up to 10 ha of employment space (B1, including B1(a) offices)</li> <li>• Canal-related commercial activity including food and drink uses (A3 and A4) and employment (B1), including provision for moorings, in the location of the former canal wharf to the east of Hollingwood Lock</li> <li>• Retention of the Clocktower building</li> <li>• A site for a new Primary School</li> <li>• Flood mitigation measures for the River Rother/Works Road bridge</li> </ul> <p>THE LAGOON CHARACTER AREA</p> <p>Planning permission will be granted for a residential led development <del>incorporating</del> <b>including</b>:</p>

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<ul style="list-style-type: none"> <li>• Residential (C3)</li> <li>• Retail (A1) to serve day to day needs, with no single unit to exceed 280 sqm net sales area</li> <li>• Extension of the Bluebank Pools Local Nature Reserve (to the west of Bilby Lane within the land allocated on the Policies Map)</li> <li>• Restoration of the former settling pond as public open space</li> <li>• An enhanced landscape buffer between the site and Chesterfield Canal</li> </ul> <p>HALL LANE CHARACTER AREA – KEY OBJECTIVES</p> <p>Planning permission will be granted for an employment led development <del>incorporating</del> <u>including</u>:</p> <ul style="list-style-type: none"> <li>• Proposals for the HS2 IMD</li> <li>• Development of Approximately 30ha of Employment generating development within use classes B1, B2 and B8 <del>or</del>, subject to HS2 finalising the extent of the proposed IMD- <b><u>(this development is expected to extend beyond the plan period, following implementation of the HS2 IMD).</u></b></li> <li>• Housing (C3) led development for western end of the Character Area and ancillary uses where it is well-related to the existing settlement of Barrow Hill and Works Road</li> <li>• The improvement of walking and cycling connections between Barrow Hill and Staveley Town Centre</li> <li>• New wetland habitat in the south of the character area associated with the River Rother</li> </ul>
MM56		Most up to date plan awaited from Chatsworth Settlement Trustees
MM57	Policy SS6	<p>SS6 Land at Dunston</p> <p>Planning permission will be granted for residential development for approximately <del>800</del> <b>500</b> dwellings on land north of Dunston and south east of Dunston Road as allocated on the policies map and as set out in table 4 <b><u>(Site reference SS6).</u></b></p> <p>Development should be carried out in accordance with a masterplan to be agreed with the Local Planning Authority prior to development that demonstrates:</p> <ol style="list-style-type: none"> <li>i. <b><u>Acceptable</u></b> Access arrangements from Dunston Road and Dunston Lane</li> </ol>

Modification Reference	Policy/ Paragraph/ Page	Proposed Modification
		<ul style="list-style-type: none"> <li>ii. <b>Appropriate provision</b> <del>Proposals for walking and cycling provision within the site</del></li> <li>iii. <b>Appropriate transport mitigation to ensure an acceptable impact on the highway network for all users</b></li> <li>iv. <b>Appropriate avoidance and mitigation to minimise any adverse impacts to the significance of affected nearby heritage assets and ,including their settings</b></li> <li>v. Provision of a new local centre to serve development</li> <li>vi. <b>Provision of</b> a site reserved for a new one form entry primary school (to be retained until such time as required or evidence can be provided of a lack of need)</li> <li>vii. A scheme of green infrastructure including landscaping, open space, play and sports provision including re-instatement of the former cricket pitch, and early implementation of a landscaping and planting scheme along Dunston Road</li> <li>viii. A phasing plan for development phases and the provision of infrastructure</li> </ul>
MM58	Paragraphs 11.32 and 1.36-11.37	<p>11.32. Chesterfield Railway Station is the first point of arrival or last point of departure for approximately 1.78 million passengers<sup>16</sup>, with usage growing by 3 - 5% per year. Over a million people live within a half hours drive time of the Station (AECOM research 2017). Currently three Train Operating Companies (East Midlands Trains, Northern Trains and the Cross Country franchise) call at the Station and it is the 6th busiest station in the East Midlands, with direct services available to London, Birmingham, Liverpool, the West Country and the North East and Scotland. The announcement in July 2017 that HS2 services to Sheffield will stop at the station when they commence in 2033 <b>(subsequently revised as from 2035)</b> creates the potential for further growth in services and investment.</p> <p>11.36. SCR has provided funding for further research and development of the Master Plan and its refinement, currently being prepared by Cushman &amp; Wakefield, Arup and Whittham Cox Architects <del>This strategy should be in place by early 2019.</del> <b>Consultation on the masterplan for the railway station area is expected to be undertaken in early 2020. This is likely to take the form of an overall concept masterplan and a more focused planning framework identifying appropriate uses, amounts of development and infrastructure requirements.</b> Funding for the Hollis Lane Link Road <del>is to be</del> <b>has been</b> set aside as part of the wider LGF funded A61 Corridor Project <b>and a planning application for the first phase of the road has been submitted.</b></p> <p>11.37. Key assets in the Station Master Plan area require Safeguarding. A new road alignment joining Crow Lane and Hollis Lane will improve access to the station from the south (and reduce traffic through Chesterfield Town Centre, see <del>policy</del> <b>policies SS1 and LP24</b>). There is also a need to ensure adequate land is safeguarded to allow for the development of</p>

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		<p>an improved pedestrian bridge over the A61 to Corporation Street. The bridge would ideally be a statement piece of architecture and has been termed “Platform 4”: arrival to the Town Centre. Land has been also identified for and improved station forecourt, Multi-story car parks (to release development land), bus, taxi and cycling use, limited leisure and retail use, connected to station users and an area of public realm.</p>
MM59	Policy SS7	<p>SS7 Chesterfield Railway Station</p> <p>Within land between Hollis Lane and Crow Lane, as shown on the policies map, the council will prepare an approved masterplan/development framework to maximise the regeneration benefits of future HS2 services and conventional rail services utilising the station. Within this area, and in accordance with the approved masterplan, <b><u>the council will support development based on the extent to which it that delivers for:</u></b></p> <ul style="list-style-type: none"> <li>a) Improved access to Chesterfield Railway Station by all modes of transport including improved forecourt arrangements;</li> <li>b) Modernisation of Station facilities and electrification of the Midland Main Line though it;</li> <li>c) A new link road between Hollis Lane and Crow Lane and related road alignments;</li> <li>d) Improvements to the A61 Corporation Street footbridge, including its replacement with a new bridge;</li> <li>e) mixed use development to include residential dwellings (C3), commercial office space (B1), car parking;</li> <li>f) limited retail and leisure uses (A1 to A5 and D1 and D2) in association with the Station;</li> <li>g) Pedestrian and cycle links to Chesterfield Waterside, Chesterfield Town Centre and the;</li> <li>h) Essential infrastructure required to deliver the improvements set out in the approved masterplan.</li> <li>i) <b><u>Appropriate assessment, evaluation and, if necessary, recording of archaeological remains</u></b></li> <li>j) <b><u>Improved inclusive accessibility to Chesterfield Railway Station and within the masterplan/development framework area.</u></b></li> </ul> <p>Planning Permission will not be granted for development that would prevent the delivery of the above improvements.</p>
MM60	Policy SS8	<p>SS8 Neighbourhood Plans</p> <p>Where the views of a community are expressed in a Neighbourhood Plan they will be taken into account in the planning system provided that the plan:</p>

Chesterfield Borough Local Plan Proposed Modifications – 27 May 2020

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		<ul style="list-style-type: none"> <li>• has been <del>endorsed</del> <b>adopted</b> by Chesterfield Borough Council; and</li> <li>• is in conformity with the <b>strategic policies of the</b> Local Plan; and</li> <li>• can be regularly updated if necessary</li> </ul>
MM62	Master Plan Diagram, p. 98	Deletion of master plan diagram on page 98 Chesterfield Waterside Illustrative Masterplan and replace with most recent illustrative master plan. See <b>Associated Figures, Tables and Diagrams (Proposed Modifications)</b> for the proposed modification.
Appendices		
MM64	Appendix ‘X’ Superseded development plan policies	See <b>Appendices (Proposed Modifications)</b> for the proposed modification.
MM65	Appendix B – Open Space Standards, Quantitative Standards	See <b>Appendices (Proposed Modifications)</b> for the proposed modification.
MM65A	Appendix C Electric Vehicle Charging Standards	Appendix deleted
Monitoring Framework		

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MM66	Monitoring framework	See <b>Appendices (Proposed Modifications)</b> for the proposed modification.
MM67	Monitoring framework	Housing Trajectory See <b>Appendices (Proposed Modifications)</b> for the proposed modification.
MM68	Monitoring framework	Employment Trajectory See <b>Appendices (Proposed Modifications)</b> for the proposed modification.



# Associated Figures, Tables and Diagrams (Proposed Modifications)

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#### **SS5 Staveley and Rother Valley Corridor (Strategic Policy)**

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#### **SS6 Land at Dunston (Strategic Policy)**

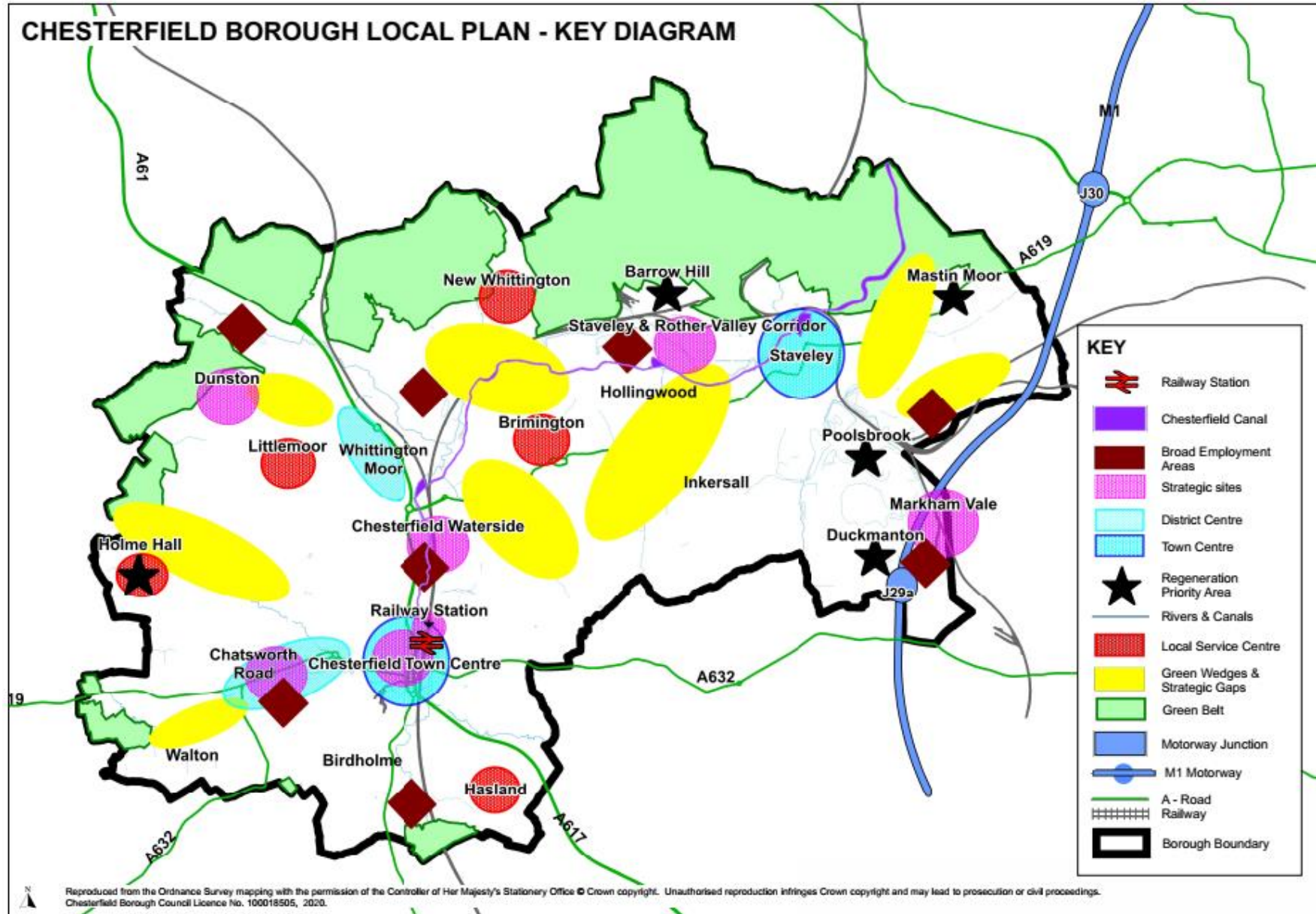
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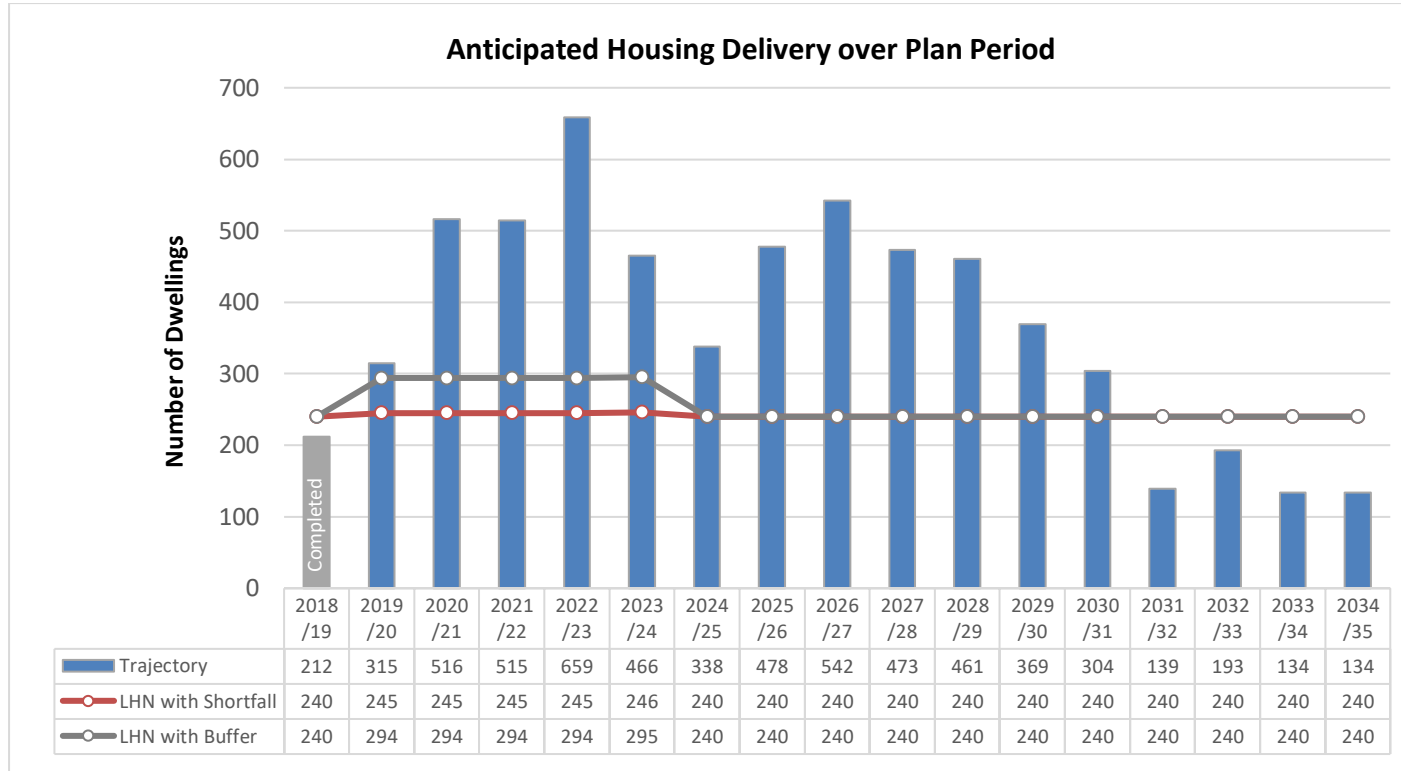
## MM9 - TABLE 2 EMPLOYMENT LAND REQUIREMENT

Table 2: <u>Employment Land Requirement</u>	
—	—
—	—
—	—
<b>Employment Land Requirement (2018 <del>2033</del>2035)</b>	<b>44.50 ha</b>

**MM15 – TABLE 3 SOURCES OF HOUSING SUPPLY 2018-2035**

Source of Supply	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	Sum of Total
Large Allocation	0	15	45	58	224	219	165	272	305	298	305	240	175	60	60	60	0	2501
Large Permission	63	114	129	95	32	25	30	30	18	0	0	0	0	0	0	0	0	536
Small Allocation	0	4	41	12	70	79	17	35	62	16	2	0	0	0	0	0	0	338
Small Permission	71	91	142	76	22	0	0	0	0	0	0	0	0	0	0	0	0	402
SS1	0	0	0	0	0	0	0	15	30	30	25	0	0	0	0	0	0	100
SS3	0	0	50	207	207	37	55	55	55	55	55	55	55	55	59	50	50	1100
SS5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	50	150
SS6	21	79	50	50	75	74	50	50	50	50	50	50	50	50	50	0	0	799
Actual / Anticipated Net Completions (sites of 4 dwellings or less)	57	36	96	0	0	0	0	0	0	0	0	0	0	0	0	0	0	189
10% Lapse Rate (Discount on Commitments)	0	-24	-37	-17	-5	-3	-3	-3	-2	0	0	0	0	0	0	0	0	-94
Windfall Allowance	0	0	0	34	34	34	34	34	34	34	34	34	34	34	34	34	34	476
<b>Total</b>	<b>212</b>	<b>315</b>	<b>516</b>	<b>515</b>	<b>659</b>	<b>466</b>	<b>348</b>	<b>488</b>	<b>552</b>	<b>483</b>	<b>471</b>	<b>379</b>	<b>314</b>	<b>199</b>	<b>253</b>	<b>194</b>	<b>134</b>	<b>6497</b>

### MM16 - HOUSING TRAJECTORY GRAPH



**MM18 – TABLE 4 HOUSING ALLOCATIONS**

Reference	Site Name <u>Address</u>	Anticipated Capacity	Capacity included within LP Trajectory	Site Size (ha)	Related Policy
H2	Catherine Street Garages <del>Court, Catherine Street,</del> <b>Bank Street</b> , Chesterfield	<del>10</del> <b>12</b>	<b>12</b>	0.25-7	<b>LP4</b>
H3	Manor House Farm, 118 The Green, Hasland	10		0.40	
H4	Heaton Court (Former), Meynell Close, Chesterfield <b>Brampton</b>	<del>12</del> <b>10</b>	<b>10</b>	0.34	<b>LP4</b>
H5	Pondhouse Farm, Troughbrook Road, Hollingwood	<del>12</del> <b>23</b>	<b>23</b>	1.06-10	<b>LP4</b>
H7	<del>Land off</del> Hollythorpe Close ( <del>Land off</del> ), Hasland	14	<b>14</b>	0.554	<b>LP4</b>
H8	<del>Land North of</del> Chesterfield Road ( <b>Land North of</b> ), Staveley	14	<b>14</b>	0.320	<b>LP4</b>
H9	<del>Former White Bank Sports Centre</del> <b>White Bank Close (Land at)</b> , Hasland	<del>15</del> <b>9</b>	<b>9</b>	0.56	<b>LP4</b>
H10	Derwent House HOP, Ulverston Road, Chesterfield, <b>Newbold</b>	17	<b>17</b>	0.587	<b>LP4</b>
H11	Sycamore Road (Land at), Hollingwood <del>,Brimington</del>	18	<b>18</b>	0.720	<b>LP4</b>
H12	Ashbrooke Centre (Former), Cuttholme Road, Chesterfield <b>Loundsley Green</b>	20	<b>20</b>	0.698	<b>LP4</b>
H13	Elm Street ( <b>Land at</b> ), Hollingwood <del>,Brimington</del>	23	<b>23</b>	0.71	<b>LP4</b>
H14	Swaddale Avenue ( <b>Land to the West of</b> ), Tapton	<del>25</del> <b>21</b>	<b>21</b>	0.88	<b>LP4</b>
H15	Goldwell Rooms (Former) and 6 Ashgate Road, Chesterfield**	<del>25</del> <b>70</b>	<b>70</b>	0.6254	<b>LP4</b>
H16	Red House HOP and Spire Lodge, Sheffield Road, Chesterfield, <del>S41 7JH</del>	25	<b>25</b>	0.9284	<b>LP4</b>
H17	Poultry Farm (Former), Manor Road, Brimington	<del>27</del> <b>26</b>	<b>26</b>	0.8887	<b>LP4</b>
H18	<del>Commerce Centre, Canal Wharf, Chesterfield, Derbyshire, S41 7NA</del>	30		0.72	
H19	Ash Glen Nursery (Former), Sheffield Road, Unstone	30	<b>30</b>	1.1320	<b>LP4</b>
H21	Staveley Canal Basin, Eckington Road, Staveley	<del>36</del> <b>90</b>	<b>90</b>	3.222.99	<b>LP19</b>
H22	<del>Listers Car Sales (Former) Sheffield Road, Unstone</del>	<del>38</del>		1.40	
H23	Allen and Orr Timber Yard, Saltergate, <b>Chesterfield</b>	<del>40</del> <b>39</b>	<b>39</b>	0.86	<b>LP4</b>
H24	<del>Barker Lane (GK Group Premises)</del>	40		1.10	
H25	Boat Sales (Former), Sheffield Road, Unstone	<del>50</del> <b>48</b>	<b>50 48</b>	1.29	<b>LP4</b>
H27	Walton Hospital (Land at), Harehill Road, <b>Walton</b>	60	<b>60</b>	1.5049	<b>LP4</b>
H28	Walton Hospital (Land at), Whitecotes Lane, Chesterfield, <b>Walton</b>	90	<b>90</b>	2.28-3.14	<b>LP4</b>



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H29	Dunston Road (Land off), Cammac Site,	146		4.49	
H32	Bent Lane, Staveley	140	<b>140</b>	<b>7.266.29</b>	<b>LP4</b>
H36	Land at Inkersall Road ( <b>Land at</b> ), <b>Inkersall</b>	400	<b>400</b>	<b>22.78</b>	<b>LP4</b>
	<b>TOTALS</b>	<b><del>1377</del>1201</b>	<b><del>1377</del> 1201</b>		
H1	Edale Road Garage Court, Mastin Moor	6	<b>6</b>	0.20	<b>RP1</b>
H6	Miller Avenue, Mastin Moor	14	<b>14</b>	<b>0.41</b> <del>1.5</del>	<b>RP1</b>
H20	Land at Duewell Court ( <b>Land at</b> ), Station Road, Barrow Hill	35	<b>35</b>	<b>1.43</b> <del>18</del>	<b>RP1</b>
H26	Land adjacent Rectory Road ( <b>Land adjacent</b> ), Duckmanton	<b>33</b>	<b>33</b>	<b>2.03</b> <del>2</del>	<b>RP1</b>
H31	Varley Park, Staveley Road, <b>Poolsbrook</b>	175	<b>175</b>	<b>56.16</b>	<b>RP1</b>
H33	Linacre Road, <b>Holme Hall</b>	300	<b>300</b>	14.85	<b>RP1</b>
H34	Land South of Tom Lane ( <b>Land South of</b> ), West of Rectory Road, Duckmanton	<del>400</del> <b>275</b>	<b>275</b>	<b>23.39</b>	<b>RP1</b>
				<del>39.39</del>	
H35	Land South of Worksop Road and East and West of Bolsover Road, Mastin Moor	<del>400</del> <b>650</b>	<b>650</b>	<b>46.15</b>	<b>RP1</b>
	<b>TOTALS</b>	<b>1238</b>	<b>1488</b>	-	-
SS1	<del>Chesterfield Town Centre /</del> Spire Neighbourhood, <b>Chesterfield</b>	100	<b>100</b>	<b>8.62</b>	<b>SS1</b>
H30	Walton Works (Former), Factory Street, <b>Brampton</b>	150	<b>150</b>	3.60	<b>SS2</b>
SS3	<del>Chesterfield Waterside,</del> Brimington Road, <b>Chesterfield</b>	<del>1000</del> <b>1550</b>	<b>1100</b>	23.17	<b>SS3</b>
SS5	Staveley Works, <b>Staveley</b>	<del>150</del> <b>1499</b>	<b>150</b>	<b>187.49</b>	<b>SS5</b>
SS6	Land South of Dunston Lane <b>Road, Dunston*</b>	<del>500</del> <b>799</b>	<b>799</b>	<b>43.6</b>	<b>SS6</b>
	<b>TOTALS</b>	<b>4098</b>	<b>2299</b>	-	-
	<b>Overall Housing Totals</b>	<b>6537</b>	<b>4988</b>		

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

**\*\* To calculate the likely contribution towards housing delivery from a C2 use on the site the Council has followed the advice in paragraph 035 Reference ID: 68-035-20190722 in the NPPG. In doing so the calculation has been made using the method set out in paragraph ID: 63-016a-20190626 of the NPPF i.e. the average number of adults living in households (source: CT0774 2011 Census - Age of Household Reference Person (HRP) by number of adults in household - national to local authority level).**

## MM28 – TABLE 9 EMPLOYMENT LAND SUPPLY

<b>Table 9: Employment Land Supply</b>	
<b>Land Developed within Plan Period</b>	
<b><u>Land Developed within 2018/19 monitoring year</u></b>	<b><u>3.4 ha</u></b>
<b>Commitments</b>	
Land with planning permission (31/3/1819) (excluding Markham Vale)	21.09 <b><u>16.0 ha</u></b>
Markham Vale	5.2 ha
Waterside	-2.0 ha
<b>Total</b>	<b><u>24.3</u> <b><u>19.2 ha</u></b></b>
<b>Sites without Planning Permission</b>	
Whitting Valley Road	3.7 ha
Station Road (Wagon Works)	6.3 ha
Former GKN works, Sheepbridge Lane	3.6 ha
Impala Estates (land adjacent Markham Vale)	2.6 ha
Former Bpoythorpe Works, Goyt Side Road	5.0 ha
<b><u>Prospect Park (Land at), Dunston</u></b>	<b><u>2.5 ha</u></b>
Staveley Works Corridor	2.0 ha
HS2 IMD*	4.0 ha
<b>Total</b>	<b><u>27.33</u> <b><u>29.7 ha</u></b></b>
<b>Total Supply within Plan Period</b>	<b><u>51.63</u> <b><u>52.3 ha</u></b></b>

\* Based on an equivalent site area assuming 150 jobs at equivalent to B8 use instead of site size.

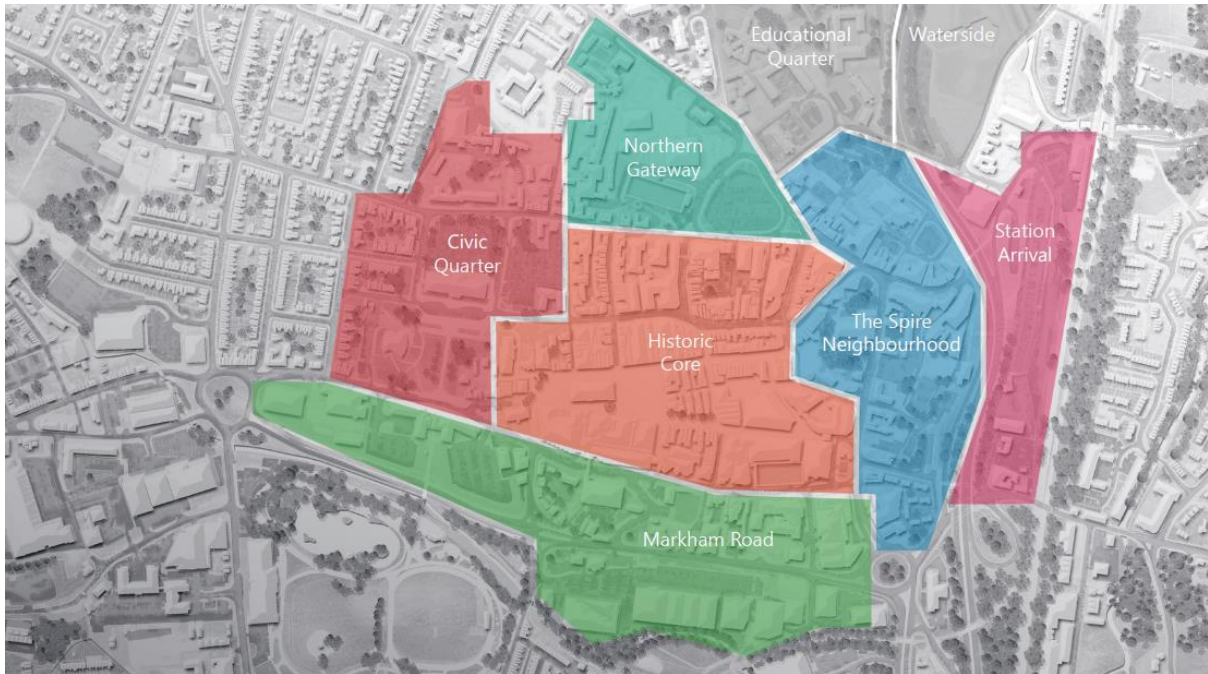
**MM29 - TABLE 12 – CONVENIENCE RETAIL SUPPLY**

<b>Commitments</b>		
<b>Site</b>	<b>Net Floorspace</b>	<b>Planning Status</b>
<b>Broad Locations (2021 2033)</b>		
<b>Site</b>	<b>Anticipated Floorspace</b>	<b>Planning Status</b>
<b>Staveley Works Corridor – to serve in Lagoon Character Area</b>	<p>Up to 1500 sq. m:</p> <p>A single foodstore in new local centre not to exceed 1000 sq. m (net)</p> <p>No units in Lagoon Character Area to exceed 280 sq. m (net)</p>	Allocation day to day needs: SS5

**MM29 – TABLE 12 (B) COMPARISON RETAIL SUPPLY**

<b>Commitments</b>		
<b>Site</b>	<b>Net Floorspace</b>	<b>Planning Status</b>
<b>Broad Locations (2021 2033)</b>		
<b>Site</b>	<b>Anticipated Floorspace</b>	<b>Planning Status</b>
<b>Staveley Works Corridor – limited to serve day to day needs</b>	Up to 1500 sq. m in new local centre.	Allocation: SS5
<b>Chesterfield Town Centre, Northern Gateway – safeguarded for expansion of the Town Centre</b>	-	Allocation: SS1
<b>Chesterfield Town Centre Railway Terrace - limited and in association with the Station</b>	-	Allocation: SS7

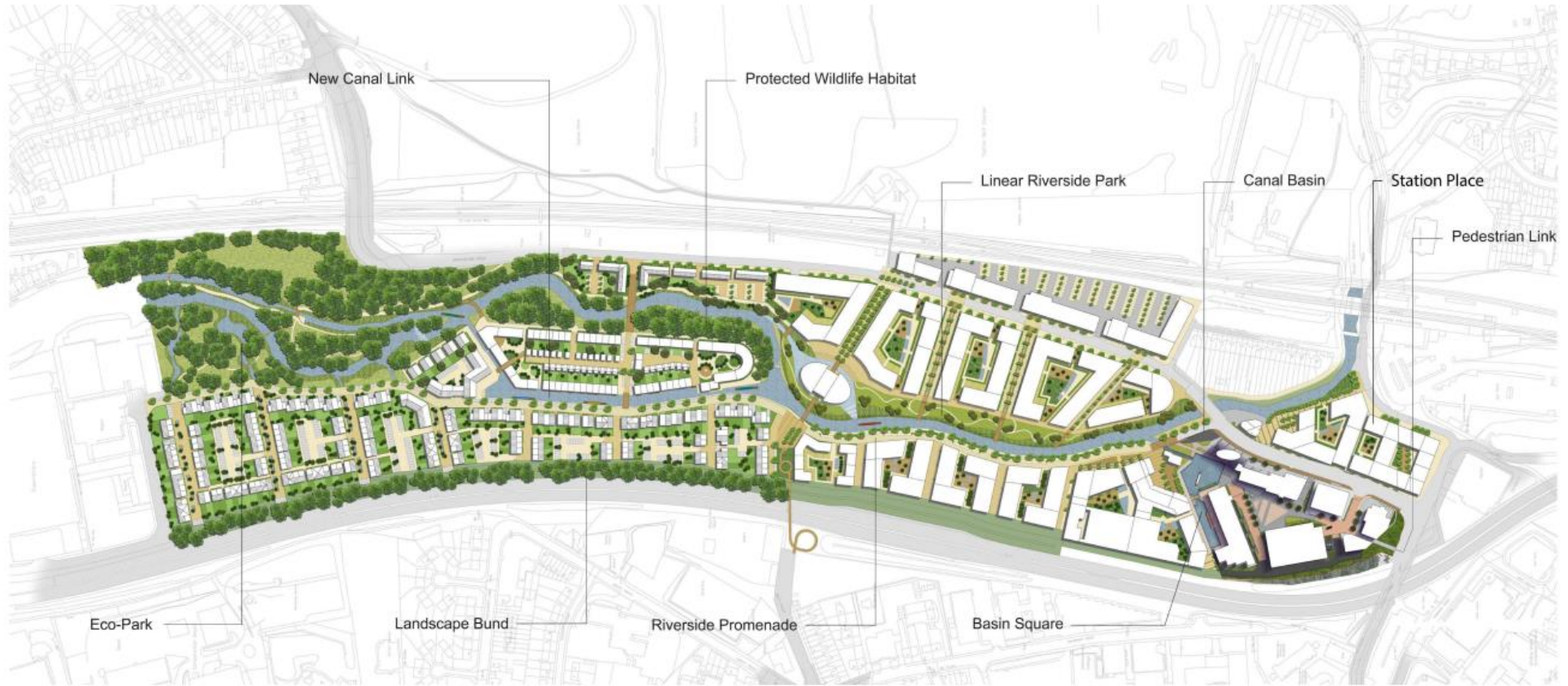
## MM50 - LOCATION OF SPIRE NEIGHBOURHOOD



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

**MM62 – CHESTERFIELD WATERSIDE ILLUSTRATIVE MASTERPLAN**

[Page 98, replacement plan]



**MM63 APPENDIX A; INFRASTRUCTURE DELIVERY PLAN**

**Appendix A: Infrastructure Delivery Plan**

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

TRANSPORT							
Key Local Plan Policy	Implementation	Critical/ Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP1, LP24	Local Plan identifies corridor to be reserved	Critical for delivery of SRVC strategic site, and other Local Plan sites	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Homes &amp; Communities Agency</li> <li>• Derbyshire County Council</li> <li>• Sheffield City Region</li> <li>• D2N2</li> </ul>	Chesterfield- Staveley Regeneration Route; 5.7km single carriageway	£93 m;  (Staveley Spur estimated at £4,635,760) (2017).	Included in priority list of road schemes by Midlands Connect, with request for £79 million;  £14 million local contribution: Regeneration agencies; Private sector; CIL;  £2 million funding set aside for construction of	Medium term: 2020 – 2026:

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						Northern Loop Road no longer required (see below) would form DCC financial contribution.	
LP1, LP24	Dependent on provision of Chesterfield – Staveley Regeneration Route)	Scheme likely to be superseded by provision of Chesterfield – Staveley Regeneration Route (see above))	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Derbyshire County Council</li> <li>• Sheffield City Region</li> <li>• D2N2</li> </ul>	<p>Northern Loop Road Phase 2*</p> <p>(*N.B. scheme likely to be superseded by provision of Chesterfield – Staveley Regeneration Route (see above))</p>	£6.5 m (DCC, 2016)	Regeneration agencies/SCR ; developer contributions	Medium term: 2020 – 2026:*
LP23, LP24, SS7	Local Plan identifies transport scheme	Critical for delivery of Local Plan sites along the A61	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Derbyshire County Council</li> <li>• NEDDC</li> <li>• D2N2,</li> </ul>	<p>A61 Growth Corridor improvements, including Whittington Moor Roundabout improvements;</p> <p>21<sup>st</sup> Century Transport Corridor: A61 Sheepbridge Lane/ Broombank</p> <p>Road junction improvement, A61/St Augustines Road junction improvement, and technological solutions, including bus real time information, urban traffic management system, car park guidance system, variable message signs; and</p>	£6.711 m (design and costs being prepared by DCC)	<p>Approved D2N2 Local Growth Fund allocations:</p> <p>21<sup>st</sup> Century Transport Corridor £3.0 million;</p> <p>Standard Gauge for Sustainable Travel £1.689 million</p> <p>£1.172 million local contribution: private sector; CIL;</p> <p>DCC local contribution to</p>	Short term (to 2021)

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				Standard Gauge for Sustainable Travel: new with upgraded pedestrian/cycle routes.		Whittington Moor Roundabout improvements £0.850m	
SS1	Local Plan identifies transport scheme	Critical for delivery of Town Centre Local Plan sites, and HS2	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Derbyshire County Council</li> <li>• Sheffield City Region</li> <li>• D2N2</li> </ul>	<p>A61 Growth Corridor: Chesterfield Station Masterplan;</p> <p>Hollis Lane Link Road;</p> <p>Lordsmill Roundabout remodelling</p> <p>(linked to A61)</p>	£4.760 m (phase 1); (Design and associated costs being prepared by DCC)	Provisional D2N2 (LGF) allocation £3.808 million; Sheffield City Region; CIL; HS2 (in connection with proposed Chesterfield HS2 station)	Medium term: 2020 – 2026
SS7	Local Plan identifies developer's preferred route; Implementation tied to developer's programme	Necessary to support HS2 proposals	HS2 Ltd	<p>HS2 Station masterplan;</p> <p>&amp;</p> <p>provision of HS2 Infrastructure Maintenance Depot at Staveley</p>	Costs associated with overall HS2 programme, /A61 Growth Corridor (LGF)	HS2 Ltd	Medium to Long term
LP23, LP8, LP16, SS1, SS2, SS7	Local Plan identifies opportunities linked to walking & cycling strategies		<ul style="list-style-type: none"> <li>• Derbyshire County Council</li> <li>• private providers</li> </ul>	Improvement of walking and cycling routes, identified on Key Cycle Network/Local Cycle Network, including delivery of Standard Gauge for Sustainable Travel (A61	A61 improvements included in overall projects cost for D2N2 LGF.	DCC and developer contributions / CIL	Throughout plan period



		support new gaps in services are		improvements-see above) <ul style="list-style-type: none"> <li>Whittington Moor to Sheepbridge cycle</li> <li>A61 Hornsbridge roundabout to Storforth Lane cycle route upgrade</li> <li>Wayfinding strategy.</li> </ul>	Costs of individual projects developed through detailed design		
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## FLOOD MITIGATION

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

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SS2	South of Chatsworth Road Masterplan	Necessary to support new development	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Development industry</li> <li>• Landowners</li> <li>• Environment Agency.</li> </ul>	Chatsworth Road Corridor Bridge works (Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.	<p>£ 135,204</p> <p><i>Source: Arup, 2010</i></p>	<p>Environment Agency &amp; Trent RFDC.</p> <p>Included as part of developer costs</p>	Plan period
SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	Necessary to support new development	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Derbyshire County Council</li> <li>• Environment Agency</li> </ul>	River Hipper Flood Improvement Works – Tin Mill Storage Reservoir	£6 m	Environment Agency, SCR, CIL & Developer contributions	Medium to Long term
SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	Necessary to support new development	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Derbyshire County Council</li> <li>• Environment Agency</li> </ul>	River Rother Flood Improvement Works, including Horns Bridge.	Not currently estimated	Environment Agency, SCR, D2N2, CIL & Developer contributions	Long term

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			<ul style="list-style-type: none"> <li>Yorkshire Water</li> </ul>	Horns Bridge Sewer Flooding			
	Co-operation with		<ul style="list-style-type: none"> <li>North East Agency</li> </ul>	Flood mitigation measures including in association with remediation of The Avenue; and upper Hipper Valley		developer	

**WATER**

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
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		Critical for delivery of numbers at SRVC strategic site,	<ul style="list-style-type: none"> <li>Yorkshire</li> </ul>	Increased capacity required at Staveley Waste Water Works	Not currently estimated	Developer contributions + utility providers' capital programmes	Long-term:  2026 – 2031
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## EDUCATION

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
RP1	Development proposals at Poolsbrook/DCC	Critical for delivery of permitted housing numbers	<ul style="list-style-type: none"> <li>DCC</li> <li>Academy chain</li> </ul>	Expansion of Poolsbrook Primary School	£450,000	<ul style="list-style-type: none"> <li>CIL</li> </ul>	2020-2021
SS5	Staveley and Rother Valley Corridor masterplanning and working with landowners	Critical for delivery of planned housing numbers at SRVC strategic site,	<ul style="list-style-type: none"> <li>Derbyshire County Council</li> <li>Chesterfield Borough Council</li> <li>Development industry</li> </ul>	Staveley – new single form entry primary school to support SRVC regeneration	<del>Not currently estimated</del> £5.5m – £6.5m	<ul style="list-style-type: none"> <li>CIL</li> <li>Derbyshire County Council</li> <li>DfES</li> </ul>	Medium to Long term

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LP1	Development proposals (allocation on land south of Tom Lane, Duckmanton)	Necessary to support new development	<ul style="list-style-type: none"> <li>• Derbyshire County Council</li> <li>• Chesterfield Borough Council</li> <li>• Development industry</li> </ul>	Duckmanton Primary School  Potential capacity issues at Brookfield Secondary School	Funding may be sought if expansion is necessary at the time of development coming forward.  <del>Dependent on local school capacity at the time housing proposals come forward</del>	<ul style="list-style-type: none"> <li>• CIL</li> <li>• Derbyshire County Council</li> <li>• DfES</li> </ul>	Local Plan period: 2018 – 2035
LP1	Development proposals (Walton Works)	Necessary to support new development	<ul style="list-style-type: none"> <li>• Derbyshire County Council</li> <li>• Chesterfield Borough Council</li> <li>• Development industry</li> </ul>	William Rhodes Primary and Nursery School	Funding may be sought if expansion is necessary at the time of development coming forward.  <del>Dependent on local school capacity at the time housing</del>	<ul style="list-style-type: none"> <li>• CIL</li> <li>• Derbyshire County Council</li> <li>• DfES</li> </ul>	Local Plan period: 2018 – 2035

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				Potential primary school capacity issues at Brimington	proposals come forward		
LP1	Development proposals	Necessary to support new development	<ul style="list-style-type: none"> <li>● Derbyshire County Council</li> <li>● Chesterfield Borough Council</li> <li>● Development industry</li> </ul>	Brockwell Primary school at capacity	Dependent on local school capacity at the time housing proposals come forward	<ul style="list-style-type: none"> <li>● CIL</li> <li>● Derbyshire County Council</li> <li>● DfES</li> </ul>	Local Plan period: 2018 – 2035
LP1	Development proposals	Necessary to support new development	<ul style="list-style-type: none"> <li>● Derbyshire County Council</li> <li>● Chesterfield Borough Council</li> <li>● Development industry</li> </ul>	Potential capacity issues at Netherthorpe Secondary School & Woodthorpe Primary School	Dependent on local school capacity at the time housing proposals come forward	<ul style="list-style-type: none"> <li>● CIL</li> <li>● Derbyshire County Council</li> <li>● DfES</li> </ul>	Local Plan period: 2018 – 2035

HEALTH							
Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP1	Development proposals	Necessary to support new development	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Care Commissioning Group</li> </ul>	<p>Brimington GP Surgery and Whittington Medical Centre are approaching capacity</p> <p>Potential capacity issues also identified Barlborough Medical Practice, and Newbold Surgery (Windermere Road, Newbold)</p>	<p>Only applicable to residential development of 10 dwellings or over. Derbyshire NHS request £512 per dwelling.</p> <p><i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries.</i></p>	Developer contributions	Local Plan period: 2018 – 2035

GREEN INFRASTRUCTURE							
Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
				Greenways improvements	unknown	CIL + matched funding	Local Plan period: 2018 – 2035

DIGITAL INFRASTRUCTURE							
Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP12	Borough-wide	Complementary to maximise the benefits of sustainable growth	Broadband Delivery UK; partnership led by Derbyshire County Council and BT,	Continuation of Digital Derbyshire roll out	£34 m Derbyshire wide,	Funding Committed; supported by Government, D2N2 & European Regional Development Fund	Years 1-5



## STAVELEY AND ROTHER VALLEY CORRIDOR

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5: Staveley & Rother Valley Corridor	Staveley and Rother Valley Corridor masterplanning and working with landowners	Critical for delivery of SRVC strategic site,	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Staveley Town Council</li> <li>• Chatsworth Settlement Trust (landowner)</li> <li>• Saint Gobain (landowner)</li> <li>• Homes &amp; Communities Agency</li> <li>• Derbyshire County Council</li> </ul>	Land decontamination and remediation	Overall costs: £60M - £70M  <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions ; + HS2	Medium term:  2016–2020
		Critical for delivery of SRVC strategic site,		On-site road infrastructure	Overall costs : <i>see above</i>	developer contributions/CIL	Medium term:  2020 – 2026:
		Critical for delivery of SRVC strategic site,		Flood mitigation and defence works	Overall costs: £7M  <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions or CIL	Medium-term:  2020 – 2026:
		Critical for delivery of SRVC strategic site,		Masterplanned green infrastructure provision (incl proposed greenways)	Not currently estimated	Included as part of development costs or CIL	Long-term:

							2026 – 2033:
							Long-term: 2026 – 2033
							Long-term: 2026 – 2033

CHESTERFIELD WATERSIDE							
Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS3: Waterside & the Potteries	Waterside Masterplan	Critical to enabling planned development to come forward	<ul style="list-style-type: none"> <li>Urban Regeneration (which includes Bolsterstone and the main landowner, Arnold Laver)</li> <li>Chesterfield Borough Council</li> </ul>	Contributions may be required from CIL to support expansions at primary and/or secondary dependant on capacity at the time of each phase coming forward.	Up to £5M <i>Source: Planning application legal agreement</i>	Developer contributions; SCRIF funding of £2.7m secured to deliver site infrastructure in	Short-term: 2013-2020

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			<ul style="list-style-type: none"> <li>• Chesterfield Canal Partnership</li> <li>• SCR/D2N2</li> <li>• <b><u>Chesterfield Waterside (public private partnership of CBC, Bolsterstone and Arnold Laver)</u></b></li> </ul>	Off-site road improvements; provision of bridge for site access; completion of canal infrastructure; preparation of development platforms		relation to Basin Square.	
		Necessary to support new development		Masterplanned green infrastructure provision	Not currently estimated	Included as part of development costs.  <i>NB: Ongoing management of green infrastructure will be funded via a management fee on residential properties</i>	Medium-term:  2020 – 2026

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CHESTERFIELD CANAL							
Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
				Restoration of whole route to a navigable state along whole length in the Borough;  Specific transport infrastructure requirements.	£7m  (DCC 2016)	<ul style="list-style-type: none"> <li>• Developer contributions/CIL;</li> <li>• Chesterfield Canal Partnership</li> </ul>	Restoration of whole route across Local Plan period: 2018 – 2035

CHESTERFIELD TOWN CENTRE							
Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery

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SS1: Chesterfield Town Centre	Town centre development projects highlighted in  Chesterfield Town Centre Masterplan (2015)	Necessary to support new development	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Development industry</li> <li>• Landowners</li> <li>• SCR/D2N2</li> <li>• Derbyshire County Council</li> </ul>	Enhancement of the town centre walking and cycling network (based on network put forward by Derbyshire County Council, 2010)	No current estimates (costs will vary according to types of infrastructure required for the various routes)	Developer contributions and Local Transport Plan allocations, CIL	Local Plan period: 2018 – 2035
		Necessary to support new development		Health capacity at town centre medical facilities- as identified by NHS Derby & Derbyshire CCG:  Hasland Medical Centre;  Avenue House Branch;  Avenue House Surgery;  Chatsworth Road Medical Centre.	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling  <i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries</i>	Developer contributions	
				Chesterfield Town Centre Masterplan:  - Northern Gateway road infrastructure proposals	See above	Developer contributions, CIL, LEP.	

		<ul style="list-style-type: none"> <li>- West Bars roundabout improvements</li> <li>- Hollis Lane link road</li> <li>- Lordsmill Roundabout improvements</li> </ul>			
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BRIMINGTON PARISH (LOCAL CENTRE)							
Key Local Plan Policies	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP1	Future masterplanning	<ul style="list-style-type: none"> <li>• Necessary to support new development</li> </ul>	<ul style="list-style-type: none"> <li>• Chesterfield Borough Council</li> <li>• Brimington Parish Council</li> <li>• Development industry</li> <li>• Derbyshire County Council</li> </ul>	Foul sewerage provision	£190,000  <i>Source: Design Services, CBC</i>	Included as part of developer costs	Long-term: 2026 – 2033

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LP1		<ul style="list-style-type: none"> <li>Necessary to support new development</li> </ul>	<ul style="list-style-type: none"> <li>NHS Derby and Derbyshire CCG</li> </ul>				
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EASTERN VILLAGES (DUCKMANTON & MASTIN MOOR)							
Key Local Plan Policies	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP1	Future masterplanning	<ul style="list-style-type: none"> <li>Necessary to support new development</li> </ul>	<ul style="list-style-type: none"> <li>Chesterfield Borough Council</li> <li>Development industry</li> <li>Derbyshire County Council</li> </ul>	Upgrades to the sewer network likely to be required at both Duckmanton and Mastin Moor (i.e. Bent Lane Sewage Pumping Station & Staveley Wastewater Treatment Works)	Not currently estimated	Included as part of developer costs	Long-term: 2026 – 2033

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				Potential capacity issues at Netherthorpe Secondary School & Woodthorpe Primary School	Dependent on local school capacity at the time housing proposals come forward	Included as part of developer costs/CIL	
LP1		•	• NHS Derby and Derbyshire CCG	Barlborough Medical Practice is approaching capacity.	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling  <i>NB: Contributions will depend on the location of proposed development and its distance from existing surgeries</i>	Developer contributions	



CHATSWORTH ROAD CORRIDOR							
Key Local Plan Policies	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS2	South of Chatsworth Road Masterplan	Necessary to support new development	Chesterfield Borough Council  Development industry  Landowners	Bridge works (Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.	£ 135,204  <i>Source: Arup, 2010</i>	Environment Agency & Trent RFDC.  Included as part of developer costs	Local Plan period: 2018 – 2035
		Necessary to support new development	Derbyshire County Council (Highways & Education).	Enhancement of the walking and cycling network	Not currently estimated	Included as part of developer costs	
		Necessary to support new development	Environment Agency.	Development and enhancement of the GI network	Not currently estimated	Included as part of developer costs	
		Necessary to support new development		Improvement of Dock Walk to an adoptable standard, and adopt, incorporating dedicated cycle facilities	Not currently estimated	Delivered as part of new development to improve site accessibility	
		Necessary to support new development		Improvement of Hipper Valley Corridor	Not currently estimated	Delivered as part of new development to improve site accessibility	

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		Necessary to support new development		Improvements to Old Hall junction	Not currently estimated	Delivered as part of new development to improve site accessibility	
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STAVELEY TOWN CENTRE							
Key Local Plan Policies	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP1-LP21	<p>Staveley Town Centre Masterplan</p> <p><i>NB: Whilst not part of the Local Plan programme the masterplan does set out the long-term development options for Staveley Town Centre. These options have not been costed and specific delivery arrangements are not yet in place.</i></p>	<ul style="list-style-type: none"> <li>Complementary to maximise the benefits of sustainable growth for local communities.</li> </ul>	<ul style="list-style-type: none"> <li>Staveley Town Council</li> <li>Chesterfield Borough Council</li> <li>Regeneration agencies</li> <li>Development industry</li> </ul>	<p>Whilst the Staveley Town Centre Masterplan provides a framework for new development in the town, development is mainly focused on public realm improvements. Therefore, development is unlikely have a significant impact on existing infrastructure capacity</p>	<p>There are no cost estimates for proposals in the Staveley Town Centre masterplan</p>	<ul style="list-style-type: none"> <li>Regeneration agencies</li> <li>Developer Contributions or CIL</li> </ul>	<p>Local Plan period: 2018–2035</p>

## **MM64 - SUPERSEDED POLICIES**

The policies set out in the adopted Local Plan Core Strategy (2011-2031) have all been superseded by the new Chesterfield Borough Local Plan.

The table below sets out a schedule of the superseded policies of the current local plan including the saved policies of the Replacement Chesterfield Local Plan (adopted 2006).

<b><u>Local Plan: Core Strategy (July 2013)</u></b>	<b><u>Chesterfield Local Plan 2019</u></b>
<b><u>CS1 - Spatial Strategy</u></b>	<b><u>LP1 – Spatial Strategy</u></b>
<b><u>CS2 - Principles for Location of Development</u></b>	<b><u>LP2 – Principles for Location of Development</u></b>
<b><u>CS3 - Presumption in favour of Sustainable Development</u></b>	<b><u>NO REPLACEMENT</u></b>
<b><u>CS4 - Infrastructure Delivery</u></b>	<b><u>LP12 - Infrastructure Delivery</u></b>
<b><u>CS5 - Renewable Energy</u></b>	<b><u>LP13 - Renewable Energy</u></b>
<b><u>CS6 - Sustainable Design and Construction</u></b>	<b><u>LP21 - Design</u></b>
<b><u>CS7 - Management of the Water Cycle</u></b>	<b><u>LP14 – Managing the Water Cycle</u></b>
<b><u>CS8 - Environmental Quality</u></b>	<b><u>LP15 – A Healthy Environment</u></b>
<b><u>CS9 - Green Infrastructure and Biodiversity</u></b>	<b><u>LP16 – Green Infrastructure</u></b> <b><u>LP17 – Biodiversity, Geodiversity &amp; the Ecological Network</u></b> <b><u>LP18 – Open Space, Play Provision, Sports Facilities &amp; Allotments</u></b>
<b><u>CS10 - Flexibility in delivery of Housing</u></b>	<b><u>LP4 - Flexibility in delivery of Housing</u></b>
<b><u>CS11 - Range of Housing</u></b>	<b><u>LP5 - Range of Housing</u></b>
<b><u>CS12 - Sites for Travellers</u></b>	<b><u>LP6 - Sites for Travellers</u></b>
<b><u>CS13 - Economic Growth</u></b>	<b><u>LP7 - Economic Growth</u></b>
<b><u>CS14 - Tourism and the Visitor Economy</u></b>	<b><u>LP8 - Tourism and the Visitor Economy</u></b>
<b><u>CS15 - Vitality and Viability of Centres</u></b>	<b><u>LP9 - Vitality and Viability of Centres</u></b>
<b><u>CS16 - Retail</u></b>	<b><u>LP10 - Retail</u></b>
<b><u>CS17 - Social Infrastructure</u></b>	<b><u>LP11 - Social Infrastructure</u></b>
<b><u>CS18 - Design</u></b>	<b><u>LP21 - Design</u></b>
<b><u>CS19 - Historic Environment</u></b>	<b><u>LP22 - Historic Environment</u></b>
<b><u>CS20 - Influencing the Demand for Travel</u></b>	<b><u>LP23 - Influencing the Demand for Travel</u></b>
<b><u>CS21 - Major Transport Infrastructure</u></b>	<b><u>LP24 - Major Transport Infrastructure</u></b>
<b><u>PS1 - Chesterfield Town Centre</u></b>	<b><u>SS1 - Chesterfield Town Centre</u></b>
<b><u>PS2 - Chatsworth Road</u></b>	<b><u>SS2 - Chatsworth Road Corridor</u></b>
<b><u>PS3 - Waterside and the Potteries</u></b>	<b><u>SS3 – Chesterfield Waterside &amp; the Potteries</u></b>
<b><u>PS4 - Markham Vale</u></b>	<b><u>SS4 - Markham Vale</u></b>

<b><u>PS5 - Staveley and Rother Valley Corridor</u></b>	<b><u>SS5 - Staveley and Rother Valley Corridor</u></b>
<b><u>PS6 - Neighbourhood Plans</u></b>	<b><u>SS8 - Neighbourhood Plans</u></b>
<b><u>Replacement Chesterfield Borough Local Plan</u></b>	
<b><u>HSN 1 - Sites for Residential Development</u></b>	<b><u>LP4 - Flexibility in delivery of Housing</u></b>
<b><u>EMP 2 - Donkin / UEF site, Derby Road</u></b>	<b><u>REDUNDANT POLICY</u></b>
<b><u>EMP 5 - Other Sites for Employment Development</u></b>	<b><u>LP7 – Economic Growth</u></b>
<b><u>EMP 7 - Development in Existing Business and Industrial Areas</u></b>	<b><u>LP7 - Economic Growth</u></b>
<b><u>EMP 11 - Ecodome Proposal</u></b>	<b><u>LP8 - Tourism and the Visitor Economy</u></b>
<b><u>EVR 1 - Green Belt</u></b>	<b><u>LP16 – Green Infrastructure</u></b>
<b><u>EVR 2 - Development in the Open Countryside and Other Open Land</u></b>	<b><u>LP16 - Green Infrastructure</u></b>
<b><u>EVR 9 - Tree and Woodland Planting</u></b>	<b><u>LP16 - Green Infrastructure</u></b>
<b><u>EVR 29 - Chesterfield Town Centre Historic Core</u></b>	<b><u>LP22 – Historic Environment</u></b>
<b><u>TRS 2 - Transport Schemes Associated with Markham Employment Growth Zone (Markham Vale) and the M1</u></b>	<b><u>LP24 - Major Transport Infrastructure</u></b>
<b><u>TRS 3 - Chesterfield – Staveley Regeneration Route</u></b>	<b><u>LP24 - Major Transport Infrastructure</u></b>
<b><u>TRS 6 - Whitting Valley Link Road</u></b>	<b><u>REDUNDANT POLICY</u></b>
<b><u>SHC 1 - Development within existing Town, District and Local Centres</u></b>	<b><u>LP9 - Vitality and Viability of Centres</u></b>
<b><u>SHC 2 - Provision of New or Extended Local Centres</u></b>	
<b><u>SHC 3 - New Retail Warehousing on Land at Markham Road</u></b>	<b><u>REDUNDANT POLICY</u></b>
<b><u>POS 1 - Existing Parks and Open Spaces</u></b>	<b><u>LP18 - Open Space, Play Provision, Sports Facilities &amp; Allotments</u></b>
<b><u>POS 2 - New Public Open Space</u></b>	<b><u>LP18 - Open Space, Play Provision, Sports Facilities &amp; Allotments</u></b>
<b><u>POS 4 - Sports Pitches and Playing Fields</u></b>	<b><u>LP18 - Open Space, Play Provision, Sports Facilities &amp; Allotments</u></b>
<b><u>POS 5 - Allotments</u></b>	<b><u>LP16 - Green Infrastructure</u></b>
<b><u>CMT 1 - Education Sites</u></b>	<b><u>LP12 - Infrastructure Delivery</u></b>
<b><u>CMT 3 - Development of Health and Further Education Provision</u></b>	<b><u>REDUNDANT POLICY</u></b>
<b><u>New Policies</u></b>	

	<b><u>LP19 – Chesterfield Canal</u></b>
	<b><u>LP20 – River Corridors</u></b>
	<b><u>RP1 - Regeneration Priority Areas</u></b>
	<b><u>SS6 - Land at Dunston</u></b>
	<b><u>SS7 – Chesterfield Railway Station</u></b>

## MM65 – OPEN SPACE STANDARDS, QUANTITATIVE STANDARDS

Quantitative Standards	
Type of Open Space	Hectares of Provision per 1000 people
Allotments	<del>0.34</del> <b><u>0.39</u></b>
Amenity Greenspace <sup>2</sup>	<del>0.90</del> <b><u>0.68</u></b>
Natural and Semi-Natural Greenspace	<del>3.04</del> <b><u>3.00</u></b>
Parks and Gardens	<b>1.06</b>
Provision for Children and Young People <sup>3</sup>	<del>0.06</del> <b><u>0.27</u></b>
Cemeteries and Green Corridors	<b>No standards</b>

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

<sup>3</sup> All equipped play provision sites including informal amenity greenspaces which host a play site and are below two hectares in size

## MM66 – MONITORING FRAMEWORK

### Monitoring and Review Framework

LP1 Spatial Strategy & LP2	Strategic Objectives	Target	Indicator	Frequency	Trigger	Action and Contingencies
LP1 Housing Growth	S2 S3	<del>4374</del> <b>4080</b> dwellings up to <del>2033</del> <b>2035</b>	Net new dwellings built each year as monitored in the AMR. HDT	Annual	1. <b><u>Persistent under delivery</u></b> as set out in the HDT 2. <b><u>Unmet need identified in HMA</u></b>	1. <b><u>Apply 20% buffer to five year supply</u></b> as set out in the NPPF. 2. Take into account as part of five year plan review
LP1 Economic Growth	S3 S6	<del>44</del> <b>50</b> hectares up to <del>2033</del> <b>2035</b>	Net new employment land developed each year as monitored in the AMR	Annual	Percentage of delivery across five year period	Take into account as part of five year plan review
LP1 Green Belt	S11	No net loss of, or inappropriate development on green belt	Loss of, or inappropriate development on green belt	As required	More than one appeal allowed for development on Green Belt on basis of land supply issues	Review reasons for decision Take into account as part of five year plan review Possible Green Belt Review as part of Local Plan Review
LP1 Strategic Gaps / Green Wedges & LP16	S7	No net loss of, or inappropriate development	Loss of, or inappropriate development	As required	More than one appeal allowed for development	Review reasons for decision Take into account as part of five year plan review

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			within Strategic Gaps / Green Wedges		within Strategic Gaps / Green Wedges	
<u>LP2 Principles for Location of Development</u>	<u>S1</u> <u>S9</u> <u>S10</u> <u>S13</u>	<u>The location of new residential development to maximise opportunities for walking access to a range of key services.</u>  <u>The location of new residential development to maximise opportunities for cycling and the use of public transport to access a range of key services.</u>	<u>The travel times from from major residential development to a range of key services by non-car based modes of transport.</u>	<u>As required and through the monitoring of planning permissions.</u>	<u>Majority of new homes within major developments not being within a walkable distance to a range of key services and not being within the lower accessibility threshold times to a range of key services.</u>	<u>Take into account as part of five year plan review</u>
<b>Policy LP3</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP3 Presumption in	All	Delivery of sustainable	Application of the Local Plan		See triggers for LP1 and LP2	See contingencies for LP1 and LP2



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favour of Sustainable Development		development in accordance with the spatial strategy				
<b>Policy LP4</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP4 Flexibility in the delivery of Housing	S2	Maintain five year housing supply of deliverable sites	Five Year Housing Land Supply <b>Performance against trajectory (see table xxxx)</b>	Annual	Inability to demonstrate five year housing supply	Application of presumption in favour of sustainable development as required by NPPF when determining Planning Applications Take into account as part of five year plan review
<b>Policy LP5</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP5 Range of Housing	S5	<del>20% affordable homes (90% social rented and 10% intermediate) on sites of 10 dwellings or more.</del> <b>High – 20%.</b> <b>Medium 10%.</b> <b>Low 5%</b>  25% of adaptable and accessible housing	Number of affordable housing completions (net) Social rented and Intermediate  No. of adaptable and accessible housing completions	Annual	Shortfall of 25% of cumulative 3 year target	Discuss with Housing Team the reasons for performance to and review the affordable housing pipeline,  Take into account as part of five year plan review

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		10% of affordable should be built as wheelchair user homes				
<b>Policy LP6</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP6 Sites for Travellers		Strategic Target met up to 2019	Net additional pitches granted planning permission  Frequency and size of unauthorised pitches	Annual	Submission of a planning application for a travellers site or an unauthorised site within the borough. <b><u>Receipt of the GTAA review</u></b>	Review and update evidence in light of need with neighbouring authorities.  Take into account as part of five year plan review
<b>Policy LP7</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP7 Employment land	S6	<del>44</del> <b>50</b> ha of additional employment land (B1, B2 and B8) between <del>2011-2018</del> and <del>2033-2035</del>	Net new employment land developed each year as monitored in the AMR <b><u>Performance against trajectory (see table xxxx)</u></b>	Annual	Percentage of delivery across five year period	Take into account as part of five year plan review
<b>Policy LP8</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>

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LP8 Tourism and Visitor Economy	S3 S12	Increase in D2 floorspace	Total amount of new D2 floorspace		No new D2 floorspace	Discussions with tourism teams to identify reasons for fall in visitor numbers to the town. Take into account as part of five year plan review
<b>Policy LP9</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP9 Viability and Vitality of Centres	S3	Vacancy rate below national and regional average for Town and District Centres	Total amount of new floor space for town centre uses Total amount of new floor space for town centre use completed outside of centres or allocated sites Town and District Centre Health Checks	Annual	Persistent increase in vacancy rates	Consider revision of centre boundaries and/or hierarchy  Review reasons for decision and reevaluate evidence and allocations if necessary. Examine reasons for decline in performance of town and district centre. Long-term, potential to review policies and allocations  Take into account as part of five year plan review
<b>Policy LP10</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP10 Retail	S3	No new retail floorspace (except Small Shops under threshold) outside of existing defined	Total amount of new floor space for town centre use completed outside of centres or allocated sites	Annual	Approval of large format retail outside of town centre boundary not allocated in Local Plan.	Review reasons for decision and reevaluate evidence  Take into account as part of five year plan review

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Policy LP11	Strategic Objective	Target	Indicator	Frequency	Trigger	Contingencies
<u>LP11 Social Infrastructure</u>	<u>S3 &amp; S13</u>	<u>Maintain appropriate provision of Community Facilities</u>	<u>Monitor changes of use and Assets of Community Value</u>	<u>Annual</u>	<u>Loss of asset of community value</u>	<u>Take into account as part of five year plan review</u>
Policy LP12	Strategic Objective	Target	Indicator	Frequency	Trigger	Contingencies
LP12 Infrastructure Delivery	S10	Delivery of Strategic Infrastructure highlighted in Infrastructure Delivery Plan	Delivery in accordance with CIL Expenditure Strategy	Annual <u>review of S106 and CIL</u>	Non delivery of infrastructure in expenditure strategy	Review funding allocations Take into account as part of five year plan review Review effectiveness of CIL
Policy LP13	Strategic Objective	Target	Indicator	Frequency	Trigger	Contingencies
LP13 Renewable <del>heat</del> <u>Energy</u>	S1	No target	Monitor applications for renewable energy	Five years		Take into account as part of five year plan review
Policy LP14	Strategic Objective	Target	Indicator	Frequency	Trigger	Contingencies
LP14 Managing the Water Cycle	S4	All development in line with Environment Agency Advice	Development approved contrary to Environment Agency advice	Annual	More than five applications approved contrary to advice over a rolling five year period.	Identify reasons for decision, and if necessary take into account as part of five year plan review

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		<u>All development according with the advice of the Lead Local Flood Authority</u>	<u>Development approved contrary to Lead Local Flood Authority advice</u>			
Policy LP15	Strategic Objective	Target	Indicator	Frequency	Trigger	Contingencies
LP15 A Healthy Environment	S9	No new AQMA, Removal of existing AQMA	Air Quality Monitoring Report <u>Progress against Air Quality Action Plan Objectives</u>	Annual	The designation of an Air Quality Management Area	Consultation with Environmental Health and DCC to identify mitigation measures to address impacts of air quality. Take into account as part of five year plan review
Policy LP16	Strategic Objective	Target	Indicator	Frequency	Trigger	Contingencies
<del>LP16 Green Infrastructure</del>						
LP16 Green Infrastructure	S7 & S11	No net loss of, or inappropriate development in Green Belt, Green Wedges or Strategic Gaps	Loss of, or inappropriate development within Strategic Gaps / Green Wedges/Green Bely	As required	More than one appeal allowed for development within Strategic Gaps / Green Wedges	Review reasons for decision Take into account as part of five year plan review
Policy LP17	Strategic Objective	Target	Indicator	Frequency	Trigger	Contingencies
LP17 Biodiversity, Geodiversity & the Ecological Network	S7	Net gain in biodiversity	Monitoring of conditions in Planning approvals	<u>Annual</u>	Proposed losses <u>and gains</u> of <u>identified</u> habitat	Investigate reasons for loss of habitat Take into account as part of five year plan review

		<p><b><u>Increase in tree cover within the Borough</u></b></p>	<p><b><u>Monitoring of gains and losses in identified habitat through planning approvals for the development housing and employment allocations including strategic sites and other major developments</u></b></p> <p><b><u>Monitoring of the area of land covered by woodland identified as priority habitat</u></b></p>			
<p>Sites of International &amp; National Importance</p>		<p><b><u>Develop a suitable monitoring programme in liason with neighbouring authorities including the</u></b></p>	<p><b><u>• Post plan adoption Changes in the AADT on roads within 200m of the European Sites</u></b></p>	<p><b><u>As per the programme to be agreed between authorities and Natural England</u></b></p>	<p>Increases in traffic and consequential effects on air quality</p>	<p>Take into account as part of five year plan review</p>

		<p><b><u>PDNP and Natural England in relation to the SAC's and SPA's identified in the SA to help ensure that a likely significant effect on these European sites does not arise unexpectedly.</u></b></p>	<ul style="list-style-type: none"> <li>• <b><u>Post plan changes in rates of atmospheric nitrogen deposition at the European sites</u></b></li> <li>• <b><u>Ecological condition of qualifying features of each European site; and</u></b></li> <li>• <b><u>Cooperation with neighbouring authorities, including the PDNPA,</u></b></li> </ul>			
<b>Policy LP18</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP18 Open Space, Play provision, Sports facilities & Allotments	S10 S13	No net loss of open space, play provision and sports facilities <b><u>unless identified as surplus to need.</u></b>	Loss of open space, play provision and sports facilities <b><u>where this is not identified as surplus to need.</u></b>	As required	Net loss of open space, play provision and sports facilities over a three year period <b><u>where this is not identified as surplus to need.</u></b>	Review reasons for decision to release of open space etc.  Take into account as part of five year plan review

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<b>Policy LP19</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP19 Chesterfield Canal	S12	Restoration of the Chesterfield Canal within the borough to a navigable state <b>by 2027</b>	Remaining length of un-navigable stretch of Chesterfield Canal in Chesterfield Borough (Chesterfield Canal Trust)	Annual via CCT annual report	No additional restoration of canal in rolling three year period	Discussion with Chesterfield Canal Trust and Derbyshire County Council to facilitate further restoration work.  Review use of CIL funding  Take into account as part of five year plan review
<b>Policy LP20</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP20 River Corridors	S7	None	<b><u>Number of applications that fall within River Corridors</u></b>	<b><u>Annual</u></b>	<b><u>None</u></b>	<b><u>Take into account as part of five year plan review</u></b>
<b>Policy LP21</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP21 Design	S8	75% of major new residential development to achieve a score of 12 on Building for Life	Number of major residential developments achieving a score of 12 on Building for Life	Annual	Less than 75% of schemes over a two year period achieving a score of 12 on Building for Life	Discussion with applicants and agents to understand why higher levels of design are not being achieved.  Potential to review and update supplementary planning guidance.
<b>Policy LP22</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>



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LP22 Historic Environment	S8	<p>Zero heritage assets on the 'at-risk' register</p> <p>Zero Listed Buildings demolished</p> <p><u>100% coverage of up to date conservation area appraisals.</u></p>	<p>Number of heritage assets on the 'at-risk' register</p> <p>Number of Listed Buildings demolished</p> <p><u>Buildings on Local List lost</u></p> <p><u>% Percentage of conservation areas with up-to-date character appraisals</u></p>	<p>Annual</p> <p>Annual</p> <p><u>Annual</u></p>	<p>If heritage asset stays on the 'at-risk' register for longer than 12 months</p> <p>Listed building demolished</p> <p><u>If below 100%</u></p>	<p>The Council will seek advice of <del>English</del> <b>Heritage Historic England</b> in ensuring that there is no negative impact on heritage assets and the wider historic environment.</p> <p>Review reasons for demolition</p> <p><u>The Council will review its priorities in respect of resourcing work to bring coverage up to the required level.</u></p>
<b>Policy LP23</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
LP23 Influencing the Demand for Travel	S1 S9	Delivery of the Chesterfield Strategic <b>Cycle</b> Network	Delivery of new cycle network.	Five years from adoption	No new stretches delivered over a two year period	<p>Discussion with Derbyshire County Council to ensure and aid delivery of strategic network.</p> <p>Potential source of funding from CIL.</p>
<b>Policy LP24</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>

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LP24 Major Transport Infrastructure	S9	Safeguard land for Major Transport Infrastructure including the scheme for the Chesterfield- Staveley Regeneration Route	Planning permissions granted in areas safeguarded for major transport infrastructure	Annual	If planning permission is granted for development in safeguarded area.	Review reasons and impact for granting of planning permission in safeguarded areas.
<b>Policy RP1</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
RP1 Regeneration Priority Areas	S2 S3	Improvement on IMD ranking	IMD ranking	Five years from adoption	A Decline in IMD Ranking	Work with local community and external agencies to support regeneration projects  Take into account as part of five year plan review
<b>Policy SS1</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS1 Chesterfield Town Centre	S2 S3 S6 S8 S9	Vacancy Rate above national average  Improvement in Retails Ranking	Vacancy Rate  Retail ranking	Annual  As published		Discussion with land owners and developers to bring to site(s) forward.  Take into account as part of five year plan review
<b>Policy SS2</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS2 Chatsworth Road Corridor	S2 S3 S4 S6	Regeneration in the area 'Land South of Chatsworth	Dwellings and Floorspace within the Land South of		Buildings remain on 'at risk' register post <del>2016</del> <b>2025</b>	Discussion with land owners and developers to bring to site forward.

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	S9	Road' in line with adopted Masterplan.	Chatsworth Road Masterplan area. Area of vacant land.		Reduction in vacant land less than 50%.	Consideration to review of masterplan and policy.
<b>Policy SS3</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS3 Chesterfield Waterside and Potteries	S2 S3 S4 S6	Comprehensive redevelopment of area in line with approved masterplan by <del>2031</del> . <u>2035</u>	Dwelling and floorspace completions	Annual	Delivery below trajectory set out in five year housing supply	Discussion with land owners and developers to bring to site forward.  Provide support when bidding for available funding.  Consideration to review of masterplan and policy.
<b>Policy SS4</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS4 Markham Vale	S6	Development of Markham Vale in accordance with permission	Completed floorspace	Annual as part of employment land monitoring	No additional floorspace within a 3 year period	Discussion with landowners to discuss barriers to development.  Consideration to review of planning permission and policy in Local plan five year review
<b>Policy SS5</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS5 Staveley and Rother Valley Corridor	S2 S4 S6 S7 S8 S9 S10	Comprehensive redevelopment of area in line with approved masterplan	Progress with Planning applications	Quarterly through delivery board	Lack of progress identified by delivery board	Discussion with land owners and developers to bring to site forward.  Provide support when bidding for available funding.

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	S12					Consideration to review of masterplan and policy as part of local plan five year review
<b>Policy SS6</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>	<b>Frequency</b>	<b>Trigger</b>	<b>Contingencies</b>
SS6 Land at Dunston	S2 S4 S5 S8 S10	Comprehensive redevelopment of area in line with approved masterplan	Trajectory set out in SoCG	Annual through housing supply monitoring	Delivery falls behind trajectory for three years	Discussion with land owners and developers to bring site forward.  Consideration to review of masterplan and policy as part of local plan five year review
<b>Policy SS7</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>		<b>Trigger</b>	<b>Contingencies</b>
SS7 Chesterfield Railway Station	S2 S4 S5 S6 S8 S9 S10	Comprehensive redevelopment of area in line with approved masterplan	Masterplan in place by end of 2019	Annual	Non-commencement of reserved matters planning permissions by end of 2025	Discussion with land owners and developers to bring the site forward.  Consideration to review of masterplan and policy
<b>Policy SS8</b>	<b>Strategic Objective</b>	<b>Target</b>	<b>Indicator</b>		<b>Trigger</b>	<b>Contingencies</b>
SS8 Neighbourhood Plans	All	Timetable and programme of support agreed in response to any formal requests for neighbourhood plans.	Number of Neighbourhood Plans commenced  Number of Neighbourhood Plans approved	As required, annual after adoption	A Neighbourhood Plan being approved.	<del>Review Local Plan and</del> <b>In Local Plan Review</b> incorporate neighbourhood plan proposals if necessary

**MM67 – HOUSING TRAJECTORY**

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

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Ref	Site	Type	Planning Status (1 <sup>st</sup> April 2019)	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	Total
H12	Ashbrook Centre (Former), Cuttholme Road, Loundsley Green	Small Allocation	No permission	0	0	0	0	7	13	0	0	0	0	0	0	0	0	0	0	0	20
H13	Elm Street (Land at), Hollingwood	Small Allocation	No permission	0	0	0	0	0	0	0	7	15	1	0	0	0	0	0	0	0	23
H14	Swaddale Avenue (Land to the West of), Tapton	Small Allocation	No permission	0	0	0	0	0	0	0	7	14	0	0	0	0	0	0	0	0	21
H15	Goldwell Rooms (Former) and 6 Ashgate Road, Chesterfield	Small Allocation	Part of site has full permission	0	0	0	0	49	21	0	0	0	0	0	0	0	0	0	0	0	70
H16	Red House HOP and Spire Lodge, Sheffield Road, Chesterfield	Small Allocation	No permission	0	0	0	0	7	15	3	0	0	0	0	0	0	0	0	0	0	25
H17	Poultry Farm (Former), Manor Road, Brimington	Small Allocation	Full permission	0	4	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
H19	Ash Glen Nursery (Former), Sheffield Road, Unstone	Large Allocation	No permission	0	0	0	0	0	0	0	7	15	8	0	0	0	0	0	0	0	30
H20	Duewell Court (Land at), Station Road, Barrow Hill	Large Allocation	No permission	0	0	0	0	15	15	5	0	0	0	0	0	0	0	0	0	0	35
H21	Staveley Canal Basin, Eckington Road, Staveley	Large Allocation	No permission	0	0	0	0	15	30	30	15	0	0	0	0	0	0	0	0	0	90
H23	Allen and Orr Timber Yard, Saltergate, Chesterfield	Small Allocation	No permission	0	0	0	0	0	0	0	7	15	15	2	0	0	0	0	0	0	39
H25	Boat Sales (Former), Sheffield Road, Unstone	Large Allocation	Outline permission	0	0	10	20	20	0	0	0	0	0	0	0	0	0	0	0	0	50

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H26	Rectory Road (Land adjacent), Duckmanton	Large Allocation	Full permission	0	15	15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	33
H27	Walton Hospital (Land at), Harehill Road, Walton	Large Allocation	No permission	0	0	0	0	48	12	0	0	0	0	0	0	0	0	0	0	0	60
H28	Walton Hospital (Land at), Whitecotes Lane, Walton	Large Allocation	No permission	0	0	0	0	48	42	0	0	0	0	0	0	0	0	0	0	0	90
H30	Walton Works (Former)	Large Allocation	No permission	0	0	0	0	0	0	0	15	30	30	30	30	15	0	0	0	0	150
H31	Varley Park, Staveley Road, Poolsbrook	Large Allocation	Full permission	0	0	20	20	20	20	20	20	20	20	15	0	0	0	0	0	0	175
H32	Bent Lane, Staveley	Large Allocation	No permission	0	0	0	0	0	0	0	30	30	30	50	0	0	0	0	0	0	140
H33	Linacre Road, Holme Hall	Large Allocation	No permission	0	0	0	0	0	0	0	50	50	50	50	50	50	0	0	0	0	300
H34	Tom Lane (Land South of), West of Rectory Road, Duckmanton	Large Allocation	No permission	0	0	0	0	0	0	0	25	50	50	50	50	50	0	0	0	0	275
H35	Land South of Worksop Road and East and West of Bolsover Road, Mastin Moor	Large Allocation	No permission	0	0	0	0	0	50	60	60	60	60	60	60	60	60	60	60	0	650
H36	Inkersall Road (Land at), Inkersall	Large Allocation	No permission	0	0	0	0	50	50	50	50	50	50	50	50	0	0	0	0	0	400
SS1	Spire Neighbourhood, Chesterfield	SS1	No permission	0	0	0	0	0	0	0	15	30	30	25	0	0	0	0	0	0	100

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SS3	Chesterfield Waterside, Brimington Road, Chesterfield	SS3	Outline permission Part of site has reserved matters permission	0	0	50	207	207	37	55	55	55	55	55	55	55	55	59	50	50	1100
SS5	Staveley Works, Staveley	SS5	No permission	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	50	50	150
SS6	Land South of Dunston Lane Road, Dunston	SS6	Part of site has full permission	21	79	50	50	75	74	50	50	50	50	50	50	50	50	50	0	0	799
<b>Commitments</b>																					
CHE/17/00237/OUT	Commerce Centre, Canal Wharf, Chesterfield	Small Permission	Outline Permission	0	8	6	20	0	0	0	0	0	0	0	0	0	0	0	0	0	34
CHE/17/00326/REM	Dunston Road (Land off), Former Cammac Site	Large Permission	Full Permission	0	29	34	39	4	0	0	0	0	0	0	0	0	0	0	0	0	106
CHE/17/00685/REM	Wheeldon Mill, Rother Way, Chesterfield	Large Permission	Full Permission	2	30	30	30	28	0	0	0	0	0	0	0	0	0	0	0	0	120
CHE/15/00614/REM	Former Sheepbridge Sports and Social Club, 202 Newbold Road, Chesterfield	Large Permission	Completed	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
CHE/18/00190/REM	Land At Cranleigh Road, Chesterfield, Derbyshire	Large Permission	Full Permission	3	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
CHE/16/00518/FUL	Eyre View, Newbold Road, Newbold	Large Permission	Completed	34	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
CHE/15/00838/REM	Ringwood Centre, Victoria Street, Brimington	Large Permission	Full Permission	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12



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CHE/18/00768/ REM	Land To South Of Poplar Farm, Rectory Road, Duckmanton	Large Permission	Full Permission	0	6	15	14	0	0	0	0	0	0	0	0	0	0	0	0	0	35
CHE/17/00798/ FUL	Knightsbridge Court, West Bars, Chesterfield	Small Permission	Full Permission	0	0	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	30
CHE/15/00755/ OUT	Land To The West Of Bevan Drive Inkersall Derbyshire	Large Permission	Outline Permission	0	0	0	0	0	25	30	30	18	0	0	0	0	0	0	0	0	103
CHE/16/00835/ FUL	The Elm Tree Inn, High Street, Staveley	Small Permission	Full Permission	0	7	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	21
CHE/15/00098/ FUL	Basil Close, Chesterfield	Small Permission	Full Permission	0	0	0	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
CHE/15/00464/ FUL	Land To The Rear Of 79 Sheffield Road, Stonegravels	Small Permission	Full Permission	9	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
CHE/17/00634/ OUT	1 Bridle Road, Woodthorpe, Chesterfield	Small Permission	Full Permission	0	0	7	11	0	0	0	0	0	0	0	0	0	0	0	0	0	18
CHE/15/00835/ OUT	Loundsley Green Road (Land West of), Loundsley Green	Large Permission	Full Permission	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14
CHE/18/00779/ FUL	Chesterfield County Court, St Marys Gate, Chesterfield	Small Permission	Full Permission	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12
CHE/15/00195/ FUL	Former Social Club, Saltergate, Chesterfield	Small Permission	Full Permission	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
CHE/14/00896/ FUL	Littlemoor Shopping Centre, Littlemoor Centre	Small Permission	Full Permission	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10

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CHE/18/00224/REM	Land Surrounding 146 To 152 Hady Lane, Hady Lane, Chesterfield	Large Permission	Full Permission	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
CHE/18/00144/FUL	Chesterfield Post Office, 1 Market Place, Chesterfield	Small Permission	Full Permission	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
CHE/17/00359/FUL	Victoria Hotel, Lowgates, Staveley	Small Permission	Full Permission	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
CHE/18/00432/FUL	Land Adjacent Trinity Court, Newbold Road, Newbold	Small Permission	Full Permission	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
CHE/15/00442/FUL	Poolsbrook Hotel, Staveley Road, Poolsbrook	Small Permission	Completed	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
CHE/18/00784/FUL	87 New Square, Chesterfield	Small Permission	Full Permission	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
CHE/16/00121/FUL	Land To The West Of Keswick Drive, Newbold	Small Permission	Full Permission	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
CHE/17/00757/OUT	Land Used For Storage and Premises, Goyt Side Road	Small Permission	Outline Permission	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	8
CHE/16/00023/FUL	Handleywood Farm, Whittington Road, Barrow Hill	Small Permission	Full Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
CHE/16/00216/FUL	Jacksons Bakery, New Hall Road	Small Permission	Full Permission	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
CHE/18/00697/OUT	St Marks Vicarage, 15 St Marks Road, Chesterfield	Small Permission	Full Permission	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4

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CHE/17/00814/OUT	Land At Chester Street, Chesterfield	Small Permission	Outline Permission	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
CHE/16/00053/FUL	Apple Trees, Lancaster Road, Newbold	Small Permission	Full Permission	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
CHE/17/00375/REM	Hady Miners Welfare Club, Houldsworth Drive, Hady	Small Permission	Full Permission	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
CHE/17/00700/REM	Land Adjacent Five Acres, Piccadilly Road	Small Permission	Full Permission	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
CHE/15/00394/FUL	Land At Upper King Street, Chesterfield	Small Permission	Completed	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
CHE/14/00392/FUL	Dunston Grange Farm, Dunston Lane, Dunston	Small Permission	Completed	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
CHE/17/00756/OUT	Land On Goytside Road Corner, Factory Street, Chesterfield	Small Permission	Outline Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
CHE/17/00067/COU	1 Tennyson Avenue, Chesterfield	Small Permission	Full Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
CHE/12/00286/MA	14A Spital Lane, Chesterfield	Small Permission	Full Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
CHE/08/00311/FUL	Land At Wessex Close, Chesterfield	Small Permission	Full Permission	2	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
CHE/18/00024/FUL	Land At Breckland Road, Walton, Derbyshire	Small Permission	Full Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5

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CHE/17/00334/ FUL	10B Marsden Street, Chesterfield	Small Permissi on	Completed	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
CHE/17/00263/ FUL	Former Saltergate Health Centre, 107 Saltergate, Chesterfield	Small Permissi on	Completed	33	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	
CHE/17/00475/ FUL	1-3 Knifesmithgate, Chesterfield	Small Permissi on	Completed	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	
CHE/16/00436/ OUT	325 Ashgate Road, Chesterfield	Small Permissi on	Outline Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
CHE/18/00044/ OUT	Ravensdale, 26 Chesterfield Road, Brimington	Small Permissi on	Outline Permission	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
CHE14/00139/F UL	44-46 Park Road, Chesterfield	Small Permissi on	Completed	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	
<b>Actual / Anticipated Net Completions (sites of 4 dwellings or less)</b>				57	36	96	N/ A	N/ A	N/ A	N/ A	N/ A	N/ A	N/ A	N/ A	N/ A	N/ A	N/ A	N/ A	N/ A	N/ A	189	
<b>10% Lapse Rate (Discount on Commitments)</b>				N/ A	-24	-37	-17	-5	-3	-3	-3	-2	0	0	0	0	0	0	0	0	-94	
<b>Windfall Allowance</b>				N/ A	N/ A	N/ A	34	34	34	34	34	34	34	34	34	34	34	34	34	34	34	476
<b>Total</b>				<b>21</b>	<b>31</b>	<b>51</b>	<b>51</b>	<b>65</b>	<b>46</b>	<b>34</b>	<b>48</b>	<b>55</b>	<b>48</b>	<b>47</b>	<b>37</b>	<b>31</b>	<b>19</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>649</b>	
				<b>2</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>9</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>4</b>	<b>7</b>	

## MM68 – EMPLOYMENT LAND TRAJECTORY

### Indicative Employment Land Delivery Trajectory (as of April 1<sup>st</sup> 2019)

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

Total Employment Land included within indicative trajectory: 50.95 ha

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