

November 2012



Staveley and Rother Valley
Corridor Area Action Plan
Preferred Option



STAVELEY AND ROTHER VALLEY CORRIDOR AREA ACTON PLAN

Preferred Option

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STAVELEY AND ROTHER VALLEY CORRIDOR AAP

1.0 INTRODUCTION

- 1.1 At about 180ha, the Staveley and Rother Valley Corridor represents one of the biggest regeneration opportunities within Chesterfield Borough and the wider Northern Derbyshire sub-region. Its importance goes beyond just the physical amount of land involved, as it also a prominent site in the landscape of the north east of the borough, an important area for habitat and wildlife; and has the potential to play a key role in creating new housing and job opportunities for those communities hardest hit by the decline in traditional employment.
- 1.2 However it is also a complex site, with a range of issues that will need to be managed by a creative approach to development and land use. Issues and poor ground conditions and contamination will need to be addressed through remedial works and the location of development, the risk of flooding minimised and access improved.
- 1.3 The purpose of this action plan is to awaken the potential of the area by providing a framework for its redevelopment, identifying key areas which will need to be addressed to maximise the social, environmental and economic benefits it can bring to the borough and its residents, employees and visitors.
- 1.4 The Staveley and Rother Corridor was one of the sites at the heart of the industrial revolution in North East Derbyshire. From early ironworks the corridor grew to become an extensive network of collieries, foundries and chemical works. The settlements of Barrow Hill and Hollingwood were created to serve this complex of industries and the canal and rail lines created to provide transport.
- 1.5 This part of the borough was severely affected by the decline in traditional manufacturing. From a sprawling complex of industrial uses employing a significant proportion of local residents, it has now declined to a small number of uses centred on small business space at Works Road. The surrounding communities, including Barrow Hill, Hollingwood and Staveley, which previously relied heavily on the corridor for employment, are still feeling the effects of this decline in terms of high unemployment and deprivation.

Evolution of the Plan

- 1.6 At the time of the 2006 Local Plan parts of the site were still in use and allocated as existing employment land, whilst others were retained for longer term development due to limited access. Nonetheless the Local Plan did make a commitment to prepare and Area Action Plan for the area, acknowledging that the character of the

area was likely to see further change, with the closure of existing uses also presenting opportunities to change perceptions of the area and awaken its potential. The closure of the Rhodia Chemical works in particular allowed the removal of the 2000m radius HSE Hazard notification zone, opening up the potential for a wider range of uses.

- 1.7 An Area Action Plan was chosen as the most appropriate planning vehicle for regenerating the site due to the complexity of the issues involved, the scale of the development and the importance of its strategic contribution to the wider planning strategy for the borough, as the single largest site.
- 1.8 As the first step, Taylor Young were appointed in 2008 to provide a baseline report on the corridor and develop possible masterplan options for consultation, funded by Chesterfield Borough Council, EMDA, English Partnerships and Chatsworth Settlement Trust (the major land owner). The baseline report (published 2009), which had been prepared after extensive consultation with stakeholders, statutory consultees and landowners, was used as to develop four development options.
- 1.9 The four development options were the subject of public consultation in the summer of 2009 and were then assessed in terms of their contribution to planning policy, viability, community reaction, deliverability, regeneration benefits, sustainability and transport impact. The results of this process, and the emerging preferred option, have been used to inform this Area Action Plan. More information on this process can be found in the accompanying Sustainability Appraisal and Statement of Consultation.



Relationship to LDF and other Policies and Programmes

- 1.10 The Area Action Plan was prepared alongside the council's Core Strategy, which includes a strategic policy for the corridor, policy PS5.

PS5 Staveley and Rother Valley Corridor

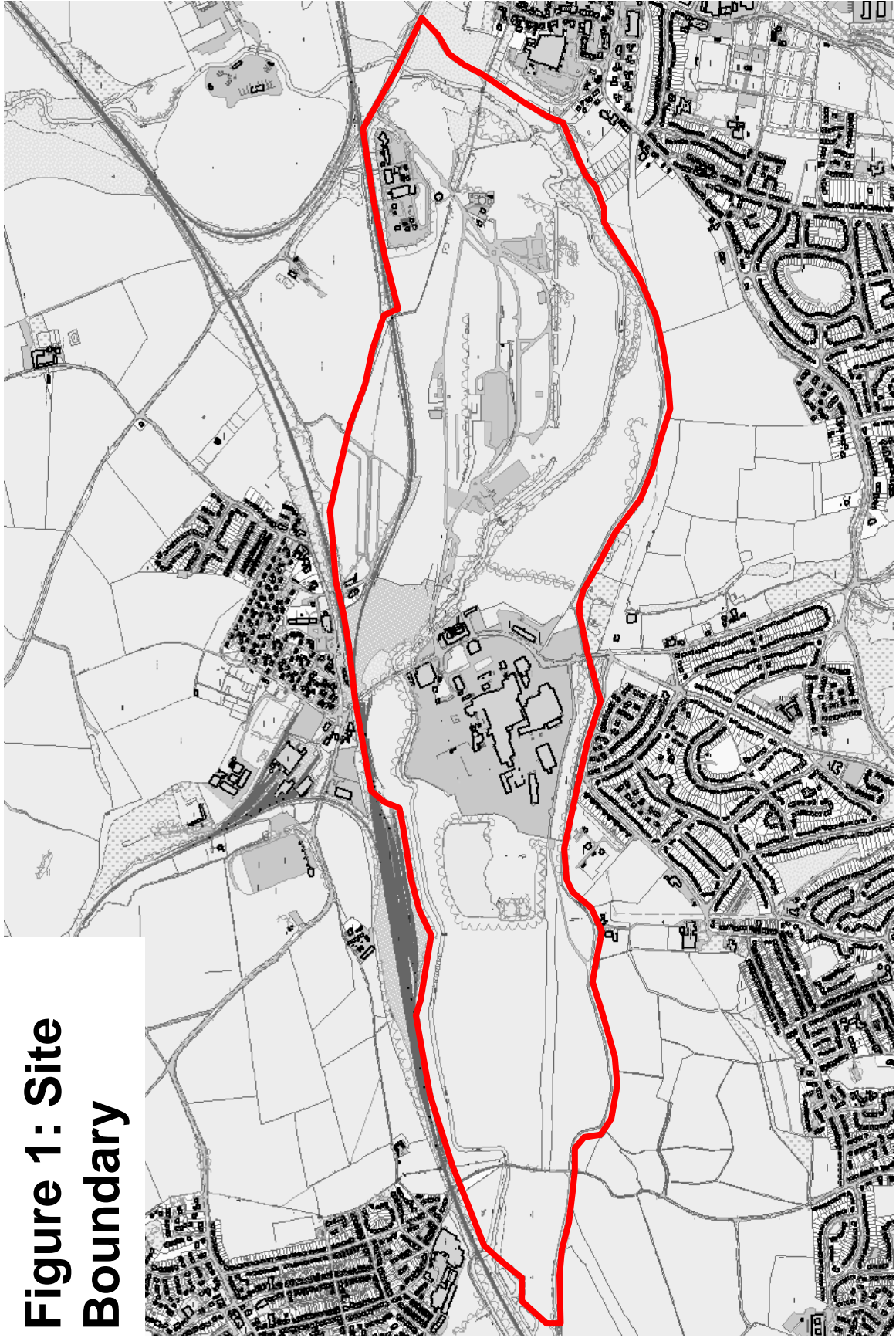
The borough council will publish an Area Action Plan for the Staveley and Rother Valley Corridor demonstrating how the area will be comprehensively redeveloped to create a sustainable urban extension in a landscape setting through a masterplanned approach.

The objectives of the masterplan will be to:

- a) Deliver a range of new housing opportunities (up to 2000 dwellings) focused on the centre and western end of the corridor***
- b) Create employment opportunities (up to 50ha) focused on the Hall Lane end of the corridor and around Works Road***
- c) Provide a new local centre to serve the development and adjacent communities of Barrow Hill and Hollingwood***
- d) Develop a sustainable community including on-site energy generation***
- e) Enhance the quality of and access to the landscape and green infrastructure, particularly the Chesterfield Canal and River Rother waterways***
- f) Deliver access and transport improvements, emphasising sustainable transport***
- g) Improve water management on site***
- h) Provide for the remediation and re-use of contaminated and unstable land where possible and practicable***
- i) Recognise and enhance the quality of the historic environment, taking account of designated and non-designated heritage assets within and closely related to the site.***

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

- 1.11 The policies contained within this Area Action Plan add further guidance to the policies within the Chesterfield Core Strategy and must be read in conjunction with those policies. The AAP also seeks to implement the objectives of a number of other strategies, key amongst these the Chesterfield and North East Derbyshire Sustainable Community Strategy, Chesterfield Greenprint and the Bolsover, Chesterfield and North East Derbyshire Economic Development Strategy.



**Figure 1: Site
Boundary**

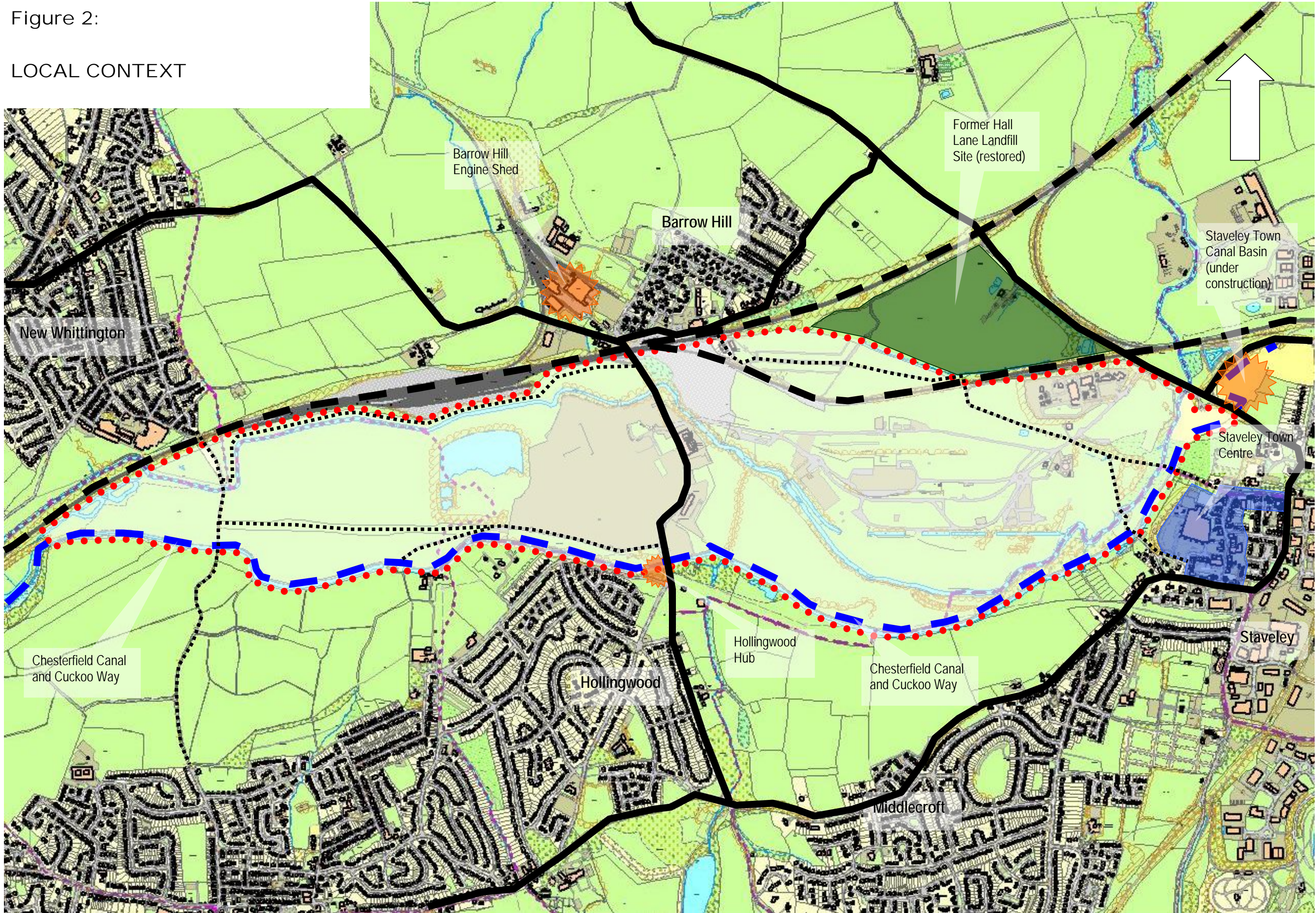
2.0 SPATIAL PORTRAIT (Existing Situation)

- 2.1 The Corridor sits within the valley of the River Rother as it flows north from Chesterfield. To the north the ground rises up to the open countryside of the South Sheffield Green Belt., while open fields to the south rise up to the settlements of Brimington and Staveley along the ridgeline. The result is an impressive and attractive setting, further enhanced by the restored Chesterfield Canal along the southern boundary, which also forms part of the Trans Pennine Trail walking and cycling route. Environmental improvements combined with the decline in heavy industry has seen substantial improvements to water quality along the river, while the canal itself forms a local nature reserve, a habitat for water voles, dragonflies and kingfishers. Belts of established planting further enhance the river and canal corridors, some the result of reinstatement works following the open cast removal of coal.
- 2.2 The corridor contains about 180 hectares of mostly vacant former industrial land running along the bottom of the valley, between Chesterfield Canal and the railway line to the north. To the west the canal continues, through the Bluebank Pools Local Nature Reserve, while the western extent of the corridor is formed by Hall Lane.
- 2.3 With evidence for industrial activity in the area going back many centuries, and the growth of heavy industry in the 18th and 19th centuries associated with the establishment of Chesterfield canal and the railways, the area is rich in industrial heritage. However employment on the site is now limited to small business units in the Clocktower and Devonshire Business centres on Works Road, in the centre of the site.
- 2.4 The River Rother and Chesterfield Canal are important green links to the north and south of the corridor, although the river in particular also brings the risk of flooding to some parts of the site
- 2.5 Historically, the area formed the heart of surrounding communities, providing employment and a shared heritage. Barrow Hill and Hollingwood in particular were largely built to support the growth of industry in the area. Barrow Hill itself was an early example of the work of Parker and Unwin, who were a major influence on the Garden City movement. The decline in manufacturing on site has inevitably hit these surrounding communities particularly hard, compounded by wider industrial changes and the closure of the coal fields. This is combined with a legacy of under-used and, in parts, contaminated and disturbed ground to form a complex legacy of social, economic and environmental issues.
- 2.6 The Barrow Hill Super Output Area (within which the majority of the site falls) is within the bottom 10% locally and nationally in the indices

of multiple deprivation, with particular problems associated with employment, education and skills, and health and disability (as of 2007, 31% of working age people in Barrow Hill were claiming benefits).

- 2.7 Physically, the built environment of Barrow Hill includes some significant buildings of quality, with a significant part of the village identified as a conservation area and a listed Parker and Unwin church; and benefits from an existing District Heating System. However this is compromised by poorer quality 20th century additions and the area has a higher than average proportion of council owned stock (55%). On its western side is Barrow Hill Roundhouse, the country's only functioning roundhouse, a centre for railway preservation which runs frequent events including a successful annual 'Rail-Ale' festival.
- 2.8 However the story of the Staveley Works area is more than just one of industrial decline and its impacts. The gradual removal of industrial buildings and structures has revealed the underlying quality of its location in the Rother Valley. Significant investment continues to go into the area through the restoration and improvement of Chesterfield Canal, which now forms an attractive and safe walking and cycling route between Chesterfield and Staveley and also forms part of the wider Trans Pennine Trail and Cuckoo Way routes. The recently completed 'Hollingwood Hub' on Works Road, as well as enhancing the leisure offer of the canal with a new café, provides community space and focal point for activity and investment in the canal. To the east of the corridor is the newly constructed Staveley Town Basin, which in the future will form another focal point for canal activity including small scale business units and affordable housing. Future investment by Chesterfield Canal partnership is aimed at reconnecting the entire canal, eventually providing over 75 miles of navigable canal accessible from the site.
- 2.9 The linear nature of the canal is a valuable part of the borough's green infrastructure network. As well as walking and cycling opportunities it supports a range of flora and fauna including protected species such as Water Voles and provides valuable linking habitat. These assets are reflected in the less accessible areas adjacent to the River Rother, particularly where land has been historically isolated between the river and rail lines and where former industrial land has been naturally reclaimed. Although links between the river and canal corridors have historically been poor, an extensive network of formal and informal footpaths provides access for the local communities within these areas, although the quality of these is variable.

Figure 2:
LOCAL CONTEXT



3.0 VISION AND OBJECTIVES

- 3.1 A vision supported by key strategic principles was agreed by the stakeholder group and wider community. The vision is to create:
- “a sustainable urban extension within a landscape setting”**
- 3.2 In order to achieve this vision, nine strategic development principles were determined. These are:
- Connecting communities
 - Creating employment opportunities
 - Developing a range of high quality house types and tenure mix
 - Enhancing tourism and leisure opportunities
 - Developing a range and mix of appropriate land uses
 - On- site energy generation
 - Providing the opportunities for an integrated transport network
 - Strengthening and enhancing the natural environment
 - The creation of something that is distinctive and unique.
- 3.3 There were also a series of key practical site issues identified through the stages of evidence gathering and consultation which the Area Action Plan will need to address. These relate to the need to remediate contaminated land and resolve complex ground conditions that remain as a legacy of former industrial and opencasting activity; water management to improve drainage and reduce flood risk (both on-site and downstream); managing the traffic impact of development and encouraging sustainable travel patterns and; preserving and enhancing the existing habitat and biodiversity value of the area, including the River Rother and Chesterfield Canal Corridors.

4.0 KEY ISSUES

Regeneration

Core Strategy – CS1, CS2, PS5

- 4.1 The closure of the industries that used to occupy the corridor has left a complex legacy of economic, social and environmental issues that need to be addressed through regeneration of the area.
- 4.2 The surrounding communities have higher than average levels of unemployment and benefit claimants. The lack of employment opportunities close to these communities is compounded, in the case of Barrow Hill, by physical isolation brought on through the clearance of the former Works site. Although the council's Community Infrastructure Study (2009) showed that Barrow Hill was served by a GP, Primary School and Post Office, its access to other facilities, including local shops, secondary schools and employment opportunities is limited, compounded by limited bus services.
- 4.3 Regeneration of the corridor should give priority to creating accessible new job opportunities and improving the range and type of facilities available within walking distance of Barrow Hill. This will include the development of a new Local Centre to provide for day-to-day retail and community needs for both new housing and existing communities, which will also act to help tie the existing and proposed communities together.
- 4.4 The legacy of heavy industry has also left a physical imprint on the corridor. Previous opencast mining has resulted in extensive areas of made ground, some of which has been filled with spoil from other industrial activity (including foundry sand to the west of Works Road). These areas are also in some cases associated with poor drainage, although some have also established rich new wildlife habitats. Deep mining has also occurred under parts of the site, with a former pit shaft located on the former St Gobain Pipeworks site west of Works Road.
- 4.5 Other industrial activity, particularly related to the former Staveley Chemical Works between Works Road and Hall Lane, are likely to have resulted in varying degrees of ground contamination that will need to be resolved through a comprehensive remediation plan. As part of the baseline work, a geo-environmental study was carried out to establish the likely level of remediation necessary. This has informed the range and location of uses suggested in the Area Action Plan.

REGENERATION – KEY OBJECTIVES

- **Deliver new, accessible job opportunities**

- **Provide a new Local Centre to serve new development and widen the range of services accessible to existing communities**
- **Integrate new development with existing communities by providing shared facilities and spaces**
- **Develop a comprehensive, area-wide remediation strategy reflecting the nature of ground conditions and the proposed end uses, including strategy for further, detailed investigation**

Housing

Core Strategy - CS8, CS9, PS5

- 4.6 Chesterfield borough has a target of providing 7600 new homes over the period 2012 to 2031 and the council's policy, set out in the Core Strategy, is to concentrate this close to existing centres or where it can support regeneration. The size of area covered by this AAP creates an unmissable opportunity to achieve this, helping to reduce pressure on greenfield sites, generate value to regenerate a problematic former industrial area and provide development on a scale that can support the full range of facilities needed by a new community, and to the benefit of existing ones.
- 4.7 The feasibility study prepared by Taylor Young considered the constraints and opportunities of the site and identified the potential for up to 2000 new dwellings to be delivered on previously developed land by the AAP, the location of this primarily in the centre and west of the corridor being determined by a combination of ground conditions, flood risk and the potential to create a new community hub and local centre around the Works Road area.
- 4.8 Redevelopment for housing in the Action Plan area should aim to expand the range and quality of housing. Although the borough as a whole has a significant need for affordable housing, the areas surrounding the corridor have greater than average proportions of council rented properties, with other types of housing tenure (owner occupied, intermediate and private rent) generally below borough and national averages. The proportion of semi-detached properties is significantly above the national average, with the result that there are below average proportions of other housing types and low numbers of higher value properties.

HOUSING - KEY OBJECTIVES

- **Deliver up to 2000 dwellings**
- **Extend the range of house types and tenures available in the local area**

- **Take a flexible approach to affordable and special needs housing that reflects need and development viability**

Economy

Core Strategy - CS1, CS12, CS13, CS14, CS15

- 4.9 Historically, the sites with the Action Plan area provided both employment for the surrounding communities (Barrow Hill and Hollingwood in particular) and a common link. The decline in heavy industries such as pipe-making and chemical production, whilst bringing environmental benefits, had a significant impact on these communities generally, and Barrow Hill in particular (due to its isolated location and high proportion of Local Authority housing). Pockets of employment still remain on Works Road in the Clocktower and Devonshire business centres and, just outside the corridor in Barrow Hill, the Phoenix Brickworks.
- 4.10 Unemployment in most of the wards around the area is higher than the national and borough average, with pockets of higher unemployment, with the under 25's particularly affected. A desire to create new employment opportunities in this area came through as a strong priority from community consultation on both the AAP options and the LDF Core Strategy.
- 4.11 Within the Works Road area, there is the potential to build upon the existing small business community at the Clocktower and Devonshire business centre, with opportunities for small scale employment development to the east of Works Road. A new Local Centre will provide employment through development for town centre uses. At the southern end of Works Road, adjacent to the canal, the opportunity should be taken to investigate canal related business activities and small scale food and drink/leisure uses that can complement the canal environment and the newly-refurbished Hollingwood Lock-House.
- 4.12 Tourism also makes a significant contribution to the economy of the borough. The Core Strategy highlights that the Area Action Plan can make a contribution towards this through the enhancement of Chesterfield Canal and the environment around Barrow Hill and the associated preserved Railway Roundhouse.
- 4.13 To maximise the benefits of providing new employment opportunities (during the construction phase of redevelopment as well as upon completion), it is critical to link into the local residential and business community and training opportunities. The borough council will be seeking agreements with developers to maximise the use of local labour, suppliers and services, and will work with developers, community groups, voluntary organisations and other public bodies to ensure the greatest possible benefit is felt in the local communities, in accordance with the council's Core Strategy.

ECONOMY - KEY OBJECTIVES

- **Deliver up to 50ha of employment land**
- **Create a business park suitable for B1, B2 and B8 uses at the eastern end of the corridor with access to the Staveley Northern Loop Road and Junction 29a of the M1**
- **Create an area suitable for small and medium scale B1 activity along works road**
- **Establish a site for canal-related business activity adjacent to Chesterfield Canal at Hollingwood Lock**
- **Maximise training and employment opportunities for the local community**

Connections

Core Strategy CS19, CS20

- 4.14 Vehicle access into and through the Action Plan area is currently limited to only two roads, Hall Lane to the east and Works Road through the centre. The River Rother, Chesterfield Canal and the railway lines also act as barriers to movement. The Rother in particular splits the site into east and west halves just to the east of Works Road, with the only vehicle connection being a private, closed Road Bridge to the Rear of the Clocktower Business Centre. That said, there is significant scope for improvement, with a number of existing (albeit in many cases poor quality) footpath connections with the surrounding area. Phase I of the Staveley Northern Loop Road provides a link between Hall Lane and the M1 motorway via junction 29a. A second phase of Northern Loop Road is programmed to run south of the site, connecting Hall Lane with the A619 but has not been started at the time of writing. The potential to re-align this road and re-allocate the resources associated with it will need to be investigated with Derbyshire County Council.
- 4.15 The Derbyshire Joint Local Transport Plan (LTP) identifies the route of a Chesterfield to Staveley Regeneration Route that runs through part of the Action Plan area. The alignment of the route pre-dates the restoration of Chesterfield Canal and the implementation of Phase 1 of the Staveley Northern Loop Road, and does not have a programme or funding source set out in the LTP; nonetheless it remains a commitment that must be taken into account in any development proposals. In order to open up the site for development, a central spine route is required that can link the character areas and provide access to the Northern Loop Road at Hall Lane. This should be designed in such a way as to allow for future extension to deliver a replacement for the proposed alignment of the Chesterfield Staveley Regeneration Route.

- 4.16 Development should deliver a central spine road that will provide vehicle access through the length of the site and connections across the River Rother. At its western end it should be designed so as to facilitate further connection to a possible Chesterfield-Staveley Regeneration Route and at the eastern end to connect with the existing phase 1 of the Staveley Northern Loop Road. The spine road should also be designed provide integrated footpath and cycleway provision.
- 4.17 The Action Plan area sits within a well-established network of footpaths and cycleways, with significant potential for improvement. The Trans-Pennine Trail runs along Chesterfield Canal on the southern boundary of the area, providing long distance connections and local leisure opportunities linking Chesterfield Town Centre, Staveley and onwards to Sheffield. Bilby Lane provides a link at the western end of the corridor between New Whittington and Brimington, whilst a number of routes cross the site with potential for improvement. These links should be expanded and improved to provide for both practical journeys and both short and long distance leisure. These opportunities include a potential new greenway north of the River Rother between Barrow Hill and New Whittington, and improve links between the area and the former Hall Lane landfill site, which is being reinstated to provide a valuable green open space for recreation and habitat.
- 4.18 Bus routes, although limited at present, will be supported by redevelopment, through increased patronage to support wider and more frequent services that benefit for the settlements of Barrow Hill and Hollingwood. Although the railway line to the north of the site is not used regularly for passenger services, options to re-use the line are being investigate in connection with the Markham Vale redevelopment at Junction 29a of the M1 and there are potential links to the re-instated Robin Hood line that serves parts of North-eastern Derbyshire and North Nottinghamshire. With a station previously having operated at Barrow Hill (with a number of the buildings still in existence), the potential to provide a halt in the future should be retained.
- 4.19 Maximising these opportunities for more sustainable forms of travel will need to form a key part of transport strategy for the site. A significant proportion of any traffic generated from redevelopment of the site, particularly within the Works Road and Lagoon Character Areas, is likely to use the A619. This road passes through the centres of Brimington and Staveley and has already been identified as having above average levels of congestion at Peak Times. To minimise further impact upon the highways network, priority should be given to creating conditions that encourage the provision of local services and the potential for walking and cycling.
- 4.20 Development proposals will need to identify key highways works necessary for the safe and convenient functioning of the development.

However beyond this, given the likely length of the development process for this site, a 'monitor and manage' approach to Travel plans will be encouraged, with the preference for solutions being demand management measures in advance of physical works to increase capacity. This may be managed through the establishment of a Travel Plan management fund to allow the potential costs of travel plan measures to be spread over the development period of the regeneration to assist with viability.

CONNECTIONS – KEY OBJECTIVES

- **Minimise the need to travel and encourage non-vehicle trips through demand management measures and the location of uses**
- **Provide a central spine road with a link to the Staveley Northern Loop Road and potential links to a future Chesterfield-Staveley Regeneration Route.**
- **Improve Works Road and the Works Road/A619 junction.**
- **Reinstatement or replacement of the bridge over the River Rother to the rear of the Clocktower**
- **Provision for enhanced bus services to serve the site and adjacent settlement of Barrow Hill**
- **Enhance footpath and cycle links to the existing network and surrounding settlements, including a new greenway linking Bilby Lane and Works Road north of the River Rother**
- **A hierarchy of streets maximising the use of shared space wherever practical**

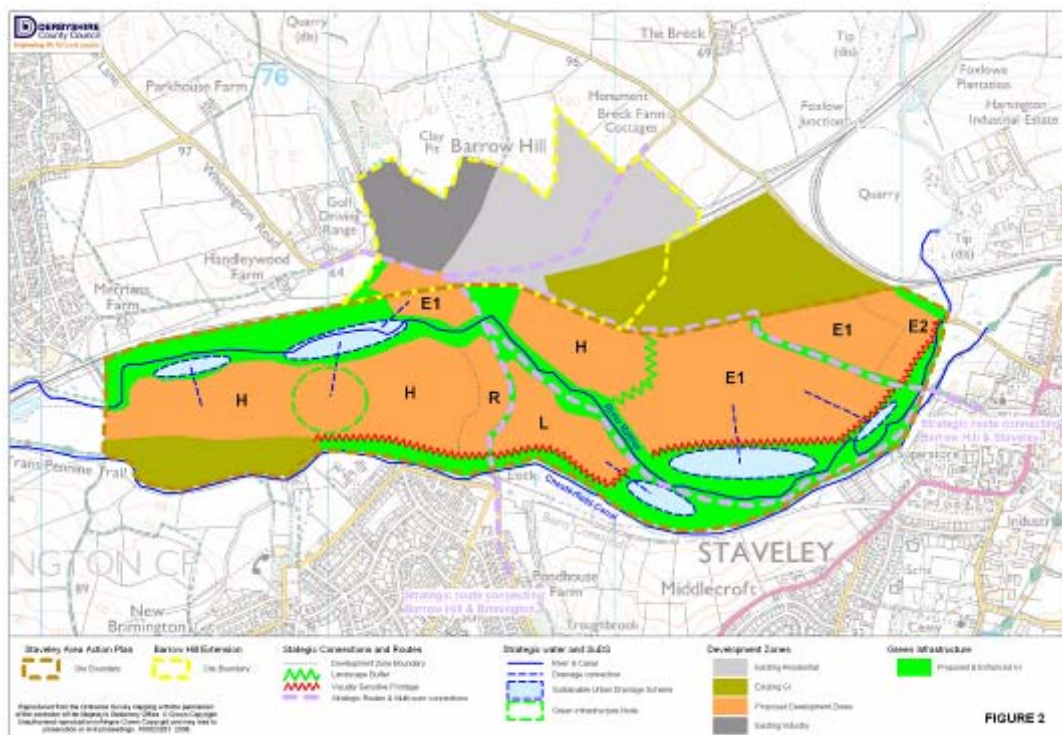
Development that would adversely impact on the protected alignment of the Chesterfield-Staveley Regeneration Route will not be permitted unless alternative provision has been agreed as part of proposals for a central spine road.

Green Infrastructure

Core Strategy – CS7, CS8

- 4.21 A key aim of the Staveley Area Action Plan will be to enhance and, where appropriate, extend the green infrastructure network on and off site and create a setting for investment. Development should contribute to the overall enhancement of green infrastructure, particularly through the enhancement of riverside settings and walking and cycling routes. This includes the setting of the Chesterfield Canal. The corridor also forms part of a wider network of habitats and protected environments, including the Bluebank Pools LNR, Poolsbrook Country Park and the Hall Lane landfill site, which is currently being restored for leisure use.

- 4.22 This was a theme that was strongly supported by the local community and other stakeholders during public consultation on the AAP who felt that the role of the Chesterfield Canal and River Rother as important green corridors should be protected and enhanced. There was also recognition that this would help the regeneration of the area and support a well designed and attractive living environment with new jobs, housing and investment.
- 4.23 Derbyshire County Council has prepared a Landscape Character and Green Infrastructure Framework and an Extended Phase 1 ecology survey has been undertaken. The majority of the site is characterised as being within the 'Riverside Meadows' Landscape Character Type in this assessment, and part of the Nottingham, Derbyshire and Yorkshire Coalfield JCA.
- 4.24 The area contains a number of priority species and habitats which are identified in the council's local biodiversity action plan 'A Greenprint for Chesterfield'. This includes rivers, canals, standing waters, broad-leaved woodland, hedgerows and water voles. Regeneration must protect and, where possible, increase these species and habitats in line with Greenprint aims and objectives.



GREEN INFRASTRUCTURE – KEY OBJECTIVES

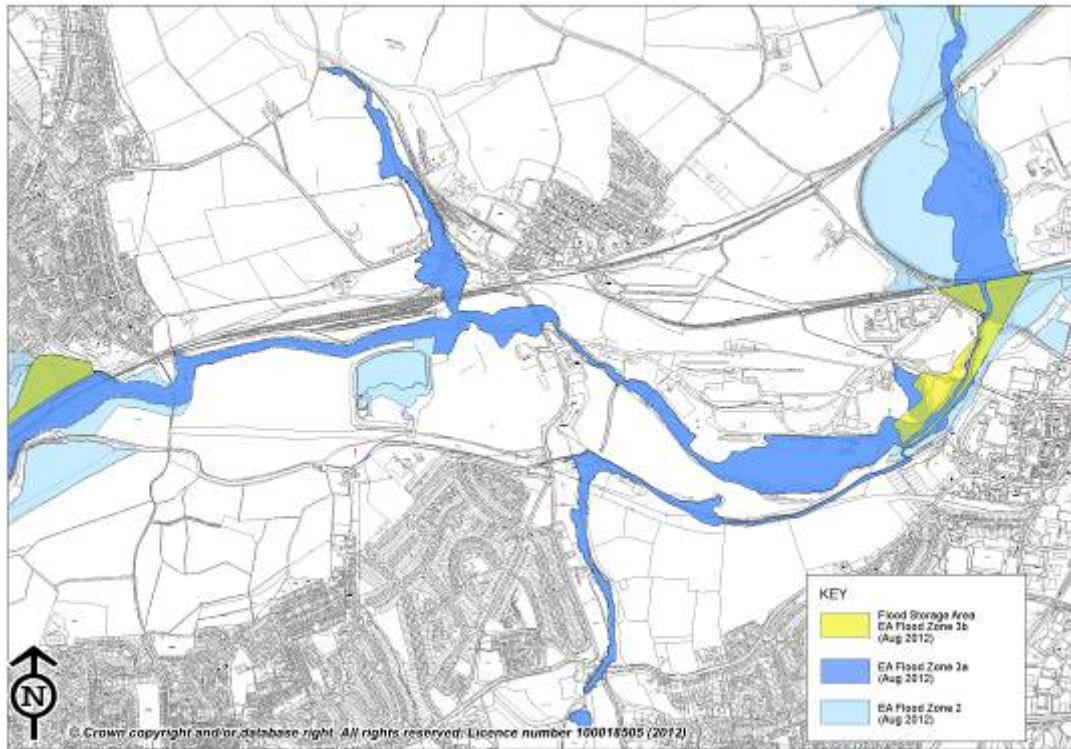
- Enhance the valley setting of the corridor through landscaping and habitat management and creation
- Enhance the River Rother and Chesterfield Canal as key green infrastructure assets and enhance public access.

- **Integrate green infrastructure with the cycling and walking network**
- **Protect and, where possible, increase species and habitats identified in the Chesterfield Biodiversity Action Plan.**
- **Link to green infrastructure assets outside the AAP area, including links to the Bluebank Pools Local Nature Reserve, the restored Hall Lane landfill site and footpath and cycle links to Poolsbrook Country Park**
- **Incorporate suitable arrangements for the long-term maintenance and management of habitats and green infrastructure.**

Water Management

Core Strategy – CS6, CS8

- 4.25 Significant parts of the area are identified as being within Flood zones 2 ((between 1 in 100 and 1 in 1,000 annual probability of river flooding) and 3 (1 in 100 or greater annual probability of river flooding in any year) by the Environment Agency, particularly around Works Road and the southern parts of the former Rhodia site, parts of which are considered to be functional floodplain. As part of the baseline work for the Area Action plan, further investigation of flood risk was undertaken, mapping the topography of the sites and modelling the flood risk. Further work undertaken by landowners resulted in amendments to the Environment Agency flood maps in the area showing reduced flood risk. The NPPF requires that development proposals take a sequential approach to flood risk, aiming to steer development to the areas of lowest risk of flooding. Given the scale of the area being considered a sequential approach has been taken within the corridor to the location of uses, ensuring that more vulnerable uses such as housing are located in the areas of lowest flood risk
- 4.26 The Action Plan area has potential for a range of flood management measures, including the creation of wetlands along the River Rother and new flood defences for the Works Road area. The site also contains a series of existing Goyts, fed by the River Rother, that could be incorporated into a water management regime.
- 4.27 Consultation with Yorkshire Water on the Area Action Plan and Core Strategy has indicated that the capacity for dealing with waste water in the Staveley Area, including the area covered by the AAP, is limited by existing facilities. With capacity for approximately 1000 new dwellings, growth in the AAP area will need to minimise the demand for treatment by reducing waste water through the use of techniques such as SuDs, rainwater harvesting and greywater recycling, and consider developer contributions towards improving facilities for coping with any remainder.



WATER MANAGEMENT – KEY OBJECTIVES

- **Provide a comprehensive area-wide approach to water and flood management**
- **Use Sustainable Drainage Techniques to minimise additional pressure on waste water treatment facilities**
- **Improve flood defences in the Works Road area**
- **Create new structured wetland habitat**

Sustainable Design and Energy Efficiency Core Strategy – CS5, CS17

4.28 As a significant source of new housing and employment space for Chesterfield Borough, the implications in terms of energy and resource use and CO₂ production are potentially significant. However the scale of the site and its location also provide opportunities to design in sustainability measures at an early stage. A district heating scheme in Barrow Hill operated by Chesterfield Borough Council is due to be removed, but the scale of new development proposed could support a new system, whilst the River Rother contains a number of existing weirs from former industrial use with the potential for micro-hydro generation. The former landfill sites at Hall Lane is already used to generated energy from Landfill Gas, while the valley location and scale, with shallow slopes to the south, provides opportunities to lay out development to maximise solar gain and the potential for

capture of solar energy for heat and energy generation.

- 4.29 On-site energy generation should be investigated as part of any development proposals, including the potential for biomass, methane gas from landfill, and micro-hydro for electricity generation and use of the topography for solar gain on individual buildings (including PV and solar water heating).
- 4.30 The area was considered in the council's Renewable and Low Carbon Energy Study (2010), which modelled a range of scenarios and approaches to energy efficiency and use. Given the scale of development at this site, policies that demand CO2 emission reductions in advance of the requirements of Building Regulations could make a considerable contribution to limiting emissions growth from new development in the borough. However, the impact on capital costs of any policy that sets more stringent standards must be considered.
- 4.31 The key conclusions from the study were that implementing a site-wide strategy based around district heating has relatively low capital cost increases relative to the anticipated costs of meeting the changing building regulations through other means. Development should examine the feasibility of a community energy scheme.
- 4.32 The study also identifies the potential to maximise the use of on-site solar generation, as well as two possible sites where micro-hydro schemes in the 20-50KW range may be feasible and should be investigated.
- 4.33 Large parts of the site are currently vacant and derelict land, which is one of the priority habitats in the Chesterfield Biodiversity Action Plan (described as 'Urban and Post Industrial Habitat'). Wherever possible, development proposals should incorporate compensatory habitat, phased so as to allow a gradual process of change. Where commercial and industrial development is likely to involve extensive areas of flat or shallow pitched roof, this could include the use of green and/or 'rubble' roofs to provide secure new habitat.
- 4.34 The use of local supply chains and employment in the construction and supply of new development can play a substantial part in maximising the regeneration benefits of new development. Where possible, developers will be encouraged to establish local supply chains for materials and resources during the construction and operational stages of development, and to establish mechanisms for local labour and training.

SUSTAINABLE DESIGN AND ENERGY EFFICIENCY – KEY OBJECTIVES

- **Investigate the use of District Heating for new development**
- **Generate electricity on-site through a combination of biomass, landfill gas, micro-hydro and photovoltaics**

- **Orientate and layout development to maximise use of solar gain and shading, PV and Solar Water Heating to reduce energy use**
- **Plan for replacement habitat including the use of green and/or rubble roofs**
- **maximise the use of local supply chains**

Coal extraction

- 4.35 Although much of the site has been subject to both open-cast and deep coal mining, there are significant shallow deposits of coal remaining under parts of the site, particularly those which were previously built up around Works Road. In line with national policy, the Derby and Derbyshire Minerals Local Plan (adopted April 2000) seeks to safeguard coal deposits and, where practicable, ensure their removal prior to development that would otherwise sterilise them (policy MP17). The removal of minerals, if managed carefully, can also form an effective part of a remediation strategy for contaminated land by removing surface material and generating income to assist with the costs of remediation. This comes at a cost however, with the potential to generate traffic and disruption for existing residents and businesses in surrounding areas and delaying the development for new uses.
- 4.36 Applications for minerals extraction would be made to, and decided by, Derbyshire County Council rather than Chesterfield Borough. It is therefore prudent to consider how extraction could be used to the benefit of the site, should permission be granted, in order to manage the impact of any extraction and ensure it contributed fully to the regeneration of the site.

COAL EXTRACTION – KEY OBJECTIVES

- **It should aid and not compromise the delivery of the future regeneration of the site for the proposed mix of uses**
- **Forms part of an agreed remediation strategy for the site**
- **Any areas of minerals extraction should be restored to a condition suitable for redevelopment in line with the proposals set out in this Area Action Plan**
- **No site will subsequently be used for the disposal of waste other than construction waste for the purpose of restoring the site for development**
- **Material should be capable of being removed from the site without significant impact on residents of Barrow Hill and Hollingwood as a result of vehicle movements. If appropriate, the re-opening the existing bridge over the River Rother from the Clocktower**

**business centre to enable the removal of material through the Hall
Lane Character Area should be enabled**

MASTERPLAN PROPOSALS

- 4.37 The illustrative masterplan at Figure 3 provides the spatial representation of these objectives. Residential development is focused on the western and central parts of the corridor, around a Local Centre and hub of small and medium scale commercial activity around Works Road. The restored pipeworks settling lagoon to the west of Works Road will provide an extensive area of informal open space and improved habitat, while improved footpath and cycle connections will provide links to the surrounding settlements of Barrow Hill, Whittington and Brimington.
- 4.38 An extension to Barrow Hill, on former Devonshire Cottages site, will provide an early development opportunity to widen the range and type of accommodation available in the area, as well as helping secure the future and security of the listed Barrow Hill Station buildings.
- 4.39 A restored/replaced road bridge will provide connections to the eastern part of the site over the River Rother, with the Spine Road function as the main vehicle, walking and cycling link throughout the length of the corridor.
- 4.40 Medium to large scale employment activity will be concentrated in the eastern portion of the Corridor, where it will benefit from the improved connections to the wider highways and motorway network. New and enhanced footpath and cycling links will provide connections between and to Barrow Hill, Staveley Town Centre and Staveley Town Basin.
- 4.41 An extensive network of green and 'blue' infrastructure will provide linking habitat and leisure opportunities, utilising the river and canal corridors and working with the constraints of flood risk and ground conditions to integrate development proposals into the landscape and make planned and effective use of land unsuitable for built development.
- 4.42 Development proposals will be centred on three 'Character Areas' (see figure 3) defined by physical and functional links, which will also form the basis for the phasing of development, in the context of an overarching masterplan and comprehensive strategies for flood risk, traffic management and remediation. These Character Areas will consist of:
- **The Lagoon:** The former pipeworks settling lagoon and land to the west
 - **Works Road:** Land either side of Works Road in the central part of the site
 - **Hall Lane:** The former Staveley Chemicals site to the east of Works Road and the River Rother, up to Hall Lane.

Figure 3

ILLUSTRATIVE MASTERPLAN

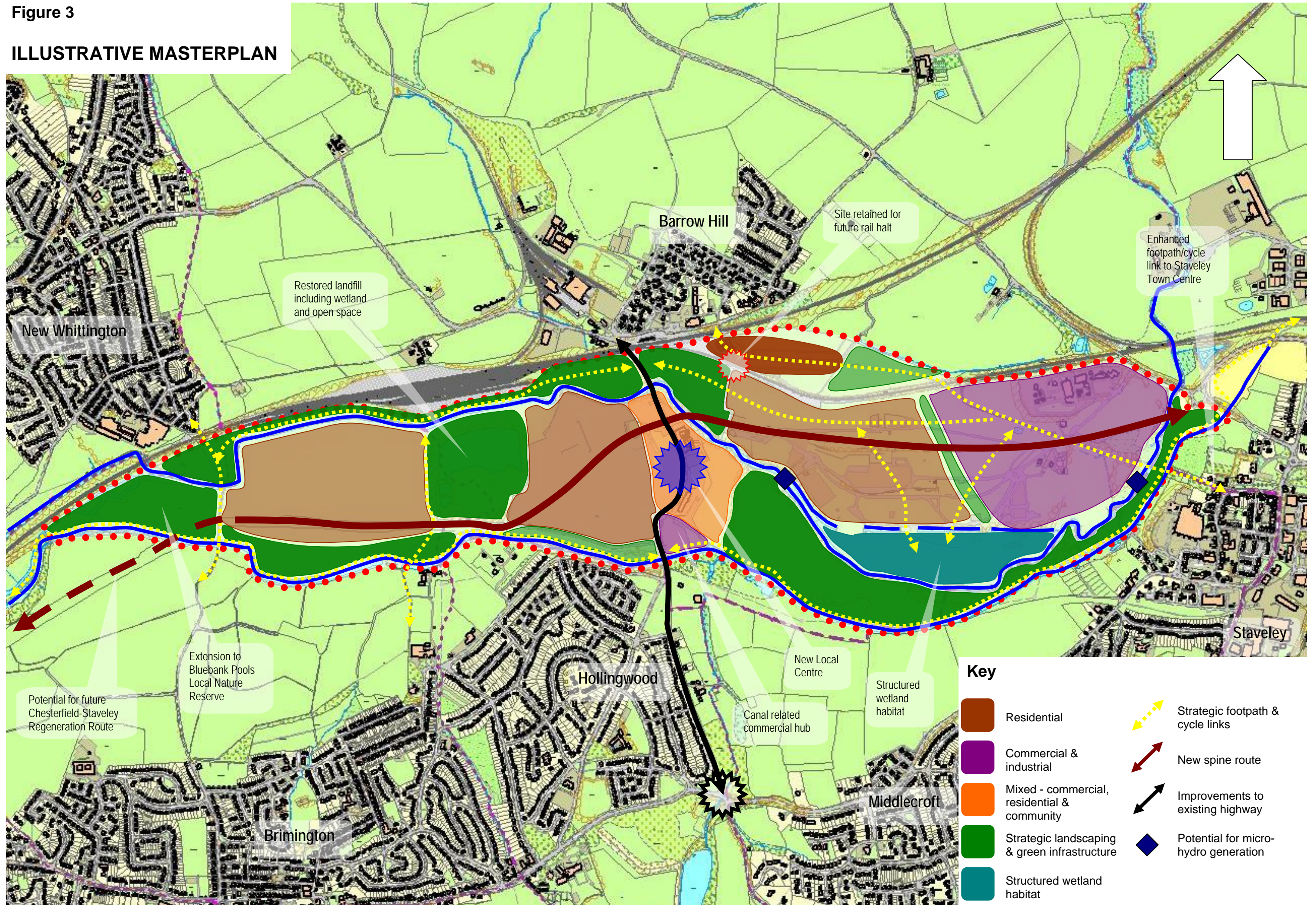
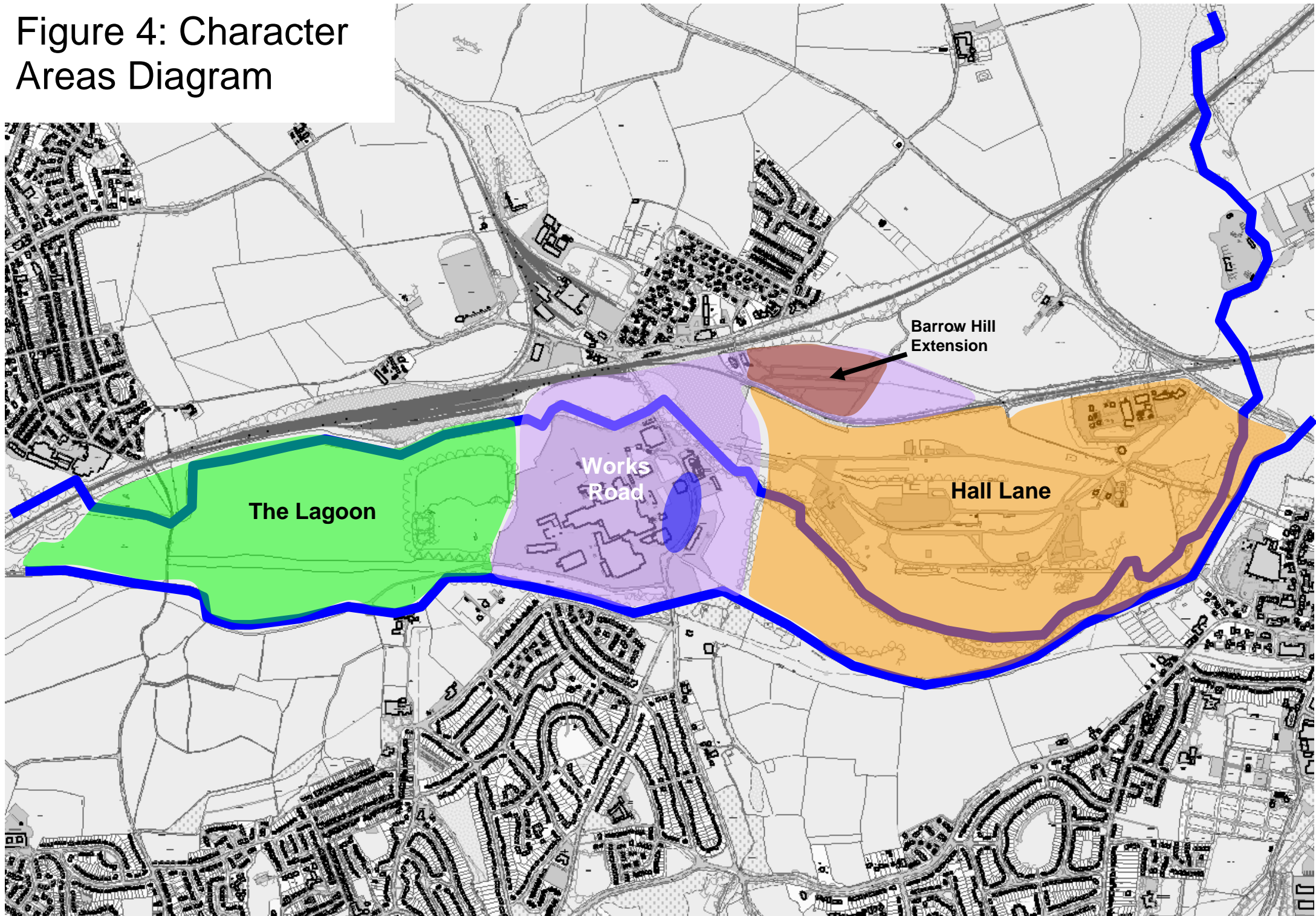


Figure 4: Character Areas Diagram



5.0 CHARACTER AREAS

Works Road

- 5.1 The Works Road Area is in the centre of the site, between the former settling lagoon to the west, Chesterfield Canal to the south and the River Rother to the north and east. It includes an area accessed across the railway line from Barrow Hill, which was formerly occupied by the Devonshire Cottages and is still home to the Barrow Hill Methodist Church and the listed former station buildings (currently vacant).
- 5.2 The River Rother and Chesterfield Canal corridors cross the area to the north and south providing areas for biodiversity, recreation, walking and cycling. The Trans Pennine Trail/Cuckoo Way runs alongside the canal, providing links to Chesterfield Town Centre, Staveley and the national cycle network.
- 5.3 This character area contained the former St Gobain pipeworks to the west of Works Road, which has now been cleared, except for the cap of a former mineshaft in the centre of the site. To the east of works road the Clocktower Business Centre and Devonshire Buildings provide small business space and mark the remainder of the corridor's industrial history.
- 5.4 Shallow coal is located under the site and there is the potential to remove this in advance of development as part of a remediation strategy, subject to its impact on neighbouring communities.
- 5.5 The Works Road character area is central to the corridor, and has a key role to play in connecting new development within the corridor with the existing settlements of Barrow Hill and Hollingwood. The area around Works Road will be developed as a mixed use area providing a community hub established around a new Local Centre, small scale employment (including office and light industrial) capitalising on the existing business centres (the Clocktower and Devonshire Buildings) and residential development. There is also an opportunity in this location for further built development related to Chesterfield Canal to enhance its leisure and commercial potential (including the possibility of canal related businesses and the re-establishment of a former wharf).
- 5.6 The Local Centre is an opportunity to expand the range of town centre uses accessible to surrounding communities, as well as to support new residential development. There is the potential in this location for a new small format (1000 sqm or less) foodstore to support existing and new communities. In order to establish more sustainable patterns of travel it is important that these elements are delivered at an early stage in development to ensure that they are available to new residents.

- 5.7 Should a need emerge for a new primary school as a result of development it should be located within this character area.
- 5.8 Densities and building heights will be higher close to Works Road and the creation of active frontages to Works Road, and River Frontages to the Lagoon and River Rother should feature in development proposals. Public access to the southern bank of the River Rother should be included and the potential to utilise existing bridges to provide access across the river investigated. Quality landscaping should be incorporated adjacent to watercourses and open space.
- 5.9 At the southern end of the character area, Chesterfield Canal provides a key leisure opportunity. The recently restored and extended Hollingwood Lockhouse now provides accommodation for the Canal partnership and community space. However there is scope to further increase the offer of the canal in this location with further leisure and food and drink activity and the potential to develop canal related employment opportunities alongside the waterway, which will provide both jobs and activity.
- 5.10 East of Barrow Hill, the former Devonshire Cottages site provides an early opportunity for new housing to expand the range and type of housing in Barrow Hill and provide an improved setting for the list former Station buildings and Methodist Church. Development of this area should maintain future access to the railside for a possible rail halt in the future.
- 5.11 Flooding is a significant issue in the northern part of the character area, where the River Rother passes through a narrow cutting and is constrained by a series of bridges and embankments. Flood protection measures should be integrated into new development, taking into account floor levels, location of development, minimising impermeable surfaces and the inclusion of defence measures such as flood gates.
- 5.12 Access improvements specific to this area should include contributing to improving the bridge link across the River Rother adjacent to the Clocktower Business Centre and providing for vehicle, footpath and cycle access to the Lagoon Character area to the west. As the meeting place for the spine road, Works Road, existing bus routes and existing and proposed footpath and cycle connections, this area will be a key transport hub and these connections should be integrated in the design a layout of space, particularly around the Local Centre.

WORKS ROAD CHARACTER AREA – KEY OBJECTIVES










- **A mixed use development incorporating a new Local Centre (to include a single foodstore of no more than 1000 sqm), up to 400 dwellings and up to 10 ha of employment space (B1)**
- **Retention of the Clocktower building**

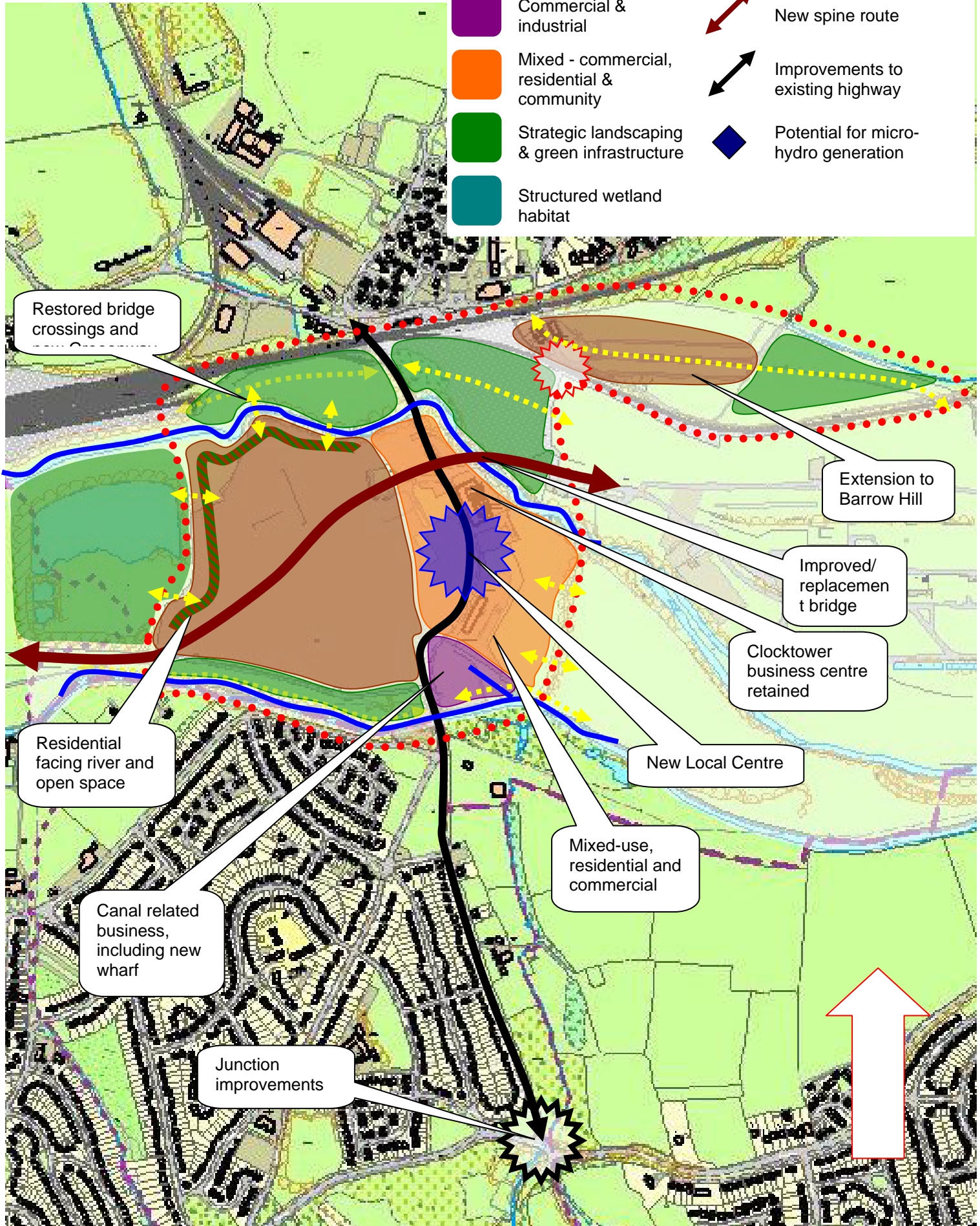
- **Leisure and food and drink uses related to Chesterfield Canal**
- **A canal business hub to the east of Works Road**
- **If required, a site for a new Primary School**
- **A network of footpath and cycle links integrated into the green infrastructure network, including a new Greenway to the north of the River Rother**
- **Improved, walking and cycling access to the Lagoon Character Area and River Rother**
- **A comprehensive approach to flood risk mitigation and management**
- **A comprehensive programme of remediation including consideration of the impacts of coal extraction**
- **A spine road including crossing of the River Rother and ongoing connections to the Lagoon and Hall Lane Character Areas**

Figure 5

WORKS ROAD CHARACTER AREA

Key

-  Residential
-  Commercial & industrial
-  Mixed - commercial, residential & community
-  Strategic landscaping & green infrastructure
-  Structured wetland habitat
-  Strategic footpath & cycle links
-  New spine route
-  Improvements to existing highway
-  Potential for micro-hydro generation



Lagoon

- 5.13 **The Lagoon Area** is centred around a man-made lagoon and landfill area. The River Rother and Chesterfield Canal corridors cross the area to the north and south providing areas for biodiversity, recreation, walking and cycling with a number of existing routes of varying quality, from the well maintained Trans Pennine Trail/Cuckoo Way and Bilby Lane to the more informal route north of the River Rother and through the character area..
- 5.14 The Lagoon Character Area is separated from the works area by a large lagoon. Once the settling pond for the St Gobain pipeworks, this pond, and its surrounding landscaping, has established itself as a diverse and attractive habitat for wildlife. At the time of writing a planning application is expected for the full restoration of this area as part of the closure of the pipeworks which will see it remain as open space incorporating ponds. The remaining land to the west is predominantly made-ground which was open-cast and re-filled with foundry sand from the pipeworks, although it is considered developable with appropriate techniques. The character area is also surrounded by well established landscaping and planting along the river and canal sides which provides an attractive and semi-rural setting.
- 5.15 This character area is considered appropriate for a predominantly residential development, taking advantage of the secluded and attractive setting created by the existing landscaping and the lagoon. Development should be aimed at family housing and other medium to low density residential uses such as retirement accommodation. There is also scope for some small scale quality B1 uses, particularly around the lagoon, to provide a wider mix of uses. Day to day facilities should be provided by the Local Centre proposed within the Works Road Character Area but a small element of retail and other uses would be appropriate in the form of 'corner shops' (less than 200 sqm) and neighbourhood pub.
- 5.16 As an area of open grassland, the site does currently contribute towards providing valuable habitat identified in Chesterfield's 'Greenprint' biodiversity action plan. Appropriate mitigation measures should be included in development proposals including the use of informal rather than formal landscaping, particularly associated with establishing a walking and cycling network, the use of green roofs where appropriate and the retention and enhancement of existing planting and landscape features such as ponds and woodland wherever practical. To the west of Bilby Lane lies a triangle of land with limited access that would form a suitable extension to the Bluebank Pools Local Nature Reserve.
- 5.17 The canal, river and lagoon should be treated as valuable green infrastructure assets and taken into account in the layout of development to provide visual interest, natural surveillance and added

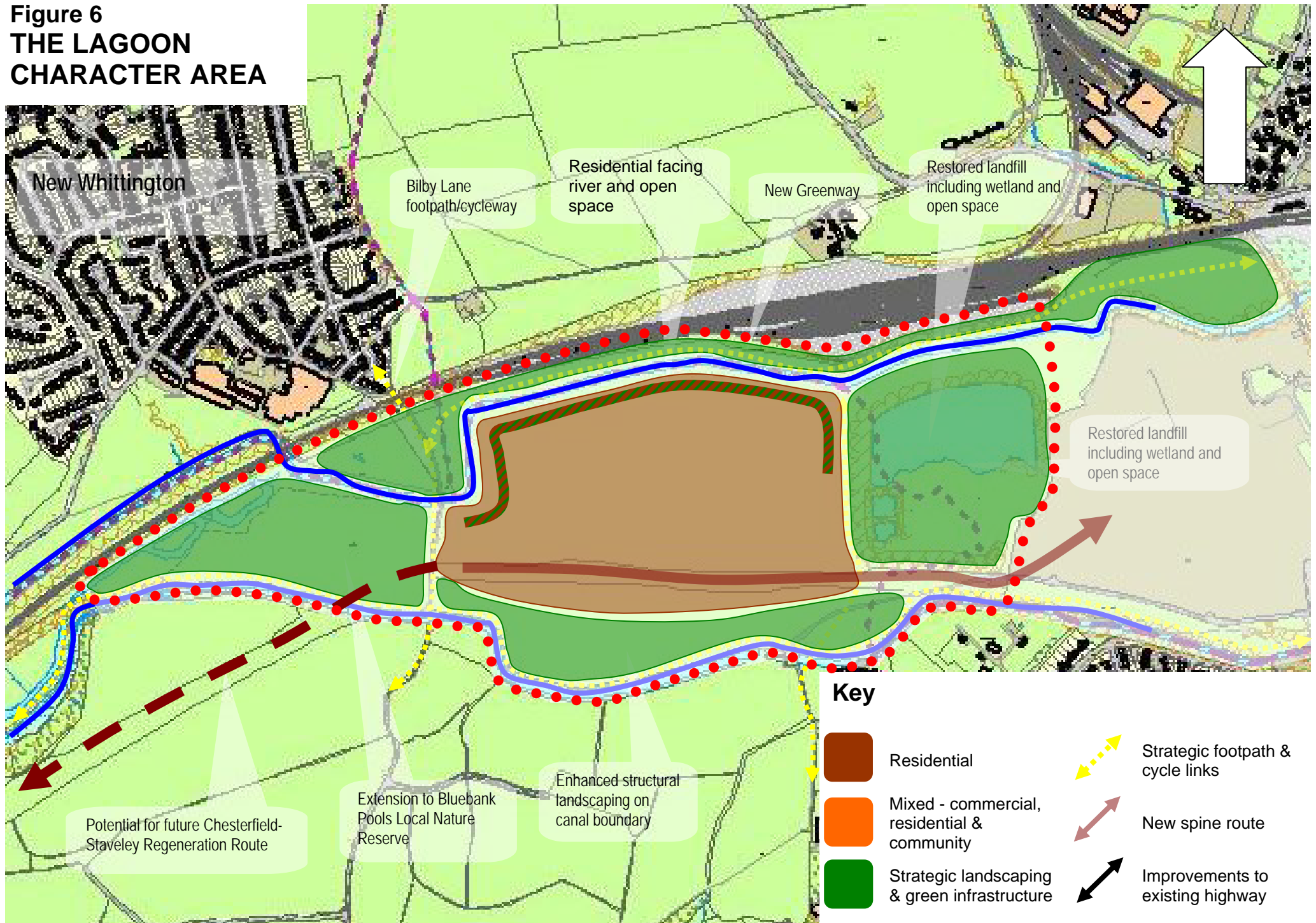
value. In particular access for residents to these bodies of water should be enhanced to provide informal recreation opportunities. A particular opportunity exists to provide a greenway link between Bilby Lane and Works Road on the northern bank of the River Rother (following the line of an existing right of way), opening up opportunities for walking and cycling for leisure and commuting as well as improving links between Barrow Hill and New Whittington.

- 5.18 Access to the Character Area has significant constraints. Although footpath and cycle access is strong with connections to a well-established network (connecting Brimington, Barrow Hill and New Whittington through and across the site) with good potential for improvement, vehicle access is currently only possible through the Works Road Character Area. Access improvements will need to be delivered in advance of any significant development of the Lagoon Character Area and the phasing of development will need to reflect this. The form of any road access through the site should be designed so as to allow onward connections to the west in the event of a wider regeneration route being implemented to the north of Brimington or Bilby Lane be reopened to traffic.

THE LAGOON CHARACTER AREA – KEY OBJECTIVES

- **Housing led development for up to 750 dwellings**
- **Retail (A1) limited to single units of no more than 200 sqm to serve local needs and small scale food and drink uses**
- **Small scale B1 Office and Light Industrial units**
- **A network of footpath and cycle links integrated into the green infrastructure network, including a new Greenway to the north of the River Rother, connections to Bilby Lane and Chesterfield Canal towpath, improved access to the southern bank of the River Rother**
- **Extension of the Bluebank Pools Local Nature Reserve**
- **A spine road to incorporate the potential for further westward connection to a Chesterfield-Staveley Regeneration Route**
- **Retention and enhancement of existing landscaping alongside Chesterfield Canal and the River Rother**
- **Incorporation**
- **A comprehensive approach to flood risk mitigation and management**
- **A comprehensive programme of remediation**

Figure 6
THE LAGOON
CHARACTER AREA



Hall Lane

- 5.19 **The Hall Lane Area** is the eastern part of the corridor between the River Rother to the east, the canal and railway to the south and north and Hall Lane to the east. This area was previously used as a chemical works by Rhodia Eco Services and, until very recently, Covidien, who manufactured pharmaceutical components on the north eastern corner of the site. This Character Area also incorporates a number of areas of former opencast, which have been restored to open land, including land adjacent to the railway line to the north and land either side of The River Rother to the south. A series of man-made Goyts separate the former Rhodia site horizontally, with low lying former opencast land to the south, leading down to the Rother.
- 5.20 This Character area has the closest physical relationship to Staveley and it's well-served town centre, with footpath connections via Mill Green and, once canal restoration work in this area is completed, Constitution Hill. The newly constructed Staveley Town Basin is immediately to the north east, connected via the Trans Pennine Trail/Cuckoo Way. Road connections to Staveley Town Centre are short, via Hall Lane. The Character Area has the best access to the strategic highway network of any of the Character Areas, due to the recently constructed Staveley Northern Loop Road, which provides links to Junction 29a on the M1 and the Markham Vale commerce park, and the proximity to the A619, which gives access to Junction 30.
- 5.21 The Taylor Young feasibility study identified the potential for larger scale business and employment development (B1, B2 and B8) in this location . As well as providing new employment opportunities close to Staveley, Barrow Hill and Hollingwod, this recognises the historic industrial nature of the site (and associated remediation requirements) and the excellent access to the motorway network
- 5.22 The eastern part of the character area has the potential for a wider range of uses but will need improvements to access and remediation of land before it can be significantly re-developed. This means that this part of the Action Plan Area is more likely to be part of a later phase of development and as such it should be treated with some flexibility in terms of form and use of development to allow for changes in market demand and monitoring the impact of earlier phases of development. to achieve this, the plans allows for a mixture of housing employment uses
- 5.23 This Character area is proposed for a combination of residential development on its western half, where it will benefit from the mix of uses proposed around works road, and employment development to the east, taking advantage of the recently completed Staveley

Northern Loop Road with access to the Markham Vale Enterprise Zone and the M1. This split also reflects ground conditions and the likely needs of remediation. The more open and low-lying land around the River Rother and Chesterfield Canal, to the south of the Goyts, will be retained as open land for informal recreation and natural flood alleviation, with the land between the Rother and Goyts in particular proposed for a new area of structural wetland that can provide both new habitat and flood alleviation.

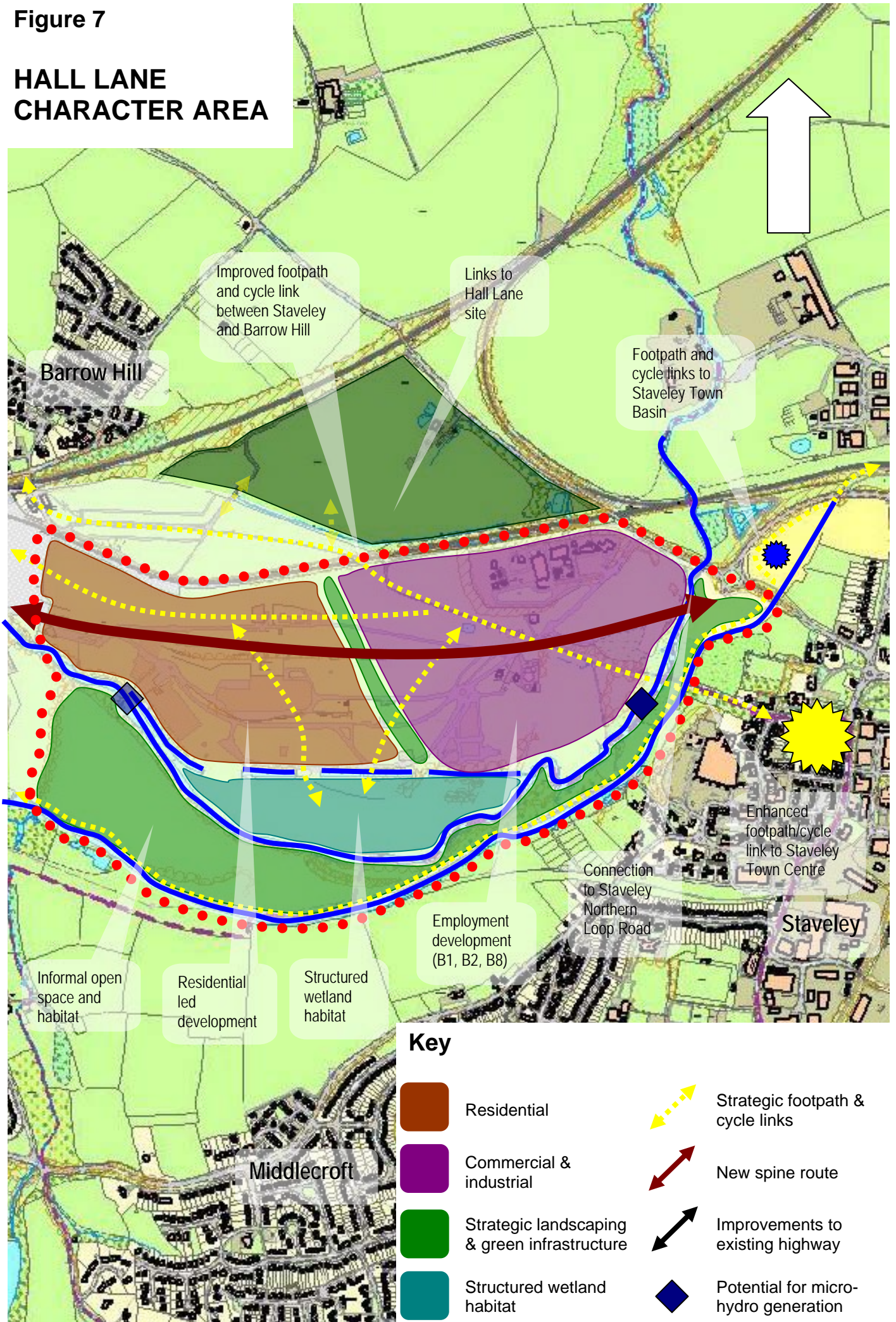
- 5.24 This part of the site is highly visible from the A619 and Staveley/middlecroft to the south. As such the design and landscaping of development, particularly larger-scale industrial buildings will need careful consideration. That said, the open character and scale of the site does provide potential to accommodate buildings of significant floorspace in a way that the other character areas do not.

HALL LANE CHARACTER AREA – KEY OBJECTIVES

- **Development of Approximately 30ha of Employment generating development within use classes B1, B2 and B8 at the western end of the Character Area**
- **Housing led development for up to 850 dwellings at the eastern end of the Character Area and ancillary uses (including single small shops of up to 200 sqm)**
- **A spine road with connections to the Staveley Northern Loop Road at Hall Lane and westwards to the Works Road Character Area**
- **Vehicle access improvements linking Hall Lane across the River Rother to Works Road**
- **A comprehensive footpath and cycling network including connections to Chesterfield Canal, Staveley, Works Road, Barrow Hill and the restored Hall Lane landfill site**
- **Improved access to the River Rother**
- **A comprehensive approach to flood risk mitigation and management including creation of a wetland habitat and flood storage area between the River Rother and the existing Goyts**
- **A comprehensive programme of remediation**

Figure 7

HALL LANE CHARACTER AREA



6.0 IMPLEMENTATION

Phasing and planning process

- 6.1 Given the complexity and scale of the corridor, it is inevitable that some degree of phasing will be appropriate. In particular, some elements of the scheme will rely on the advance delivery of site remediation or infrastructure. Critical social infrastructure, such as open space and local shops, should be in place at the correct times to ensure the quality of life of new residents, whilst Green Infrastructure, such as supplemental or replacement habitat must be given time to mature. The viability and deliverability of regeneration must also be considered; just as late infrastructure can be harmful to the quality of regeneration, infrastructure costs incurred before they are required can affect the financial viability of a scheme.
- 6.2 Phasing will also be necessary to overcome the transport and access limitations of the corridor. The Lagoon Character Area, will rely on the timely delivery of relevant infrastructure to provide access to Works Road. Long term, connections throughout the corridor will also rely on the delivery of the spine road and re-instatement of crossing over the River Rother. Given the high costs associated with this In the short term it is likely that development will need to be phased to allow early phases to utilise the existing highways network (with specific improvements); split between Works Road and Hall Lane, with late phases to come forwards once the spine road has allowed connection between the character areas.
- 6.3 Any minerals extraction will also affect phasing as this will be an element in determining the timetable for remediation. Whilst any minerals extraction is occurring, this activity, and associated vehicle movements through the sit will limit the uses to which adjacent land can be put.
- 6.4 An indicative phasing programme is set out below (it is likely that there would be some overlap between phases).

Phase	Development	Infrastructure
1	<ul style="list-style-type: none"> Potential coal extraction First phase of residential development close to Barrow Hill and the railway 	<ul style="list-style-type: none"> Improvements to Works Road Construction of the eastern section of the new access road and associated infrastructure / site preparation works to the employment zone around the former chemical works
2	<ul style="list-style-type: none"> Remediation works following coal extraction Phased remediation to residential land east of Works Road and north of the new access road – Works 	<ul style="list-style-type: none"> Off site works to the A619 Flood risk mitigation measures Elements of Green Infrastructure Network

	<i>Road, The Lagoon</i>	
3	<ul style="list-style-type: none"> • Development of new residential neighbourhood north of the new access road and east of Works Road. • Begin remediation of the land east of Works Road and south of the new access road • Site preparation for new community hub 	<ul style="list-style-type: none"> • Flood risk mitigation measures • Elements of Green Infrastructure Network
4	<ul style="list-style-type: none"> • Development of a new residential neighbourhood east of Works Road and south of the new access road • Development of the new retail/community hub 	<ul style="list-style-type: none"> • Flood risk mitigation measures • Elements of Green Infrastructure Network • Community facilities in new hub
5	<ul style="list-style-type: none"> • Development of a new residential neighbourhood west of Works Road to be served by part of the western length of the new access road as part of this development 	<ul style="list-style-type: none"> • Flood risk mitigation measures • Elements of Green Infrastructure Network
6	<ul style="list-style-type: none"> • Development of the far west of the corridor for a mixture of uses along with the remaining length of access road as part of this development 	<ul style="list-style-type: none"> • Construction of the western section of the new access road

Development Management

- 6.5 Following adoption of the AAP, the borough council's preferred mechanism would be for the whole corridor to be the subject of an outline planning application, accompanied by an Environmental Impact Assessment, masterplan, design framework and transport assessment. This would allow for a site-wide approach to issues such as remediation, flood risk and transport. However the council will also consider other approaches on their merits, such as collaboration with landowners/developers on Local Development Orders (LDOs), hybrid applications or applications for a combination of Character Areas (subject to being able to demonstrate a comprehensive approach to development).

Infrastructure

- 6.6 The council is in the process of preparing a Community Infrastructure Levy (CIL) for the borough. Although this is likely to be in place by the time that development proposals are brought forward, it is likely that the regeneration of the corridor will still need to be subject to a range of planning obligations and conditions relating to the delivery of key infrastructure and requirements. The viability and deliverability of development will be taken into account in this process and the council

will expect to take a phased approach to any planning obligations and conditions. This may require the use of 'grampian' style conditions, delayed or staged obligations and a 'monitor and manage' approach to issues such as traffic impact to ensure that mitigation and improvement measures are targeted and timely.

APPENDICES

INFRASTRUCTURE DELIVERY

Draft Staveley and Rother Valley Corridor (March 2011): *Draft Infrastructure Delivery Plan (IDP)*

NB: This draft IDP is an evolving document which will be updated as more knowledge is obtained about infrastructure costs, funding and delivery. It will also outline the Borough Council's key infrastructure requirements should it decide to introduce the Community Infrastructure Levy (CIL).

Staveley Works Corridor

Key Core Strategy Policy	Implementation	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Normal Funding Sources	Phasing & Delivery
PS5: Staveley & Rother Valley Corridor	The Staveley Works Area Action Plan	<ul style="list-style-type: none"> • Chesterfield Borough Council • Staveley Town Council • Landowners • Homes & Communities Agency • Derbyshire County Council 	Land decontamination and remediation	Overall costs: £60M - £70M <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions or CIL	Medium term: 2010 - 2015
			On-site road infrastructure and off-site road improvements	Overall costs : £12M <i>Source: Options Report, Taylor Young (2010)</i>	Regeneration agencies and developer contributions or CIL	Medium term: 2015 - 2020:
			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: 2015 - 2020:
			Masterplanned green infrastructure provision (inc proposed greenways)	Not currently estimated	Included as part of development costs or CIL	Long-term: 2020 - 2026:
			Potential capacity issues at Springwell Secondary School	Dependent on local school capacity at the time housing proposals come forward	Developer contributions or CIL	Long-term: 2020 - 2026

			Increased capacity required at Staveley Waste Water Works	Not currently estimated	Developer contributions or CIL	Long-term: 2020 - 2026
			Sustainable drainage systems	Not currently estimated	Included as part of developer costs	
			New road access	Not currently estimated	Included as part of developer costs	
			Masterplanned green infrastructure provision (inc proposed greenways)	Not currently estimated	Included as part of developer costs	
			Brimington GP Surgery (Church St) is at capacity	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS request £512 per dwelling. <i>NB: Contributions will depend on the location of proposed development and its distance to existing surgeries.</i>	Developer contributions or CIL	

EVIDENCE BASE DOCUMENTS

AAP Specific Documents

Staveley Corridor Area Action Plan Feasibility Study Baseline Report (May 2009)

http://www.chesterfield.gov.uk/Site/1/Documents/Environment/Local%20Development%20Framework/Staveley%20Works%20Area%20Action%20Plan/Chapter_1_Executive_Summary.pdf

Staveley Corridor Area Action Plan Feasibility Study Vision and Options Report for Consultation (June 2009)

http://www.chesterfield.gov.uk/Site/1/Documents/draft%20report_LR.pdf

Staveley Corridor Area Action Plan Sustainability Appraisal Scoping Report (June 2009)

<http://www.chesterfield.gov.uk/Site/1/Documents/Environment/Local%20Development%20Framework/Staveley%20Works%20Area%20Action%20Plan/SA%20without%20maps.pdf>

General Strategy Documents

Northern Sub-Region Employment Land Review (2008)

This is an employment land review undertaken at sub-regional level to determine the amount of employment land required for each district in the Northern Sub-Area which includes the authorities of Chesterfield, Mansfield, Bassetlaw, Ashfield and Bolsover.

<http://www.nottinghamshire.gov.uk/home/environment/planningmatters/regionalspatialstrategy/northernsubregionemploymentlandstudy.htm>

Retail Capacity Study (2008)

This study has been undertaken jointly for Chesterfield and North East Derbyshire and will provide key evidence for possible future retail and leisure development in the borough.

[http://www.chesterfield.gov.uk/Site/1/Documents/Environment/Local%20Development%20Framework/Local%20Development%20Framework%20Documents/Retail%20Capacity%20Study%20Update%20\(2008\).pdf](http://www.chesterfield.gov.uk/Site/1/Documents/Environment/Local%20Development%20Framework/Local%20Development%20Framework%20Documents/Retail%20Capacity%20Study%20Update%20(2008).pdf)

Northern Sub-Regional Strategic Housing Market Assessment (2007)

Strategic Housing Market Assessments are a requirement of Planning Policy Statement 3: Housing (PPS3). The aim of Strategic Housing Market Assessments is enable a better understand of how housing markets works, especially in respect to affordable housing. The Northern Sub-Regional Housing Market Area includes Chesterfield, Bassetlaw, Bolsover, North East Derbyshire, Ashfield, Mansfield and Newark & Sherwood.

<http://www.chesterfield.gov.uk/default.aspx?CATID=464>

Green Infrastructure Study

<http://www.chesterfield.gov.uk/Site/1/Documents/Environment/Local%20Development%20Framework/Local%20Development%20Framework%20Evidence%20Base/GI%20STUDY%20no%20maps.pdf>

Community Infrastructure Study

<http://www.chesterfield.gov.uk/Site/1/Documents/Environment/Local%20Development%20Framework/Local%20Development%20Framework%20Evidence%20Base/Final%20Community%20Infrastructure%20Report%20Feb09.pdf>

Transport Study

Need link

Gypsy Traveller Accommodation Assessment (2008)

Opinion Research Services was commissioned by the Derbyshire Travellers Issues working group (TWIG) to undertake a Gypsy and Traveller Accommodation Assessment. TWIG includes members from each Local Authority in Derbyshire, the Primary Care Trust, Police and Derbyshire Gypsy Liaison group.

The study assesses the needs for additional authorised Gypsy and Traveller site provision in Derbyshire over the next five years, and the broad location of where additional sites should be located.

<http://www.chesterfield.gov.uk/Site/1/Documents/Homes/Housing%20Strategy/Derbyshire%20GTAA%20Report.pdf>

Strategic Flood Risk Assessment

<http://www.chesterfield.gov.uk/default.aspx?CATID=557&CID=6099>

Census 2001 data

<http://neighbourhood.statistics.gov.uk/dissemination/LeadAreaSearch.do?a=3&r=1&i=1001&m=0&s=1239262936569&enc=1&areaSearchText=Chesterfield&areaSearchType=13&extendedList=false&searchAreas=Search>

Other Documents

East Midlands Regional Plan – March 2009

<http://www.gos.gov.uk/497296/docs/229865/EMRP>

Derbyshire Local Transport Plan (2006-2011)

http://www.derbyshire.gov.uk/transport_roads/transport_planning/default.asp

Derbyshire Landscape Character

<http://www.derbyshire.gov.uk/environment/conservation/landscapecharacter/default.asp>

Derby and Derbyshire Waste Local Plan (2005)

http://www.derbyshire.gov.uk/environment/planning/planning_policy/minerals_waste_development_framework/waste_local_plan/default.asp

Housing Needs Study

Older Persons Study

<http://www.chesterfield.gov.uk/Site/1/Documents/Homes/Housing%20Strategy/Housing%20Strategy%20Documents/Older%20Persons%20Final%20report.pdf>

Younger Persons Study

<http://www.chesterfield.gov.uk/Site/1/Documents/Homes/Housing%20Strategy/Housing%20Strategy%20Documents/Younger%20people%20HNS%20report%20final.pdf>

Multiple Needs Study

<http://www.chesterfield.gov.uk/Site/1/Documents/Homes/Housing%20Strategy/Housing%20Strategy%20Documents/Northern%20Submarket%20multiple%20Needs%20Study%20Final2.pdf>

Chesterfield Housing Strategy (2006-2009)

<http://www.chesterfield.gov.uk/Site/1/Documents/Homes/Housing%20Strategy/Strategy%20final.pdf>

The Homelessness Strategy (2008-2013)

<http://www.chesterfield.gov.uk/Site/1/Documents/Homes/Housing%20Strategy/Housing%20Strategy%20Documents/Homelessness%20Strategy.pdf>

The Black and Ethnic Minority Housing Strategy (2004)

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