Chesterfield Local Plan 2018 – 2033

Duty to Cooperate Statement

June 2019

1.0 Introduction

1.1 The purpose of this statement is to set out the council's approach in meeting the requirements of the duty to cooperate. It outlines the actions the council has taken to cooperate with neighbouring local authorities and other organisations to address the cross boundary issues of strategic planning significance for the local plan. It is intended to demonstrate to the Inspector appointed to examine the submitted Local Plan for Chesterfield that it has complied with that statutory duty[1] to cooperate with other relevant bodies and neighbouring authorities in respect of planning for issues with cross-boundary impacts as part of the preparation of the plan.

1.2 The statement is a record of progress made up to the stage of submitting the Chesterfield Borough Local Plan (June 2019). It should however be noted that this paper is a summary at a point in time and cooperation will continue in the lead-up to and beyond the examination of the Local Plan. This statement summarises the strategic activities of Chesterfield Borough Council and the outcomes in terms of impact on the local plan. This report should be viewed as an update to the DTC Statement prepared for the 2013 Core Strategy. This report is supplemented by a number of Statements of Common Ground (appended to this report and available separately).

1.3 Section 2 sets out the legal and policy context of the Duty to Cooperate, Section 3 sets out the strategic context of Chesterfield borough including the strategic geography and relationships. Section 4 sets out the substantive strategic planning issues.

1.4 As of the time of writing the Council's view is that it has met the requirements of the Duty to Co-operate.

[1] s.33A of the Planning and Compulsory Purchase Act 2004

2.0 Duty to Cooperate – Legal and National Policy Context

2.1 The Duty to Co-operate is a formal requirement[2]. It applies to local authorities and a number of other bodies. The duty requires engagement with relevant local authorities and specified bodies[3] on strategic matters through the preparation of development plan documents (DPDs) and other activities in connection with strategic matters which affect more than one area.

2.2 The duty:

- relates to sustainable development or use of land that would have a significant impact on at least two local planning areas or on a planning matter that falls within the remit of a county council
- requires that councils set out planning policies to address such issues
- requires that councils and public bodies 'engage constructively, actively and on an ongoing basis' to develop strategic policies
- requires councils to consider joint approaches to plan making.

2.3 This means in preparing its development plan documents, the Council must co-operate with:

Type of Organisation / Body	**Name**
County Councils	Derbyshire County Council (DCC)
Neighbouring Local Authorities	Bolsover District Council (BDC) North East Derbyshire District Council (NEDDC)
Other Prescribed Bodies	• Environment Agency • English Heritage • Highways Agency • Highways Authority • Natural England • Homes and Communities Agency • Civil Aviation Authority • Derbyshire/Nottinghamshire Clinical Commissioning Groups • National Health Service Commissioning Board • Office of the Rail Regulator

2.4 In addition, the Council must 'have regard to' the work of other bodies and to this end have engaged and cooperated with the Derby and Derbyshire and Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP),

[2] Section 110 of the Localism Act 2011

[3] Listed in Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012

Sheffield City Region LEP and the Lowland Derbyshire and Nottinghamshire Local Nature Partnership (LNP).

National Planning Policy Framework and National Planning Policy Guidance

2.5 The 2019 NPPF (paragraphs 24 to 27) sets out the requirements on LPAS for maintaining effective cooperation. It sets out that effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere. It also specifies that in order to demonstrate effective and on-going joint working, strategic policymaking authorities should prepare and maintain one or more statements of common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these.

2.6 Advice on preparing Statements of Common Ground is contained in National Planning Guidance[4]. The guidance also sets out that the strategic matters on which cooperation is required[5]but notes that this is not an exhaustive list and authorities will need to adapt this to meet their specific needs:

- housing (including affordable housing), employment, retail, leisure and other commercial development;
- infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- community facilities (such as health, education and cultural infrastructure);
- conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

[4] Paragraph: 010 Reference ID: 61-010-20190315 onwards
[5] Paragraph: 014 Reference ID: 61-014-20190315

3.0 Strategic Context

3.1 Chesterfield borough is based around the main town of Chesterfield, and borders North East Derbyshire District Council and Bolsover District Council. It also falls within two Local Economic Partnership (LEP) areas – Sheffield City Region (of which it is currently a non-constituent member) and D2N2, both of which are combined authorities. The borough has for some time been part of the North Derbyshire and Bassetlaw Housing Market Area, which includes LPAs from both Derbyshire and Nottinghamshire. There are a number of both separate and interrelated functional, geographical and administrative relationships relevant to effective strategic planning.

3.2 Encircling the borough to the west, north and south, **North East Derbyshire** has a particularly close physical and functional relationship with Chesterfield. Chesterfield functions as a sub-regional centre, and a significant proportion of the retail and employment needs of NEDDC are met within Chesterfield. There is a net inflow of just under 4000 workers to the borough from North East Derbyshire district. The two areas share key physical, social and green/blue infrastructure, including the Green Belt, Chesterfield Canal and a number of rivers meaning that measures to reduce flood risk are mutually beneficial.

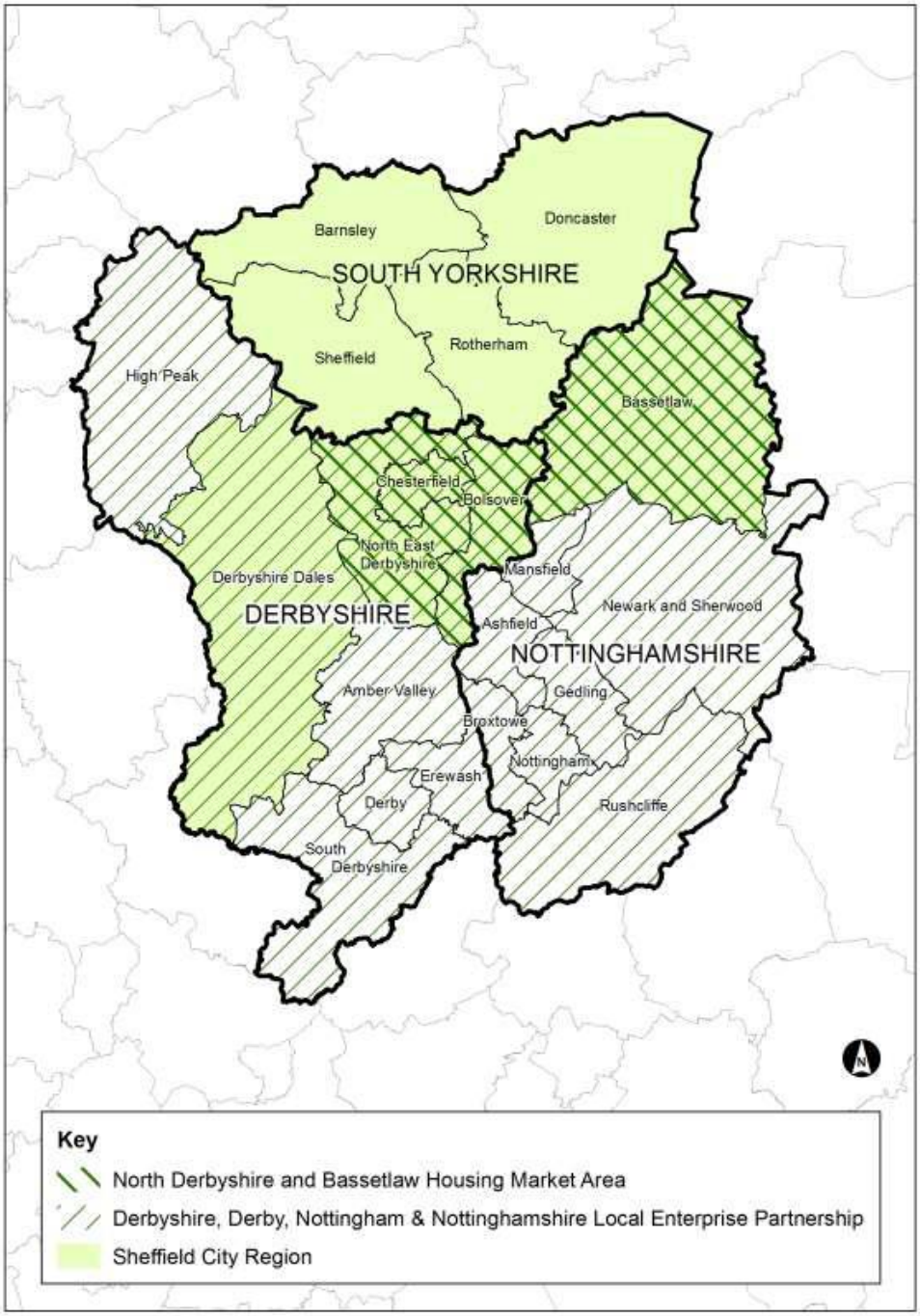
3.3 In terms of neighbouring **Bolsover District Council** area, the main relationships are centred on the shared employment area at Markham Vale (also shared with NEDDC), and the M1 corridor. There is a net inflow of over 1500 workers from Bolsover to the borough.

3.4 At a **Derbyshire County** level there is a good track record of joint working and evidence base including household projections and gypsy and traveller accommodation assessment, with particular relationship between the three LPAs of BDC, CBC and NEDDC. The County Council is also the Transport and Education Authority for the Borough, and the owner/developer of the Markham Vale strategic employment site.

3.5 There is long history of joint working among the authorities within the **North Derbyshire and Bassetlaw HMA** (Bolsover DC, Chesterfield BC and North East Derbyshire DC in Derbyshire and Bassetlaw DC in Nottinghamshire). There are strong functional and geographical relationships between the three Derbyshire Authorities that all share boundaries, with a slightly weaker relationship between Chesterfield and Bassetlaw. All HMA LPAs and Derbyshire County Council consider the justification for the HMA to be appropriate, and this was reinforced in the 2014 and 2018 update of the joint Strategic Housing Market Assessment.

3.6 Due to the strength of the HMA relationships, a Statement of Common Ground has been prepared for this area (Appendix 5).

Figure 1: **Strategic Context**

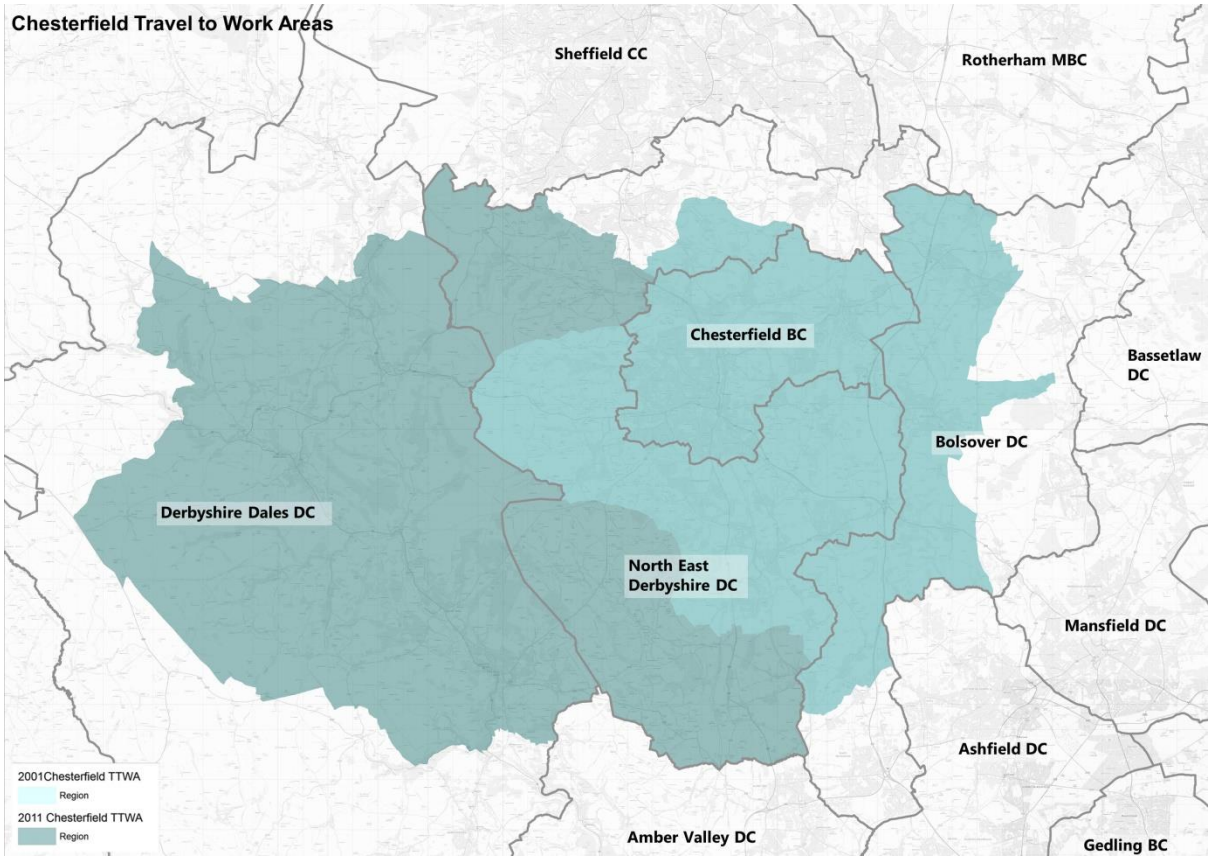


3.7 There is also a strong functional connection between Chesterfield and **Sheffield** due to commuting (over 3000 people commute both into the borough from Sheffield and out to Sheffield resulting in around 90 net commuters into the borough), transport links including frequent rail services, and the Green Belt. It is worth noting that the 2014 Strategic Housing Market Area Assessment (SHMAA) report recognised that there are economic links more widely across the Sheffield City Region, stating that for the HMA "...evidence does point towards a set of relationships towards the larger economic centres to the north, such as Sheffield, Rotherham and Doncaster in economic terms".

3.8 A Statement of Common Ground is on strategic planning issues is currently being jointly prepared by the constituent authorities that will cover the entire SCR area.

3.9 The most recent ONS Travel to Work Area for Chesterfield now includes large parts of Derbyshire Dales including the towns of Matlock and Bakewell. There is a commuting relationship, and unlike other neighbouring areas, there is a net outflow of workers from the borough to Derbyshire Dales of almost 900 (largely a result of the location of the main offices of Derbyshire County Council at Matlock).

Figure 2: Travel to Work Area



Local Enterprise Partnerships (LEPs)

3.10 CBC actively engages in two LEP areas.

- **Sheffield City Region** LEP & Combined Authority is comprised of the nine local authority areas of Barnsley MBC, Bassetlaw DC, Bolsover DC, Chesterfield BC, Derbyshire Dales DC, Doncaster MBC, North East Derbyshire DC, Rotherham MBC and Sheffield CC.

- **D2N2** Local Enterprise Partnership - is made up of all the local authorities in Derbyshire and Nottinghamshire and the two County Council, as well as the unitary authorities of Derby and Nottingham Cities. Six geographical areas have been identified that form the basis of the D2N2 Infrastructure Strategy,

one being North Eastern Derbyshire: Bolsover, Chesterfield & North East Derbyshire.

Local Nature Partnership

3.11 Chesterfield is within the Lowland Derbyshire and Nottinghamshire Local Nature Partnership, which is a group of organisations representing a variety of sectors – business, the community, education, environment, health, land owners and local authorities that have formed a partnership in order to protect and improve the natural environment in the Lowland Derbyshire and Nottinghamshire area.

4.0 Strategic Planning Issues

Meeting Housing Needs

4.1 The North Derbyshire and Bassetlaw HMA level SHMA update (2018) provides the OAN figures for the HMA and each district, and was agreed through a joint member workshop. All authorities and Derbyshire County Council consider this to be a robust piece of evidence. Current local plans across the HMA look to meet OAN and there is no shortfall to address, although there are issues with lack of delivery. Further detail on cooperation regarding housing needs within the HMA is contained in the Statement of Common Ground (Appendix 5).

4.2 Outside the HMA, there has also been cooperation and joint working on understanding and meeting housing needs within the Sheffield City Region (SCR). Demographic modelling commissioned by SCR analysed the potential level of household (and therefore housing) growth associated with achieving the SEP target to deliver 70,000 additional jobs across the whole SCR LEP over the period 2014–2024. Phase 1 of that work (April 2014) provided an assessment of household growth for the whole SCR area, with Phase 2 (September 2015) providing housing figures for individual districts.

4.3 SCR is also leading the production of an SCR Integrated Infrastructure Plan (SCRIIP), which will set out a cohesive approach to infrastructure delivery and development across the whole City Region.

4.4 SCR Heads of Planning Officers Group is currently preparing a Statement of Common Ground (a draft was discussed at SCR Heads of Planning in April 2019) that will cover the whole of the City Region with the objective of setting out the joint position on planning for housing and economic growth across the city region and its relationship to delivering the City Region's Strategic Economic Plan (SEP).

Accommodating Housing Growth from neighbouring LA areas

4.5 As noted above, within the HMA current Local Plans indicate that OAN will be met. There are two authorities outside of the HMA that have requested help with meeting their housing needs over the course of preparing the plan, although in both cases this assistance is no longer required.

4.6 In 2013 CBC received a letter from DDDC requesting assistance in meeting their housing needs, but not providing a likely quantity or sufficient evidence to justify the request, in particular in terms of the functional links between the two areas. In April 2016 there was a further letter identifying a shortfall of 425 dwellings and inviting the council to consider whether the authority is able to accommodate some or all of this unmet need. Subsequently DDDC have adopted a Local Plan that meets all of the district's OAN.

4.7 As part of the consultation on the Draft Local Plan in 2017, Sheffield City Council made a representation stating that they would like to explore with

Chesterfield and other local authorities in SCR whether there is any scope for them to meet some of Sheffield's housing needs, particularly in the short to medium term, although no formal request has been made to date. The main aim would be to provide additional flexibility in supply over the period to 2028/29. After that, SCC would expect additional strategic sites within Sheffield to boost supply up to 2034 and beyond. No information was provided on the amount of housing to be accommodated or the evidence to show that all other avenues have been fully explored. Subsequently, Sheffield City Council has indicated that they do not require any assistance in meeting their housing needs (email correspondence Appendix 6) and in their representation to the pre-submission local plan confirmed that Chesterfield has not agreed to meet any of Sheffield's needs.

Meeting Needs for Gypsy and Traveller Pitches

4.8 Cooperation amongst local authorities, the travelling community and relevant agencies is long established in Derbyshire, through an active Traveller Issues Working Group and an agreed protocol. In partnership with the other Authorities in Derbyshire along with East Staffordshire DC, a Gypsy and Traveller Accommodation Assessment (GTAA) (2014) was undertaken.

4.9 The GTAA recommended a number of traveller HMA groupings where the authorities should work together to identify sites and meet the need for new pitches. CBC officers worked with BDC and NEDDC on developing a joint methodology for assessing sites for gypsies and travellers. Although this did not result in a formal shared methodology due to varying timescales, the process of working together was valuable and ensured some level of consistency.

4.10 The position of meeting needs for Gypsies and Travellers across the GT HMA is set out in the HMA Statement of Common ground (Appendix 5). The need for pitches across the GTHMA is not being met in full. As a result of granting a planning permission, the Council does meet its needs in full with the addition of one pitch. NEDDC requested that this pitch could be used to help meet the shortfall in their area. The Council response concluded that although the pitch could contribute to meeting wider needs, it is on a small private family site and intended for family expansion. It is therefore not appropriate to count it towards the supply in another LPA area, although it does provide a degree of flexibility within the supply.

4.11 The Council has a SoCG with Derbyshire Gypsy Liaison Group (Appendix 7).

Economic Growth

4.12 In addition to the 2018 joint SHMA which incorporated some economic scenarios to guide the assessment of housing provision, joint evidence based work on sector-based employment and GVA forecasts for the County and each of its constituent local authorities was commissioned by DCC.

4.13 The SCR growth deal funding will go towards infrastructure projects, including transport, provide training for 40,000 people and to upgrade further education facilities and extend business investment and support. The Growth Deal was supported by the LEP's Strategic Economic Plan (SEP). It aspires to deliver 70,000 net additional private sector jobs, increase GVA by 10% and create 6,000 new Businesses. It identified the A61 Corridor within Chesterfield and North East Derbyshire as a strategic growth opportunity, linking a number of major mixed-use development sites with significant regeneration and job creating potential. It also identified Markham Vale, a large employment area that straddles the three authorities of BDC CBC and NEDDC as a key part of the advanced manufacturing hub in collaboration with the D2N2 LEP.

4.14 The D2N2 LEP Strategic Economic Plan (SEP) intends to increase the potential growth in the number of private sector employee jobs and indicates that this would imply growth of around 59,000 jobs in total. Priority action includes a focus on improving connectivity and tackling infrastructure risks to unlock and accelerate new employment land at strategic sites along the A61 Growth Corridor.

Provision of Retail, Leisure and Other Commercial Development

4.15 Chesterfield, together with its neighbours Bolsover DC and North East Derbyshire DC commissioned a Retail and Centres Study in May 2016. The final report was produced in April 2018. The joint study was prepared in accordance with NPPF requirements to plan positively for town centres and identify sites to meet future needs. Agreement to use this common evidence base to inform/refine site allocations in emerging planning policy documents is one of the agreed outputs of the North Derbyshire and Bassetlaw Housing Market Area Joint Statement of Common Ground.

4.16 The Retail and Centres Report has been used to inform the retail and town centre policies in each authority's Local Plans, and has identified no significant cross boundary issues.

Transport Infrastructure

4.17 As Strategic Highway Authority, Derbyshire County Council is critical to identifying and addressing strategic transport issues.

4.18 The joint work done to support the Core Strategy (DCC/BDC/NEDDC/CBC Joint Cumulative Transport Study) highlighted a number of important transport issues in all areas, the most significant of which is the A61 Corridor. The Local Transport Plan (2011) stated that the main purpose of this work has been to provide advice on the strengths and weaknesses of different areas to accommodate land-use changes and that it will also help to refine understanding of where County Council intervention may be helpful in order to support land-use plans.

4.19 Following the adoption of the Chesterfield Local Plan Core Strategy in 2013 Derbyshire County Council prepared the Derbyshire Infrastructure Plan[6] in consultation with Derbyshire LPAs and with input from key partners including Canal & River Trust, Highways Agency, Network Rail, The Coal Authority, and United Utilities. This identified existing highway capacity issues and problems including congestion and air and noise pollution in the borough. It noted that development is likely to worsen the situation and result in a requirement for additional highway capacity, but that this will depend on the scale and location of proposed development and further testing (modelling) will be needed. In addition to strategic growth the DIP noted that investment in transport infrastructure could be important in supporting regeneration and economic development at strategic sites including Chesterfield Waterside.

4.20 The DIP identified a number of strategic priority projects including committed projects:

- Seymour Road link road for access to Markham Vale
- Extensions to walking and cycling routes and Greenways to connect Chesterfield town centre with Dronfield and other outlying destinations as part of the Chesterfield Cycle Network
- Delivery of new cycle link into Chesterfield Station from Lordsmill Street

4.21 The DIP also identified a number of other transport related strategic priority projects for the borough, all of which have a funding gap which is an identified constraint:

- Requirement for additional highway capacity to accommodate growth at Chesterfield - A61 Chesterfield Inner Relief Road Junctions
- Requirement for additional highway capacity to accommodate growth at Chesterfield - A619 Staveley – Brimington Bypass
- Requirement for additional highway capacity to accommodate growth at Chesterfield (potential solution Hollis Lane Link to Chesterfield Railway Station, subject to testing
- Requirement for additional highway capacity to accommodate growth at Chesterfield (potential solution Improvements to A619//Park Road Junction, subject to testing
- Potential requirement for additional highway capacity to accommodate growth at Staveley, subject to testing
- Development of Chesterfield Cycle Network

4.22 As part of their representations to the Local Plan, DCC have expressed concerns about the transport evidence supporting the Local Plan, and consider it to be in need of updating. Since the 2012 study a considerable amount of work has and is continuing to be done on transport issues within the borough, including modelling impacts of Strategic sites at Staveley and Mastin Moor, mitigation measures along the A61 corridor and at Dunston, and design work on the Chesterfield and Staveley Regeneration Route. It has

[6] https://www.derbyshire.gov.uk/environment/planning/planning-policy/infrastructure-planning/infrastructure-planning.aspx

been agreed that although the cumulative transport evidence will need to be updated to support the first Local Plan review, the 2012 study combined with more recent work provides a sufficiently robust evidence base for the Local Plan. A SoCG with DCC Highways has been agreed to this effect (Appendix 8).

4.23 There is also a Statement of Common Ground (SoCG) relating to the cumulative impact of Local Plan allocations across the North Derbyshire area on the operation of M1 Junction 30 and the A616 / A619 Treble Bob roundabout (the Treble Bob junction) (Appendix 9).

HS2

4.24 The council has been closely involved with the HS2 Growth Strategy, being prepared jointly with DCC, SCR and East Midlands Councils. This will consider the potential economic, transport and development implications of a minimum of one HS2 stop per hour in Chesterfield. This will include preparing a high level masterplan for the station area and looking at potential connectivity improvements to enhance the accessibility of the station to all modes of transport. Consultation on this masterplan is expected to be undertaken over the summer of 2019.

Climate Change

Impact of Development on European Sites

4.25 Outside of the Local Plan area there are a number of European sites that lie within 15km of the boundary of Chesterfield namely the Birklands & Bilhaugh SAC; Gang Mine SAC; Peak District Dales SAC; South Pennines SAC; and the Peak District Moors (South Pennine Moors Phase 1) SPA.

4.26 In order to carefully consider the conservation objectives of European sites the Local Plan is accompanied by a Habitats Regulations Assessment (HRA) carried out in close collaboration with Natural England. The HRA Screening Report, January 2017 found that apart from potential effects on the "*Sherwood Forest prospective potential Special Protection Area (ppSPA)*" there is no possibility of any significant effects, alone or in combination. Additional consultation was done with Natural England following case law on appropriate assessment in relation to air quality and in combination effects. As the HRA drew on the findings of the NEDDC HRA Appropriate Assessment, in relation to air quality and potential cumulative impacts on sensitive sites, it is important to work together under the Duty to Cooperate to monitor how the AADT and nitrogen deposition may change. The NEDDC HRA AA includes recommendations for such monitoring (section 7.2 NEDDC HRA AA) and it is acknowledged that the need for monitoring equally applies to CBC. Within the North Derbyshire and Bassetlaw HMA Joint Statement of Common Ground, May 2018 (Appendix 5), the relevant authorities have committed to identifying and developing a suitable monitoring programme in liaison with Natural England for the Peak District Dales SAC: South Pennine Moors SAC: and

Peak District Moors (South Pennine Moors Phase 1) SPA to help ensure that a likely significant effect on these European sites does not arise unexpectedly.

Flood Risk

4.27 Chesterfield is liable to flooding due to its location at the confluence of numerous main rivers, and exacerbated by is urban nature. During storm conditions, the positive drainage networks are regularly overwhelmed as they ultimately drain to the main rivers.

4.28 Derbyshire County Council is the LLFA for the area, and has produced a Local Flood Risk Management Plan (July 2015) which identifies Chesterfield as being at risk from multiple sources of flooding. The plan ranks Chesterfield as at highest risk in the county, with 1802 dwellings at risk, and 45% of the borough with significant surface water flood risk.

4.29 The council has taken a coordinated approach to flood risk for some time, having prepared a joint SFRA along with BDC and NEDDC in 2009.

4.30 Since the adoption of the Core Strategy, the council has contributed to an Environment Agency commissioned project called the 'Chesterfield Flood Risk Investigation' involving comprehensive flood modelling of the River Rother and its tributaries. Following discussions with Chesterfield Borough Council, the geographical extent of the flood modelling was extended to incorporate the Staveley regeneration area. The Environment Agency recognises this is a key regeneration site for Chesterfield Borough Council.

4.31 When completed the Chesterfield Flood Risk Investigation will provide the best available flooding information for Chesterfield and will test options for flood alleviation works to better protect the town from the devastating impacts of flooding.

4.32 In addition to this EA project, Derbyshire County Council secured funding for a project known as the 'Chesterfield Integrated Model'. Their intention was to bring together sewer modelling from Yorkshire Water; surface water modelling held by Derbyshire County Council; and river modelling from the Chesterfield Flood Risk Investigation. The funding for this project has since been diverted to other projects within the county. A SoCG has been prepared between the EA, DCC and the Council (Appendix 10) on the basis that the emerging Chesterfield Flood Risk Investigation and site specific sequential assessments completed by the Council fulfill the requirements of a Level 2 Strategic Flood Risk Assessment and negate the need for Chesterfield Borough Council to carry out a separate study.

Education

4.33 There is a significant cross boundary issue in terms of ensuring sufficient provision of education and healthcare to support growth. A number of facilities are used by residents of both CBC, NEDDC and BDC. For example, residents

in Mastin Moor are within GP catchments for practices in Bolsover, and many children at Netherthorpe Secondary school live in Bolsover district.

4.34 There has been on-going cooperation on education issues through regular officer meetings with DCC's Children's Service and the council. DCC have had significant input to the Infrastructure Delivery Plan to ensure that there will be sufficient capacity for new pupils generated by new development across the borough. A critical issue is programming the delivery of additional school places through CIL rather than S106 agreements. Future cooperation will be based around any updates to the CIL, and the approach to CIL expenditure, in terms of flexibility and priorities. A Statement of Common ground has been prepared between DCC Education and the Council on this basis (Appendix 11).

Health

4.35 Cooperation with the NHS and relevant CCGs (previously Hardwick, and North Derbyshire, which have now been amalgamated in to NHS Derby and Derbyshire CCG) has improved significantly in the past few years, resulting in an agreed methodology and template for calculating health contributions (which are still secured through planning obligations under S106 agreements). Information has also been shared in terms of growth and health service capacity, enabling any capacity issues to be identified at plan preparation and site assessment stage. A Statement of Common ground has been prepared between the CCGs and the Council on this basis (Appendix 12). The council continues to work with the Public Health team at DCC and is part of the Derbyshire Planning and Health Steering Group which includes representatives from the CCG.

Green Belt

4.36 Green Belt designations wrap around the north, west and south of the borough, coming into the borough from parts of North East Derbyshire and Bolsover Districts. The green belt within the borough is mostly in the north of the between Sheffield and Chesterfield, with a small area between Chesterfield and Wingerworth in the south and between Chesterfield and Holymoorside to the west.

4.37 In 2014 the authorities within the SCR (SCR Planning Officers Group and Heads of Service Group) agreed a common approach to individual authority reviews of the Green Belt. It was considered beneficial for all Local Authorities within the Sheffield City Region to share Green Belt Review experience and produce a common approach for future reviews in order to meet the Duty to Cooperate.

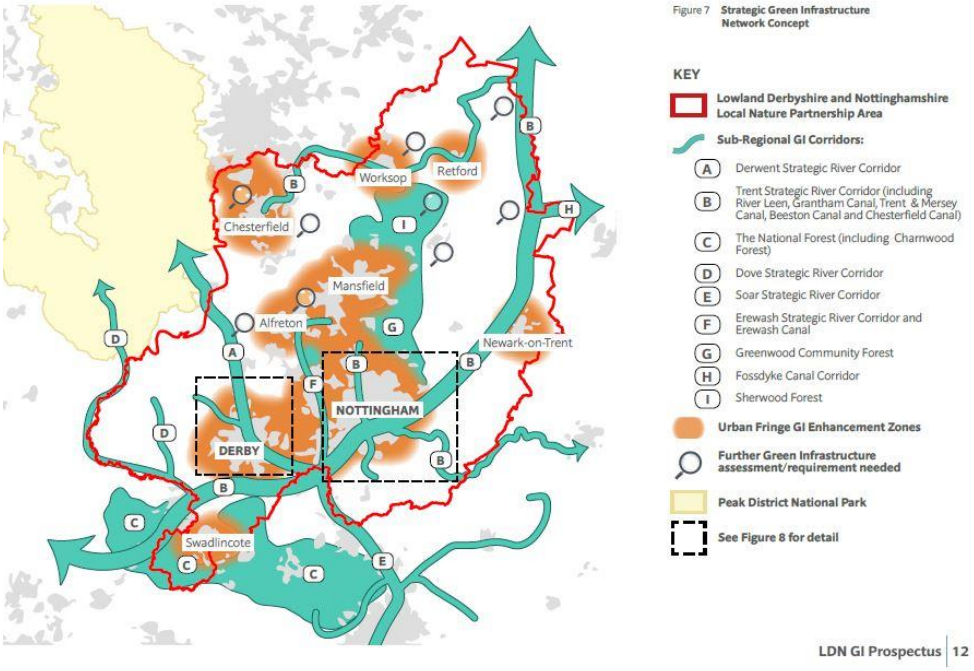
4.38 Since that time a number of authorities within the Sheffield City Region have conducted a Green Belt Review in order to meet objectively assessed housing and employment needs, including NEDDC. There has been ongoing cooperation with NEDDC on their greenbelt review, with officers meeting in July 2015 to discuss the approach. No significant cross boundary issues were

raised. Although Green Belt issues were discussed at numerous SCRPOG and SCRHOS meetings, no strategic Green Belt review has yet been identified as necessary.

Chesterfield Canal

4.39 The Chesterfield Canal extends 46 miles from Chesterfield to the River Trent at West Stockwith. It is navigable from the River Trent to Kiveton Park; this 33 mile section is managed by Canal and River Trust. The canal is also navigable from Staveley to Chesterfield; this 5 mile section is managed by Derbyshire County Council. A visitor centre is located at Tapton Lock in Chesterfield.

4.40 The canal is an important element of the borough's and wider areas green infrastructure, linking communities, services, home and employment and providing access to the wider countryside, particularly on foot and by bicycle. The Local Nature Partnership Green Infrastructure Prospectus identifies Chesterfield Canal as a potential sub-regional green infrastructure corridor.



4.41 Both the council and Chesterfield Canal Partnership aim to restore the Chesterfield Canal. Each of the councils along the canal has incorporated the canal route into its local plan to safeguard it from development, and its restoration is identified in the DCC DIP as a Strategic priority project, although there is an identified funding gap.

4.42 The Chesterfield Canal crosses District and County boundaries and the conservation, renovation and restoration work has the potential for far-reaching benefits. The development of projects to support these goals is led by the Derbyshire County Council Waterways Strategy (2014). The

Waterways Strategy suggests a strategic plan for canal development aiming to identify project areas with the potential for delivery in the medium term. Chesterfield BC is part of the Chesterfield Canal Project Delivery Group, with is a joint approach to implementing the priorities and actions of the Waterways Strategy.

Strategic Sites and Major Growth Locations

4.43 **Markham Vale Enterprise Zone** is a key sub-regional employment area, highlighted in both LEP Growth Plans. It straddles three authority areas of North East Derbyshire, Chesterfield and Bolsover. All three authorities have worked together to ensure a consistent approach to this important site through plan making and decisions on applications, for example through the implementation of a jointly agreed Planning Performance Agreement in determining planning applications.

Waterside and the A61 Growth Corridor

4.44 The A61 Corridor is a priority area for CBC and both the SCR and D2N2 LEPs. In 2014, D2N2 issued a 'call for projects' to the constituent local authorities to identify infrastructure proposals across the LEP area. In response, officers from the County Council, CBC and NEDDC worked collaboratively to develop a business case for transport infrastructure improvements along the A61 Corridor. This project was endorsed by the Derby and Derbyshire (D2) Joint Committee for Economic Prosperity.

4.45 The first Growth Deals were announced in July 2014 and the Growth Deal with the D2N2 LEP has provisionally set aside funding to implement an A61 Growth Corridor Strategy. Since the D2N2 Growth Deal was announced in July 2014, further collaborative working between officers from the County Council, CBC and NEDDC, has refined the original business case submission into a simple statement, reflecting the strategic aspirations for the A61 Growth Corridor.

4.46 A paper presented to DCC Cabinet in March 2015 set out governance arrangements for the A61 Corridor strategy. The Officer Steering Group with representatives from the three local authorities (Derbyshire County Council, CBC and NEDDC) will continue to oversee the development and implementation of the strategy. It is not intended to set up bespoke arrangements at elected Member level for the development or implementation of the Strategy. Approvals will be sought from each local authority at appropriate gateway stages through their existing committee systems. Member and stakeholder events will be held where appropriate to enable participation in the development and implementation of solutions. The D2 Combined Authority will be advised of progress.

4.47 Transport infrastructure is critical to unlocking the development potential of the corridor, and these are covered in the Statement of Common Ground with DCC Highways (Appendix 8).

4.48 Waterside is the borough's largest regeneration site, and lies within the A61 Corridor, but no Duty to Co-operate issues have been raised in connection with the development.

Eastern Villages

4.49 The principle of housing growth in the eastern villages was established in the Chesterfield Local Plan Core Strategy in 2013. As part of the representations on the Draft Local Plan, both NEDDC and BDC have expressed some concern regarding the potential scale of development in these locations and the cumulative impact of proposals within each area upon local infrastructure and particularly the highway network. BDC raised an objection to the Pre-submission Local Plan on this issue. A SoCG with BDC is being prepared which will set out the areas of agreement, which along with the SoCG with DCC Highways on transport issues, clarifies that there are no unresolved duty to co-operate issues.

Appendix 1 – Strategic Issues Summary Table

Strategic Planning Issue	Strategic Partners	Strategic Response	Evidence	Outcome
Meeting Housing Needs	HMA LPAs, SCR, D2N2	Joint SHMA evidence SCR Modelling Joint LAA methodology	SHMA 2014/2018 Report on Flute modelling Minutes of meetings (LDF liaison)	Informed Local Plan: Policies LP1 Spatial Strategy, LP4 Flexibility in delivery of housing, LP5 Range of Housing Meeting OAN across the HMA in Local Plan housing requirement
Meeting the needs of Travellers	DCC, BDC, NEDDC	Joint assessment of needs and working together on site identification and assessment methodology across traveller HMA.	Derbyshire and East Staffordshire Gypsy and Traveller Accommodation Assessment Full refresh/review being commissioned in 2019/20	Informed Local Plan: Policy LP6 Sites for Travellers
Economic Growth	SCR LEP, D2N2, DCC, BDC, NEDDC	SEPs CBC Growth Plan	SEP Growth Plans Employment Land Paper Chesterfield Borough, Bolsover District and North East Derbyshire Retail and Centres Study, April 2018.	Informed Local Plan: Policies LP1 Spatial Strategy, L7X Economic Growth, SS4 Markham Vale
Transport Infrastructure	Highways Agency DCC, CBC,	DCC Diamond and Saturn models	Joint Transport Study	Successful growth bid for A61 Corridor

• CSRR • A61 • HS2 • Greenways • Strategic cycle network	HS2,	A61 Corridor Working Group Respond to HS2 consultation	A61 Growth Corridor strategy – Stage1 Strategy Development Summary Report (2016). DCC LTP3 DCC joint response to HS2 consultation	SCR LEP Board fully supports HS2. Informed Local Plan: Policy LP24 Major Transport Infrastructure
Social Infrastructure	DCC, SCR, D2N2	Engage with the DCC Infrastructure planning process	Derbyshire Infrastructure Plan (2013 and 2016 update)	Informed Local Plan: Policies LP12 Infrastructure Delivery, Infrastructure Delivery Plan DIP Funded projects DIP Priority projects: Greenway Links between Chesterfield and Bolsover Chesterfield Canal
Impact on European Sites	NEDDC	Joint monitoring framework	HRA	Acknowledgement that CBC and NEDDC will work together to monitor the Peak District Dales SAC; South Pennine Moors SAC; and the Peak District Moors SPA to help ensure that a likely significant effect on these European sites does not arise unexpectedly in the future. Policy LP17 ‘Biodiversity, Geodiversity and

				the Ecological Network' includes consideration of cumulative impact on designated international sites
Flood Risk	EA, DCC, BDC, NEDDC	Input to DIP	Derbyshire Infrastructure Plan Joint SFRA EA Chesterfield Flood Risk Model	Informed Local Plan: Policy LP14 Management of the Water Cycle
Green belt	SCR LPAs	SCR Green Belt Review Working Group and joint methodology	Minutes of meetings Green Belt Review Methodology across the Sheffield City Region (SCR) (August 2014).	Informed Local Plan: LP1 Spatial Strategy Agreement to joint methodology for green belt review and need for strategic review
Chesterfield Canal	CCT Partnership, DDC, NEDDC	CCT Meetings	Minutes of CCT meetings DCC Waterways Strategy 2014 Minutes of meetings of Chesterfield Canal Project Delivery Group	Informed Local Plan New Policy LP19 on Chesterfield Canal, Policy LP8 Tourism and the visitor economy
Staveley and Rother Valley Corridor	DCC, StGobain, Chatsworth Settlement Trust	Atlas Support Project Board Joint Transport Modelling	Minutes of Joint Board	Informed Local Plan: Policy SS5 Staveley and Rother Valley Corridor

A61 Growth Corridor	DCC, NEDDC	Secured LGF funding for Project	A61 Corridor Growth Partnership minutes	Informed CIL reg 123 list and LP24
Eastern Villages	DCC, BDC, NEDDC	SoCG prepared with BDC	SoCG	Will inform co-ordination of mitigation measures

Appendix 2 – Summary of cooperation with neighbouring LPAs

Authority	Nature of cooperation	Summary of cooperation issues	Outstanding issues
Bolsover District Council	Consultee Local Plan liaison meetings DPPOG Meetings SPOG meetings Production of joint evidence base documents. Development of a joint (HMA wide) SoCG	Delivering Employment Land; Provision for Gypsy and Gypsy and Traveller sites; Green Belt; Biodiversity; Transport; School Capacity; Retail; HS2; The former Coalite Chemical works; Markham Vale; Chesterfield Eastern Villages; Staveley waste water treatment works; Bolsover Castle/Hardwick Hall/Sutton Scarsdale Hall; Footpaths and Green Infrastructure:	None.
North East Derbyshire District Council	Consultee Local Plan liaison meetings DPPOG Meetings SPOG meetings Joint evidence base Signatory to Joint Working Memorandum of Understanding Chesterfield Canal Partnership member (councillor and officer)	A61 Chesterfield Canal Delivering Employment Land; Provision for Gypsy and Gypsy and Traveller sites; Green Belt; Biodiversity; Transport; School Capacity; Retail; HS2; The former Coalite Chemical works; Markham Vale; Chesterfield Eastern Villages; Staveley waste water treatment works; Footpaths and Green Infrastructure:	Strategic Green Belt review
Derbyshire	Consultee	A61	A61 traffic

County Council	DPPOG Meetings Joint evidence base	Evidence base Infrastructure Travellers	impact CSRR

Appendix 3 – Summary of cooperation with relevant bodies

Organisation	Nature of cooperation	Summary of cooperation issues	Outstanding issues
Environment Agency	Consultee Joint Evidence	Flood risk	No outstanding issues
English Heritage	Consultee Evidence Base – HIA methodology	Local plan policy HIA methodology	Site specific objection to be dealt with through examination
Highways Agency	Consultee Evidence Base	Joint Transport Study M1 J24-J25 Smart Motorway traffic model	No outstanding issues
Natural England	Consultee	Input to SA and HRA	No outstanding issues
Homes and Communities Agency	Consultee	Housing delivery	No outstanding issues
Civil Aviation Authority	Consultee	No significant issues	No outstanding issues
Derbyshire/Nottinghamshire NHS Clinical Commissioning Groups	Consultee	Infrastructure delivery Site assessment	No outstanding issues
Office of the Rail Regulator	Consultee	No significant issues	No outstanding issues

Neighbourhood Plan Bodies

The council considers Neighbourhood Plan Bodies to be relevant to the preparation of the Local Plan. To date, no neighbourhood areas have been established:

APPENDIX 4 – Mechanisms and arrangements for ongoing cooperation

Including Glossary of bodies engaged - List of, make-up and governance arrangements for each key group which played a role in developing the strategic policies of the local plan

Meeting	Who is involved	Governance
Local Plan Liaison Meetings	Planning Officers from Bolsover District, Chesterfield Borough North East Derbyshire District Bassetlaw District Derbyshire County Nottinghamshire County	Officer group Established May 2009 Memorandum of Understanding signed in 2012 Quarterly meetings
Sheffield City Region Planning Policy Officers Group	Representatives of the Sheffield City Region local planning authorities Meeting invitations and minutes are also sent to: • Sheffield City Region • South Yorkshire Passenger Transport Executive (SYPTE) • The Highways Agency • Derbyshire County Council • Nottinghamshire County Council	Three-monthly meetings Reports to the Sheffield City Region Heads of Service meeting This group ceased to meet after 2018 with projects being picked up by SCR Heads of Planning to reduce overlap and improve co-ordination
Sheffield City Region Heads of Planning Meeting	Heads of Planning from all the Sheffield City Region planning authorities	Three-monthly meetings This meeting is the setting from which briefings are prepared for members of the LEP board.
Derbyshire Planning Policy Officers Meeting	Planning officers from all Derbyshire LPAs (including PDNPA) and Derbyshire County and	Quarterly meetings

	City authorities	
Derbyshire Heads of Planning Meeting	Heads of Planning from all the Derbyshire, County and City planning authorities	Quarterly meetings
North East Derbyshire Infrastructure Planning Group	Representatives from Bolsover, Chesterfield, North East Derbyshire and Derbyshire County Council.	Annual meeting as a minimum
Derbyshire Planning and Implementation Monitoring Officers Group	Derbyshire LPAs	Meet three times a year
D2N2 Leadership Board	The Board is chaired by a representative from the local business sector and has a total of 15 members, constituted of private sector representatives; three leaders from the D2 local authorities and three from the N2 authorities; the voluntary and community sector; and other public sector bodies such as education, training providers and health	
D2N2 Joint Economic Prosperity Committee	Leaders of all ten D2 authorities, supported by Chief Executives and a number of working groups. (A similar arrangement has been set up with the nine Nottingham and Nottinghamshire (N2) local authorities)	Established in December 2013
Chesterfield Canal Partnership	Derbyshire County Council, Chesterfield Borough Council, North East Derbyshire District Council, Rotherham Metropolitan Borough Council, Bassetlaw District Council, Nottinghamshire County	Established in 1995 Formal constitution Decision making done through the Executive Steering Group which meets twice yearly and is comprised of: • Elected member from each LA

	Council, British Waterways, Inland Waterways Association Wildlife Trusts statutory and non-statutory bodies, the voluntary sector and private enterprise	• Officers from relevant departments (including planning) from each LA • Chair and Vice Chair of the Chesterfield Canal Trust • Officer from British Waterways • Officers from statutory and non-statutory agencies e.g. Canal and River Trust, Derbyshire Wildlife Trust.
Derbyshire Traveller Issues Working Group	Officers from Amber Valley Borough Council, Bolsover District Council, Chesterfield Borough Council, Derby City Council, Derbyshire County Council, Derbyshire Dales District Council, Erewash Borough Council, High Peak Borough Council, North East Derbyshire District Council, South Derbyshire District Council, and Derbyshire Gypsy Liaison Group Input from Connexions Derbyshire, Derbyshire Constabulary, the Environment Agency and NHS Derbyshire	Meets four times a year Derbyshire wide Gypsy and Traveller Inter Agency Advice Protocol produced
Derbyshire Planning and Health Working Group	Senior Management representatives from the following specialities across Derbyshire: Derbyshire County Council Planning Department District and Borough	Established in April 2015 meets quarterly reports to the Joint Chief Executives via the Local Economic Partnership's Planning work-stream

	Council Planning Departments District and Borough Council Housing Departments District and Borough Council Regeneration Departments Derbyshire County Council Public Health – Wider Determinants and Healthy Communities teams Peak District National Park Derbyshire CCGs/ NHS England Area Team	

Appendix 5 – North Derbyshire and Bassetlaw Housing Market Area Statement of Common Ground 2018

North Derbyshire
and
Bassetlaw
Housing Market Area
Joint Statement of Common Ground

Statement of Common Ground

North Derbyshire and Bassetlaw HMA

May 2018

1. Purpose of the Statement of Common Ground

1.1 The Purpose of this Statement of Common Ground is to set out the agreed arrangements for co-operation and liaison on local plan work in the North East Derbyshire and Bassetlaw Housing Market Area.

1.2 This Statement of Common Ground provides a framework for identifying and agreeing strategic matters and cross boundary issues, and for resolving these. It is intended to be a living document, with Table 2 setting out current identified strategic matters and cross boundary issues, and how the authorities have worked together to achieve identifiable outcomes.

1.3 This Statement of Common Ground supersedes the previous Memorandum of Understanding (2013).

2. Introduction

2.1 This Statement of Common Ground provides a framework for delivery of the Duty to Co-operate duties and obligations arising from Section 110 of the Localism Act 2011, and paragraphs 178 and 179 of the current National Planning Policy Framework 2012 (NPPF); in particular that authorities should engage constructively, actively and on an on-going basis on matters such as development plans.

2.2 The government is currently consulting on a new NPPF, which would require local authorities to prepare and maintain Statements of Common Ground, documenting the cross boundary matters being addressed, and progress in co-operating to address these. New guidance on the form of these Statements is set out in draft new Planning Practice Guidance (set out in the box below). This statement has been prepared with the proposed approach in mind.

How should a Statement of Common Ground be developed?

Authorities should publish a statement of common ground following the publication of the revised Framework. A statement should contain the following sections:

a. A written description and map showing the location and administrative areas covered by the statement, and a justification for these areas;
b. The key strategic matters being addressed by the statement, including the local housing need for the area;
c. The plan-making authorities responsible for joint working detailed in the statement, and list of any additional signatories (including matters to which each is a signatory);
d. Governance arrangements for the co-operation process, including how the statement will be maintained and kept up to date;
e. If applicable, the housing requirements in any adopted and (if known) emerging development plan documents within the area covered by the statement;
f. Distribution of housing need in the area as agreed through the plan-making process and/or the process for agreeing the distribution of housing need (including unmet need) across the area;
g. A record of where agreements have (or have not) been reached on key strategic matters; and
h. Any additional strategic matters to be addressed by the statement which have not already been addressed.

The statement is expected to be proportionate to the matters being addressed and not used to document every occasion that strategic plan-making authorities meet, consult with each other, or contact prescribed bodies under the duty to co-operate.

Area of this Statement of Common Ground

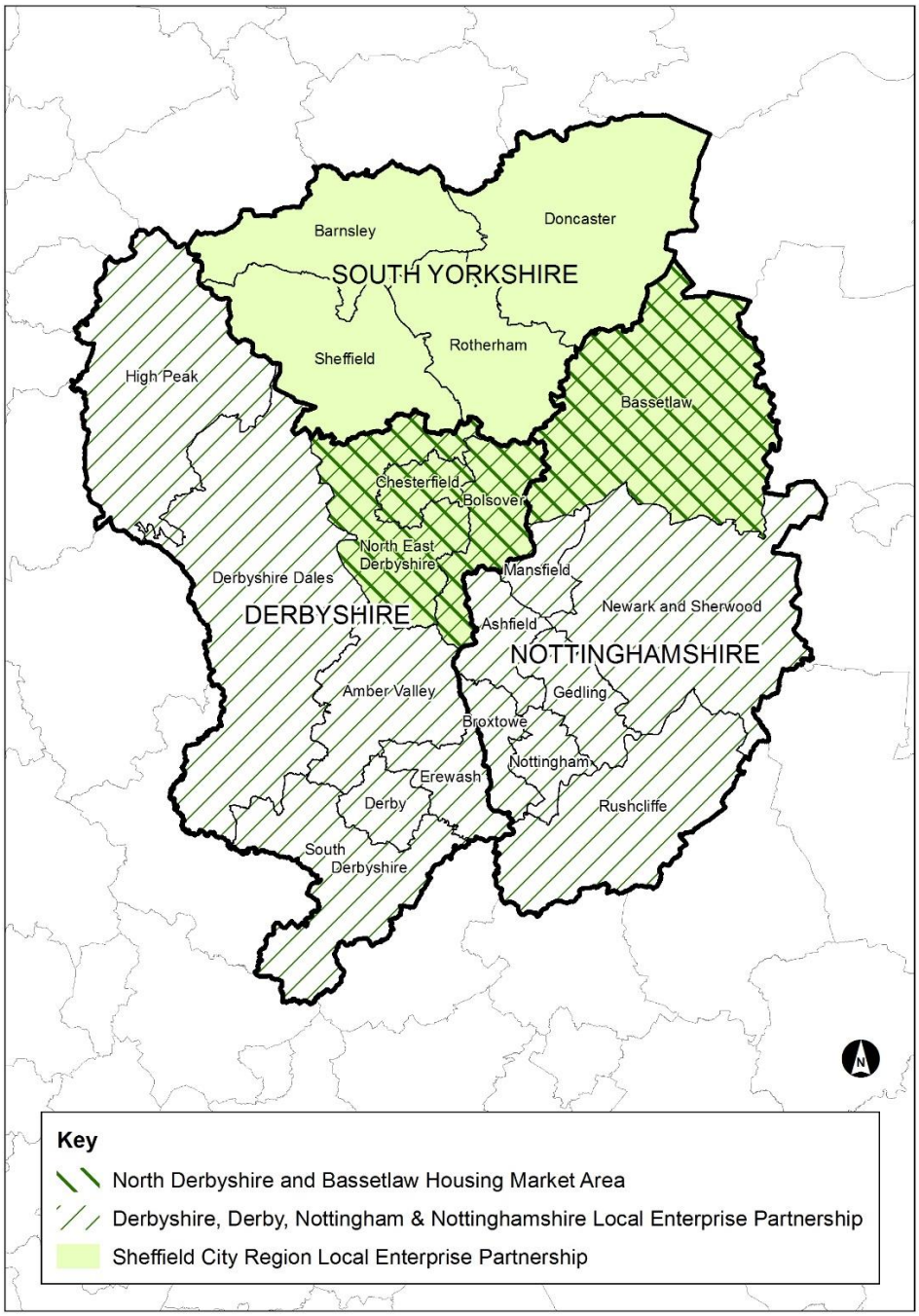
2.3 National policy is clear that assessments in relation to housing need and how to meet that need should be prepared on the basis of a Housing Market Area (HMA). Initially the HMA was defined by the former East Midlands Regional Assembly. More recent work[7] has confirmed this as an appropriate functional HMA.

2.4 The statement has been prepared on the basis of the existing North Derbyshire and Bassetlaw HMA. This consists of the district/borough Local Planning Authorities of:

- Bassetlaw District Council;

[7] North Derbyshire and Bassetlaw Housing Market Assessment November 2013.

- Bolsover District Council;
- Chesterfield Borough Council;
- North East Derbyshire District Council;
- And the two county authorities of Derbyshire and Nottinghamshire County Councils.



2.5 The HMA also sits within two Local Enterprise Partnerships (LEPs): Sheffield City Region (SCR) (of which the LPAs are non-constituent members) and D2N2 - Derby,

Derbyshire, Nottingham and Nottinghamshire (of which the LPA's are constituent members). Neither LEP has, or plans to have, a mayor with planning powers at the present time.

3. Strategic Planning

3.1 Often within planning documents, the terms: 'strategic matters', 'strategic priorities' and strategic issues' seem to be used almost interchangeably. The authorities in the Housing Market Area meet regularly to discuss cross boundary, shared issues and strategic matters. However, as the Duty to Co-operate relates only to strategic matters, this section of the Statement sets out how these terms are defined.

3.2 Strategic priorities are set out at paragraph 156 of the current NPPF, and are the priorities that need to be addressed in a Local Plan. They are the most important priorities for a Council, but what these are can vary from council to council. In contrast, a strategic matter is one that has or would have a significant impact on at least two authorities, and needs to be dealt with through the Duty to Co-operate.

3.3 This means that not all strategic priorities are defined as strategic matters. Nor are all cross boundary issues strategic matters.

3.4 All of the district/borough Councils in the Housing Market Area are at different stages of plan preparation. This Statement of Common Ground identifies both current strategic matters and cross boundary issues. The distinction between these two is that a strategic matter is one which would have a significant impact on at least two local authority areas. A cross boundary issue is one where the authorities have worked together to address a shared issue. This approach helps to fulfil the governance arrangements of the sharing of information and culture of 'no surprises'.

3.5 The four authorities in the North Derbyshire and Bassetlaw Housing Market Area have a long history of meeting regularly to discuss issues of common interest; good practice; and shared evidence bases. Meetings between the authorities date back to 2011, although the original Memorandum of Understanding between the authorities was not signed until 2013.

4. Governance Arrangements

4.1 The Primary Authorities (all of those signatures to the agreement) agree to adopt the principles of open communication, the sharing of information, and a culture of "no surprises":

- Each party will endeavour to keep the others well informed on both an informal (e.g. by telephone or email) and formal basis (e.g. letter or formal meeting) of matters arising which are likely to have significant cross-boundary implications.

- The parties commit to the sharing of relevant information including background studies on strategic planning matters at no cost to the other parties.

- The parties will meet on a regular basis at an operational level to ensure that all are informed of planning policy issues and that relevant information is shared between them. These liaison meetings will normally take place at a programmed meeting; to take place at no less than quarterly intervals, supplemented where necessary by more frequent meetings if determined by a majority of parties to be necessary. Meetings will rotate between partners and the hosting authority will issue the agenda, chair the meeting and provide notes of the meeting. Future responsibility for updating this Statement of Common Ground will rest with the hosting authority for that year.

- Notes of the meetings will be retained by all parties as evidence of work undertaken in support of the Duty to Co-operate.

- The authorities will work together to achieve the identified outcomes in relation to strategic matters, for example housing.

4.2 The key mechanism for identifying and resolving strategic planning issues under the Duty to Co-operate will be the regular Local Plan Liaison meetings. This group will also be responsible for the regular reviewing and updating of the Statement of Common Ground, which will be reviewed on the following basis:

- Annually by the end of July

- Prior to consultation on any of the Primary Authorities draft or publication Development Plan Documents and any updates required prior to submission

- Upon any major changes to legislation or guidance (e.g. publication of a revised NPPF

- Any other occasion as agreed by the Primary Authorities

5. Shared Evidence Base work

5.1 In terms of best practice and cost savings, the authorities in the HMA have collaborated on the execution of a number of key evidence base studies that are being used to inform Local Plan preparation. This together with the authorities involved in each piece of work are set out in Table 1 below.

6. Key Strategic Matters and Cross Boundary Issues

6.1 Table 2 below identifies how the local authorities have worked together and the outcomes to date. It sets out both key strategic matters, which are likely to have a significant impact on at least two local authority areas, and cross boundary issues which would not have a significant impact, but where cross boundary approach has been agreed.

6.2 As noted above, this is a living document, and any emerging strategic matters or cross boundary issues will be added to the table as they are identified.

6.3 Tables 1 and 2 set out the joint work undertaken and outcomes in relation to key strategic matters and cross boundary issues across the North Derbyshire and Bassetlaw Housing Market Area. Appendix A contains the signatures of both officers and members of each authority agreeing these.

Table 1 - Key Shared Evidence Base Studies

Local Plan Strategic Priorities	***Authority***						***Shared Evidence***	***Outcome***
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*		
Housing Need	✓	✓	✓	✓			Joint Strategic Housing Market Area Assessment Objectively Assessed Needs update 2017.	A common agreed evidence base document updating the Full Objectively Assessed Housing Needs in line with the latest statistical evidence and current government advice. Each authority has agreed to seek to meet the identified Full Objectively Assessed Housing Needs for their authority to ensure the overall Full Objectively Assessed Housing Need for the Housing Market Area is met within the Housing Market Area.
Housing Mix	✓	✓	✓	✓			Joint Strategic Housing Market Area Assessment November 2013 and Sensitivity Report February 2014.	A common agreed evidence base document. Largely superseded by the 2017 update, but containing analysis of a range of housing issues including: the extent of the Housing Market Area; an assessment of affordable housing need; the needs of specific housing groups; and recommendations for housing mixes and densities. Used to inform emerging Local Plans.
Gypsy and Traveller Need	✓	✓	✓		✓		Derbyshire, Peak District National Park Authority and East Staffordshire Gypsy and Traveller Accommodation Assessment 2014. Full refresh/review to be commissioned in 2019/20 when the first tranche of pitch requirements from 2014 to 2019 in the existing GTAA has expired.	A common agreed evidence base document. Used to inform the number of pitches needed to be delivered.

Local Plan Strategic Priorities	***Authority***						***Shared Evidence***	***Outcome***
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*		
Retail Capacity	✓	✓	✓				Chesterfield Borough, Bolsover District and North East Derbyshire Retail and Centres Study, April 2018.	A common agreed evidence base document. The Study has been used to inform and refine policy and allocations in Local Plans.
Transport	✓	✓	✓	✓	✓	✓	North Derbyshire Transport Evidence Base (2010-2012). This undertook a high level assessment of potential impacts of growth patterns on the strategic and local highway networks across the Chesterfield, North East Derbyshire and Bolsover area. Also involved Highways England input. A61 Growth Corridor strategy – Stage1 Strategy Development Summary Report (2016). Bassetlaw Transport Study.	Assessment informed plan making progress across the North Derbyshire area. Now partly dated but agreed to provide a background for each authority and to enable each authority to develop further evidence to understand more detailed impacts of growth plans going forward. Joint working between Derbyshire County Council, Chesterfield Borough Council and North East Derbyshire District Council to develop a strategy to deliver transport improvements and mitigation to support development along the A61 corridor in Chesterfield and North East Derbyshire.
Flood Risk	✓	✓	✓		✓		Chesterfield, Bolsover and North East Derbyshire Strategic Flood Risk Assessment (2009).	A common agreed evidence base document used to: inform allocations in planning policy documents; and assess whether a further Water Cycle Study was required. Also used in the initial selection of sites, and to ensure there are no unforeseen impacts on sites in neighbouring authority areas. Further work on this topic has taken place at individual authority level, mainly through work on infrastructure needs.

Local Plan Strategic Priorities	***Authority***						***Shared Evidence***	***Outcome***
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*		
Water Supply and Wastewater Disposal	✓	✓	✓				Water Cycle Study – Scoping and Initial Outline Study for North East Derbyshire District Council, Chesterfield Borough Council, Bolsover District Council, August 2010	A common agreed evidence base document. Used to inform whether a full outline water cycle study was required for any of the 3 authorities in the HMA, and develop policies to address water environment issues in emerging planning policy documents. Further work on this topic has taken place at individual authority level, mainly through work on infrastructure needs.
Viability	✓	✓	✓				Whole Plan Viability Studies (March 2018). These were undertaken under a joint contract with a common methodology but reported on an individual authority basis given the differing policy asks.	Through the preparation of this study all the participant authorities have agreed a common methodology and approach to viability appraisal. All the authorities agreed to accept the findings of the Study to inform emerging planning policy documents including the setting of policy thresholds and % targets for affordable housing.
Green Belt	✓	✓	✓	✓	✓		Green Belt Review Methodology across the Sheffield City Region (SCR) (August 2014).	A common methodology to underpin each authority's review of their part of the Green Belt within the SCR to ensure a consistent approach.

Table 2 - North Derbyshire and Bassetlaw HMA - Strategic Matters/Cross Boundary Issues

Local Plan Strategic Priorities	***Primary Authority Affected***						***Strategic Matter/Cross Boundary Issue***	***How The Authorities Have Worked Together***	***Outcome***
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
Housing – Meeting Housing Needs	✓	✓	✓	✓			The delivery of housing across the North Derbyshire and Bassetlaw Housing Market Area. ***Housing delivery is a strategic matter.***	The authorities have worked together to commission evidence of housing need and the Full Objectively Assessed Housing Needs (FOAHN). This work was updated in October 2017.	Each authority has formally agreed to seek to meet the identified FOAHN for their authority to ensure the overall FOAHN for the HMA is met within the HMA. Different council areas in the HMA are working to different timetables for Local Plan production. *The housing targets for emerging plans in each authority is currently as follows:* • *Chesterfield – 265 (The FOAHN set out in the OAN update)* • *NE Derbyshire – 330 (Based on the job led scenario in the OAN update and above the FOAHN of 283)* • *Bolsover – 272 (The FOAHN set out in the OAN Update)* • *Bassetlaw – range 324 – 417 (*

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
									FOAHN set out in the OAN update was 374) *Bassetlaw's OAN is currently under review pending the adoption of the new NPPF and the outcome of Bassetlaw's Economic Development Needs Assessment (commissioned in April 2018).* *Initial work in the Bassetlaw Local Plan is based on a range, starting at the Government's standardised methodology (324dpa) up to 417 dpa, which is the jobs led growth figure in the 2017 SHMA.*
Employment – Delivering Employment Land	✓	✓	✓	✓			The delivery of employment land is a **cross boundary issue** as there is no requirement to plan for employment across the Functional Economic Market Area.	Sharing of comments on emerging targets.	Agreed to share and consider the outcomes and impacts of individual authority's employment land reviews.

Local Plan Strategic Priorities	***Primary Authority Affected***						***Strategic Matter/Cross Boundary Issue***	***How The Authorities Have Worked Together***	***Outcome***
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
Housing – Provision for Gypsy & Traveller Sites	✓	✓	✓		✓		The provision of sufficient sites to meet the needs of Gypsies and Travellers. ***This is a cross boundary issue*** *because the assessment of need is made over a wider than local authority area. However, the requirement is small, and delivery would not have a significant impact across the housing market area.*	Shared Evidence Base. The Councils were partners in the Joint Derby, Derbyshire, Peak District National Park Authority and East Staffordshire Gypsy and Traveller Accommodation Assessment 2014 June 2015. The partners have decided not to commission additional work following the change in the definition of Gypsy and Traveller in 2015. However, they are looking to commission a new/updated study in 2019.	Local authorities in the Northern Derbyshire (G & T) HMA are working to ensure the needs of Gypsies and Travellers are met. As of May 2018, emerging Local Plans do not identify sufficient specific sites to meet the need for pitches set out in the GTAA. Individually, no LPA has yet been able to identify spare capacity to meet unmet need from the other LPA's. To resolve this issue, Bol DC, CBC, and NEDDC will: • Complete and publish site assessment evidence to inform consultation; • Review any additional potential sites that may be identified through calls for sites or representations; • Work with public sector landowners to identify any new suitable surplus sites;

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
								This issue does not give rise to cross boundary issues with Bassetlaw/Nottinghamshire Gypsy and Traveller movements in Nottinghamshire tend to be north-south along the M1 corridor rather than east-west.	• Contact LPA's outside the Northern (G&T HMA under the Duty to Co-operate to identify any surplus capacity; • Establish criteria based policies in emerging local plans in the interim; • Work with Derbyshire Gypsy Liaison Group to identify and assess potential sites, establishing specific Statements of Common Ground as required; • Bring any surplus capacity identified to the attention of the other LPA's for discussion, initially through the Local Plan Liaison Group. • As of 2018, the Derbyshire Traveller Issues Working Group (TWIG) resolved that the costs of establishing a transit site or sites in the study area was

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
									prohibitive. The Northern (G & T) LPA's will continue to work with DCC on the issue of transit provision through the Derbyshire Traveller Issues working Group. In the absence of allocated site(s) to provide a criteria based policy in the Local Plan to deal with proposals as and when they come forward.
Green Belt	✓	✓	✓		✓		The need to ensure that any individual authority changes to the Green Belt are based on a consistent evidence base, and that the overall cumulative impact on the Green Belt is considered. **This is a strategic matter.**	As partners in the wider Sheffield City Region Common Approach to Green Belt Review (August 2014), and in consultation with other authorities in the HMA developing a common methodology to be used when undertaking a	A common and consistent evidence base for and approach to the review of the Green Belt. Both Bolsover District Council and North East Derbyshire District Council have undertaken a review of the Green Belt within their area. All authorities agree that these reviews have been undertaken in a manner that is consistent with the SCR standard

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
								partial Green Belt Review to ensure detailed criteria for assessment are consistent. In addition outcomes of reviews are reported back for consistency.	methodology.
Biodiversity	✓	✓	✓				The threat of air pollution at the following European sites is identified in the Habitats Regulation Assessment of the North East Derbyshire Local Plan. Peak District Dales SAC: South Pennine Moors SAC: and Peak District Moors (South Pennine Moors Phase 1) SPA. It is therefore important to explore the extent to which, the proposals associated with relevant Local Plans will exacerbate or alleviate these	Shared information and outcomes from each authorities Habitats Regulations Assessment.	All authorities agree to commit to a monitoring programme for the Peak District Dales SAC: South Pennine Moors SAC: and Peak District Moors (South Pennine Moors Phase 1) SPA to help ensure that a likely significant effect on these European sites does not arise unexpectedly.

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
							threats and pressures. **This is a cross boundary issue** because pressure from increases in traffic and consequential effects on air quality is a transboundary issue, and it is important to consider the cumulative impacts of development in different districts acting in combination. It is not a strategic matter because no significant impact has been identified.		
Transport	✓	✓	✓	✓	✓	✓	The impact of cumulative development across two or more authority areas on the strategic and local highway networks, particularly the A617 and A61 within the North Derbyshire area and to a lesser degree also including cross county traffic	The North Derbyshire authorities worked together with Derbyshire County Council to develop the North Derbyshire Transport Evidence Base (2010-2012). This undertook a	The shared evidence base and sharing of strategic options has informed the plan making process for the authorities. Based on this work, all parties have a clear understanding of infrastructure needs and these are being effectively planned for through infrastructure planning work.

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
							between Bolsover and Bassetlaw Districts. **This is strategic matter.**	high level assessment of potential impacts of planned growth on the strategic and local highway networks across the Chesterfield, North East Derbyshire and Bolsover area. Also involved Highways England input. Since this work, the approach has been for each North Derbyshire authority to commission supplementary evidence with Derbyshire County Council to cover local growth points and sharing with Highways England and Nottingham authorities as	

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
								appropriate. Alongside reporting the findings of the evidence base studies to the Local Plan Liaison Group and North Derbyshire Infrastructure Planning Group, the authorities have shared their strategic options during the plan making process at these meetings. This has led to the identification of where planned growth in the districts is likely to put extra pressure on the strategic and local highway networks and mitigation is required.	

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
								The two county councils communicate on a frequent basis and collaborate as required by matters arising, although there is no formal document stating the level to which both county council's collaborate on highways and transport priorities and matters.	
School Capacity	✓	✓	✓	✓	✓	✓	The impact of cumulative development across two or more authority areas on school capacity within Derbyshire and Nottinghamshire. **This is a strategic matter.**	Each Derbyshire authority is working with Derbyshire County Council on infrastructure planning work to understand impacts of planned growth on school capacity. Bassetlaw District Council	The shared evidence base and sharing of strategic options has informed the plan making progress for the authorities. Based on this work, all parties have a clear understanding of infrastructure needs and these are being effectively planned for through infrastructure planning work.

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
								is working with Nottinghamshire County Council to understand impacts of planned growth on education provision school capacity, and ensure all relevant impacts are appropriately addressed. Alongside reporting the findings of the evidence base studies to the Local Plan Liaison Group and North Derbyshire Infrastructure Planning Group, the authorities have shared their strategic options during the plan making process at these meetings. This has led to the	

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
								identification of where planned growth in the districts is likely to put extra pressure on schools serving more than one authority area and where mitigation is required.	
Retail	✓	✓	✓				Different shopping requirements take place at a wider than district/borough level, however there is no requirement to plan together in relation to this, making this **a cross boundary issue.**	Chesterfield Borough, Bolsover District and North East Derbyshire District Retail and Centres Study 2018.	To use the common evidence base to inform/refine site allocations in emerging planning policy documents.
HS2	✓	✓	✓		✓		Major national infrastructure project **Potential strategic matter** because it has the potential to impact on emerging Local Plans. Identifying infrastructure	The Derbyshire authorities are working together to minimise the impact of HS2, and maximise development opportunities. They have	Will be developed as the plans for the development of HS2 are finalised.

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
							measures and development opportunities to capitalise on HS2 stops at Toton and Staveley Infrastructure Maintenance Depot, and mitigation of adverse impacts of line and proposed link to Midland Mainline.	attended the HS2 Chesterfield and Staveley Delivery Board.	
Specific Sites									
Former Coalite Site	✓	✓	✓		✓		The need for a jointly agreed strategy to bring forward this cross boundary site **This is a strategic matter** because the site straddles 2 local authority boundaries, and is in close proximity to another, and is likely to have a significant impact on at least two local authority areas.	The setting up of the Coalite Project Control Board to deliver the clean-up and development of the site In the process of determining the planning applications for each authority. Close working to ensure that the policy approach	Based on this work, an agreed comprehensive policy approach in Local Plans has been established. A separate Statement of Common Ground on this issue has been prepared.

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
								to the site in each Council's Local Plan is compatible.	
Markham Vale Area	✓	✓	✓		✓		The delivery of employment land and Multi –User trails around Markham Vale. **This is a cross boundary issue** because it relates to the delivery of employment land and its associated infrastructure and the inter connectivity of Multi-User Trails over three local authority areas.	Local Plan Liaison Groups; formal comments made on each other's local plans; officer conversations, meetings involving multi-disciplinary officers at various levels. Funding from D2N2 Local Enterprise Partnership and Derbyshire County Council (2016)	The outcome is to continue to allocate employment land and existing and proposed multi-user trails in the Markham Vale Area.
CBC Eastern Villages	✓	✓	✓		✓		Because new development can give rise to the need for additional infrastructure at a wider than district/borough level, **this is a cross boundary issue**.	Identifying and mitigating any cross boundary impacts of emerging development proposals.	Agreed to work together to identify and resolve any emerging impacts, through the Local Plan Liaison Group in line with the culture of no surprises in this joint Statement of Common Ground.
Chesterfield	✓	✓		✓	✓	✓	To safeguard and secure the	Derbyshire Project	Overarching agreement to recognise the

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
Canal							restoration of Chesterfield canal. **This is a strategic matter.** The canal runs across two county and three local authority boundaries, and the potential economic benefits of realising full restoration could be quite significant.	Delivery Group - Chesterfield Canal attended by DCC, CBC, NEDDC & Chesterfield Canal Trust.	ecological and historic value of the canal and to seek to protect and enhance this, for example by more moorings; linking routes for cycling and walking; and the promotion of tourism. As not all of the canal in Derbyshire is navigable an ongoing commitment within Derbyshire to restore the route of Chesterfield Canal, and complementary policies in planning policy documents to achieve this.
The Avenue Strategic Site	✓	✓			✓		The need to ensure that any emerging issues are identified and jointly resolved. Because this is a strategic site that may have cross boundary implications **this is a cross boundary issue.**	North East Derbyshire has consulted with Chesterfield Borough and the County Council on draft versions of the site specific policy for The Avenue Strategic Site Allocation. In addition, all three	Agreed policy approach in the North East Derbyshire Publication Draft Local Plan which covers the strategic planning issues arising from the development of the Avenue Strategic Site. Potential transport impacts and other infrastructure needs such as education being addressed through individual planning applications.

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
								authorities have worked together on the A61 Growth Corridor Strategy aimed specifically at helping bring forward this site for development and developing a mitigation strategy to accommodate the demand for travel that this will bring about.	
Staveley Waste Water Treatment Plant	✓	✓	✓				Potential capacity issue raised by Yorkshire Water **This is a cross boundary issue** as this WWTW deals with waste water from different authorities, and could have an impact on two or more areas.	Sharing details of the proposed quantum and location of sites in emerging work and discussing the issue with Yorkshire Water	It is expected that planned growth for the current investment period within Asset Management Plan 6 (2015-2020) can be accommodated by the existing facilities. Beyond this, based on the expected trajectory for development being delivered through to 2033 it is expected that planned future improvements to increase the capacity of the existing facilities within Asset Management Plan

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
									7 (2021-2025) and beyond will ensure that sufficient capacity will exist.
Bolsover Castle/ Hardwick Hall/ Sutton Scarsdale Hall	✓	✓	✓		✓		Impact of development proposals on the setting of Heritage Assets of national significance. Although these heritage assets have statutory protection under development control, it is also important to protect the settings of these iconic buildings. **This is a strategic matter.**	Ongoing consultation with English Heritage; Historic England; and neighbouring authorities on Local Plan preparation and specific development proposals.	Ongoing consultation with English Heritage; Historic England; and neighbouring authorities on Local Plan preparation and specific development proposals.
Creswell Crags			✓	✓	✓	✓	The comprehensive managements of the Creswell Crags Proposed World Heritage Site through plan making. **This is a strategic matter.**	As the Proposed World Heritage Site straddles the Bolsover / Bassetlaw and Derbyshire / Nottinghamshire District and County borders, the authorities have worked together to ensure a comprehensive policy	Based on this work, an agreed comprehensive policy approach in Local Plans has been established.

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
								approach is taken to the site and its setting, both in terms of built and minerals / waste developments. This work has involved input from Historic England, UNESCO and the landowner.	
Former Steetley Quarry. Now Explore Industrial Park			✓	✓	✓	✓	Existing cross boundary site with planning permission from both authorities. **This is a strategic matter** that has been dealt with previously. However, the planning permissions have still to be implemented in full.	In assessing the impact of the original proposals and continuing consultation on planning applications.	Ongoing commitment to develop the site through complementary policies in planning policy documents to achieve this.
Footpaths and Green Infrastructure	✓	✓	✓	✓	✓	✓	Need to ensure that footpaths, Multi User Trails and green infrastructure links seamlessly across county boundaries.	Through the two county councils, and infrastructure planning work.	Ongoing commitment to link these where appropriate, and to have complementary policies in planning documents to achieve this.

Local Plan Strategic Priorities	*Primary Authority Affected*						*Strategic Matter/Cross Boundary Issue*	*How The Authorities Have Worked Together*	*Outcome*
	Chesterfield Borough	*North East Derbyshire District*	*Bolsover District*	*Bassetlaw District*	*Derbyshire County Council*	*Nottinghamshire County Council*			
							The designation of new footpaths is a County Council responsibility **This is a cross boundary issue**, as the routes cross district/county boundaries, but would not have a significant impact.		

APPENDIX A SIGNATORIES OF THE AUTHORITIES

AUTHORITY	Officer	Member
Bassetlaw District Council	Name: BEVERLEY ALDCLETON-SAMBROOK Position: HEAD OF REGENERATION Signature: 16/05/2018 Date:	Name: JOANNA WHITE Position: DEPUTY LEADER Signature: 16/05/18 Date:
Bolsover District Council	Name: Dan Swaine Position: Joint Chief Executive Signature: Date: 22nd May 2018	Name: Duncan McGregor Position: Chair of Planning Signature: Date: 22nd May 2018
Chesterfield Borough Council	Name: Neil Johnson Position: Economic Growth Manager Signature: Date: 23rd May 2018	Name: Cllr Terry Gilby Position: Cabinet Member for Economic Growth Signature: Date: 23rd May 2018
Derbyshire County Council	Name: DAVID ARNOLD Position: HEAD OF PLANNING Signature: 22/5/2018 Date:	Name: SIMON SPENCER Posiing: DEPUTY LEADER Signature: Date: 22/5/18
North East Derbyshire District Council	Name: Dan Swaine Position: Joint Chief Executive Signature: Date: 22nd May 2018	Name: Michael Gordon Position: Portfolio Holder for the Environment Signature: Cllr M Gordon

Date: 22nd May 2018

Nottinghamshire County Council	Name: Sally Gill	Name:
	Position: Group Manager	Position:
	Signature:	Signature:
	Date: 22nd May 2018	Date:

Appendix 6 – Email Correspondence from Sheffield City Council regarding request for assistance in meeting OAN

From: Vincent Simon
Sent: 07 January 2019 14:43
To: Alan Morey
Cc: Murfin Rob; Duffy Maria; Stephens Laura; Shahzad Shanza
Subject: FW: Duty To Cooperate

Hi Alan

Happy New Year – hope you are well?

Rob has asked me to drop you a line regarding our OAHN. The following is essentially the same text I sent to Adele Rhodes at Bolsover in December.

> The most recent published position is set out in the document 'The Sheffield Plan – Citywide Options for Growth to 2034' (November 2015). In that document we concluded that Sheffield's housing need was in the range 2,000-2,300 homes per year – our best estimate was in the middle of that range (2,150 homes additional homes per year). Since that document was published, the Government has, of course, introduced the national standard methodology for calculating the local housing need. Using the methodology, Sheffield's assessed need (adjusted to take account of the latest affordability ratio, published April 2018) is 2,098 homes per year. This is therefore slightly lower than the figure we suggested in November 2015 (but well within the range we suggested).
>
> The Citywide Options for Growth document set out a series of approaches which show how Sheffield's housing need could be met fully within the district. This included removing land from the Green Belt to enable a series of major and smaller urban extensions. Several possible broad locations for major Green Belt deletions were identified and it was suggested that around 6,650 homes might need to be built on Green Belt land over the period to 2034, if the city is to meet all its own housing needs. We do, however, also note that the majority of Sheffield's Green Belt is too environmentally sensitive to be suitable for development and that areas bordering the Peak District Park are particularly valuable.
>
> The Council is continuing to explore all options to minimise the need to Green Belt release and are currently working towards publication of a Draft Local Plan in the summer. This will still be under Regulation 18 and will include site-specific options. Until public consultation on the site options has been completed, we cannot say categorically whether Sheffield is in a position to meet its full locally assessed housing need within the district. However, that remains our aspiration as we believe that is likely to be the most sustainable approach. We note also that all the local authorities in the City Region have confirmed in writing that they are unable to meet any of the city's housing needs.

We remain committed to continuing dialogue with the other local authorities in Sheffield City Region about the scale and distribution of housing growth. To that end, we hope to jointly complete a Statement of Common Ground covering that and other cross-boundary issues during 2019.

I hope you find the above information useful but if you have any queries, please give me a call.

Kind regards

Simon

Simon Vincent

Strategic Planning Service Manager (*Mon; Fri*)

Principal Planning Officer (*Tues-Thurs*)

Forward & Area Planning

Planning Service

City Growth Department

Floor 4

Howden House

Sheffield

S1 2SH

Tel: 0114 273 5259

E-mail: simon.vincent@sheffield.gov.uk

We offer an integrated planning and building control service

Websites: www.sheffield.gov.uk/planning or www.sheffield.gov.uk/buildingcontrol

Appendix 7 – CBC and Derbyshire Gypsy Liaison Group statement of Common Ground June 2019

Chesterfield Borough Council and Derbyshire Gypsy Liaison Group

Statement of Common Ground

Statement of Common Ground
Chesterfield Borough Council and
Derbyshire Gypsy Liaison Group
September 2018

7. Purpose of the Statement of Common Ground

This statement of common ground has been prepared jointly between the parties consisting of Chesterfield Borough Council ('the Council') and Derbyshire Gypsy Liaison Group (DGLG).

The Purpose of this Statement of Common Ground is to set out the main points of agreement between both parties with regard to the submitted Chesterfield Borough Council Local Plan December 2018 ('the Plan'). DGLG do not seek to pursue these points during the examination of the Plan. The statement also highlights any outstanding uncommon ground between the parties. The statement is intended to assist the Inspectors during the examination of the Plan.

The purpose of this statement is also to set out the agreed arrangements for on-going co-operation and liaison on Local Plan provision for Gypsy and Traveller sites within Chesterfield Borough, and identifying agreed key matters and issues that should be the focus of cooperation and liaison.

8. Background

The Council and DGLG have been working positively together throughout the preparation of the Plan in respect to Gypsy and Traveller issues. Both parties were involved in the preparation of the Joint Derby, Derbyshire, Peak District National Park Authority and East Staffordshire Gypsy and Traveller Accommodation Assessment 2014. In addition, both parties are part of the Derbyshire Traveller Issues Working Group (DTIWG), which meets regularly. It was agreed at the DTIWG that there should be a full review / refresh of the GTAA to be commissioned in 2019 /2020 on behalf of partners, when the first five year tranche of pitch requirements from 2014 to 2019 set out in the GTAA had expired.

The National Federation of Gypsy Liaison Groups made formal representations to the Plan at Publication Draft stage. NFGLG supported the Council's approach in reviewing council owned land in the search for sites to meet the needs of Gypsies and Travellers, and agreed

that the suggested site area was reasonable. NFGLG also commented that ideally sites should be small (up to 5 pitches), but urged the Council to be flexible in site selection.

DGLG provided comments relating to the overall approach to Gypsy and Traveller provision as well as separate comments on the appropriateness of individual sites during the consultation on potential Gypsy and Traveller sites in February 2018. A representation was also made on Policy LP6 'Traveller Accommodation' in the Pre-submission Local Plan consultation in February 2019.

9. Agreed matters between the Council and DGLG

It is agreed that the Council has made a significant positive effort to engage with representatives of the Local Gypsy and Traveller community through the preparation of the Plan. This includes the Council encouraging site submissions via three calls for sites.

It is also agreed that the Council has undertaken a comprehensive review of sites, and that following the granting of planning permission for an additional three pitches in the borough, the full needs are being met and there is no requirement to include in the Local Plan. If further needs arise in the future either as a result of planning applications or if the evidence is updated, the criteria based Policy LP6 'Traveller Accommodation' allows for suitable windfall sites to come forward.

The Derbyshire Traveller Issues Working Group (DTIWG) resolved that the costs of establishing a transit site or sites in the study area was prohibitive. Both parties will continue to work on the issue of transit provision through DTIWG.

10. Outstanding Issues

It is important to note that across the wider Northern Derbyshire Gypsy and Traveller Housing Market Area (GTHMA) (Bolsover District Council, Chesterfield Borough Council, and North East Derbyshire District Council), the emerging Local Plans do not identify sufficient specific sites to meet the need for pitches as set out in the GTAA. Following the granting of planning permission for three additional pitches, there is one surplus pitch within the borough. The site in question is a small, family site and the additional pitch is intended to provide flexibility for the occupying family. The GTAA review may identify a requirement for additional pitches within Chesterfield Borough beyond 2019. The additional pitch is therefore, considered to provide a degree of flexibility in meeting any longer term needs within the borough.

A Statement of Common Ground between the GTHMA authorities includes a number of specific actions that the LPAs will take to try to resolve the shortfall in provision within the GT

HMA. These actions and matters of common ground across the GTHMA have yet to be agreed with DGLG.

There are two outstanding issues regarding the DGLG Representation on the Pre-submission Local Plan that will need to be dealt with through the Local Plan examination:

Concerns about the drafting of Policy LP6 which suggests that sites allocated for other purposes will be unacceptable. Some sites allocated for other purposes (e.g. residential or employment) may prove suitable and necessary if other sites do not come forward to meet the identified need.

The council is of the view that the Policy is sufficiently flexible, particularly considering that identified need has been met through the granting of planning permissions. Housing site allocations are required for that purpose in order to meet identified needs. Employment land may be developed for other uses subject to the criteria in Policy LP7.

Oppose the inclusion of the final criterion. It is, of course necessary to have regard to all relevant policies when determining applications so this criterion is unnecessary. It does not generally appear in other policies.

The council is of the view that criteria (i) provides clarity, with similar wording used in other policies such as the first paragraph of Policy LP4.

11. On-going Cooperation and Liaison

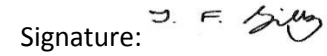
Both parties are committed to continuing to work together via the regular DTWIG meetings (and individual meetings where appropriate), to identify potential new permanent Gypsy and Traveller sites.

DGLG will continue to be a consultee on the Local Plan.

The Council will seek to liaise with DGLG and the other LPAs within the GTHMA to find agreement on issues at this broader level.

APPENDIX A SIGNATORIES OF THE PARTIES

AUTHORITY

Chesterfield Borough Council	Name: Cllr T Gilby Position: Portfolio Holder Economic Growth Signature:  Date: 20/06/2019	Name: Alan Morey Position: Strategic Planning and Key Sites Manager Signature: Date: 20/06/2019
Derbyshire Gypsy Liaison Group	Name: Siobhan Spencer Position: Manager Signature: S Spencer Date: 20/06/2019	Name: Roger Yarwood Position: Agent Signature: R Yarwood Date: 20/06/2019

Statement of Common Ground

Chesterfield Borough Council and

Derbyshire County Council

JUNE 2019

12. Purpose of the Statement of Common Ground

This statement of common ground has been prepared jointly between the parties consisting of Chesterfield Borough Council ('the Council') and Derbyshire County Council in its role as Highways and Transport Authority for the County of Derbyshire (DGLG).

The Purpose of this Statement of Common Ground is to set out the main points of agreement between both parties with regard to the submitted Chesterfield Borough Council Local Plan December 2018 ('the Plan'). The statement also highlights areas where further work will be needed in the future and what mechanisms are or will be put in place to address these. The statement is intended to assist the Inspectors during the examination of the Plan.

The purpose of this statement is also to set out the agreed arrangements for on-going co-operation and liaison on identifying, monitoring and mitigating the impacts of the levels of growth set out in the submission version of the Chesterfield Borough Local Plan and identifying agreed key matters and issues that should be the focus of cooperation and liaison.

13. Background

The Council and DCC have been working positively together throughout the preparation of the Plan in respect to Highways and Transport issues.

As a two tier area, Chesterfield Borough Council is responsible for the preparation of a Local Plan for the borough of Chesterfield, the most recent prior to the emerging Local Plan being the Local Plan Core Strategy (adopted 2013). Derbyshire County Council is responsible for preparation and publication of the relevant Local Transport Plan (LTP), the most recent of which was published in 2011 and covers the period up to 2026. The LTP sets out five transport goals:

1. Supporting a resilient local economy.
2. Tackling climate change.
3. Contributing to better safety, security and health.
4. Promoting equality of opportunity.
5. Improving quality of life and promoting a healthy natural environment.

It refers to a number of specific long term projects within the borough[8], in particular

- The A61 Chesterfield Inner Relief Road Junctions
- The A619 Staveley – Brimington Bypass (also referred to as the Chesterfield-Staveley Regeneration Route)

DCC also maintains the SATURN based North Derbyshire Highway Assignment Model, which can be used to assess the transport impacts of major transport and land use schemes.

DCC, CBC and local community groups including Chesterfield Cycle Campaign and Transition Chesterfield worked jointly on developing a cycle network and strategy that has informed preparation of the Local plan.

The County Council is also responsible for providing Highways Development Control advice on planning applications. As part of this process the same team has also provided site specific comments on access and transport implications for potential site allocations through the Land Availability Assessment (LAA) process. The LAA process has also been supported by accessibility data provided through ACCESSION.

[8] Table 5: Derbyshire County Council potential major projects March 2011 https://www.derbyshire.gov.uk/site-elements/documents/pdf/transport-roads/transport-plans/ltp3/derbyshire-local-transport-plan-three-ltp3-2011-to-2026-full-document.pdf

A joint evidence base was produced between DCC, CBC and the neighbouring authorities of North East Derbyshire District and Bolsover District and AECOM, published in 2012 to support the Local Plan Core Strategy examination.

DCC Planning Representation on draft Local Plan

DCC has commissioned, and expects to receive during 2019, an upgrade of its North Derbyshire Highway Assignment Model. This will be validated to the level required for the submission of major transport scheme business cases and will be available to support both private and public sector assessments of development and infrastructure scheme impacts.

14. Agreed matters between the Council and DGLG

Evidence Base

The 2011 Traffic Impact Study remains an appropriate baseline for Local Plan preparation on the basis that:

- The emerging spatial strategy for Chesterfield remains broadly similar across most of the Borough to the scenarios tested in terms of the broad locations of growth. Where there is material change, in the north-west of the Borough, the authorities are content that development impacts can be adequately assessed on a case-by-case basis through Transportation Assessment. It is anticipated, though, that the authorities will need to agree a broader mitigation package drawing upon CIL as well as any Section 106 contributions relating to the direct impacts of development.
- The overall housing requirement for the borough has reduced significantly from the scenario tested
- Growth in the north of the borough, and large sites including Chesterfield Waterside and Staveley Works has been lower than anticipated in the intervening years and the flows predicted for 2026 would be expected to be lower

In order to ensure that the most relevant evidence has been used in supporting site assessments, up to date site-specific transport advice has been provided on individual site allocations through the LAA process.

Approach to strategic Infrastructure

- A61 Growth Corridor

  DCC and CBC are working jointly (through a bespoke project control board) on delivery of a strategy for the A61 corridor through Chesterfield and North East Derbyshire which involves the provision of a minimum of £16 million towards highways and transport infrastructure. This is in pursuit of two principal objectives; enabling development of specific sites, and improving the ability of highway and transport networks to accommodate the movement of people and goods. The strategy includes a number of sustainable travel improvements and the introduction of an urban traffic control system. It also includes delivery of the Hollis Lane Link Road within the context of the Chesterfield Station Masterplan.

  Separately, DCC has made an initial application to Midlands Connect (the relevant Sub-national Transport Body) to include the grade-separation of the Whittington Moor roundabout in its recommended programme of Major Road Network schemes for the 2020-2025 period. A decision on this initial gateway is anticipated in July 2019.

- Chesterfield – Staveley Regeneration Route

  The County Council has made an initial application to Midlands Connect for inclusion of the Regeneration Route in its recommended programme of Large Local Major schemes for the 2020-2025 period. A decision on this initial gateway is anticipated in July 2019.

- Strategic Cycling and Walking Network

  Through the A61 Growth Corridor strategy noted above DCC is implementing substantial sections of its defined Key Cycle Network in Chesterfield, primarily through the completion of a segregated route parallel to the A61 between the Avenue site south of the Borough boundary and Sheepbridge at its northern edge.

- CIL funding
  Transport infrastructure is included on the CIL Regulation 123 list.

- HS2

Delivery of the direct requirements for HS2 services to pass through and call at Chesterfield Station, through electrification of the Midland Main Line and platform alterations, rests with HS2 Limited. DCC and CBC are, though, through the HS2 Chesterfield and Staveley Delivery Board, bringing forward a package of regeneration and transport proposals to maximise the benefits of this strategic connectivity.

15. Outstanding Issues

No outstanding issues identified further to those set out above and the ongoing refinement of transport evidence summarised below

16. On-going Cooperation and Liaison

Both parties are committed to continuing to work together through regular liaison and specific working groups on the A61 Growth Corridor, HS2 delivery board and Staveley Delivery Board (for the CSRR).

DCC will continue to be a consultee on the Local Plan and in future Local Plan Reviews.

Local Transport Plan

LTP3 remains valid until 2026. However, in order to reflect subsequent changes in transport policy and trends, DCC is committed to a LTP refresh which will commence in the near future.

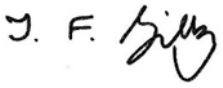
Refinement of Transport Evidence

A joint evidence base was produced between DCC, CBC and the neighbouring authorities of North East Derbyshire District and Bolsover District and AECOM, published in 2012 to support the Local Plan Core Strategy examination. The 2012 cumulative transport study is being updated and re-validated. DCC have commissioned first stage of revalidating the model. Outputs expected to be available from January early 2020. These outputs are therefore unlikely to be available to inform the Chesterfield Local Plan public examination. However, outputs from revalidated model would be addressed through 5 year review of local plan. Moreover in relation to the 2012 cumulative transport study, it remains the case that the draft local plan proposes broadly similar amount of housing in broadly similar locations to those which formed basis for original transport model in 2012. Growth across the HMA overall is lower (and slower) than growth modelled in 2012 joint

study. In principle therefore, this should result in a lower impact across the network than predicted in the 2012 model. The scale of development now planned at Dunston however was not incorporated in the 2012 model. There is the potential an anticipated need for the developer to commission additional work to demonstrate the potential impacts from additional development in this part of the Borough and how such impact could and will be mitigated.

In summary therefore, the level of growth proposed in the Local Plan is not significantly different to that which was included in the 2011 Joint Cumulative Transport Study. In 2015 modelling was done to support the Staveley and Rother Valley Corridor proposals which also included potential growth of up to 650 dwellings at Mastin Moor. The main difference is the proposed strategic allocation at Dunston. There is current work being carried out as a result of the granting of planning permission for the first phase of the Dunston scheme to ensure there is sufficient mitigation for the whole development. In addition, there is significant work being undertaken to mitigate the impacts of growth along the A61 corridor. The DCC transport model is being re-validated and updated during 2019/20 and will be available for use early 2020. It is agreed that the first review of the CBC Local Plan will be supported by an update of the cumulative study based on the DCC updated model. DCC is satisfied that, taken together, the existing transport evidence for CBC Local Plan provides sufficient evidence to understand and potentially mitigate the transport impacts of cumulative planned growth.

APPENDIX A: SIGNATORIES OF THE PARTIES (Note – Agreed by Officers pending formal sign off)

AUTHORITY	Officer	Member
Chesterfield Borough Council	**Name: Alan Morey** **Position: Strategic Planning & Key Sites Manager** **Signature:** **Date: 20th June 2019**	**Name: Cllr Terry Gilby** **Position: Portfolio Holder, Economic Growth** **Signature:**  **Date: 20th June 2019**
Derbyshire County Council	**Name:** **Position:** **Signature:** **Date:**	**Name:** **Position:** **Signature:** **Date:**

Appendix 9 – Statement of Common Ground Highways Agency J30 M1

NORTH EAST DERBYSHIRE LOCAL PLAN 2014-2034

STATEMENT OF COMMON GROUND

AS AGREED BETWEEN NORTH EAST DERBYSHIRE DISTRICT COUNCIL, BOLSOVER DISTRICT COUNCIL, CHESTERFIELD BOROUGH COUNCIL, BASSETLAW DISTRICT COUNCIL, DERBYSHIRE COUNTY COUNCIL AND HIGHWAYS ENGLAND

September 2018

1.0 Introduction

1.1 This Statement of Common Ground (SoCG) relates to the cumulative impact of Local Plan allocations across the North Derbyshire area on the operation of M1 Junction 30 and the A616 / A619 Treble Bob roundabout (the Treble Bob junction).

1.2 It builds upon the North Derbyshire and Bassetlaw Housing Market Area Joint SoCG which forms a supporting document to both North East Derbyshire District Council's and Bolsover District Council's submission Local Plans (NEDDC and BDC references SD6 and KSD6 respectively), together with the two authorities' Duty to Co-operate Statements and evidence bases.

2.0 Background

M1 Junction 30

2.1 M1 Junction 30 is located in Bolsover District and links to the A619, A616 and A6135 which serve the districts of North East Derbyshire, Bolsover, Chesterfield and Bassetlaw, and to a degree the wider Sheffield sub-region.

2.2 The potential impact of new development upon the North Derbyshire highway network has been assessed and is set out in the Councils' evidence bases. This includes the jointly commissioned North Derbyshire Transport Study (NEDDC and BDC references EB TRA1 a to e and EB 46 to 50 respectively). Both Councils have also used this evidence as a background to develop further evidence to understand in more detail the impacts of their own growth plans going forward. This further transportation assessment work is set out in the North East Derbyshire Local Plan: Transport Evidence Base (December 2017) (NEDDC reference EB TRA7) and Bolsover District's Clowne Transport Study (October 2016) and its Addendum (October 2017) (BDC references EB 43 and 42 respectively).

2.3 In light of this evidence, Highways England has confirmed as part of the preparation of this SoCG that the junction currently performs reasonably well but queues build up on the M1 off-slips in the AM and PM peak periods. In the PM peak period in particular, queues extend back to M1 Junction 30 from the nearby Treble Bob junction which exacerbates queuing on the M1 off-slips.

North East Derbyshire Local Plan

2.4 Within policy SS2: Spatial Strategy and the Distribution of Development, the North East Derbyshire Local Plan Publication Draft Plan expects:

- the delivery of a minimum of 6,600 dwellings over the period 2014 – 2034;

- the majority (over 50%) of new housing development will be focussed on the four main towns of Clay Cross, Dronfield, Eckington and Killamarsh and on the Avenue and former Biwaters Strategic Sites;
- the remaining housing development will be focussed on the district's other most sustainable settlements, defined as Level 2 settlements in the Plan's settlement hierarchy;
- the delivery of 41ha of employment land for the period 2014 – 2034.

2.5 In order to meet the development requirements set out in policy SS2, the plan allocates housing and employment land under policies LC1, WC1 – 3 as follows:

- Clay Cross including the former Biwaters Strategic Site 995 dwellings and 17.92 ha of employment land;
- Dronfield 475 dwellings and 6 ha of employment land;
- Eckington 518 dwellings;
- Killamarsh 471 dwellings and 5.75 ha of employment land;
- Calow 67 dwellings;
- Grassmoor 127 dwellings;
- Holmewood 435 dwellings;
- Long Duckmanton (Markham Vale) 5.95 ha of employment land;
- Morton 80 dwellings;
- North Wingfield 72 dwellings;
- Pilsley 85 dwellings;
- Renishaw 2.5 ha of employment land;
- Shirland 132 dwellings;
- Stonebroom 65 dwellings;
- Tupton 329 dwellings and 3.32 ha of employment land;
- Wingerworth including The Avenue Strategic Site 1181 dwellings and 5 ha of employment land.

2.6 As a consequence of the planned growth across North East Derbyshire, paragraph 9.32 of the plan confirms that the Council's transport evidence base highlights "that traffic, albeit not in large volumes, arising from the proposed housing development mainly at Renishaw, Eckington and Killamarsh would route to and from junction 30 of the M1 motorway". It should be noted that the reference to Renishaw as a location for housing growth is no longer factually correct and is intended to be deleted through modifications to the Plan.

2.7 The Council's Infrastructure Study and Delivery Plan (NEDDC reference EB-IV1) highlights that "Highways England have noted that the level of development coming forward in the northern part of the District could have some impacts on the operation of Junction 30 of the M1 and that this is particularly important given the cumulative scale of growth taking place within North East Derbyshire and Bolsover".

2.8 The North East Derbyshire Publication Draft Plan then includes a requirement for development to contribute to measures to mitigate any impacts of development on the M1 motorway within policy ID2: Provision and Safeguarding of Transport Infrastructure. Given

that any impacts are likely to be limited the policy is prefaced with the words "where justified". This aims to make clear that the need for development within North East Derbyshire to contribute towards delivering improvements to M1 junction 30 should be considered through a Transport Assessment as part of the planning application process.

Representations made to North East Derbyshire District Council

2.9 In responding to the Regulation 19 consultation on the North East Derbyshire Local Plan, Highways England provided the comments set out below:

"M1 Junction 30 is likely to be mainly impacted by development emanating from Chesterfield (specifically developments in and around Staveley), and Bolsover District (from proposed development around Clowne). Traffic from North East Derbyshire (mainly from Renishaw, Eckington and Killamarsh) is also likely to impact on the junction but may not be in large volumes.

Given that M1 Junction 30 is likely to be impacted in future by traffic from a range of surrounding districts, mitigation may best be considered as sites come forward through the planning application process or through Highways England identifying an improvement scheme that addresses the cumulative impact of traffic from all these sources that may justify delivery through its own programme, possibly supported by developer contributions, and through consultation with Derbyshire CC, Chesterfield BC and Bolsover DC.

In view of the above, Highways England consider that it is important that the NEDLP provides clarity in its policies with respect to the significance of appropriate transport assessments being undertaken as and when individual developments in the plan come forward.

There are two polices in the NEDLP which relate to transport infrastructure and obligations on developers when they bring forward proposals for planning approval. These are:

Policy ID2: Provision and Safeguarding of Transport Infrastructure

Policy ID3: Sustainable Travel

These policies are broadly supported by Highways England. However, given the important role that Transport Assessments will continue to play in identifying the specific transport impacts and mitigation requirements associated with individual development proposals, it is recommended that Policy ID2 and ID3 be amended as indicated in bold type bellow:

***ID2** Sustainable Transport Measures and Highway Improvements:*

*Where justified **through appropriate transport assessments**, development will be required to provide or contribute towards delivering the following transport infrastructure to support development including:*

*2) c) measures to mitigate any **adverse** impacts of development on the M1 motorway **junctions**;*

***ID 3** Proposals for major developments will be required to promote sustainable travel through necessary interventions **identified through appropriate Transport Assessments,** as set out in the priority order below:.."*

2.10 In responding to the Regulation 19 consultation on the North East Derbyshire Local Plan, Derbyshire County Council provided the comments set out below:

"DCC's officers have worked collaboratively with NEDDC's officers to commission an update to the transport evidence base, particularly updated transport modelling works to test the impact of the planned housing and employment development identified in the Local Plan on the highway network, in particular at the main towns of Clay Cross, Dronfield, Eckington and Killamarsh. A summary of the outcome of these modelling works is appropriately set out at paragraphs 9.31 to 9.33, particularly:

- *That traffic, albeit not in large volumes arising from proposed housing development mainly at Renishaw, Eckington and Killamarsh would route to and from junction 30 of the M1 motorway…..*

……In particular, Policy ID2 appropriately reflects the outcomes of the updated transport modelling works and the identification of the need for highway improvements or sustainable transport measures to support development in Dronfield, Eckington, and Killamarsh……"

2.11 In the light of the representation received by Highways England the Council is minded to propose modifications to the wording of policy ID2 as suggested (see paragraph 2.9 above).

<u>Local Plan for Bolsover District</u>

2.12 Within policy SS2: Scale of Development, the Local Plan for Bolsover District makes provision for:

a) sufficient land to accommodate the delivery of 5,168 dwellings (272 new homes per year) to meet the Council's Housing Objectively Assessed Need across the period 2014 to 2033;
b) an additional housing land supply buffer of 10% for site flexibility applied across the period 2014 to 2033 (up to a planned scale of housing provision of 5,700 dwellings);
c) sufficient land to accommodate 92 hectares of employment land across the period 2015 to 2033.

2.13 Of this planned growth, across the plan period policy SS3: Spatial Strategy and Distribution of Development directs to:

- Bolsover 1,769 dwellings;

- Shirebrook 786 dwellings and 10.82 ha of employment land;
- South Normanton 380 dwellings and 25.31 ha of employment land;
- Clowne 1,494 dwellings and 20 ha of employment land;
- Creswell 289 dwellings and 0.46 ha of employment land;
- Whitwell 218 dwellings and 5.50 ha of employment land;
- Pinxton 56 dwellings and 1.23 ha of employment land;
- Tibshelf 306 dwellings;
- Barlborough 159 dwellings and 6.12 ha of employment land.

2.14 To meet the planned growth in Clowne, policy SS5: Strategic Site Allocation - Clowne Garden Village requires the site to deliver 1,000 dwellings during the plan period (with at least a further 500 dwellings beyond the plan period) and 20 hectares of employment land.

2.15 As a consequence of the planned growth across Bolsover District, paragraph 8.55 advises that the Council's evidence base "…highlight the need for a number of local transport improvement schemes in order to facilitate the growth planned in the Local Plan. The locations of these planned local transport improvement schemes are identified on the Policies Maps, with detailed proposals included within Appendix 8.1 of the Plan."

2.16 The Local Plan then lists the following two proposals within policy ITCR9: Local Transport Improvement Schemes:

d) Improvements to A616 / Treble Bob junction, Clowne
k) Improvement to M1 J30 roundabout

2.17 Appendix 8.1 of the Local Plan then includes, amongst other things, diagrams which illustrate detailed highway junction improvements as the mitigation necessary for these two highway junctions. These are reproduced in the Appendix to this SoCG.

2.18 In terms of the mechanism and timing for delivery of these junction improvements, the Council's Infrastructure Study and Delivery Plan sets out a list of infrastructure projects, which includes:

Critical project - A616 / Treble Bob junction improvements (ref. BDC/Clo/3)

- Lead delivery organisation: Derbyshire County Council
- Cost: Dependant on selected approach
- When: Likely start date 2020/21 but to tie in with build out of Clowne Garden Village Strategic Allocation
- Source of funding: Developer payments

Necessary project - M1 J30 roundabout improvements (ref. BDC/Clo/12)

- Lead delivery organisation: Derbyshire County Council
- Cost: Dependant on selected approach

- When: Likely start date 2025/26 but to tie in with build out of Clowne Garden Village Strategic Allocation
- Source of funding: Developer payments

Representations made to Bolsover District Council

2.19 In responding to the Regulation 19 consultation on the Local Plan for Bolsover District, Highways England provided the comments set out below:

"In previous responses we have noted that these [strategic] sites are likely to have an impact on the operation of the M1, specifically M1 J29A and M1 J30 and this was also explored further in the Clowne Transport Study (2016) and Bolsover Transport Study (2016). We note that the Local Plan now makes provision for improvements at M1 J30 as set out in Policy ITCR9. However, there is limited detail as to what these improvements might involve. However, we would still expect that the traffic implications of all the Strategic and Priority Regeneration Sites on the SRN are fully assessed. As such we acknowledge and welcome Policy ITCR10, which states that development proposals which are likely to have significant amounts of movements will need to be supported by a Transport Statement or Transport Assessment.

Highways England has no further comments to provide at this stage but reiterates that it would be beneficial to continue to engage with the Council in order to agree upon an approach for the future detailed assessment of traffic impacts on the M1 (particularly at M1 J30) and how these could be mitigated and delivered."

2.20 In responding to the Regulation 19 consultation on the Local Plan for Bolsover District, Derbyshire County Council provided the comments set out below:

"As highway authority, the County Council has for some considerable time been working with Bolsover District Council to support the development of its Local Plan's transportation evidence base. Much of this work particularly the transport studies for Bolsover and Clowne has been developed to support inclusion of the strategic sites Bolsover North and Clowne Garden Village. These studies have been carried out to assess the cumulative highways impacts of the levels of development in Bolsover and Clowne. These studies have demonstrated that the levels of development in these settlements can be achieved with appropriate highway and junction improvements.

This work has been supplemented with a number of transportation assessments submitted in support of a number of planning applications, which are understood to be subsequently consented sites. This has in turn both informed the site allocations within the PLP including Policy ITCR9: Local Transport Improvement Schemes.

ITCR9 makes provision for the granting of planning permission in cases where the proposal would not prejudice the delivery of a number of (listed) schemes. These schemes are in turn identified on the Policies Map and set out in detail in Appendix 8.1, which lists the schemes together with indicative layout(s). Whilst this is helpful, however, the PLP appears bereft of any actual policies that would ensure their delivery.

Beyond that, however, it is considered that the PLP does not present any insurmountable issues in terms of the Plan's test of soundness in relation to highway matters. The County Council's Officers are reasonably satisfied that the Highway Authority should, with the assistance of the District Council, be able to address the Inspector's 'Matters of Clarification' on highway matters and that the Local Plan should in due course meet its test of soundness, at least in terms of the Inspector's likely highways and transportation considerations."

Planning Application update

2.21 In December 2017, Bolsover District Council received an application from Waystone Developments Limited (Waystone) for outline planning permission for the Clowne Garden Village proposal. This application incorporates the requirements of policy SS5: Strategic Site Allocation - Clowne Garden Village of the Regulation 19 Local Plan for Bolsover District. As such, the application proposes that the site will deliver 1,000 dwellings during the plan period (with approximately a further 800 dwellings beyond the plan period) and 20 hectares of employment land.

2.22 To support their application, Waystone have prepared a detailed transport impact assessment that builds upon Bolsover District Council's evidence base and in particular the Clowne Transport Study and its Addendum. This supporting documentation has examined in detail the transport impacts of the proposal and its expected delivery timeframe. Based on this, the proposal provides detailed highway junction improvements as the mitigation necessary for a number of highway junctions, including the A616 / Treble Bob junction and the M1 J30 roundabout.

2.23 Following a full consideration of the application, it was reported to Bolsover District Council's Planning Committee on 26th June 2018 and it was resolved "that the Council resolve to approve this application and refer the application to the Secretary of State" subject to conditions. In accordance with this resolution, the application was referred to the Secretary of State on 2nd July 2018.

2.24 On 19th July 2018, the Government wrote back to Bolsover District Council to advise that:

"*The Government is committed to give more power to councils and communities to make their own decisions on planning issues, and believes planning decisions should be made at the local level wherever possible.*

In deciding whether to call in the application, the Secretary of State has considered his policy on calling in planning applications. This policy gives examples of the types of issues which may lead him to conclude, in his opinion that applications should be called in. The Secretary of State has decided, having had regard to this policy, not to call in the application. He is content that the application should be determined by the local planning authority."

2.25 In light of this response, at the time of writing Bolsover District Council is currently proceeding with the determination of the application and formulating the detailed planning conditions and requirements of the S106 Agreement. In relation to junction improvements to M1 Junction 30 and the Treble Bob junction, the planning conditions and S106 requirements will be informed by the highway modelling evidence and discussions with Highways England and Derbyshire County Council.

3.0 Areas of Common Ground

3.1 North East Derbyshire District Council, Bolsover District Council, Chesterfield Borough Council, Bassetlaw District Council, Derbyshire County Council and Highways England are agreed that:

a) the transport evidence base developed by both North East Derbyshire District Council and Bolsover District Council assesses the cumulative impact of development proposals on the operation of M1 Junction 30 as proposed within their Regulation 19 Local Plans and where possible as emerging through the plan making of neighbouring authorities;

b) the impacts from the North East Derbyshire Local Plan (Regulation 19) are limited, and are generated from the relatively small quantum of development planned in Killamarsh and Eckington, and would not alone necessitate the need for improvements to M1 junction 30;

c) the impacts from the Local Plan for Bolsover District (Regulation 19) are more substantial and are principally generated from the Clowne Garden Village strategic site allocation;

d) the impacts from the emerging new Chesterfield Borough Local Plan and new Bassetlaw Plan are less certain at this stage but will be subject to future transport evidence base work which will be shared with Highways England, Derbyshire County Council and neighbouring authorities as they develop;

e) the scope of mitigation measures necessary at M1 Junction 30 and the Treble Bob junction:

    i. are set out in the Local Plan for Bolsover District (Regulation 19) within policy ITCR9: Local Transport Improvement Schemes and

Appendix 8.1 to the Local Plan (and are reproduced in the Appendix to this SoCG);

ii. will be implemented through the interventions approved through the Clowne Garden Village planning application (application reference 17/00640/OUT) taking account of committed improvements associated with the developments at Brickyard Farm, Barlborough (application reference 17/00298/VAR) and Steetley (part in Bolsover District and part in Bassetlaw District) (application reference 08/00762/OUTEA). The mitigation measures brought forward will be 'transformational' in nature and will provide sufficient capacity for the cumulative impact of development proposals in the North East Derbyshire Local Plan and Local Plan for Bolsover District (Regulation 19);

f) the mechanism for delivery of the mitigation measures necessary at M1 Junction 30 and the Treble Bob junction:

i. with regard to North East Derbyshire District where traffic is likely to have a limited impact on M1 Junction 30 and the Treble Bob junction, this will be via policy ID2: Provision and Safeguarding of Transport Infrastructure (as suggested for change) which provides a pragmatic response to the issue by requiring contributions towards any necessary mitigation where this is justified through transport assessment at the detailed planning application stage;

ii. with regard to Bolsover District where traffic is likely to have a more substantial impact on M1 Junction 30 and the Treble Bob junction, this will be via policy ITCR10: Supporting Sustainable Transport Patterns and policy II1: Plan Delivery and the Role of Developer Contributions which require developer contributions for transport infrastructure as justified by Transport Statements or Transport Assessments at the detailed planning application stage.

g) the timing for delivery of the mitigation measures necessary at M1 Junction 30 and the Treble Bob junction:

i. are set out in the Bolsover District Infrastructure Study and Delivery Plan as projects BDC/Clo/3 and BDC/Clo/12 described above in paragraph 2.18;

ii. will be updated through the phasing and trigger points for interventions approved through the Clowne Garden Village planning application (application reference 17/00640/OUT) as discussed above in e) ii.

h) that the above areas of common ground provide a justified and effective approach to this matter that is sound and meets the Council's legal requirements under the Duty to Co-operate.

4.0 Conclusion

4.1 Based on the stated areas of common ground, Highways England and Derbyshire County Council agree that their representations to the North East Derbyshire Local Plan and the Local Plan for Bolsover District have been addressed.

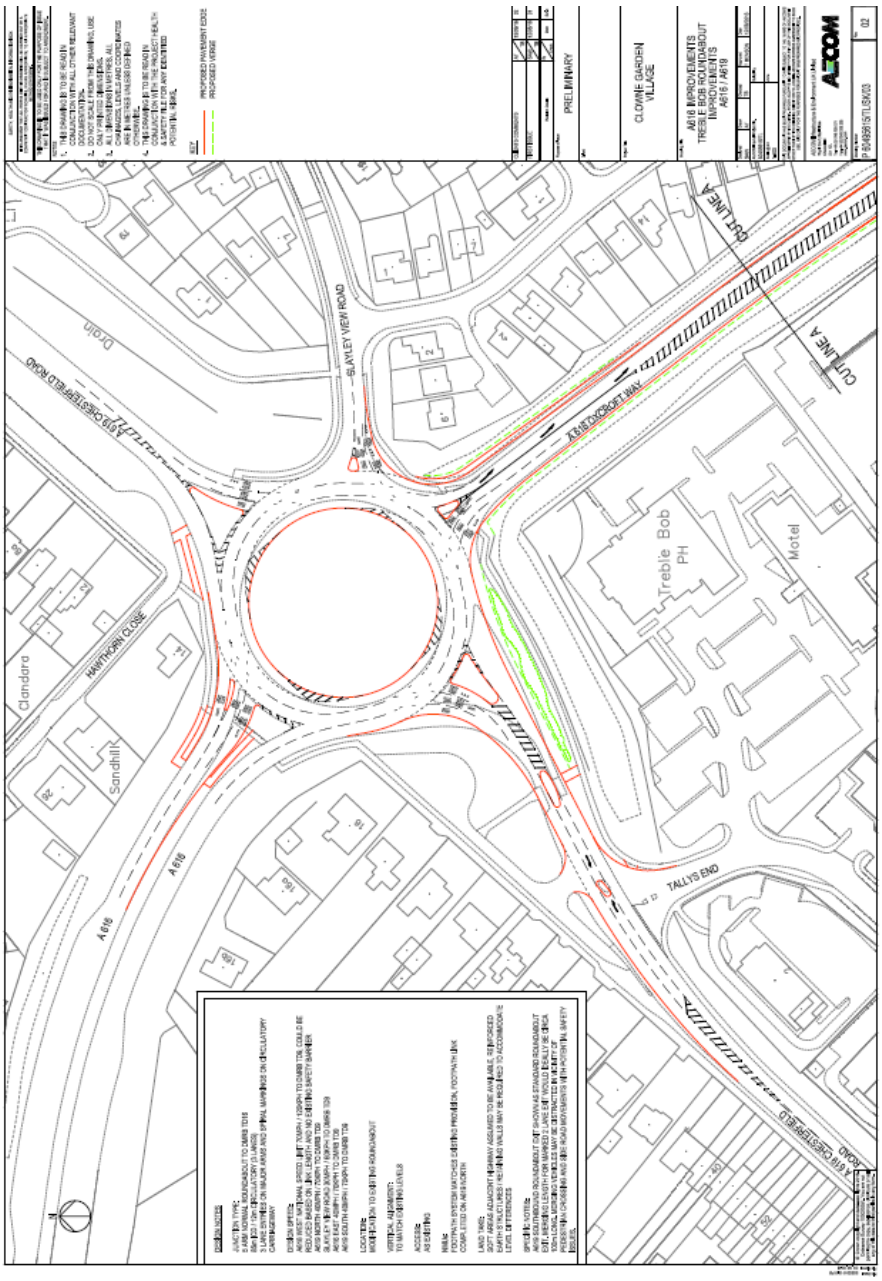
APPENDIX

LOCAL PLAN FOR BOLSOVER DISTRICT

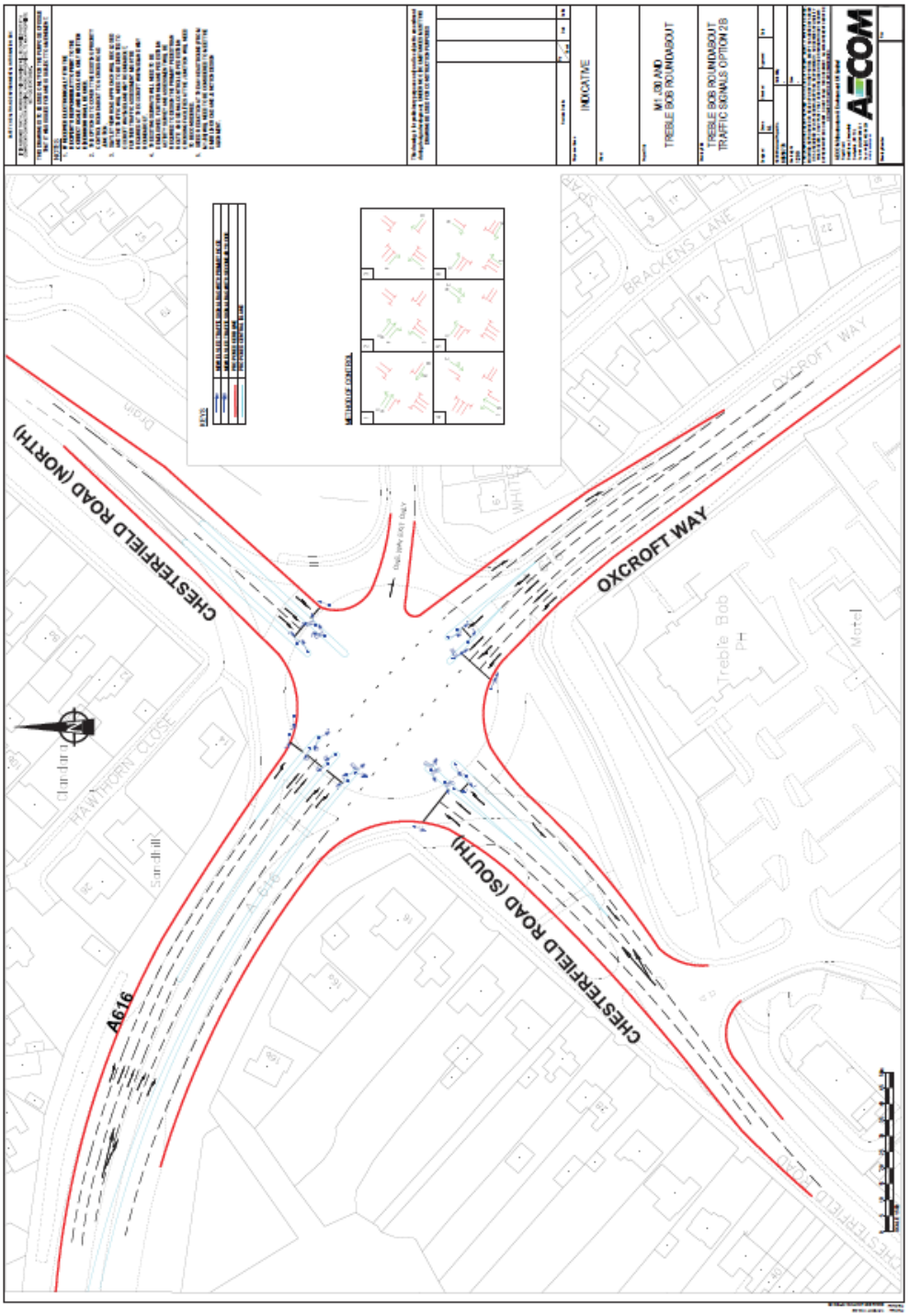
APPENDIX 8.1 Locations of planned local transport improvement schemes (extract)

A)iv. Improvements to A616 / Treble Bob junction, Clowne

Option A) As set out in the Clowne Transport Study.

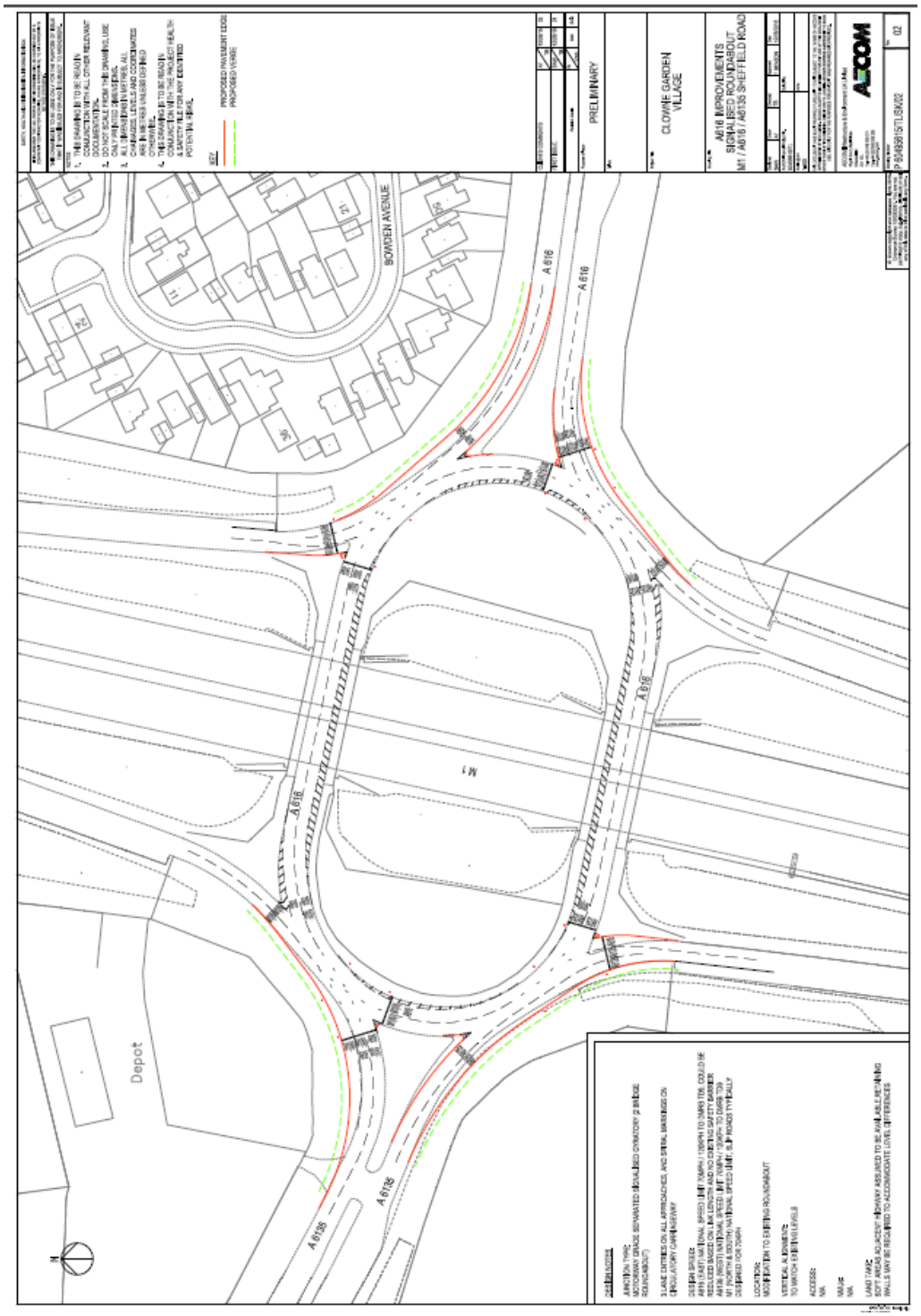


Option B) As set out in the Clowne Garden Village planning application

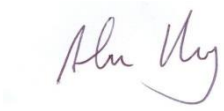
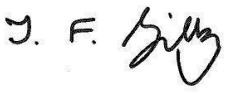


A)xi. Improvements to M1 J30 roundabout

As set out in the Clowne Transport Study.



Signed:

Authority	Officer	Member
North East Derbyshire District Council	Name: Dan Swaine	Name: Cllr Michael Gordon
	Position: Chief Executive	Position: Portfolio Holder Environment and Chair of Local Plan Steering Group
	Signature:	Signature:
	Date: 22 October 2018	Date: 22 October 2018
Bolsover District Council	Name: Dan Swaine	Name: Cllr Tom Munroe
	Position: Chief Executive	Position: Chair of Planning Committee
	Signature:	Signature:
	Date: 19 October 2018	Date: 19 October 2018
Chesterfield Borough Council	Name: Alan Morey	Name: Cllr Terry Gilby
	Position: Strategic Planning and Key Sites Manager	Position: Executive Member for Economic Growth
	Signature: 	Signature: 
	Date: 4th October 2018	Date: 4th October 2018
Bassetlaw District Council	Name: Beverley Adelton-Sambrooke	Name: Cllr Joanne white
	Position: Head of Regeneration	Position: Deputy Leader
	Signature:	Signature:
	Date: 11 October 2018	Date: 12 October 2018

Derbyshire County Council	Name:	Name:
	Position:	Position:
	Signature:	Signature:
	Date:	Date:
Highways England	Name: Emma Stewart	
	Position: Spatial Planning and Economic Development Manager	
	Signature:	
	Date: 11 October 2018	

Statement of Common Ground

Chesterfield Borough Council and

Environment Agency and

Derbyshire County Council

JUNE 2019

1. Purpose of the Statement of Common Ground

This statement of common ground has been prepared jointly between the parties consisting of Chesterfield Borough Council ('the Council'), The Environment Agency, and Derbyshire County Council in its role as Lead Local Flood Authority for the County of Derbyshire (DGLG).

The Purpose of this Statement of Common Ground is to set out the main points of agreement between all parties with regard to the submitted Chesterfield Borough Council Local Plan December 2018 ('the Plan'). The statement also highlights areas where further work will be needed in the future and what mechanisms are or will be put in place to address these. The statement is intended to assist the Inspector during the examination of the Plan.

The purpose of this statement is also to set out the agreed arrangements for on-going co-operation and liaison on identifying, monitoring and mitigating the impacts of the levels of growth set out in the submission version of the Chesterfield Borough Local Plan and identifying agreed key matters and issues that should be the focus of cooperation and liaison.

2. Background

The Council, the Environment Agency, and DCC have been working positively together throughout the preparation of the Plan in respect to flood risk issues.

As a two tier area, Chesterfield Borough Council is responsible for the preparation of a Local Plan for the borough of Chesterfield, the most recent prior to the emerging Local Plan being the Local Plan Core Strategy (adopted 2013). Derbyshire County Council acts as Lead Local Flood Authority (LLFA) is responsible for managing local flood risks. The Environment Agency has a strategic overview of all sources of flooding and (as defined in the Flood and Water Management Act 2010) and is responsible for flood risk management activities on main rivers.

Flood Risk

Chesterfield is liable to flooding due to its location at the confluence of numerous main rivers, and exacerbated by is urban nature. During storm conditions, the positive drainage networks are regularly overwhelmed as they ultimately drain to the main rivers.

Derbyshire County Council as LLFA has produced a Local Flood Risk Management Plan (July 2015) which identifies Chesterfield as being at risk from multiple sources of flooding. The plan ranks Chesterfield as at highest risk in the county, with 1802 dwellings at risk, and 45% of the borough with significant surface water flood risk.

The council has taken a coordinated approach to flood risk for some time, having prepared a joint SFRA along with BDC and NEDDC in 2009.

Since the adoption of the Core Strategy, the council has contributed to an Environment Agency commissioned project called the Chesterfield Flood Risk Investigation involving comprehensive flood modelling of the River Rother and its tributaries. Following discussions with Chesterfield Borough Council, the geographical extent of the flood modelling was extended to incorporate the Staveley regeneration area. The Environment Agency recognises this is a key regeneration site for Chesterfield Borough Council.

When completed the Chesterfield Flood Risk Investigation will provide the best available flooding information for Chesterfield and will test options for flood alleviation works to better protect the town from the devastating impacts of flooding.

In addition to this EA project, Derbyshire County Council has secured funding for a project known as the Chesterfield Integrated Model. The intention was to bring

together sewer modelling from Yorkshire Water; surface water modelling held by Derbyshire County Council; and river modelling from the Chesterfield Flood Risk Investigation.

The Environment Agency confirmed to the Borough Council in October 2016 (Letter to CBC 6th October 2016) that having had regard to the Planning Practice Guidance, the Chesterfield Flood Risk Investigation and the proposed Chesterfield Integrated Model would fulfill the requirements of a Level 2 Strategic Flood Risk Assessment and negate the need for Chesterfield Borough Council to carry out a separate Level 2 Strategic Flood Risk Assessment.

In their representations to the publication draft local plan in February 2019 (30th January 2019), the Environment Agency highlighted that since their previous response in February 2017, The Chesterfield Flood Risk Investigation is still to be released, and is expected at some point in 2019. The Environment Agency also stated that the Chesterfield Integrated Model is currently no longer being taken forward. This decision was taken on the basis that both the Environment Agency and Yorkshire Water hydraulic models were either completed or nearing completion, and it was considered by project partners that Chesterfield was now well represented in terms of modelling and understanding flood risk and the mechanisms. In addition, it became clear that Yorkshire Water would retain ownership of the sewer model which would have undermined the ability of other agencies to access and interrogate the data, despite the project being publicly funded. . Discussions between the Environment Agency, Derbyshire County Council as the LLFA, as well as Chesterfield Borough Council took place in summer 2018 to discuss the next steps and will continue on a constructive basis.

Against this background when it becomes available the Environment Agency's new Chesterfield Flood Risk Investigation model will be used alongside all other sources as a combined evidence base to inform flood risk policy in the Local Plan and specifically to assess potential housing allocations from the perspective of flood risk in a way which would satisfy the requirements of the NPPF /Planning Policy Guidance.

The Environment Agency also recognised that, as preparation of the Local Plan progressed, there may be the need for some bespoke work by the Borough Council to test the deliverability of sites if, following application of the Sequential Test, allocations are proposed in areas at high flood risk.

In response to this, and in order to ensure compliance with Policy Guidance, the Borough Council prepared a sequential assessment on the housing and employment allocations proposed within the publication draft Local Plan, using the most up to date flood risk data available.

In their representations to the publication draft local plan in February 2019, the Environment Agency welcomed the sequential assessment on the housing and employment allocations proposed within the Local Plan. Whilst taking the view that the sequential test process is for the Local Planning Authority to undertake the Environment Agency did have a number of detailed site specific comments. The council will reflect these comments in preparing the submission draft Local Plan.

3. Agreed matters

This Statement of Common Ground confirms the agreement between all parties that *the current site specific sequential assessments use the existing best available flood risk data at the time of undertaking the assessments, which is also to be found in the existing SFRA. Until the new data from the Chesterfield Flood Risk Investigation is released, this is the best available information to use.*

This Statement of Common Ground confirms that once the Chesterfield Flood Risk Investigation has been released by the Environment Agency, Chesterfield Borough Council commits to re-engaging with all partners in applying the new data to inform an early review of the approach to flood risk policy in the Local Plan both within the policy in the Local Plan, and to determine whether an addendum to the existing SFRA is required, in order to continue to ensure that the highest sensitive uses are directed to the areas of lowest flood risk, in line with national policy.

Water Efficiency

Local Plan Policy LP14 (Managing the Water Cycle) includes measures designed to aimed at improving water efficiency. In support of representations made on the publication draft Local Plan in relation to the justification for requiring water efficiency measures in new development in Policy LP14, the Environment Agency has provided further written justification in support of the policy approach, as follows:

Severn Trent, like all water companies, will have to meet the challenge of higher population numbers, and predicted reduced water availability due to climate change in the future. By 2050, England can expect significant seasonal variations, with higher winter and lower summer flows in the rivers, and a reduction in flow overall. This issue has been raised in reports throughout the last decade and the Environment Agency's Chief Executive, Sir James Bevan, highlighted these issues in his speech on the 19th March 2019 at the Waterwise Conference (https://www.gov.uk/government/speeches/escaping-the-jaws-of-death-ensuring-enough-water-in-2050)

Severn Trent provide water to the area covered by Chesterfield Borough Council. Chesterfield Borough Council sits within the Humber River Basin. The latest Humber River Basin Management Plan (2015) highlights that climate change will cause a reduction in water availability. The Strategic Environment Assessment (SEA) highlights the negative effects of water availability could be partially mitigated through water efficiency measures to reduce the demand for water locally.

4. Outstanding Issues

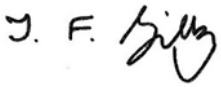
None identified

5. On-going Cooperation and Liaison

All parties are committed to continuing to work together through regular liaison and consultation.

The Environment Agency and DCC will continue to be consultees on the Chesterfield Local Plan and in future Local Plan Reviews.

APPENDIX A: SIGNATORIES OF THE PARTIES

AUTHORITY	Officer	Member
Chesterfield Borough Council	Name: Alan Morey	Name: Cllr Terry Gilby
	Position: Planning & Key Sites Manager	Position: Portfolio Holder, Economic Growth
	Signature:	Signature: 
	Date: 21st June 2019	Date: 21st June 2019
Derbyshire County Council	Name:	Name:
	Position:	Position:
	Signature:	Signature:
	Date:	Date:
Environment Agency	Name: Joseph Drewry	
	Position: Planning Specialist	
	Signature: J. Drewry	
	Date: 17/6/19	

Statement of Common Ground

Chesterfield Borough Council and

Derbyshire County Council (Education Authority)

JUNE 2019

17. Purpose of the Statement of Common Ground

This statement of common ground has been prepared jointly between the parties consisting of Chesterfield Borough Council ('the Council'), and the Derbyshire County Council ('DCC'), in its role for planning and commissioning education provision in Derbyshire, including Chesterfield Borough.

The Purpose of this Statement of Common Ground is to set out the main points of agreement between all parties with regard to the submitted Chesterfield Borough Local Plan December 2018 ('the Plan'). The statement also highlights areas where further work will be needed in the future and what mechanisms are or will be put in place to address these. The statement is intended to assist the Inspector during the examination of the Plan.

The purpose of this statement is also to set out the agreed arrangements for on-going co-operation and liaison on identifying, monitoring and mitigating the impacts of the levels of growth set out in the submission version of the Chesterfield Borough Local Plan and identifying agreed key matters and issues that should be the focus of cooperation and liaison.

18. Background

The Council and DCC have been working positively together throughout the preparation of the Plan in respect of planning for the future provision of education facilities.

As a two tier area, Chesterfield Borough Council is responsible for the preparation of a Local Plan for the borough of Chesterfield, the most recent prior to the emerging Local Plan being the Local Plan Core Strategy (adopted 2013). DCC has the responsibility for planning and commissioning education provision in Derbyshire, under the Education Act 1996.

DCC has a statutory duty to; *ensure that efficient primary, secondary and further education is available to meet the needs of their population; ensure that their education functions are exercised with a view to promoting high standards ensuring fair access to opportunity for education and learning, and promote the fulfilment of learning potential; and secure that sufficient schools for providing primary and secondary education are available for their area*. This duty to plan applies across all schools and includes Academies.

DCC operates a system of 'normal areas' for school places planning, a normal area being the geographic area which a school serves. All residential developments are mapped to determine the normal area in which they sit to allow a detailed analysis of existing capacity and forecast demand for places within those areas. The Net Capacity of each school is determined using this nationally agreed measure of a school's buildings to calculate the number of pupil places a school can accommodate. This is regularly reviewed and agreed with each school and the capacity informs the Pupil Admission Number. In order to be able to assess the supply of places against demand, schools are grouped together on a geographic basis to determine a planning area. These planning areas are agreed with the Department for Education (DfE) and form the basis of analysis of Basic Need for places across the County, including Chesterfield Borough.

DCC elects wherever possible to be able to provide a school place for each child at their normal area school. DCC works pro-actively with all Local Planning Authorities to ensure that account is taken of the housing sites allocated through the Local Plan process. DCC monitors pupil numbers on roll against the capacity of individual schools, as well as groupings of these schools within wider planning areas. Birth rate data is used in statistical analysis to produce pupil number projections for a 5 year rolling period.

The Infrastructure Delivery Plan (IDP) sets out the current education infrastructure, existing capacity within it, projections based on birth rates and preference trends (not including forecast growth from housing). Consideration is given to the proposed allocations of residential development sites within Chesterfield Borough Local Plan December 2018. The intention is to provide an indication of where expansion to the education system is likely to be required, be it through expansions of existing or provision of new schools in order to mitigate the impact of the residential development identified within the Plan.

DCC supports the regeneration focus of the Plan and overall housing provision required for the Chesterfield Borough over the plan period, and is pro-actively working with the Council to identify and mitigate any pressures upon existing education infrastructure that may be brought as a result of residential development. DCC is consulted on residential planning applications in the Borough of 11 or more dwellings or where a development is of 10 dwellings or less with a gross floorspace of over 1,000 sq. m, in order to identify where developer contributions would be required to meet need arising. The likely pupil yield from a development is considered in relation to the existing and projected future capacity of the normal area schools. The DfE is clear that developer contributions should be the principal source of funding where additional demand for places is directly linked to residential development.

In line with their Developer Contributions Protocol, DCC advises the Council whether a contribution towards education infrastructure is likely to be sought from the Community Infrastructure Levy (CIL) in order to ensure that sufficient capacity is in place to enable the majority of pupils generated within a new housing development to access a normal area school place. It is important to note that places provided through CIL or other funding for the purposes of meeting demand generated by a development cannot be reserved for pupils moving into the development.
Whilst pupil numbers across the Borough are projected to stay within existing capacity, there are planning areas which are under pressure before the impact of additional housing is taken into account. This will be closely monitored by DCC and the two Authorities will work together to identify the most efficient expansions of schools to address local needs. Any proposed significant change to a school would be the subject of formal consultation with local schools, stakeholders and the DfE.

19. Assessing capacity

The IDP includes an analysis of current and projected capacity in individual schools within their planning areas. The DfE recommends that a school should have at least a 5% surplus and this is taken into consideration when assessing the available places within a school. An indication of the capacity of the school is provided and this is updated by DCC on an annual basis,

This information is intended to provide a snap shot for each of the planning areas in Chesterfield Borough. They do not include forecast demand for places from approved residential developments or Local Plan sites. DCC is consulted on all residential planning applications and conducts an analysis on a case by case basis to determine whether sufficient capacity exists within the existing infrastructure. A judgement is made on whether mitigation is likely to be required and this is shared as part of the DCC response to the planning application. DCC works with schools to determine strategies for individual schools, as and when required, based on their assessed capacity for expansion.

When considering the likely impact of housing development on the availability of school places, a formula is used to assess the likely number of additional pupils. This is based on census data and is 20 primary aged pupils, 15 secondary and 6 post-16 pupils for every 100 dwellings (of 2 bedrooms and over). These yields are added to the 5 year projected pupil number for the normal area school in which the development is located. Where shortfalls are projected, DCC will work to add capacity where necessary, requesting contributions from CIL where necessary and appropriate.

The IDP provides Local Plan site analysis for the following identified planning areas:

PRIMARY LEVEL EDUCATION

- Ashgate/Brampton/Stonegravels Planning Area
- Barrow Hill Planning Area
- Boythorpe/Birdholme Planning Area
- Brimington/Calow Planning Area
- Dunston/Newbold Planning Area
- Hasland/Hady Planning Area
- Inkersall/Staveley/Duckmanton/Poolsbrook/Arkwright Planning Area

- Mastin Moor Planning Area
- New Whittington Planning Area

SECONDARY AND POST-16 LEVEL EDUCATION

- Secondary Chesterfield Planning Area
- Secondary Staveley/Bolsover Planning Area

The IDP will continue to be updated at each key stage in the Local Plan process to ensure that the most recent information is used as the basis for forward planning.

20. Funding Mechanisms, Delivery and Responsibilities

The following represent the main funding mechanisms and delivery opportunities for education infrastructure:

The DfE is clear that developer contributions should be the principal source of funding where additional demand for places is directly linked to residential development. In Chesterfield, the principal funding source for the provision of additional education infrastructure to support residential development is CIL funding. 'Education Provision - Provision of additional pupil capacity in existing schools and contributions to a new school or schools to address shortfalls in capacity arising from new housing growth' is currently included on the Chesterfield CIL Regulation 123 Infrastructure List.

https://www.chesterfield.gov.uk/media/217383/cil-reg-123-list-april-2016.pdf

Other sources of funding available to support growth in pupil numbers include Department for Education Basic Need allocations to Local Authorities, as well as direct support to academies for expansions, and the Free School programme for the creation of additional schools.

Central government allocates Basic Need Funding to Local Authorities in order to accommodate natural population growth where necessary, based on pupil number projections and school capacity. This is designed to support the capital requirement of providing new pupil places by expanding existing maintained schools.

Expansions to maintained schools are designed and managed by DCC. Expansions to academies are undertaken directly by individual Multi-Academy Trusts. The creation

of additional schools through the Free Schools programme are managed directly by the DfE. However, the duty to manage the sufficient provision of places across the county remains with DCC.

The provision of Basic Need funding and other government capital funding does not negate a housing developers' responsibility to mitigate the impact of their development on education. DCC will continue to make representations for CIL support as and when appropriate.

21. Agreed matters

This Statement of Common Ground confirms the agreed approach between all parties on the future planning and provision of school places in order to support planned growth through the Chesterfield Borough Local Plan.

22. Outstanding Issues

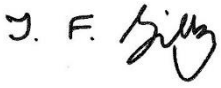
None identified

23. On-going Cooperation and Liaison

All parties are committed to continuing to work together through regular liaison and consultation.

DCC will continue to be consultees on the Chesterfield Local Plan and in future Local Plan Reviews.

APPENDIX A: SIGNATORIES OF THE PARTIES (Note – Agreed by Officers pending formal sign off)

AUTHORITY	Officer	Member
Chesterfield Borough Council	Name: Alan Morey	Name: Cllr Terry Gilby
	Position:	Position:
	Strategic Planning & Key Sites Manager	Portfolio Holder, Economic Growth
	Signature:	Signature:
		
	Date: 20th June 2019	Date: 20th June 2019

Derbyshire County Council (Local Education Authority)	Officer	Member
	Name:	Name:
	Position:	Position:
	Signature:	Signature:
	Date:	Date:

Statement of Common Ground

Chesterfield Borough Council and

NHS Derby and Derbyshire Clinical Commissioning Group

JUNE 2019

1. Purpose of the Statement of Common Ground

This statement of common ground has been prepared jointly between the parties consisting of Chesterfield Borough Council ('the Council'), and the NHS Derby and Derbyshire Clinical Commissioning Group ('the CCG), in its health commissioning role for the area including Chesterfield Borough.

The Purpose of this Statement of Common Ground is to set out the main points of agreement between all parties with regard to the submitted Chesterfield Borough Council Local Plan December 2018 ('the Plan'). The statement also highlights areas where further work will be needed in the future and what mechanisms are or will be put in place to address these. The statement is intended to assist the Inspector during the examination of the Plan.

The purpose of this statement is also to set out the agreed arrangements for on-going co-operation and liaison on identifying, monitoring and mitigating the impacts of the levels of growth set out in the submission version of the Chesterfield Borough Local Plan and identifying agreed key matters and issues that should be the focus of cooperation and liaison.

2. Background

The Council and the CCG have been working positively together throughout the preparation of the Plan in respect of planning for the future provision of healthcare facilities.

As a two tier area, Chesterfield Borough Council is responsible for the preparation of a Local Plan for the borough of Chesterfield, the most recent prior to the emerging Local Plan being the Local Plan Core Strategy (adopted 2013). The NHS Derby and Derbyshire Clinical Commissioning Group ('the CCG), is responsible for implementing the provision of health care and directing financial resources to primary and secondary care providers as well as regulating the primary care activities of General Practitioners (GPs), and for commissioning healthcare including mental health services, urgent and emergency care elective hospital services and community care.

Health care remains the responsibility of central government through the Department of Health (DoH).Clinical Commissioning Groups (CCGs) are clinically-led, statutory NHS bodies which replaced the Primary Care Trusts in 2013. The NHS Derby and Derbyshire Clinical Commissioning Group (CCG) covers Chesterfield Borough. The responsibility of the CCG and their relationship with other governance structures is set out as follows:

- **Clinical Commissioning Groups** are responsible for implementing the provision of health care, directing financial resources to primary and secondary care providers and regulating the primary care activities of GPs, and for commissioning healthcare.

- **NHS England** has the responsibility for supporting the development of the CCGs and assuring that the CCGs are fit for purpose. NHS England is responsible for providing highly specialised services and for commissioning the contracts for a number of services. NHS England is responsible for the commissioning of NHS Dentistry, Optometry and Pharmacy in Derbyshire.

- **Local Authorities** are now responsible for Public Health and Wellbeing to achieve lifestyle enhancements and behavioural change within the local community. The Health and Well-being Boards are responsible for developing a Joint Strategic Needs Assessment and improving public health through lifestyle advice.

Healthcare provision is responding to a shift in service delivery. Pressures on existing facilities, decreasing resources and capacity and new service models have all resulted in changes to the provision of healthcare infrastructure.

Health Provision in Chesterfield Borough

Through regular liaison, the NHS Derby and Derbyshire Clinical Commissioning Group (CCG) continues to provide information which identifies where there may be issues are over primary health care capacity as a result of new residential development.

In overall terms, the CCG is satisfied that the borough has a reasonable distribution of primary and secondary health care and continued joint working and forward planning should ensure that the Local Plan spatial strategy is unlikely to have a serious impact on existing facilities. However, some GPs surgeries are currently at capacity where there are more numbers on GP patient lists that is recommended by government advice. The Infrastructure Delivery Plan (IDP) prepared in support of the Local Plan, identifies GP surgeries most affected by the local plan spatial strategy and identifies which surgeries would be most impacted as a result of the number of potential patients caused by proposed new residential development.

The Derby and Derbyshire CCG has highlighted that that additional capacity will be achieved through reconfiguration or extension of existing services to increase resilience. Discussions have also highlighted that it would be unlikely that the CCG would support a single GP development as the solution to sustainably meet the needs of the housing development and that the health contribution would ideally be invested in enhancing capacity/infrastructure within existing local practices. In addition, the NHS no longer set standards for the number of full-time employed GPs per 1000 patients per practice, on the basis that there is an increasing move to 'skills mixing' and recognising different specialist needs across different areas. There is a shift away from 'list sizes' as these can often misrepresent the availability of skills or the number of FTE GPs. Primary Care faces increasing challenges with increased regulation, patient demand, costs and workforce pressures. Discussions have highlighted that the most prominent challenges facing the provision of primary care are the recruitment of GPs, ensuring consistency across the service and maximising the sustainability of existing estate.

There is a national workforce issue in recruiting GPs and therefore practices are recruiting a multi skilled workforce, e.g. Clinical Pharmacists, Advanced Clinical Practitioners, Physiotherapists which may mean that additional clinical space is required to accommodate this multi-disciplinary workforce model.

It should be noted that since the Practice Choice Scheme was introduced in 2015, patients have been able to register for GP practices even where they live outside the

practice boundary area. Therefore, it is not always the case that increased growth in one location will directly result in an increased list size at the nearest GP.

As part of a CCG strategy any developer contribution requested would support the development of primary care services in the area. In particular, where practices are looking to expand/alter their surgery to provide additional patient space to meet the demands of the patients, the contribution would contribute towards the expansion. The amount requested is proportionate to the scale of the housing development proposed.

Funding & Viability

In terms of the impact of new development, all CCGs within Derbyshire use a standard calculation for healthcare contributions. This will be used to determine the financial requirement from developers as specific applications are determined by the planning authority. The calculator uses the number of proposed dwellings, the anticipated patient population and the impact on additional consultations.

The CCG estimates the impact of new residential development in two ways:

1) The indicative size of the premises requirements is calculated based on current typical sizes of new surgery projects factoring in a range of list sizes recognising economies of scale in larger practices. The cost per sq. m has been identified by a quantity surveyor experienced in health care projects. This formula is agreed across Derbyshire and identifies what the amount of floor space should be for GP practices (based on number of patients @ 0.08m² per registered patient) and;

2) Number of patients per GP (any GP with a patient list of 1, 800 is considered to be an indication of capacity).

The CCG and the council have a formalised arrangements regarding consultation on planning applications. The CCG can make formal requests for developer contributions if it is felt development would place significant demands on local health services. This will ensure that throughout the Local Plan period the CCG has the opportunity to identify capacity issues as a result of development proposals.

Funding Mechanisms, Delivery and Responsibilities

The following represent the main funding mechanisms and delivery opportunities for healthcare infrastructure:

• Developer Contributions through S106 Contributions (Health provision is not currently included on the Chesterfield CIL Regulation 123 Infrastructure List)

3. Agreed matters

This Statement of Common Ground confirms the agreed approach between all parties on the future planning and provision of health facilities in order to support planned growth through the Chesterfield Local Plan.

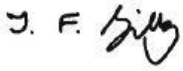
4. Outstanding Issues

None identified

5. On-going Cooperation and Liaison

All parties are committed to continuing to work together through regular liaison and consultation. The CCGs will continue to be consultees on the Chesterfield Local Plan and in future Local Plan Reviews.

APPENDIX A: SIGNATORIES OF THE PARTIES

AUTHORITY	Officer	Member
Chesterfield Borough Council	Name: Alan Morey Position: Strategic Planning & Key Sites Manager Signature: Date: 20th June 2019	Name: Cllr Terry Gilby Position: Portfolio Holder, Economic Growth Signature:  Date: 20th June 2019
NHS Derby and Derbyshire Clinical Commissioning Group	Name: Helen Dean Position: Asst. Director of GP Development Signature: Date: 21.6.19	