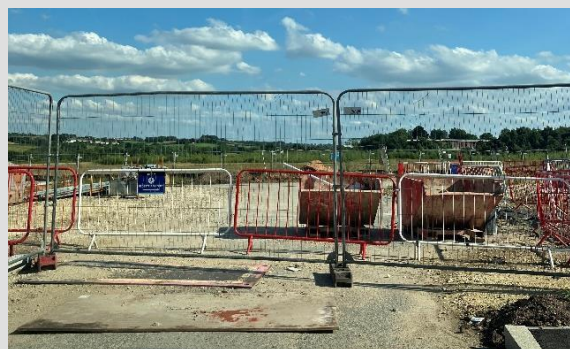


The Avenue / North East Derbyshire (Ref: NED1)



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GROSS SITE AREA:
63.8 ha

ESTIMATED NET DEVELOPABLE AREA:
4 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises an extensive 63.8 ha strategic site allocation of the former Avenue Coking Works Site located off of Derby Road in Wingerworth. The site forms an extension of the village of Wingerworth, located 1.7 miles south of Chesterfield town centre.

The site lies within the Settlement Development Limits of Wingerworth. The site is identified as a strategic allocation under Policy SS3, *The Avenue*, for mixed use development within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021).

Local Plan Designations

The Policy states:

“Proposals for the comprehensive mixed use development of this site will be guided by The Avenue Area Strategic Framework or any subsequent approved document and will be permitted where they (inter alia):

- a) optimise the use of the site or make best use of land;*
- b) provide up to 1,100 new homes;*
- c) provide for a minimum of 4 hectares of additional employment land...”*

There are a number of recent planning applications relevant to the site:

Planning History

13/00386/OL – an outline application for the majority of the site was approved in February 2014 for up to 469 homes, 2.8ha of commercial land for employment use (B1), land for a primary school and other community use and alterations to vehicle access.

16/00526/RM – Reserved matters approval was granted for 261 dwellings located in the northwestern part of the site pursuant to the outline permission.

15/00867/FL – Full planning permission was granted in May 2018 for the erection of 111 dwellings, car parking, new access roads and public

	<p>open space in the western part of the site adjacent to The Hunloke Arms.</p> <p>19/00961/FL – A hybrid planning application incorporating a full application for up to 131 dwellings and an outline application for a small retail unit in the southwestern corner is pending determination.</p>	
LAA status	<p>The site is included in the 2018 Employment LAA and considered suitable for employment use.</p>	
Current Land Use and Type	<p>The site contains a mix of uses. Residential development has been developed or is currently under construction in the northern and northeastern parts of the site.</p> <p>A sports club is located in the northeastern corner. The central part of the site comprises a mix of currently vacant brownfield land and existing landscaping.</p> <p>During the site visit (summer 2024), construction was underway in the central part of the site. The western part of the site comprises landscaping either side of Rosetree Lane. The southern part of the site contains a number of existing employment buildings and offices.</p> <p>The majority of the site has outline planning permission for up to 468 homes, 2.8 ha of employment use (adjacent to the existing employment uses in the south of the site), and a new school at the site's northern boundary. The undeveloped land in the southwestern corner is subject to a live hybrid application for residential (in detail) and retail (in outline).</p>	
Occupier Profile	<p>The large, high quality office building in the southern part of the site is occupied by Rykneld Homes Ltd and North East Derbyshire District Council's offices. The 1970s office unit adjacent to the east ('Pioneer House') is unoccupied, and this building is dated and of poor quality.</p>	
Proximity to Urban Areas and Access to Labour and Services	<p>The site forms an extension of the village of Wingerworth, which provides accessibility to local labour supply. However, local facilities and services within the vicinity are limited. The majority of local services are between a 20-30 minute walk from the site.</p>	Average
Proximity to Deprived Areas	<p>The site is located within a Lower Super Output Area ranked of one of the 40% most deprived nationally.</p>	Average
Strategic Road Access	<p>The site is located adjacent to the A61.</p>	Good
Local Road Access and Accessibility	<p>Mill Lane provides accessibility to the existing employment uses on the site. Parked vehicles may constrain 2-way traffic movements in parts. The road has a pavement on one side for pedestrians but no dedicated cycle path. The existing access into the site is relatively unconstrained.</p> <p>However, the road serves existing residential properties located on and off of Mill Lane. Mill Lane connects the employment uses directly with the A61.</p> <p>Bus stops are located on the A61 and provide services to Chesterfield and Danesmoor.</p>	Average

Compatibility of surrounding land uses and allocations	<p>The site comprises a mixed-use allocation. Outline planning permission has been granted for the extension of the existing small-scale employment uses in the southern part of the site. These uses will abut residential properties, which have outline planning permission. Existing residential uses are located to the south of the site. However, there is high potential to provide suitable mitigation to the adjacent sensitive uses on the basis that the employment use delivered on site is compatible with the residential uses (i.e. office, R&D or light industrial).</p>	Good
Technical and Environmental Constraints	<p>The majority of the site is located within Flood Zone 1. The very small slice of land adjacent to the site's eastern boundary is located in Flood Zone 2 and 3. The majority of the site is also at very low or low risk of surface water flooding, however there are several higher risk areas located across the site. The site is undulating, with a level drop located towards the middle of the site. Parts of the site have extensive vegetation.</p> <p>No heritage designations are located within the site but two Grade II listed buildings are located adjacent to the A61 Derby Road. The western half of the site is covered by the Coal Development High Risk Area. The site is bounded to the north by designated Green Belt land.</p>	Good
Barriers to Delivery and Mitigation	<p>There are various land titles that cover the site. However, the majority of the developable part of the site for employment uses (located in the southern portion) is within the ownership of the Council and Homes England.</p> <p>Suitable landscape buffers will be required to screen any residential development that has outline consent to the north and east.</p> <p>The existing vehicle access from Mill Lane will need to be extended. A further vehicular access is required from Mill Lane to provide access into both the residential and employment areas that have outline planning consent.</p>	Good
Market Attractiveness	<p>The developable area is large and relatively unconstrained apart from vehicular access. The high quality offices already on the site are in occupation; however, Pioneer House to the east of the Council offices is vacant and is proving hard to let. It comprises around 20,000 sq ft of dated office floorspace from the 1970s and may need to be comprehensively redeveloped, which may not be viable given the low office rental levels in the area.</p> <p>Agents consider that the site is best suited for smaller light industrial units with ancillary warehousing space adjoining.</p>	Good
Fit with Strategic and local economic strategy	<p>The Derbyshire Economic Strategy identifies facilitating the delivery of strategic employment and housing sites as a strategic priority for unlocking the potential growth in Derbyshire. It is also well located alongside the A61 Growth Corridor which is a strategic priority and represents an opportunity to support the vitality of villages such as Wingerworth through an improving the</p>	Very Good

residential offer, as well as accommodating potential demand for additional housing as a result of employment growth along the corridor.

**OVERALL SITE
RATING**

Good

**Recommendation and
Potential Future Uses**

Retain designation as a Strategic Site that supports a mix of uses. E(g) uses (with a focus on light industrial) may be most suitable on the employment areas approved by the outline planning permission subject to providing appropriate screening to the adjacent residential uses.

SITE SUMMARY:

This key strategic site on the former Avenue Coking Works has outline planning permission for mixed use development, predominantly residential and employment uses. A number of detailed reserved matters applications for residential development have been granted or are currently being considered by the Council. There are no major technical constraints on the site.

E(g) uses may be most suitable on the employment areas, subject to providing appropriate mitigation to the surrounding sensitive uses. The existing vacant office unit at Pioneer House may not be viable in its current form, and doubts were raised during the consultation as to the extent to which private sector office uses are attractive in this location. Light industrial with integral warehousing is most likely to be deliverable on the site, with careful consideration given to ensuring sensitive mitigation to avoid any potential future conflicts with surrounding residential uses. Possible improvements to the accesses may be required to support an increase in vehicular movements into the site.

Former Biwaters Site / North East Derbyshire (Ref: NED2)



Copyright: Google Earth

GROSS SITE AREA:
42.43 ha

ESTIMATED NET DEVELOPABLE
AREA:
1.36 ha (as per S.73 permission)

CRITERIA

COMMENT

RATING

Site Context

The site comprises an extensive 42.43ha strategic site allocated comprising the Former Biwaters site, which was previously an industrial area used as a Foundry which closed in 2000. The site is located on the northern edge of the town of Clay Cross. The site is partly developed for housing, a public house, drive thru restaurants and a large retail premises. The site falls within the Settlement Development Limit of Clay Cross and is allocated as a strategic site SS4, *Former Biwaters Site, Clay Cross*, for mixed use development within the North East Derbyshire Local Plan 2014-2034.

Local Plan Designations

The Policy states:
“Development proposals for the comprehensive remediation and mixed use development of this site will provide a high quality, sustainable, mixed use development that is well connected and has a functional relationship with Clay Cross; provide for up to 8 ha of employment generating land uses to include provision for starter units and managed workspace...”

Planning History

There are a number of recent planning applications of relevance on the site:

- 17/00666/OL – Outline application for a mixed use development comprising: residential use (C3), employment-generating uses with employment (B1, B2, B8), local centre (A1, A2, A3, A4 and/or A5), hotel (C1 and/or care home (C2), and public open space, landscaping, highway works and associated infrastructure - Former Biwaters site
- 22/01090/FL – S73 application to vary condition 4 (parameters plan) pursuant of planning approval 20/00532/OL to rearrange the uses on parcels 7, 8A, 9 and 11 – Egstow Park, Clay Cross
- 22/00523/FL – Erection of 5 commercial buildings comprising flexible units for Use Class B8 (with ancillary retail) or E(g) and E (commercial, business and services) uses, including one unit for a drive through restaurant (Use

	<p>Class E(b) and one subterranean office unit (Use Class E(g)) – Former Biwaters site</p> <ul style="list-style-type: none"> 23/00585/RM – Approval of reserved matters for a 66 Bed Care Home and associated works pursuant to outline permission 20/00532/OL – Former Biwaters site. 	
LAA status	<p>The site was included in the 2018 Employment LAA and the 2017 Housing LAA. The site was taken forward as a strategic site allocation for mixed use development in the Local Plan.</p>	
Current Land Use and Type	<p>The site contains a mix of uses. The majority of the site is being developed for residential uses that are either currently under construction or built out. A local centre is located in the site's southwestern corner.</p> <p>During the site visit, construction was underway on the empty plot of land in the southwestern corner (subject to planning permission ref. 22/00523/FL), with the empty plot in the northern parcel currently under development for housing. The remainder of the site comprises landscaping and an existing pond.</p>	
Occupier Profile	<p>The majority of the site is built out or currently under construction, predominantly for residential uses. Occupiers of the local centre located in the southwestern corner include McDonalds, Costa Coffee, Home Bargains and Six Halts Public House. The parcel of land adjacent to the retail premises in the southwestern part of the site is currently under construction for commercial uses.</p>	
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located on the northern edge of the town of Clay Cross. There is a local centre on the site, and other local services and facilities within the vicinity. Clay Cross provides accessibility to the local labour supply.</p>	Very Good
Proximity to Deprived Areas	<p>The site is located within a Lower Super Output Area ranked as one of the 30% most deprived nationally.</p>	Good
Strategic Road Access	<p>The site's eastern boundary is adjacent to the A6175 Market Street and the western boundary is adjacent to the A61 Derby Road.</p>	Good
Local Road Access and Accessibility	<p>The local roads through the site, specifically Farnsworth Drive and Howe Grove, are currently under construction. The roads are wide and in good condition. However, these roads serve the residential development on the site and dwellings face onto these roads. The local roads have pavements for pedestrian accessibility but do not benefit from cycle paths. Bus stops are located within 125m of the site access on the A61 and provide services to Calow and Chesterfield. Additional bus services are available from the A6175.</p>	Good
Compatibility of surrounding land uses and allocations	<p>The site comprises the Biwaters Strategic Site. The employment area (up to 5ha) granted by the original outline permission (ref. 17/00666/OL) is located along the southern boundary of the site. However, the consented application (ref. 22/01090/FL) has amended the parameters plan granted under ref. 17/00666/OL, reducing the employment provision on the site to a total of 1.36 ha of B and E(g) uses on part of the southern portion of the site.</p>	Good / Average

	<p>Residential uses are located to the north and southeast. There is high potential to provide mitigation to protect the amenity of the adjacent sensitive use. A local centre containing retail uses is located to the east adjacent to the A61. Land adjacent to part of the site's southern boundary comprises a Principal Employment Area shown on the Council's Policies Map.</p> <p>This area, specifically Bridge Street Industrial Estate, contains a number of industrial buildings and warehouses located off of Furnace Hill Road. Derby Road Industrial Estate, a General Employment Area and Principal Employment Area, is located adjacent to the site's southwestern corner.</p>	
Technical and Environmental Constraints	<p>There are possible topography issues due to the sloping nature of the site. There are no heritage designations within the site but the Grade II listed North Portal to Clay Cross Railway Tunnel is located in close proximity to the central part of the site's northern boundary. The site is located in Flood Zone 1 but an area of Flood Zone 3 is located adjacent to the River Rother, that runs adjacent to the site's northeastern boundary. The majority of the site is at very low or low risk of surface water flooding. The higher risk areas are located in the centre of the site.</p> <p>Parts of the developable areas are heavily vegetated. An assessment of the landscape features will need to be undertaken prior to their removal. The whole site is also in a Coal Authority High Risk area. A number of public rights of way run through the site (refs. 27, 28 and 36).</p>	Good / Average
Barriers to Delivery and Mitigation	Access points will be required to access the employment plots. The sites may also need to be levelled prior to development. The proximity of existing and newly constructed houses will need to be considered and suitable buffers delivered to protect residential amenity. The majority of the undeveloped land shown for employment use is within one ownership.	Good
Market Attractiveness	The adjacent industrial premises within Bridge Street Industrial Estate are well occupied, demonstrating there is demand in this location. The site is well positioned adjacent to Clay Cross and two A roads. However, access points to serve the plots will need to be provided. Heavy industrial uses may not be suitable given the residential uses adjacent.	Good
Fit with Strategic and local economic strategy	The site provides good access to the A61 corridor which the Derbyshire Economic Strategy identifies as an area of high growth for inward investment and economic diversification. Whilst most of the site is developed for residential, bringing forward vacant plots for additional employment use would help contribute to economic diversification and support the wider A61 corridor in generating a critical mass of activity.	Good
OVERALL SITE RATING	Good	

Recommendation and Potential Future Uses	Retain the site as a Strategic Site with an element of employment land on the site.
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SITE SUMMARY:

The large strategic site benefits from outline planning permission for mixed use development. The majority of the site is either built out for residential and retail uses or currently under construction. It appears that the commercial development approved under ref. 22/00523/FL, is in the early stages of construction for Use Class B8 or E(g) and E uses, including a drive through restaurant and office building.

Only the southeastern part of the site remains vacant for future development, which is shown for residential development on the revised parameters plan approved by ref. 22/01090/FL.

The site should be retained as a Strategic Site and 1.36ha of employment development should come forward in accordance with the approved amended parameters plan for the site.

Markham Vale / North East Derbyshire (Ref: NED3)



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GROSS SITE AREA:
11.55 ha

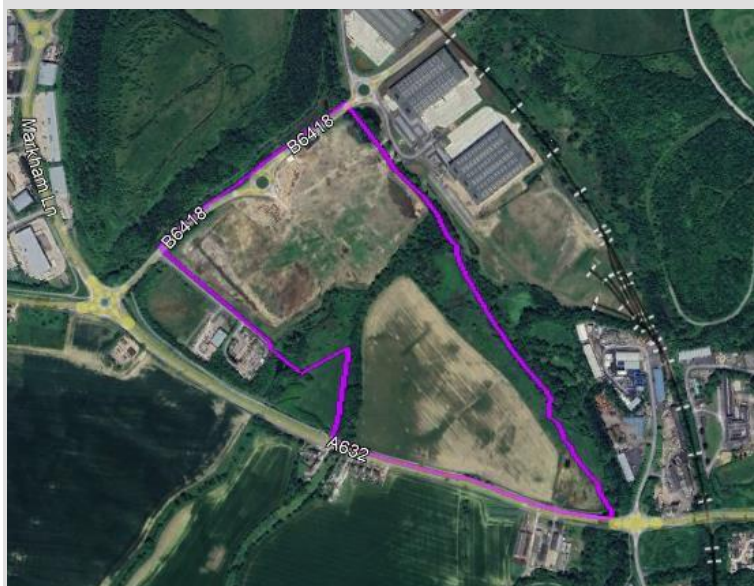
ESTIMATED NET DEVELOPABLE AREA:
1.87 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site comprises a part brownfield part greenfield site located to the west of the M1 and the Markham Vale Enterprise Zone. The site is located southeast of the settlement of Long Duckmanton. The site is located at the very edge of North East Derbyshire Council's administrative boundary, at the boundary with Chesterfield Borough Council to the north.</p> <p>The site falls within the Settlement Development Limits for Long Duckmanton and is allocated as a Strategic Site SS5, <i>Markham Vale</i>, for employment uses within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021).</p>	
Local Plan Designations	<p>The Policy states: <i>"Development proposals will be guided by the approved Design Framework or any subsequent approval document and permitted where they...take place as part of the comprehensive development of the whole Markham Vale scheme..."</i></p> <p>The Local Plan Policies Map identifies a proposed cycle route along Enterprise Way, the main access road through the site.</p>	
Planning History	<p>22/00850/FL – Building extension to include warehouse and 3 storey office accommodation, Grangers International, Enterprise Way, Duckmanton.</p> <p>22/00769/RM – Reserved matters approval for Plot 6 of Markham Vale development relating to outline application 15/00497/OL for four no. proposed buildings, site layout, scale and appearance plus site access and landscaping proposals.</p>	
LAA status	The site is included in the LAA 2018.	

Current Land Use and Type	The developed part of the site to the east contains three large, high quality industrial buildings accessed off of Enterprise Way that runs north/south through the site. Directly to the west of Enterprise Way is previously developed land, beyond which is a large area of landscaping that provides screening to the adjacent residential dwellings beyond.	
Occupier Profile	Approximately 35% of the site is developed. 65% remains vacant. The buildings are occupied by MeterProvida, DAHER and Grangers International.	
Proximity to Urban Areas and Access to Labour and Services	The village of Long Duckmanton is located to the west and northwest and provides some degree of accessibility to local labour supply. Local facilities and services are limited to the uses within Markham Vale Service Station, accessed off of Enterprise Way to the north and a Co-op located off of the A632 to the south.	Poor
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the most deprived 20% nationally.	Good
Strategic Road Access	Enterprise Way connects directly onto the A632 Chesterfield Road at the site's southern boundary and the A6192 Markham Lane beyond the site to the north. The slip road onto Junction 29A of the M1 is located approximately 750m north of the site's northern boundary.	Very Good
Local Road Access and Accessibility	Enterprise Way through the site is wide and unconstrained. The road benefits from a wide pavement on one side but no dedicated cycle path. A 40mph speed limit is in place. A traffic-light controlled junction provides accessibility from Enterprise Way onto the A632.	Very Good
	Bus stops are located on Enterprise Way (less than 400m from the site) and provide services to Newbold and Chesterfield.	
Compatibility of surrounding land uses and allocations	The site comprises the Markham Vale Strategic Site for employment use. Further industrial uses are concentrated to the east beyond the M1. Residential uses are adjacent to three of the site's boundaries beyond a large landscaped buffer that provides suitable screening.	Good
Technical and Environmental Constraints	The site is over 3 ha and of a relatively regular shape. It is located in Flood Zone 1. The site is also at very low or low risk of surface water flooding. The western brownfield part of the site has an elevated topography compared to the eastern side beyond Enterprise Way.	Good / Average
	There is a landscaped bund that is located along the site's western boundary.	
	There is currently no access to serve the brownfield part of the site.	
	There is a tree within the site which is the subject of a Tree Preservation Order (TPO ref. 265).	

	There are no heritage designations within the site. However, the Grade II listed Manor Farmhouse and Grade II listed Barn at Manor Farm are located within approximately 85m from the site’s southern access.	
Barriers to Delivery and Mitigation	The unoccupied parts of the site are under one land ownership. Significant landscaping may need to be retained at the site’s boundaries to protect residential amenity. The site may need to be levelled and an access provided from Enterprise Way.	Good
Market Attractiveness	<p>The site is considered appropriate for a range of employment uses. It is an attractive location given the site’s location adjacent to two A roads and the M1. The other industrial buildings on the site are occupied and the site is in close proximity to the Enterprise Zone, which has attracted new development and investment.</p> <p>The site is currently being actively marketed for sale / to let.</p>	Very Good
Fit with Strategic and local economic strategy	The Derbyshire Economic Strategy specifically identifies Markham Vale as a major employment site with considerable potential for further growth and inward investment on the undeveloped plots. The site would align with this given its proximity to existing employment sites.	Very Good
OVERALL SITE RATING		Very Good
Recommendation and Potential Future Uses	Retain the site as a Strategic Site for employment use. The site is considered suitable for E(g), B2 and B8 uses.	
SITE SUMMARY:		
The site is situated in a strategic location providing direct access to the M1. The existing employment uses that occupy approximately 35% of the site are fully occupied.		
Given the site’s size and highly accessible location by virtue of the unconstrained local and strategic highway network, the site would be suitable for E(g), B2 and B8 uses on the currently vacant parts of the site to the west. Consideration should be given to retaining as many mature trees as possible along the site’s western boundary to provide suitable mitigation to the surrounding residential uses within Long Duckmanton.		

Coalite Priority Regeneration Area / North East Derbyshire (Ref: NED4)



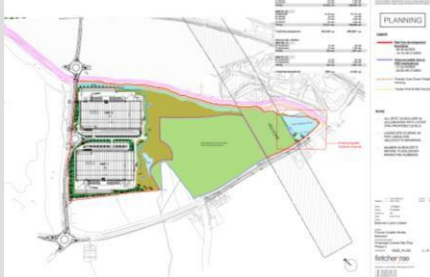
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**GROSS SITE AREA:
28.64 ha**

**ESTIMATED NET DEVELOPABLE
AREA:
15 ha (excluding mixed use
element)**

CRITERIA	COMMENT	RATING
Site Context	<p>The site comprises part of the 61 ha former Coalite Chemical Works site. The site is a large previously developed site that is located to the east of Junction 29A of the M1 motorway and the Markham Vale Enterprise Zone. The site is located at edge of the North East Derbyshire administrative boundary, straddling the boundary with Bolsover District.</p> <p>The site is allocated as a Cross Boundary Strategic Site SS6, Coalite Priority Regeneration Area, for mixed use development in the adopted North East Derbyshire Local Plan 2014-2034 (adopted November 2021).</p>	
Local Plan Designations	<p>The Policy states: <i>“Land at the former Coalite Chemical Works site as defined on the Policies Map is allocated as a Priority Regeneration Area within the Local Plan. As such, the site will be safeguarded from development which would jeopardise the comprehensive remediation, reclamation and redevelopment of the whole site (including the land in Bolsover District).</i></p> <p><i>Proposals for the development of this Priority Regeneration Area will be guided by the approved masterplan for the site or any subsequent approved document and permitted where they form part of a comprehensive masterplan for re-development on the whole site (including the land in Bolsover District) including infrastructure requirements and delivery...</i></p> <p>The Policy goes on to outline that acceptable main uses for the site either individually or in combination include housing development for up to 660 dwellings and employment development (comprising B2, B8 and E(g)) for up to 28ha. This latter figure covers the</p>	

<p>Planning History</p>  <p>Proposed Overall Site Plan Phase 2, Bolsover Land Limited / Fletcher:Rae</p>	<p>delivery of employment land in NED and the latest AMR sets this figure at 15 ha in NED.</p> <p>There are a number of recent planning applications relevant to the site:</p> <p>14/00145/OL - Outline planning application to North East Derbyshire District Council for a 660 dwelling scheme with associated ancillary uses, including a Local Centre, a Neighbourhood Equipped Areas of Play (NEAP), a Local Equipped Area of Play (LEAP), a Riverside Park, a Local Habitat Area, two SUDS, footpaths, walkways, cycle paths and landscaping, with details of Access – Former Coalite Site On The North West And South East Sides Of Buttermilk Lane Long Duckmanton</p> <p>19/00925/OL - Outline application (with only appearance reserved for further approval) for B1c, B2, B8 uses unrestricted with ancillary offices and detailed infrastructure (including drainage, landscaping and ecological infrastructure) – Former Coalite Site On The North West And South East Sides Of Buttermilk Lane Long Duckmanton.</p> <p><i>Note: The site comprises 18.76 ha of land that formerly formed part of the wider Coalite site (much of which is in Bolsover District) and the former Bolsover Colliery and the Bolsover Business Park. The applicant sought consent in outline (although only the issue of appearance is actually reserved for further approval) to erect two large buildings to house industrial uses. The first building, Unit 1, would measure some 212m by 105m, whilst the second, Unit 2, would measure, 220m by 100m. the remaining land was omitted due to HS2 restrictions.</i></p> <p>22/00818/RM - Reserved matters application for the approval of appearance further to Planning Permission 19/00925/OL in respect of Plot 1 and 2 – Former Coalite Site On The North West And South East Sides Of Buttermilk Lane Long Duckmanton.</p>
LAA status	The site has not been included in the 2018 LAA.
Current Land Use and Type	The majority of the site comprises brownfield land. Part of the site is under construction for commercial development.
Occupier Profile	The northwestern half of the site is currently under construction by the McClaren Group. The remaining southeastern part of the site remains undeveloped due to previous concerns regarding the HS2 alignment passing through the site.
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located between the settlements of Long Duckmanton to the west and Bolsover to the east. Local services and facilities within the vicinity of the site are limited given the site is located beyond the settlement limits of both Long Duckmanton and Bolsover.</p> <p>Poor</p>
Proximity to Deprived Areas	<p>The site is located within a Lower Super Output Area ranked as one of the 40% most deprived nationally.</p> <p>Average</p>
Strategic Road Access	<p>The site's southern boundary is located adjacent to the A632. Junction 29A of the M1 motorway is located approximately 1.8km northeast of the site.</p> <p>Good</p>

Local Road Access and Accessibility	<p>Access into the site is from the B6418 with a new roundabout constructed to provide direct access into the site. The B6418 Buttermilk Lane is wide and unconstrained. The road also provides access to industrial uses located beyond the site to the north and a Scaffold Hire company and Bolsover Waste Recycling Centre to the south.</p> <p>Pavements are located on both sides of the B6418 for pedestrian accessibility; however no dedicated cycle path is provided.</p> <p>A bus stop is located within 400m of the site access on the B418 and provides services to Creswell. Further bus stops are located on the A632 and A6192 within 500m of the site. These stops provide additional services to Hillstown, Whaley Thorns, Chesterfield and Newbold.</p>	Very Good
Compatibility of surrounding land uses and allocations	<p>The site comprises the Coalite Priority Regeneration Area Strategic Site. The surrounding land uses are predominantly B2 / B8, given the proximity of the site to Markham Vale Enterprise Zone to the west and six recently built industrial premises to the north on Buttermilk Lane. A waste recycling centre and industrial unit is located to the southwest of the site, fronting onto Chesterfield Road.</p>	Very Good
Technical and Environmental Constraints	<p>The majority of the site is located in Flood Zone 1. Part of the northeastern boundary of the site is located in Flood Zone 2 and 3 due to the location of the River Doe Lea. The majority of the area in Flood Zone 3 comprises existing landscaping that hasn't previously been developed. The majority of the site is at very low or low risk of surface water flooding. The higher risk areas are located along the culverted watercourse running from a catchment south of Chesterfield Road towards the River Doe Lea.</p> <p>An access is provided into the site from a roundabout off of Buttermilk Lane. There are no heritage buildings located on the site. However, the site forms part of the setting of Bolsover Castle, comprising a Grade I listed building, a scheduled monument, and a Grade I registered park and garden. The Castle is also located within a conservation area.</p> <p>An HS2 zone crossed the lower part of the site; sterilising the development of that part of the site and the area immediately to the north. Now that the eastern arm of HS2 is no longer proceeding, it is likely that this part of the site can come forward as planned. However, the safeguarding direction remains in place.</p>	Average
<i>Barriers to Delivery and Mitigation</i>	<p>The site is under one landownership. It is likely to be contaminated due to its historical uses associated with coal mining. It is slightly undulating, particularly where existing landscaping is located. Remediation and levelling may be required.</p>	Average

Market Attractiveness	Development should focus on the previously developed parts of the site (located in Flood Zone 1) to avoid the parts of the site at higher risk of flooding. The site is surrounded by B2 / B8 uses which are well occupied, demonstrating the suitability of the location for employment / industrial uses. Construction is already under way in the northern part of the site for two large warehouse units of 23,225 sqm and 23,213 sqm respectively. Demand is likely to be high.	Very Good
Fit with Strategic and local economic strategy	The Derbyshire Economic Strategy specifically identifies Markham Vale as a major employment site with considerable potential for further growth and inward investment on the undeveloped plots. The site lies to the east of the Markham Vale Enterprise Zone and represents an opportunity to expand Markham Vale.	Very Good
OVERALL SITE RATING	Very Good	
Recommendation and Potential Future Uses	Retain the site's allocation as a Priority Regeneration Area and protect the site for employment use.	

SITE SUMMARY:

The site is a Priority Regeneration Area and residential and employment uses are considered acceptable main uses. Part of the site benefits from outline planning permission (ref. 19/00925/OL) for employment development (but excludes the south-eastern part of the site due to the then HS2 implications). Two large new warehouses are under construction on the northwestern half of the site, covering around 18 ha. The currently vacant southeastern half of the site, which was formerly sterilised by the HS2 exclusion zone, would suit further employment development (E(g), B2 and B8 development) given the site's strategic location in close proximity to the M1 motorway and Markham Vale Enterprise Zone.

Dronfield Regeneration Area / North East Derbyshire (Ref: NED5)



**GROSS SITE AREA:
9.08 ha**

**ESTIMATED NET DEVELOPABLE AREA:
2.5 ha (adjusted to exclude Flood Zones 2
and 3 and designated Wildlife sites)**

CRITERIA

COMMENT RATING

Site Context

The site comprises an extension of the Callywhite Industrial Estate, on the eastern edge of Dronfield. The site comprises part greenfield, part brownfield land that was previously developed and tipped. The northern part of the site contains existing built development within Callywhite Industrial Estate, including the newly built flexible business units within Navigation Way Business Park. The southern part of the site comprises undeveloped countryside, broadleaved woodland and Dronfield Nature Reserve.

The site is allocated as a Regeneration Area under Policy WC1, *Dronfield Regeneration Area*, within the North East Derbyshire Local Plan 2014-2034.

The Policy states:
“Land shown on the Policies Map for the extension of Callywhite Lane Industrial Estate, Dronfield is safeguarded as a Regeneration Area within the Local Plan. As such, the land will be safeguarded for development in order to deliver the comprehensive development of the area. It will be protected for future employment use under Policy WC3 (General Employment Areas)...Any development area will take account of impact and vulnerability to flood risk in relation to designated flood risk areas in the vicinity”

Local Plan Designations

The supporting text to this Policy states that this is a long-standing allocation from the 2005 Adopted Plan, the northern end of which has been partly developed. Despite lack of progress on this site it represents an important extension to a valuable industrial area and a potential significant business park opportunity in the North Sub-Area:

“Issues over access in particular need to be resolved and were, until recently associated with the electrification of the East Midlands Main Line. As this work through Dronfield is now associated with the longer term HS2 project, such issues will be resolved much later. The development of the site will have to account for designated flood risk areas associated with the River Drone which runs through the area. Development is only likely towards or beyond the end of the Plan

	<p><i>period. The land is thus safeguarded under Policy WC1 as a regeneration area and it is expected to contribute around 6 ha of land in employment use. In view of the nature of prospective development, any future employment use on the land will be protected under Policy WC3 (General Employment Areas). Consequently this land is not included in the Plan's employment land supply at Table 6.1 [page 89].</i></p> <p>The site is also identified as a General Employment Area for employment uses (WC1: Dronfield Regeneration Area) under Policy WC3.</p>	
Planning History	<p>There are a number of recent planning applications relevant to the site:</p> <p>19/00838/FL – Construction of 10 flexible small business units of mixed use (B1 & B8) as well as new offices and workshop for Jarvale Construction Ltd including associated access from local highway and on site car parking – Land at west end of Callywhite Lane. <i>[Note – this was constructed in 2022/23 for 0.75 ha]</i></p> <p>20/00133/FL Erection of flexible electricity generation unit – Land south east of Steel House, Callywhite Lane.</p>	
LAA status	<p>The site was identified in the 2018 Employment LAA as being suitable for employment uses.</p>	
Current Land Use and Type	<p>The majority of the site comprises greenfield land, specifically Dronfield Nature Park and existing landscaping and broadleaved woodland. Brownfield land is located in the northern part of the site. The developed part of the site comprises modern commercial buildings within Navigation Way Business Park. Poor quality storage units, associated hardstanding and storage yards are located in the northern most part of the site.</p>	
Occupier Profile	<p>Approximately 20% of the site is developed. The buildings within Navigation Way Business Park are fully occupied. Occupiers include Jarvale Construction Ltd, Jarvale Properties Ltd, Yorkshire Labs Ltd and Ready Golf. Some of the storage units in the north appear occupied, whilst some appear vacant.</p>	
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located on the eastern boundary of Dronfield. Dronfield Town Centre is approximately 1.4km from the site, which offers a range of local services and facilities. The site's location offers good accessibility to local labour.</p>	Good
Proximity to Deprived Areas	<p>The site is located within a Lower Super Output Area ranked as one of the 50% least deprived nationally.</p>	Average
Strategic Road Access	<p>The site entrance is located approximately 3.3km of the A61.</p>	Poor
Local Road Access and Accessibility	<p>The site is accessed off Callywhite Lane. Two way traffic movements are constrained by parked vehicles on either side of the road. The road provides the only access to the industrial / commercial uses and therefore existing vehicle movements via this road are likely to be high.</p>	Poor

	<p>Whilst the southern part of the site could be accessed via Chesterfield Road, this would require crossing a railway bridge which has a limit of 3 tonnes.</p> <p>It is understood that this land was originally allocated on the understanding that a second link to the Chesterfield Road would be formed south of the railway. At present that may be dependent upon electrification proposals for the MML. Previous information (2008) indicated essential infrastructure costs for the provision of a new access are unlikely to be met without external funding.</p> <p>At present, access to the A61 trunk road is relatively convoluted and passes through Dronfield town centre. A pavement is located on one side of the road with no dedicated cycle path. The nearest bus stops are located on Callywhite Lane and Mill Lane (both 1.2km from the site) and provide services to Chesterfield. Dronfield train station is approximately 1.4km from the site.</p>	
Compatibility of surrounding land uses and allocations	<p>The site comprises the Dronfield Regeneration Area and is protected for future employment use. Surrounding uses are predominantly B2/B8 uses to the north and west and the area is an allocated Principal Employment Area. To the east is green belt land, with Yorkshire Water's Dronfield waste water treatment works located to the south, beyond which is a railway line that separates the southern boundary of the site from residential development beyond.</p>	Very Good
Technical and Environmental Constraints	<p>The northern part of the site is located in Flood Zone 1. The River Drone runs through the southern part of the site, and land either side of the river (heavily landscaped) is located in Flood Zone 3. A large part of Dronfield Nature Park is located in Flood Zone 2. Flood defences have been erected adjacent to the river. The majority of the site is at very low or low risk of surface water flooding. However, there is an area at higher risk that runs through the centre of the site along the line of the river. A Flood Risk assessment would be necessary. Development should avoid the floodplain.</p> <p>The River Drone flows through woodland within the site which is protected by a Tree Preservation Order (TPO ref. 73). The southern part of the site is heavily landscaped. The central portion of the site, either side of the River Drone, is a Local Wildlife Site, specifically the Callywhite Lane Industrial Estate Wood. A public right of way cuts across the centre of the site from Callywhite Lane which provides access from the industrial area to Chesterfield Road via Half Acre Lane (No. 73). The Coal Development High Risk Area partially covers the site.</p> <p>The topography of the site climbs to the north and south from the centre where the River Drone cuts through the site. The site has historically been in industrial use and used for tipping, and therefore is likely to be constrained by land contamination.</p>	Very Poor

	There are also number of designated wildlife sites adjacent to the site and the Summerley Coke Ovens, a Scheduled Ancient Monument, is located approximately 100m east of the site.	
Barriers to Delivery and Mitigation	<p>There are a number of different land titles that cover the site. However, the main brownfield part of the site is within one landownership. There are existing occupiers on the majority of the developed part of the site. An access will need to be provided from the Callywhite Lane roundabout at the eastern end of the existing industrial estate into the site. The northern part of the site is separated from the southern part by the River Drone, that runs east west through the site. Vehicular access to the southern part of the site is heavily constrained.</p> <p>The only part of the site considered suitable for development is the brownfield land parcel directly south of Navigation Way Business Park. Any development should respect the existing topography, flood risk, wildlife, heritage and landscape features of the site.</p>	Poor
Market Attractiveness	The relatively recently built buildings within Navigation Way Business Park are fully occupied, demonstrating demand for high quality, modern premises in this location. However, the increase in vehicle movements associated with the development of this parcel will need to be considered, given the constrained nature of Callywhite Lane.	Good
Fit with Strategic and local economic strategy	<p>The northern plot of the site could support the strategic objectives of the Derbyshire Economic Strategy to support the transition to higher value businesses activity through redeveloping the existing low-quality units into higher quality sites.</p> <p>However, given the size of this plot, this would likely to need to form part of a wider redevelopment on the Callywhite Industrial Estate adjacent. The south of the site is unlikely to come forward for employment use given it has a wildlife designation and has significant environmental constraints. Instead, it would be better suited to responding to the objective for developing green and blue infrastructure.</p>	Average
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Whilst the northern pdl part of the site relates well to the successful Callywhite Lane Industrial Estate and should retain its employment designation (suited to E(g), B2 and B8 uses), the remainder of the site is so constrained by a range of highways and environmental issues that it should be deallocated.	

SITE SUMMARY:

The site is located on the edge of the existing Callywhite Lane Industrial Estate. The surrounding industrial units, alongside the more recently developed business units within Navigation Way Business Park, are well occupied. The site is severely constrained by flood risk, highway accessibility, topography, wildlife designations and heritage. Employment uses should be directed to the previously developed, northern part of the site. Consideration should be given to retaining as many existing landscape features on the site where possible, whilst also protecting the setting of the adjacent Scheduled Ancient Monument.

The northern pdl part of the site should therefore retain its employment protection and act as expansion land for the successful Callywhite Lane Industrial Estate, whilst the remainder of the site could be deallocated. This would reduce the developable area down to around 2.5 ha.

Holmewood Industrial Estate/ North East Derbyshire (Ref: NED6)



Copyright: Google Earth



GROSS SITE AREA:
25.9 ha

ESTIMATED DEVELOPABLE AREA:
0.8 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises 25.9 hectares of developed land known as Holmewood Industrial Estate. The estate contains a mix of large industrial premises and warehouses, as well as some smaller industrial units. The quality of the premises varies across the site from older second hand buildings to modern, high quality units. The site is well located south of the A6175 on the southeastern edge of the settlement of Holmewood. The site is surrounded by greenfield land beyond its boundaries.

Local Plan Designations

The site falls within the Settlement Development Limits of Holmewood and is designated as a Principal Employment Area (ref. HO/01: Holmewood Industrial Estate) within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021).

Planning History

Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).

20/00741/FL Demolition of existing storage unit and construction of new industrial unit – Unit 4 Hardwick View Road, Holmewood.

LAA status

The area is identified in the 2018 Employment LAA as suitable for employment uses. A plot of land within the estate is included in the 2017 Housing LAA. The plot was assessed as not available for housing and was therefore discounted at Stage 1.

Current Land Use and Type

The site contains a mix of B2 and B8 accommodation. The site has very limited opportunities for new development and only a small number of available units. Two small land parcels, one located in the

	centre of the site and adjacent to the site's eastern boundary, appear to be undeveloped and currently underutilised.	
Occupier Profile	A small handful of vacant units are being advertised on the site. In general however, the buildings are very well occupied and provide accommodation for many local businesses, including Joseph Ash Galvanizing, R Wilkes Transport & Storage, APS Fleet Services, Lodge Tyre Company Limited, and Junction 29 Truck stop which provides a café, shop, Truck Wash and Fuel with secure parking.	
Proximity to Urban Areas and Access to Labour and Services	The site is located on the southeastern edge of Holmewood, a town that provides access to local labour and local services and facilities are located within the vicinity of the site.	Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 10% most deprived nationally.	Very Good
Strategic Road Access	The site is located directly off the A6175. Junction 29 of the M1 is located approximately 2km from the site.	Good
Local Road Access and Accessibility	Access into the site is via Hardwick View Road, which connects directly with the A6175 roundabout. Hardwick View Road is a wide, relatively unconstrained road. The road is a circular loop road that provides access to all premises on the estate. The looped section of the road only allows one-way traffic movements, before widening at the access point to allow 2-way movements onto the A6175. A number of local roads connect off of Hardwick View Road, to provide access to the premises.	Good
Compatibility of surrounding land uses and allocations	Bus stops are located within the site on Hardwick View Road and provide services between Chesterfield and Holmewood Industrial Estate. Hardwick View Road benefits from pavements for pedestrian accessibility but has no dedicated cycle paths. The site is located within a Principal Employment Area. Greenfield land surrounds the site, providing a significant buffer to the existing residential development located off Heath Road to the north and northeast of the site.	Very Good
Technical and Environmental Constraints	The area falls within Flood Zone 1 and is therefore at low risk of flooding. The majority of the site is also at very low or low risk of surface water flooding. The higher risk areas are located in the north of the site. A section of the eastern boundary of the site is bounded by trees protected by a Tree Preservation Order (ref. 37). Due to the presence of hazardous installations within an establishment on the industrial estate, the area falls partially within the Hazardous Consultation Zones as identified by the Health and Safety Executive. The Coal Development High Risk Area partially covers the area. There is a public right of way that runs through part of the western portion of the site,	Good / Average

providing access from the industrial area to the residential area further west (ref. 11).

There are no heritage assets on the site, but outside of the site there are a number of heritage assets in proximity to the site's boundaries. The site forms part of the setting of the Grade I listed Hardwick Hall, scheduled monument and registered garden located approximately 3km to the south-east.

Barriers to Delivery and Mitigation

The site is almost fully developed. There are various different land titles that cover the site. Expansion of the site is constrained by the surrounding greenfield land.

Average

Market Attractiveness

The site is very well occupied given its strategic location adjacent to the A6175 and in close proximity to the M1. The site continues to remain attractive to a significant range of employment / industrial occupiers.

Very Good

Fit with Strategic and local economic strategy

The site has good access to the M1 Growth Corridor which is identified in the Derbyshire Economic Strategy as a key priority for facilitating high growth within major employment sites with potential. Whilst the vast majority of the site is developed, there are a couple of small parcels which could potentially be redeveloped or intensified.

Good

OVERALL SITE RATING **Very Good**

Recommendation and Potential Future Uses

Retain the site's designated as a Principal Employment Area, most suited to light industrial, B2 and B8 uses.

SITE SUMMARY:

The site is a large, almost fully built out industrial estate that benefits from its strategic location adjacent to the A6175, which provides access to the M1 motorway to the east. Opportunities for new development are limited.

As one of the best located employment sites in the District, Holmewood Industrial Estate serves a significant range of employment occupiers and should continue to be protected for industrial and warehousing uses. The site should be retained as a Principal Employment Area.

Markham Vale, NE of Chesterfield Road / District (Ref: NED7)



Copyright: Google Earth



GROSS SITE AREA:
4.47 ha

**ESTIMATED NET
DEVELOPABLE AREA:**
1.25 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site is located to the southeast of the existing Markham Vale Enterprise Zone, bound by the B6418 along the western boundary and the A632 to the south. The site comprises part greenfield, part brownfield land. The developed part of the site contains buildings and storage facilities associated with Bolsover Household Waste Recycling Centre and UK System Scaffold Hire.</p>	
Local Plan Designations	<p>The site is designated as a Principal Employment Area (ref. LD/01 Markham Vale, NE of Chesterfield Road (part former Coalite works)) within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021).</p>	
Planning History	<p>Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).</p>	
LAA status	<p>There is no recent planning history of relevance to this site.</p>	
Current Land Use and Type	<p>The site is not included in the 2018 Employment LAA.</p>	
Occupier Profile	<p>The southeastern part of the site comprises industrial buildings associated with UK System Scaffold Hire, as well as buildings, hardstanding, parking and storage facilities associated with Bolsover Household Waste Recycling Centre. The northwestern and southeastern parts of the site are unoccupied and vacant.</p>	
Proximity to Urban Areas and Access to Labour and Services	<p>The developed parts of the site are in full occupation. Around half of the site is undeveloped and vacant.</p>	
	<p>The site is located between the village of Long Duckmanton, located to the northwest, and Bolsover to the east. The location provides some degree of</p>	Poor

	accessibility to local labour supply. Local facilities and services are relatively limited.	
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 40% most deprived nationally.	Average
Strategic Road Access	The site's southern boundary is located adjacent to the A632. The site's access is also located 400m away from the A6192. Junction 29A of the M1 motorway is located 1.7km away from the site.	Good
Local Road Access and Accessibility	<p>Access into the site is from Meadow House Way and is unconstrained. The roads that connect from Meadow House Way comprise the B6418 Buttermilk Lane and surrounding A roads that are wide and relatively unconstrained. The surrounding roads have pavements but no dedicated cycle paths.</p> <p>The nearest bus stops are within 400m of the site, located on the A632 and the A6192 and provide services to Hillstown, Whaley Thorns, Chesterfield and Newbold.</p>	Very Good
Compatibility of surrounding land uses and allocations	The entire site is a designated Principal Employment Area. The land directly north of the site comprises the Coalite Priority Regeneration Area, under construction for warehousing. The surrounding area comprises predominantly brownfield land to the northeast and undeveloped land to the north, south and east. Markham Vale Enterprise Zone is located 125m northwest of the site's boundary and contains a range of B2 / B8 uses.	Very Good
Technical and Environmental Constraints	<p>The site is level and is located in Flood Zone 1. The majority of the site is also at very low or low risk of surface water flooding, however there is an area at higher risk located in the centre of the site. There are no heritage designations located on the site. However, the site forms part of the setting of Bolsover Castle, comprising a Grade I listed building, a schedule monument and a Grade I registered park and garden. The castle is also located within a conservation area. The western and southern boundaries of the site are heavily vegetated.</p> <p>A site access is provided into the site but may need to be extended to provide adequate vehicular access through the site.</p>	Very Good
Barriers to Delivery and Mitigation	The entire site is within the ownership of Derbyshire County Council. Development should be directed to the northwestern part of the site. An assessment of the trees on the site will need to be undertaken prior to any removal.	Very Good
Market Attractiveness	The site is located in an appropriate location with prominent road frontage. The site offers good connections onto the strategic highway network and is adjacent to the well-occupied Markham Vale	Very Good

	Enterprise Zone. The site is currently being marketed for development.	
Fit with Strategic and local economic strategy	The Derbyshire Economic Strategy specifically identifies Markham Vale as a major employment site with considerable potential for further growth and inward investment on the undeveloped plots. Whilst part of the site is already developed and in operation, redeveloping the entire site would help meet the strategic objective to bring forward higher value uses onto this major employment site.	Very Good
OVERALL SITE RATING	Very Good	
Recommendation and Potential Future Uses	Retain the site's allocation as a Principal Employment Area suitable for E(g), B2 and B8 uses.	
SITE SUMMARY:		
The site is allocated as a Principal Employment Area and abuts the Coalite Priority Regeneration Area, part of which is coming forward for commercial development. The developed part of the site is use class B2 and B8.		
The site is strategically located adjacent to the B6418 and A632 and is within close proximity to the Markham Vale Enterprise Zone, which is well occupied. The site is relatively unconstrained.		
The undeveloped northwestern part of the site should be retained as a Principal Employment Area suitable for E(g), B2 and B8 uses, with the area to the north-west capable of contributing around 1.25 ha to the employment land portfolio.		

Pilsley Road/ North East Derbyshire (Ref: NED8)



GROSS SITE AREA:
13.58 ha

ESTIMATED DEVELOPABLE AREA:
0 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises the 13.58 ha Danesmoor Industrial Estate. The site fronts onto Pilsley Road. The site is an existing industrial estate containing four industrial units in B2/B8 use and their associated storage and parking facilities. The site also contains two pairs of semi-detached residential properties located off Park House Court and an area of landscaping in the southwestern corner and along part of the site's western boundary.

Local Plan Designations

The site is located within the Settlement Development Limit of Clay Cross and is designated as a Principal Employment Area (ref. CC/03: Pilsley Road) within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021).

Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).

Recent planning history of relevance on the site includes:

Planning History

18/00108/FL – Proposed single storey side extension and stand-alone pallet store – Bosch Thermo Technology Ltd

18/00574/FL – Proposed single storey extension to facilitate a covered goods-in and marshalling area – Bosch Thermo Technology Ltd

18/00347/FL – Proposed reception with ground and first floor extension to offices – Bosch Thermo Technology Ltd

18/00826/FL – Proposed single storey extension to facilitate an oasis and atrium Bosch Thermo Technology Ltd

LAA status

The area is identified in the 2018 Employment LAA as suitable for continued employment uses.

Current Land Use and Type	<p>The site comprises four industrial (B2/B8) premises of varying sizes, as well as hardstanding used for storage and parking facilities. The site also contains two residential properties located adjacent to the westernmost vehicle access from Pilsley Road.</p> <p>A small parcel of land (c. 0.8 ha) remains undeveloped to the south west of the large Packaging Warehouse but is highly constrained due to the only access being via a quiet residential area and a substandard access.</p>	
Occupier Profile	The premises on the site are fully occupied by M&M Timber and Building Supplies, Marriott P R Drilling, DS Smith Packaging and Worcester Bosch Manufacturing Plant and Training Academy.	
Proximity to Urban Areas and Access to Labour and Services	The area is located in the suburb of Danesmoor, on the eastern edge of Clay Cross. The site is accessible to local labour. The local services within the vicinity of the site are limited to a local shop, community centre and primary school, but wider services are available within Clay Cross.	Very Good
Proximity to Deprived Areas	The site is located in a Lower Super Output Area ranked as one of the 20% most deprived nationally.	Good
Strategic Road Access	The site is 1.4km east of the A61. Junction 29 of the M1 is located 6 miles to the northeast.	Average
Local Road Access and Accessibility	<p>The site is accessible from Pilsley Road, which is a relatively wide thoroughfare. However, in parts the road is constrained by parked vehicles preventing 2-way traffic movements.</p> <p>The road passes through the residential areas of Danesmoor and Clay Cross to reach the A61. A primary school is also located off Pilsley Road, which is likely to increase traffic flows at peak times of the day.</p> <p>Pilsley Road benefits from pavements, but no cycle paths. The nearest bus stop is located 500m away on Cemetery Road and provides services to Chesterfield.</p>	Average / Poor
Compatibility of surrounding land uses and allocations	The site is located within a Principal Employment Area. Residential uses are located directly opposite and adjacent to the site's western boundary of Pilsley Road, albeit most are screened by vegetation. Part of the site's northern boundary is located adjacent to industrial units situated within Coney Green Industrial Estate. Undeveloped land is located to the south west. A sewage treatment works is located directly to the south.	Average / Poor
Technical and Environmental Constraints	The site is gently undulating. The site is located in Flood Zone 1. The majority of the site is at very low or low risk of surface water flooding. The higher risk areas are located adjacent to the industrial building located in the southern part of the site. It contains no heritage designations within or in close proximity to the site. The site's western boundary is landscaped, providing screening to the adjacent residential uses.	Average

	Two vehicular accesses serve the site, but the westernmost access runs adjacent to the two residential properties located within the site. The Coal Development High Risk Area covers the whole of the site. A public right of way (ref. 51) runs through the area which provides access from the industrial area to the residential dwellings further north.	
Barriers to Delivery and Mitigation	There are a number of different landowners within the site. Land contamination may be an issue due to its historical industrial use. The premises are fully occupied, constraining redevelopment of the site.	Average
Market Attractiveness	The site is large and relatively unconstrained. The site is fully occupied, demonstrating the demand for older accommodation in this location.	Good
Fit with Strategic and local economic strategy	Clay Cross is identified in the Derbyshire Economic Strategy as a post-industrial town requiring targeted intervention and investment. The site is supportive of this objective; the Bosch site is a specialist centre of excellence and delivers a local training academy ¹ which meets the strategic objectives of transitioning to high value manufacturing and support the regeneration of Clay Cross.	Very Good
OVERALL SITE RATING	Average Retain designation as a Principal Employment Area most suitable for industrial and B8 uses.	
Recommendation and Potential Future Uses	A small tweak should be made to the PEA boundary designation at its northern extent to exclude the two residential properties off Pilsley Road.	

SITE SUMMARY:

The site is an existing industrial estate providing older premises. The site's location within the settlement limits of Clay Cross means it has excellent accessibility to the local labour supply. However, the site is constrained to an extent by the local highway network. The site is accessed by a single access road that passes through the residential areas of Danesmoor and Clay Cross before reaching the A61.

Improvements to the quality of the premises may be required over time; however, the site is currently fully occupied, performs an important local economic function and should be retained as a Principal Employment Area most suitable for B2 and B8 uses (with a modest adjustment to the boundary to exclude the residential properties).

¹ <https://www.worcester-bosch.co.uk/professional/training/locations/clay-cross-training-academy>

Sheffield Road Industrial Area/ North East Derbyshire (Ref: NED9)



GROSS SITE AREA:
5.42 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Site Context	The site comprises the 5.42 ha Sheffield Road Industrial Area located on the northwestern edge of Killamarsh. The existing industrial buildings, accessed off of Forge Lane, are fully occupied by Ross & Catherall.	
Local Plan Designations	The site falls within the Settlement Development Limits of Killamarsh and is designated as a Principal Employment Area (ref. KL/04: Sheffield Road Industrial Area) within the North East Derbyshire Local Plan 2014-2034. Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).	
Planning History	There is no recent planning history of relevance on the site.	
LAA status	The area is identified in the 2018 Employment LAA as suitable for employment uses.	
Current Land Use and Type	The site is a fully occupied industrial area comprising a range of sized B2 / B8 buildings, associated hard standing and a large area of parking adjacent to Forge Lane. The buildings are in varying condition. A number of the buildings on-site appear to be dated. The northeastern part of the site is currently used for car parking.	
Occupier Profile	The site is occupied by Ross & Catherall who produce Vacuum Melted Superalloys.	
Proximity to Urban Areas and Access to Labour and Services	The site is located on the northwestern edge of Killamarsh. Killamarsh offers a range of local services and facilities and provides good accessibility to local labour supply. During the visit, it was also noted that the site was well served by public transport with nearby bus services and a tram stop 1.6km away.	Very Good

Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked within the 20% least deprived nationally.	Poor
Strategic Road Access	The site is approximately 1.9km west of the A618 Mansfield Road.	Poor
Local Road Access and Accessibility	<p>The site is accessed from Forge Lane, a relatively narrow country lane with two low bridges to the east of the site entrance. Forge Lane connects with the B6058 Station Road, which runs through the northern edge of Killamarsh.</p> <p>Residential dwellings and other local facilities, including Killamarsh Junior and Infant School, a vets and Aldi, are located either side of the B6058, which runs directly onto the A618.</p> <p>Forge Lane does not have pavements. There is a pavement on one side of the B6058 but no dedicated cycle paths.</p> <p>Bus stops are located on the B6058 within 300m of the site entrance. The stops provide services to Killamarsh, Chesterfield, Fulwood and Crystal Peaks.</p>	Average
Compatibility of surrounding land uses and allocations	<p>The site comprises a Principal Employment Area. The site is bounded by a small residential area located to the east beyond a landscaped buffer along the site's eastern boundary.</p> <p>Open countryside is located to the north and south (designated green belt land), and to the west by the River Rother and existing railway line. The site's western edge forms the boundary between North East Derbyshire district and Sheffield district.</p>	Average
Technical and Environmental Constraints	<p>The site is almost entirely located within Flood Zone 2, with small areas of land adjacent to the River Rother at the site's western edge located in Flood Zone 3. The river benefits from flood defences. The majority of the site is at very low or low risk of surface water flooding. There is an area at higher risk located in the north-east of the site. The northern boundary of the site (including the site access) is located in the Green Belt.</p> <p>To the east of the site is the Forge Lane Railway Trail which is designated as a Local Wildlife Site. A large electricity pylon is located in the southwestern corner and overhead lines crossing through the site. Parts of the employment area are identified on the Derbyshire Historic Environment Record due to its previous use as an Iron Works and Corn Mill. The site is level. Landscaping is limited to the site's boundaries. A section of the southern part of the area is covered by the Coal Development High Risk Area.</p>	Poor
Barriers to Delivery and Mitigation	The site is under a single land ownership. The site may be contaminated due to its established industrial use. The site is fully occupied.	Good

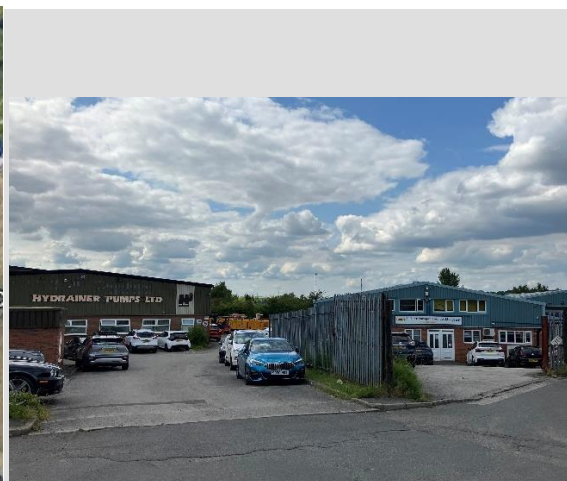
Market Attractiveness	The site is fully occupied demonstrating suitability for employment uses in this location.	Good
Fit with Strategic and local economic strategy	The Derbyshire Economic Strategy sets out strategic objectives to unlock Derbyshire land and property assets, attract new higher value businesses and connect people to economic opportunity. Given the site's current proximity to public transport links, it is likely to meet this objective. However, to attract new higher value businesses, redevelopment of the site or improvements to existing units may be required.	Average
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation as a Principal Employment Area most suited to B2 and B8 uses.	

SITE SUMMARY:

The site is an existing industrial area occupied by Ross & Catherall. The site is constrained by virtue of the location of the River Rother to the west, the surrounding Green Belt designation and existing residential development to the east.

Some of the buildings on the site are rather dated. The site should continue to be protected as an employment area, most suitable for B2 and B8 uses.

Rotherham Close / North East Derbyshire (Ref: NED10)



GROSS SITE AREA:
3.79 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Site Context	The site comprises a 3.79 ha industrial estate located either side of Rotherham Close, in northeast Killamarsh. The site contains a range of different sized industrial premises, workshops and storage yards occupied by local businesses.	
Local Plan Designations	The site falls within the Settlement Development Limits of Killamarsh and is designated as a Principal Employment Area (ref. KL/02: Rotherham Close) within the North East Derbyshire Local Plan 2014-2034. Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).	
Planning History	20/00279/FL Extensions to existing workshops to create 3 new units and construction of 3 bay unit block – Norwood Motors, Rotherham Close.	
LAA status	The site is identified in the 2018 Employment LAA as suitable for employment uses.	
Current Land Use and Type	The site contains a range of industrial buildings and workshops of varying sizes. The units appear to be well maintained.	
Occupier Profile	The site is well occupied by local businesses, including Norwood Motor Company MOT Centre, Clearflow Products, Lidster Paragon Tool, Comboss and Valley Fitted Bedrooms.	
Proximity to Urban Areas and Access to Labour and Services	The site is located on the northeastern edge of Killamarsh, within the residential suburb of Norwood which provides accessibility to local labour as well as local services and facilities.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 50% least deprived nationally.	Average

Strategic Road Access	The site's access is located adjacent to the A618 Rotherham Road. The A618 connects onto the A57 in the north, which provides access onto Junction 31 of the M1.	Good
Local Road Access and Accessibility	<p>All industrial premises are located off of Rotherham Close, which solely serves the industrial estate and the vehicular movements associated with these premises.</p> <p>The A618 Rotherham Road is relatively wide and passes through a residential area, with dwellings located on either side of Rotherham Road before reaching the A618 Mansfield Road to the south. The local roads benefit from pavements but no cycle paths. The nearest bus stop is located approximately 450m away and provides access to Chesterfield, Killamarsh and Bakewell.</p>	Good / Average
Compatibility of surrounding land uses and allocations	<p>The site is located within a Principal Employment Area. The northern boundary comprises the Chesterfield Canal, beyond which is Norwood Industrial Estate, also a Principal Employment area.</p> <p>To the east are a small number of residential properties beyond which is open countryside located within the green belt. To the south is a buffer of mature trees, beyond which are residential properties within Killamarsh. To the west is undeveloped greenfield land, which is shown on the policies map as a General Employment Area.</p>	Good
Technical and Environmental Constraints	The site is gently undulating, with levels decreasing slightly from east to west. It is located in Flood Zone 1. The majority of the site is also at very low or low risk of surface water flooding. Areas at higher risk are located in the north-eastern part of the site. No heritage designations are located on the site or within close proximity. Landscaped features are limited to along the site's boundaries. The site falls partially within the Coal Development High Risk Area. The site's northern boundary is bounded by the Chesterfield Canal, a designated Local Wildlife Site.	Good
Barriers to Delivery and Mitigation	The site is fully developed. The site is within various landownerships. It may be contaminated by virtue of its established industrial use.	Average
Market Attractiveness	The industrial estate is well occupied, demonstrating employment demand by local businesses in this area.	Good
Fit with Strategic and local economic strategy	The Derbyshire Economic Strategy identifies Killamarsh as a priority area for targeted intervention to support its objective to increase its vitality and viability and support its role as a local service and employment centre. The site supports this objective and if expanded would help meet the ambition to increase inward investment in the area.	Very Good
OVERALL SITE RATING	Good	

**Recommendation and
Potential Future Uses**

Retain site’s designation as a Principal Employment Area most suited to E(g), B2 and B8 uses.

SITE SUMMARY:

The site is well located in northeast Killamarsh, adjacent to the A618, which connects to the M1 at Junction 31 via the A57. The site is therefore an attractive industrial site and is currently well occupied by local businesses. The site should be retained as a Principal Employment Area most suited to E(g), B2 and B8 uses.

Holmewood Industrial Park / North East Derbyshire (Ref: NED11)



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GROSS SITE AREA:
33.63 ha

ESTIMATED DEVELOPABLE AREA:
0 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises the 33.63 ha Holmewood Industrial Park, located on the northern edge of the settlement of Holmewood. The site provides a mix of B2 and B8 accommodation, including a number of large industrial and warehouse units that are well occupied.

Local Plan Designations

The site falls within the Settlement Development Limits of Holmewood and is designated as a Principal Employment Area (ref. HO/02 Holmewood Industrial Park) within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021).

Planning History

Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).

23/01104/FL Proposal to include 1no additional workshop for the installation of new lorry loader cranes to supplement existing facility – Unit B Park Road, Holmewood.

LAA status

The site is identified in the 2018 Employment LAA as suitable for employment uses.

Current Land Use and Type

The site contains a mix of B2 and B8 accommodation, including a number of large, modern industrial and warehouse units. The units are located north and south of Park Road that runs east to west through the site. To the west of the site, there are some smaller scale units and office buildings.

Occupier Profile

The site is fully developed and has a very high level of occupancy. Occupiers include DWR Performance, Unilin Insulation, Utopia Glassworks, Magnavale and Brettex Site Services.

Proximity to Urban Areas and Access to Labour and Services	The site is located on the northern edge of Holmewood, a town that provides access to local labour and local services and facilities are located within the vicinity. The village of Temple Normanton is located to the north, but local services are limited due to the settlement's small size.	Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the most deprived 10% nationally.	Very Good
Strategic Road Access	The site's eastern boundary is located approximately 2.2km west of Junction 29 of the M1. The site's eastern boundary is approximately 230m north of the A6175, whilst the site's western boundary is 550m north.	Good
Local Road Access and Accessibility	<p>All units are accessed from Park Road, an unconstrained through road that provides access into the site from both the east and west of the site. The B6039 Chesterfield Road runs along the site's western boundary. The B6039 connects the site with the A6175 to the south but passes through the residential area of Holmewood beforehand.</p> <p>Park Road connects the site's eastern access directly with the A6175. This route is relatively unconstrained. Park Road and surrounding roads benefit from pavements but no dedicated cycle paths.</p> <p>Bus stops are located within the site on Park Road and offer a service between the Industrial Park and Chesterfield. Other stops are located within 85m of the site and provide services to Chesterfield and Nottingham.</p>	Good
Compatibility of surrounding land uses and allocations	The site is located within a Principal Employment Area. Holmewood Business Park is located to the north of the site, alongside greenfield land and a wastewater treatment works. To the south and east is residential development located within Holmewood; however, landscape buffers separate the site from the nearby sensitive uses.	Good / Very Good
Technical and Environmental Constraints	The site is located in Flood Zone 1. The majority of the site is also at very low or low risk of surface water flooding. The areas at higher risk of surface water flooding are predominantly located in the south of the site. Due to the presence of hazardous installations on the industrial park, the majority of the area falls within a Hazardous Consultation Zone as identified by the Health and Safety Executive. The area falls partially within the Coal Development High Risk Area. There are no heritage assets on the site, but outside the site there are a number of heritage assets in proximity to the site's boundaries. The site forms part of the setting of the Grade I listed Hardwick Hall, scheduled monument and registered park and garden located approximately 3km to the south-east. The Williamthorpe Ponds Local Nature Reserve, which is in part designated as a Local Wildlife Site, is located adjacent to the site's northern boundary.	Good / Average

	Landscaping on the site is broadly limited to trees located are located largely along the site's southern and eastern boundaries. The site is level.	
Barriers to Delivery and Mitigation	The site is fully developed. The site is under the ownership of various different landowners. Land contamination is likely to be a constraint by virtue of the site's established industrial use. The expansion of the site to the north and east is constrained by a Local Nature Reserve and the proximity of Holmewood Business Park to the north.	Average
Market Attractiveness	The site is well occupied by virtue of its accessibility to the strategic highway network, with only one vacant unit identified during the site visit. The site continues to remain attractive to a significant range of employment occupiers.	Very Good
Fit with Strategic and local economic strategy	The Derbyshire Economic Strategy identifies unlocking the potential of land and property assets to boost investment and focus on strategic employment sites for economic growth. Given the site is located in close proximity to the M1 Corridor, the site is in a prime location to support economic growth ambitions given its role in accommodating logistics and large scale manufacturing. Redeveloping units to the west of the site where there are small, single storey units or office buildings may help maximise the sites potential to attract larger development or higher value manufacturing uses, as per the strategic objectives.	Very Good
OVERALL SITE RATING	Very Good	
Recommendation and Potential Future Uses	Retain the site's designated as a Principal Employment Area, most suited to light industrial, B2 and B8 uses.	

SITE SUMMARY:

The site is a large industrial park that is well occupied given its strategic location approximately 2.2km west of Junction 29 of the M1. It offers very limited opportunities for new development and is built out.

As one of the best located employment sites in the District, Holmewood Industrial Park serves a significant range of employment occupiers and should continue to be protected for industrial and warehousing uses. The site should be retained as a Principal Employment Area.

Corbriggs Industrial Estate, Mansfield Road/ North East Derbyshire (Ref: NED12)



GROSS SITE AREA:
6.65 ha

ESTIMATED NET DEVELOPABLE AREA:
0.85 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site comprises the 6.65 ha Corbriggs Industrial Estate bounded by Mansfield Road to the west and the A617 to the east. The site is located in the village of Corbriggs, approximately 2.2 miles southeast of Chesterfield Town Centre and in close proximity to Temple Normanton to the east. The site comprises a number of large industrial sheds, ancillary buildings and large areas of hardstanding used for open storage.</p> <p>The site is designated as a Principal Employment Area (ref. CO/01: Industrial Estate, Mansfield Road) within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021).</p>	
Local Plan Designations	<p>Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).</p>	
Planning History	<p>22/01238/CM – Full planning application for the demolition of existing office building and workshop and development of a Wood Processing Facility with associated roads, parking and infrastructure. The application was approved under delegated powers on 10th June 2024</p>	
LAA status	<p>The site is included in the 2018 Employment LAA and considered suitable for continued employment uses.</p>	
Current Land Use and Type	<p>The site contains four industrial sheds, ancillary buildings and large areas of hardstanding, used as storage yards. The site is occupied by CA Fields International Limited, Silva Recycling and Clee Hill Plant.</p>	
Occupier Profile	<p>The buildings on the site are fully occupied. There is a large area of brownfield land located adjacent to Mansfield Road which formerly contained an office building and workshop that has recently been demolished, to be replaced by a Wood Processing Facility (see above).</p>	

	There are also some undeveloped parcels of land in the northern and northeastern corners of the site adjacent to the A617.	
Proximity to Urban Areas and Access to Labour and Services	The site is located in the small settlement of Corbriggs, between the hamlet of Winsick and village Temple Normanton. Local services and facilities are very limited.	Very Poor
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 40% least deprived nationally.	Average
Strategic Road Access	The site is within 850m of the A617 via the B6039. Junction 29 of the M1 is located within 5km of the site.	Average
Local Road Access and Accessibility	The junction into the site, located off the B6039 Mansfield Road, is wide and unconstrained. The access road into the site then narrows to serve the different units. The A617 is accessible via the B6039, a wide free flowing road. A small number of residential properties sit either side of Mansfield Road, but the majority of the route is located through open countryside.	Very Good
Compatibility of surrounding land uses and allocations	The B6039 benefits from pavements but no dedicated cycle paths. The nearest bus stops are located within 135m of the site and provide services to Nottingham, Holmewood Industrial Park, Mansfield and Chesterfield. The site is bounded to the north by the A618. Open countryside is located to the east. A small number of dwellings are located to the south on either side of Mansfield Road, beyond which is open countryside. A buffer of trees and landscaping separates the site from the properties. To the west is Mansfield Road and South Chesterfield Golf Club located beyond. Land to the west comprises designated Green Belt land.	Very Good
Technical and Environmental Constraints	The site is located in Flood Zone 1. The majority of the site is at very low or low risk of surface water flooding. The areas at higher risk of surface water flooding are located in the south-east of the site. There are no heritage designations within or in close proximity to the site. The site is level. The site's southeastern boundary is bordered by Corbriggs Marsh, a designated Local Wildlife Site. Landscaped features are largely located at the site's boundaries, particularly in the site's southern corner. The Coal Development High Risk Area covers a small part of the site adjacent to the B6039.	Good
Barriers to Delivery and Mitigation	The site is likely to be contaminated by virtue of its established industrial use. Remediation may be required to develop the vacant parts of the site. The site is constrained by land ownership.	Average
Market Attractiveness	The site is highly accessible and offers the opportunity for companies which may require open storage / heavy industrial premises. There is an opportunity to intensify the use of the site in the northern and northeastern parts	Good

of the site (adjacent to the A617) but this will require extensions to the internal roads to provide access.

Agents have in the past suggested that this estate is appealing to users dealing with large scale machinery, operating heavy load vehicles, as the access to the site from the A617 by-pass allows for these types of heavy operations. This would align with the removal of the office and workshop buildings and their likely replacement with a Wood Processing Facility with associated roads, parking and infrastructure as per application 22/01238/CM.

Fit with Strategic and local economic strategy

The site's size, relatively unconstrained road network and existing activity taking place on the western parcel demonstrates market interest in the site as well as potential for further business investment for industrial use or business expansion. This aligns with the Derbyshire Economic Strategy, in particular the strategic objectives to attract new businesses, make use of land and property assets, and strengthen the rural economy.

Good

OVERALL SITE RATING

Good

Recommendation and Potential Future Uses

Retain the site's designation as a Principal Employment Area best suited for B2 and B8 uses (and potentially an element of open storage).

SITE SUMMARY:

The site is a relatively isolated, existing employment site located in the small village of Corbriggs. As a result, local labour supply and services are limited in the vicinity.

However, the limited surrounding sensitive uses and relatively unconstrained nature of the surrounding local and strategic road network means the site is suitable for B2 / B8 uses, including for open storage / heavy industrial activities.

The western part of the site benefits from detailed planning permission to deliver a Wood Processing Facility. The undeveloped northern and northeastern parts of the site may suit either small-scale development or expansion of the existing occupiers subject to providing suitable access arrangements to the plots. The site should be retained as a Principal Employment Area best suited to B2 and B8 developments.

Rotherside Road/ North East Derbyshire (Ref: NED13)



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GROSS SITE AREA:
7.55 ha

ESTIMATED NET DEVELOPABLE
AREA:
0 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site comprises the 7.55 ha Eckington Business Park, located to the northeast of Eckington. The site contains a range of different sized industrial units, warehouses and office buildings, alongside storage yards and parking facilities. The quality of the buildings varies, with high quality commercial buildings located in the south of the site. However, the site also contains a number of more dated storage and industrial buildings. Five residential dwellings are currently being developed in the northern part of the site adjacent to Pipworth Lane.</p>	
Local Plan Designations	<p>The site falls within the Settlement Development Limits of Eckington and is designated as a Principal Employment Area (ref. EC/01: Rotherside Road) within the North East Derbyshire Local Plan 2014-2034.</p> <p>Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).</p>	
Planning History	<p>20/00290/RM Reserved Matters application pursuant to outline application 18/00409/OL for a mixed use development of 5 dwellings and 9 commercial units – Site B Roman Road Systems, Rotherside Road</p> <p>22/00362/FL Erection of a two storey office building – Moorside Court, Rotherside Road</p> <p>23/00878/FL Section 73 application to vary condition 2 (approved plans) of planning application 22/00362/FL to amend the external building dimensions to allow retention of more parking spaces – Moorside Court, Rotherside Road.</p>	
LAA status	<p>The site is identified in the 2018 Employment LAA as suitable for employment uses.</p>	
Current Land Use and Type	<p>The site currently contains a mix of uses, including for residential, industrial and employment uses (Use Class C3, E(g), B2 and B8).</p>	

Occupier Profile	<p>The majority of the site is developed. Part of the site, previously predominantly containing hardstanding, is currently being redeveloped for residential and commercial uses.</p> <p>The site appears to be well occupied by businesses including Darentmjs Ltd, Roman Road Systems Ltd, NEDDC MOT Test Centre, ITI Group, Ovarro and Power Control Ltd. Around 2-3 units in the southern part of the site, within Rotherside and Moorside Court, appear to be vacant and currently being marketed to let.</p>	
Proximity to Urban Areas and Access to Labour and Services	The site is located on the northeastern edge of Eckington and a number of local facilities and services are within close proximity of the site.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 50% least deprived nationally.	Average
Strategic Road Access	The site is located just off the A6135. Junction 30 of the M1 is located approximately 5km southeast of the site.	Good
Local Road Access and Accessibility	The site is accessible from Rotherside Lane and Pipworth Lane, which connect onto the A6135. Pipworth Lane is a busy main road and is narrow in places. It is unsuitable for HGV movements to and from the site. Rotherside Road is also constrained by parked vehicles preventing two-way traffic movements. A bus stop is located adjacent to the site entrance on Rotherside Lane, providing services to Sheffield, Eckington and Mansfield.	Poor
Compatibility of surrounding land uses and allocations	<p>Part of the site is currently being developed for residential uses. Uses to the north, east and south largely comprise undeveloped land within the green belt.</p> <p>A small number of residential properties are located to the west on Pipworth Lane and Rotherham Road. Mature trees located adjacent to the site's western boundary provide screening to the commercial uses.</p>	Average
Technical and Environmental Constraints	<p>The Moss Brook runs through part of the site's northern portion. The site is located within Flood Zones 2 and 3. The majority of the site is at very low or low risk of surface water flooding. The areas at higher risk of surface water flooding follow the line of Moss Brook in the northern part of the site. In close proximity to the site's northern and western boundaries is the Moss Valley Conservation Area and the Eckington and Renishaw Park Conservation Area.</p> <p>No heritage buildings are located within the site, although the Grade II Listed No.28 Church Street is located approximately 200m to the west. The site is bounded to the south, east and in part to the north by designated Green Belt land. The Coal Development High Risk Area extends across the northern and western parts of the area.</p>	Poor

Barriers to Delivery and Mitigation	The site is constrained by multiple land titles. Suitable landscape buffers should be retained to screen the residential development coming forward on the site, as well as existing adjacent residential uses.	Average
Market Attractiveness	Despite a small number of vacant buildings on the site, the majority of employment premises appear to be well occupied. The two accesses into the site are relatively constrained.	Average
Fit with Strategic and local economic strategy	The site aligns with the strategic objective of the Derbyshire Economic Strategy to attract more business activity in the North East Zone. However, to attract higher quality uses and make use of the land, the site would potentially benefit from re-using vacant or underused plots to attract commercial investment as set out in Strategic Objective 2.	Average
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	<p>Retain designation as a Principal Employment Area most suitable for E(g), B2 and B8 development.</p> <p>However, the employment site boundary should be amended to exclude the new residential properties encroaching within its boundaries.</p>	

SITE SUMMARY:

The site comprises a large site until recently providing a wide range of employment and industrial premises for E(g), B2 and B8 uses. A small part of the site, adjacent to the northern boundary, is currently being redeveloped for housing. The employment site boundary should be amended to exclude the new residential properties.

Callywhite Lane Industrial Estate / North East Derbyshire (Ref: NED14)



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GROSS SITE AREA:
30.38 ha

ESTIMATED NET DEVELOPABLE
AREA:
0 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises the 30.38 ha Callywhite Industrial Estate, located on the eastern edge of the town of Dronfield. The estate contains a range of uses, including office, light industrial, open storage, retail and a nurse/ daycare centre. The units, comprising a mix of office buildings, warehouses and industrial sheds, are of varying sizes and range from modern, well-maintained buildings to older premises.

The site falls within the Settlement Development Limits of Dronfield and is designated as a Principal Employment Area (ref. DR/01: Callywhite Lane Industrial Estate) within the North East Derbyshire Local Plan 2014-2034.

Local Plan Designations

Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).

At its eastern end, the site is flanked by a belt of woodland which is designated as a Local Wildlife Site and protected by a Tree Preservation Order.

Planning History

17/01249/OL, Unit 10 North House Callywhite Lane Dronfield S18 2XR, Outline application with all matters reserved for 4 new industrial B2/B8 units with parking areas and service yard at Unit 9 and (Amended Plans).

18/00228/FL, Land To The East Of Units 1 To 6 And Sheaf Motors Callywhite Lane Dronfield, Application for 3no Light Industrial units for mixed use of B1, B2 and B8.

20/00426/FL, Unit 12 Hunter Park Callywhite Lane Dronfield S18 2XR, Application for change of use from B2 (General Industrial) to D2 (Assembly and Leisure).

	21/00765/FL, Portland Works Callywhite Lane Dronfield S18 2XP, Erection of a dry storage structure.	
LAA status	The site is identified in the 2018 Employment LAA as suitable for employment uses.	
Current Land Use and Type	The site is fully developed and contains a mix of uses, including office, light industrial, open storage, retail and a nurse/ day care centre.	
Occupier Profile	The site is well occupied. Companies include Padley & Venables, Volks-Tek, Wolsley Plumb & Parts, Henry Boot Construction Limited and Littlefeet Childcare. During the site visit, just 3 vacant units were identified at North House in the northeast of the site.	
Proximity to Urban Areas and Access to Labour and Services	The site is located on the eastern boundary of Dronfield. Dronfield Town Centre is approximately 1.4km from the site, which offers a range of local services and facilities. The site's location offers good accessibility to local labour.	Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 50% least deprived nationally.	Average
Strategic Road Access	The site is approximately 2.5km from the A61.	Poor
Local Road Access and Accessibility	The entire industrial estate is accessed off Callywhite Lane. 2-way traffic movements are constrained by parked vehicles on either side of the road. The road provides the only access to the industrial / commercial uses and therefore existing vehicle movements via this road are likely to be high. Access to the A61 trunk road is relatively convoluted and passes through Dronfield Town Centre. A pavement is located on one side of the road with no dedicated cycle path. The nearest bus stops are located on Callywhite Lane and provide services to Chesterfield. Dronfield train station is approximately 500m from the site entrance.	Poor
Compatibility of surrounding land uses and allocations	The site comprises a large existing industrial estate. Immediately to the southeast of the site is the Dronfield Regeneration Area which is protected for future employment use. Green Belt land is adjacent to part of the site's northern boundary. The settlement of Dronfield is located to the west.	Good
Technical and Environmental Constraints	<p>The site is located in Flood Zone 1. The majority of the site is at very low or low risk of surface water flooding. The areas at higher risk of surface water flooding are located at the eastern end of Callywhite Lane. Frith Wood dissects the eastern end of the area and wraps around its southern boundary. The woodland and trees along Callywhite Lane are protected by a Tree Preservation Order (DCC TPO No.73). The River Drone runs through the wood which is also a designated Local Wildlife Site.</p> <p>There are public rights of way running through the site, which provide access from the industrial area to residential areas further north and south (refs. 45, 46, 76, 114).</p>	Average

	The western boundary of the area partially adjoins the Dronfield Conservation Area. The nearest listed building is the Grade II listed 57 Rose Hill which is located approx. 250m to the east of the site. The Coal Development High Risk Area partially covers the area.	
Barriers to Delivery and Mitigation	Given the size of the site, land ownership is a constraint across the site. By virtue of its existing and historic industrial uses, the site may be contaminated.	Average
Market Attractiveness	The weak connectivity to the A61 may be an issue for some potential occupiers requiring good accessibility to the strategic highway network. However, the low levels of vacancy across the site demonstrate the demand from smaller, local businesses for premises within Dronfield.	Good
Fit with Strategic and local economic strategy	Due to its size, the site is well suited to respond to the strategic objective set out in the Derbyshire Economic Strategy to secure further business activity in the North East economic zone but requires intervention. However, as set out Strategic Objective 2 of the Strategy, re-use of existing underused commercial buildings may be required to unlock the potential of the site for business and economic growth.	Good/ Average
	Overall, the site could support intensification on existing plots or redevelopment into higher quality industrial units. The large industrial sheds in the north and southwest are of a relatively poor quality and may require modernisation to attract higher value manufacturing or industrial services.	
	Units to the northeast presently contain a number of storage yards, single storey office blocks or miscellaneous uses (including dog training, drama academy and a nursery) which make less efficient use of the land.	
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain the site's designation as a Principal Employment Area, most suitable for a mix of E(g), B2 and B8 uses alongside a moderate amount of ancillary accommodation to support the site's main employment function. Access improvements and modernisation of units may be required to continue to attract occupiers in the future.	

SITE SUMMARY:

The site is a large industrial estate located on the edge of Dronfield, providing good accessibility to local labour and services within the vicinity. However, access into the site is currently constrained and some of the older existing buildings are of low quality. These buildings may need to undergo modernisation through either refurbishment or redevelopment. Accessibility improvements may also be required to ensure the site remains attractive to local businesses.

The site should continue to be retained as a Principal Employment Area, most suitable for a mix of E(g), B2 and B8 uses. The site could also support a moderate number of ancillary uses to support the site's main employment use.

Norwood Industrial Estate/ North East Derbyshire (Ref: NED15)



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GROSS SITE AREA:
13.34 ha

ESTIMATED NET DEVELOPABLE
AREA:
0 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises the 13.34 ha Norwood Industrial Estate, located directly north of the 3.79 ha industrial estate on Rotherham Close. The site is located in northeast Killamarsh. It contains a range of dated industrial units and sheds, temporary cabins and undeveloped storage yards. The western part of the site is occupied by a waste processing facility, whilst the northeastern part of the site is occupied by a scrap metal dealer.

Local Plan Designations

The site falls within the Settlement Development Limits of Killamarsh and is designated as a Principal Employment Area (ref. KL/01: Norwood Industrial Estate) within the North East Derbyshire Local Plan 2014-2034.

Planning History

Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).

20/00279/FL Extensions to existing workshops to create 3 new units and construction of 3 bay unit block – Norwood Motors, Rotherham Close.

LAA status

The site is identified in the 2018 Employment LAA as suitable for employment uses.

Current Land Use and Type

The site is currently occupied by B2 / B8 developments. A large part of the site's western portion is occupied by Veolia and used as a waste recycling facility. The majority of other occupiers on the site appear to be smaller scale local storage and distribution businesses.

Occupier Profile	The site is fully developed. Occupiers include Veolia, Powertech Industrial, R. R. Memory Haulage, Shale Engineering Limited, Norwood Metals and C T S Vehicle Storage. At the time of the site visit, there were a number of units that appeared to be vacant.	
Proximity to Urban Areas and Access to Labour and Services	The site is located on the northeastern edge of Killamarsh, within the residential suburb of Norwood which provides accessibility to local labour as well as local services and facilities.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 50% least deprived nationally.	Average
Strategic Road Access	The site's access is located adjacent to the A618 Rotherham Road. The A618 connects onto the A57 in the north, which provides access onto Junction 31 of the M1.	Good
Local Road Access and Accessibility	<p>Access into the site is taken from Ellisons Road, which connects directly with the A618 at the site's eastern boundary. The A618 Rotherham Road is relatively wide and passes through a residential area, with dwellings located on either side of Rotherham Road before reaching the A618 Mansfield Road to the south.</p> <p>All units are accessed from three internal roads located within the site, which are relatively wide and unconstrained. The local roads benefit from pavements but no cycle paths. The nearest bus stop is located approximately 650m away and provides access to Chesterfield, Killamarsh and Bakewell.</p>	Good
Compatibility of surrounding land uses and allocations	The site is located within a Principal Employment Area. The site's northern, eastern and western boundaries is located adjacent to designated Green Belt. The southern boundary comprises the Chesterfield Canal, beyond which is an existing industrial estate located either side of Rotherham Close, also a Principal Employment area.	Very Good
Technical and Environmental Constraints	The site falls within Flood Zone 1. The majority of the site is at very low or low risk of surface water flooding. The areas at higher risk of surface water flooding are located in the centre of the site. Due to the presence of hazardous installations within an establishment on the industrial estate the western part of the area falls within Hazardous Consultation Zones as informed by the Health and Safety Executive. The area falls partially within the Coal Development High Risk Area. The southern boundary of the area is bounded by the Chesterfield Canal which is designated as a Local Wildlife Site. There are no heritage designations in or within close proximity to the site.	Average
Barriers to Delivery and Mitigation	The site is fully developed; however, large parts of the site contain hardstanding used for storage. The site may be contaminated by virtue of its industrial uses. There are various land titles that cover the site.	Average
Market Attractiveness	The majority of the accommodation on the site appears dated. Improvements to the quality of buildings will	Average

Fit with Strategic and local economic strategy	<p>help to attract future occupiers, particularly given there are a number of vacant premises on the site currently. One of the key objectives of the Derbyshire Economic Strategy is to attract new businesses, particularly in the North East Economic Zone. Given the site's current low-value uses and the level of vacancies, the site is unlikely to meet this objective without redevelopment or improvements to aid market attractiveness.</p> <p>However, the Derbyshire Economic Strategy also identifies Killamarsh as a priority area for targeted intervention to support its objective to increase its vitality and viability and support its role as a local service and employment centre. The site supports this objective.</p>	Good
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain the site's designation as a Principal Employment Area most suited for B2 and B8 uses. Improvements to existing buildings may be required to increase their appeal for future occupiers.	

SITE SUMMARY:

This is a large well established employment site surrounded by open countryside to the north, east and west, and an existing industrial estate to the south. Many of the units on site are quite dated, with a number of 'dirty', or bad neighbour, uses in operation with Veolia UK providing a range of waste, water and energy management services and a scrapyard located adjacent to this. The site remains attractive for lower value open storage and bad neighbour uses, subject to refurbishing or redeveloping some of the existing accommodation.

Stubley Lane/Wreakes Lane Industrial Estate / North East Derbyshire (Ref: NED16)



GROSS SITE AREA:
10.73 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA

COMMENT

RATING

Site Context

The 10.73 ha industrial estate is located between the A61 Unstone-Dronfield By-Pass and an existing railway line in northwest Dronfield. The site predominantly contains employment uses (Use Class E(g), B2 and B8), however the site also contains retail occupiers as well as a nursery school. A couple of residential properties are also located within the site, specifically in northern part of the site, adjacent to the B6056 Stubley Hollow and adjacent to Wreakes Lane in the centre of the site. The office and industrial premises on the site vary in size and quality.

Local Plan Designations

The site falls within the Settlement Development Limits of Dronfield and is designated as a Principal Employment Area (ref. DR/02: Stubley Lane/Wreakes Lane Industrial Estate) within the North East Derbyshire Local Plan 2014-2034.

Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).

Planning History

20/00225 - Change of use from storage area to D1 Use (Psychological Talking Therapies) – Velocity Point, Wreakes Lane

21/00178/FL - Continuation of ground floor as children's day care. Change of use from office use class B1(a) to children's daycare nursery use class E and associated external façade improvements including new external stair – Hallam Business Centre, Stubley Lane

	22/01036/OL - Application for the proposed demolition of existing buildings and erection of a Class E foodstore together with car parking, access, servicing, and other associated works – Trent Titanium, Wreakes Lane. Pending decision subject to S106 Agreement.	
LAA status	The site is identified in the 2018 Employment LAA as suitable for employment uses.	
Current Land Use and Type	The site contains a mix of uses within Use Class E (specifically, for retail and a nursey), B2, B8 and C3.	
Occupier Profile	The site is fully developed. The site is well occupied. Existing occupiers include Precedo Healthcare Services, City Plymbing, ICD Laboratories, Ponsford Warehouse and AMETEK Land. However, during the site visit, office vacancies were being advertised at Velocity Point, an office building located in the north of the site.	
Proximity to Urban Areas and Access to Labour and Services	The site is located on the northwestern edge of Dronfield and provides good accessibility to local labour supply, and local services and facilities.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 50% least deprived nationally.	Average
Strategic Road Access	The site's northern access point is located approximately 950m from the Bowshaw Roundabout, that provides access onto the A61 Unstone-Dronfield By-Pass. The southern access point is located approximately 1.5km from the A61.	Average
Local Road Access and Accessibility	<p>The site is accessed from both the B6056 and Wreakes Lane. The B6056 runs east to west through the northern part of the site. The road is wide and relatively unconstrained. The site's southern boundary runs adjacent to Stubley Lane. The width of Stubley Lane is constrained by parked vehicles on one side of the road. Wreakes Lane runs north to south through the site connecting Stubley Lane with the B6056. Wreakes Lane runs adjacent to a residential property located within the site. Pavements are located on either side of these roads, providing pedestrian accessibility. No dedicated cycle paths are provided.</p> <p>Bus stops are located within the site on Wreakes Lane, providing services between Chesterfield and Sheffield Centre.</p>	Good / Average
Compatibility of surrounding land uses and allocations		
	<p>The site predominantly contains employment uses; however, a number of residential dwellings are located within the site's boundaries.</p> <p>It is relatively well contained by the A61 to the west and an existing railway line to the east. Southeast of the site is an existing Sainsbury's supermarket, with residential development located to the south beyond Stubley Lane. Some screening is provided to these dwellings.</p>	Average / Poor
Technical and Environmental Constraints	The site is located within Flood Zone 1. The majority of the site is at very low or low risk of surface water	Good

flooding. There is an area at higher risk of surface water flooding located along the B6056 that cuts through the northern part of the site. Outside the site, but in close proximity to its southern boundary is the Dronfield Conservation Area. The Grade II listed Rookery Cottage and Manor Court are located approximately 70m to the south of the site. The Coal Development High Risk Area partially covers the site.

Barriers to Delivery and Mitigation	The site is undulating and fully developed. Landscaping is contained to the site's boundaries.	Good
Market Attractiveness	Whilst there are currently vacancies on the site, the employment site remains attractive to smaller scale, local businesses due to its location within Dronfield.	Good
Fit with Strategic and local economic strategy	The site aligns with the Derbyshire Economic Strategy strategic objective to target local regeneration interventions within the North East Economic Zone via diversified uses to include office, retail and commercial development. The site is also sustainably connected to local public transport links which meets the strategic objective to connect people to economic opportunity and key strategic sites.	Very Good
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain the site's designation as a Principal Employment Area most suitable for E(g), B2 and B8 uses, with the potential to support other ancillary and employment uses, specifically within Use Class E.	

SITE SUMMARY:

The site is strategically located on the northwestern edge of Dronfield, providing good accessibility to local labour supply and nearby facilities and services. Whilst still predominantly an employment site, in recent years, the site's planning history evidences that the use of the site has become more varied (with an increased number of units in Class E use).

An outline planning application for the demolition of two industrial buildings on the site and the delivery of a Class E foodstore (ref. 22/01036/OL) (with a resolution to grant subject to a S106 Agreement) is currently before the Council.

Therefore, whilst the site's designation as a Principal Employment Area should be retained, the site is most suitable for E(g), B2 and B8 uses, with the potential to support other ancillary and employment uses, specifically within Use Class E (to include retail premises).

Westthorpe Fields, off Green Lane / North East Derbyshire (Ref: NED17)



GROSS SITE AREA:
5.78 ha

ESTIMATED NET DEVELOPABLE AREA:
0.35 ha

CRITERIA

COMMENT

RATING

Site Context

The 5.78 ha site comprises an established business park on the southern edge of the settlement of Killamarsh. The site comprises a mix of modern industrial and office premises accessed off Westthorpe Fields Road that runs through the site.

Local Plan Designations

The site falls within the Settlement Development Limits of Killamarsh and is designated as a Principal Employment Area (ref. KL/03: Westthorpe Fields, off Green Lane) within the North East Derbyshire Local Plan 2014-2034.

Planning History

Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).

21/01481/FL Application for 10 light industrial units in an industrial estate - Plot 4 Westthorpe Fields. Pending determination.

19/00143/FL Proposed erection of new building for B1, B2 and B8 use – Unit 7-7A Westthorpe Fields.

LAA status

The site is identified in the 2018 Employment LAA as suitable for employment uses.

Plot 4 is included in the Housing LAA. The assessment concluded residential use would not be compatible within surrounding employment uses.

Current Land Use and Type

The site contains a mix of E(g), B2 and B8 uses. The commercial buildings are modern and high quality.

Occupier Profile	The majority of the site is fully developed. One small plot (Plot 4), located in the southwestern corner of the site and totalling 0.35 ha, is currently undeveloped. The units appear to be fully occupied. Occupiers include IPM Group, MBS Workwear, Quickfire Tableware, Fenti Marketing and Spectrum Finance Direct.	
Proximity to Urban Areas and Access to Labour and Services	The site is located on the southern edge of the settlement of Killamarsh, offering good accessibility to local labour supply. However, local services and facilities within the vicinity of the site are relatively limited.	Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 10% least deprived nationally.	Very Poor
Strategic Road Access	The site is located 2.1km west of the A618 and 2.4km north of the A6135.	Poor
Local Road Access and Accessibility	The site is accessed from Green Lane, a wide and relatively unconstrained road that runs along the site's eastern boundary. Access to the A618 is via a relatively unconstrained network of local roads that pass through open countryside. All premises within the site are accessed from Westthorpe Fields Road . Parked vehicles may constrain two-way traffic movements in parts.	Good
Compatibility of surrounding land uses and allocations	The local roads provide pavements for pedestrian accessibility, however no dedicated cycle paths are provided.	
	The nearest bus stops are located approximately 55m north of the site's entrance and provide services to Clowne, Crystal Peaks and Halfway.	
	The site comprises an existing Principal Employment Area. Residential development is located adjacent to the site's northern and part of the site's eastern boundaries. However, a high degree of landscaping is provided along the site's boundaries to provide screening to adjacent sensitive uses. The site is bounded to the south, west and partly to the east by existing open countryside.	Good
Technical and Environmental Constraints	The site falls within Flood Zone 1. The majority of the site is at very low or low risk of surface water flooding. The areas at higher risk of surface water flooding are located in the south-west and east of the site. Most of the site is covered by the Coal Development High Risk Area. The site is bounded to the west by the Green Belt. To the south of the site is the former Westthorpe Colliery, which is a designated Local Wildlife Site.	Good
	No heritage designations are located within the site, however the Grade II listed buildings, namely Westthorpe Farmhouse, farm outbuilding and barn are located to the northeast (approximately 190m from the site's northern boundary).	
Barriers to Delivery and Mitigation	There are various different land titles across the site. The undeveloped plot in the southwestern corner is within one landownership. The mature trees along the vacant	Good

Market Attractiveness	<p>plot's southern and western boundaries should be retained where possible.</p> <p>The developed part of the site appears fully occupied by modern, high quality employment buildings, demonstrating the high demand for commercial sites in this location.</p>	Very Good
Fit with Strategic and local economic strategy	<p>The site supports the Derbyshire Economic Strategy strategic objective to support regeneration in areas in the South Economic Zone, such as Killamarsh, which have faced economic restructuring and where investment is required. The site is also in close proximity to a large residential area which helps support ambitions in the Economic Strategy to connect people to economic opportunity.</p>	Very Good
OVERALL SITE RATING	Very Good	
Recommendation and Potential Future Uses	<p>Retain the site's designation as a Principal Employment Area, most suitable for E(g), B2 and B8 development. The site may also accommodate a small amount of ancillary accommodation to complement the adjacent employment uses, but in general the Council should be looking to protect and potentially expand this successful site.</p>	

SITE SUMMARY:

Despite the site's distance from the strategic highway network, it remains attractive to industrial and business occupiers and there are a number of modern, attractive buildings provided on-site. The site's location on the southern edge of Killamarsh provides good accessibility to local labour supply. However, local facilities are relatively limited in the vicinity of the site.

The undeveloped plot in the site's southwestern corner would be most suitable for E(g), B2 and B8 development. The site should be retained as a Principal Employment Area with potential expansion opportunities explored.

Coney Green Industrial Estate/ North East Derbyshire (Ref: NED18)



Copyright: Google Earth

GROSS SITE AREA:
28.34 ha

ESTIMATED DEVELOPABLE AREA:
1.59 ha (excluding the far northeastern section designated as Flood Zone 3)

CRITERIA	COMMENT	RATING
Site Context	<p>The 28.3 ha site comprises Coney Green Industrial Estate, located on the eastern edge of Clay Cross. The estate is a former colliery and industrial site which has been reclaimed to provide serviced development plots predominantly in E(g), B2 and B8 use. The industrial estate comprises Railway View Business Park, Wingfield View Business Park, Coney Green Network Centre and Coney Green Business Centre. A small area of land (Plot H) off Railway View remains undeveloped. The southwestern corner of the site contains residential uses accessed as well as in the northwestern boundary off Coney Green Road.</p>	
Local Plan Designations	<p>The site is an existing employment area located within the Settlement Development Limit of Clay Cross. The site is designated as a Principal Employment Area (ref. CC/01: Coney Green Industrial Estate) within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021). Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).</p>	
Planning History	<p>16/00638/FL – Construction of new storage facility (Use Class B8) IKO Ltd, Coney Green Road (Plot F)</p> <p>15/01263/FL – Erection of 3No. Class B8 warehouse units with unit 1 having 2 storey offices together with car parking and landscaping on land east of Railway View and north of Coney Green Road (Plot J)</p>	

	<p>18/00714/FL – Application for three new build industrial units for B1, B2 and B8 use (Plot I)</p> <p>18/00261/FL – Application for a new build industrial unit on land to west of Railway View (Plot I)</p> <p>19/01140/FL – New (B1, B2 and B8) industrial unit on land to west of Railway View (Plot I)</p> <p>17/01040/FL – Application for a new build industrial unit on land to the west of Railway View (Plot I)</p> <p>20/00320/FL – Erection of industrial units (Use Class B1, B2 and B8) and associated infrastructure at Wingfield Court (Plot D)</p> <p>21/01143/FL – Construction of 6no. Class B2, B8 and E(g) units at Wingfield Court (Plot D)</p> <p>16/01284/OL & 17/01276/RM - 8 2-bed detached bungalows on land north of Hormell House (Plot A)</p> <p>20/00860/FL – 78 dwellings and proposed infrastructure on land north of Pilsley Road and West of Coney Green Road (Plot L)</p>	
LAA status	The 2018 Employment LAA identified two available plots – Plot D and Plot H. Plot D is now currently under construction with industrial buildings, but Plot H remains available for employment development.	
Current Land Use and Type	The majority of the site comprises industrial units, workshops and serviced offices located within the industrial estate. A small residential estate on Burrows Avenue is located in the southeastern corner of the site, with a further row of dwellings adjacent to the site's western boundary.	
Occupier Profile	Approximately 95% of the site is developed. Occupiers of the site include Trident Construction Services, Derbyshire Motor Company, Wera Tools, Carlton Technologies and Coney Green Business Centre. The undeveloped parts of the site are located in the northeastern corner, Plot H off Railway View, and small areas of infill land.	
Proximity to Urban Areas and Access to Labour and Services	The area is located on the eastern edge of Clay Cross. The site offers accessibility to local labour. The local services within the vicinity of the site are limited to a local shop, community centre and primary school, but wider services are available within Clay Cross.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as the 20% least deprived nationally.	Good
Strategic Road Access	The site's northern access connects directly with the A6175 Market Street, which connects to the A61 1.3km to the west. The site's southern access is 1.4km east of the A61.	Good
Local Road Access and Accessibility	The A6175 Market Street is one of the main roads into Clay Cross. Residential uses are located either side of the road, as well as retail uses, Clay Cross Hospital and Clay Cross Fire Station. The road is relatively constrained by high levels of traffic.	Average / Poor

	<p>The nearest bus stops are located 245m from the northern access and offer a range of services to Chesterfield, Alfreton, Cotes Park and Bolsover. The site is also accessible from the Pilsley Road adjacent to the southern boundary, which is a relatively wide road.</p> <p>However, in parts the road is constrained by parked vehicles preventing two way traffic movements. The road passes through the residential area of Danesmoor to reach the A61. A primary school is also located off of Pilsley Road, which is likely to increase traffic flows at peak times of the day. Pilsley Road benefits from pavements, but no cycle paths.</p> <p>The nearest bus stop to the southern access is located 500m away on Cemetery Road and provides services to Chesterfield.</p>	
Compatibility of surrounding land uses and allocations	<p>The site comprises a Principal Employment Area. The former Biwaters strategic site is located to the north of the site, with residential development proposed to come forward adjacent to the site's northern boundary. Open countryside is located to the east beyond the railway line that runs adjacent to the site's eastern boundary. Danesmoor Industrial Estate is located to the south.</p>	Average / Poor
Technical and Environmental Constraints	<p>The majority of the site is located in Flood Zone 1. However, a large part of the undeveloped land at the site's northeastern boundary is within Flood Zone 3, with a small part in Flood Zone 2. This is due to the location of the River Rother. The majority of the site is at very low or low risk of surface water flooding. An area at higher risk of surface water flooding is located in the north-eastern corner of the site.</p> <p>No heritage designations are located within the site, however the Grade I listed Church of St Lawrence is located approximately 550m northeast of the site's northern access.</p> <p>The site is gently undulating. There is likely to be land contamination on-site associated with the site's former use as a colliery and for industrial purposes. The Coal Development High Risk Area covers the whole of the site.</p> <p>The area is bounded by the railway line to the east beyond which is the River Rother and the North Wingfield Nature Reserve, a designated Local Wildlife Site.</p>	Average / Poor
Barriers to Delivery and Mitigation	<p>A number of land titles cover the site. Consideration would need to be given to mitigate flood risk in the northeastern corner of the site, which may prevent the development of this vacant land. Undeveloped parts of the site may also need to be levelled and remediated. The available Plot H appears relatively unconstrained.</p>	Average
Market Attractiveness	<p>The site is large and well occupied on an established industrial and business park. There is the potential to bring forward employment development on Plot H, the</p>	Good

centrally located undeveloped land parcel adjacent to part of the site's eastern boundary. During the site inspection, there were a number of vacant units. To the south of the site, there were 2 vacant units at Church View Business Park. A number of recently built units which were complete or are near completion at Railway View, Wingfield View Business Park and Coney Green Network Centre were advertised for letting or sale.

Given the volume of construction on the site, and the full occupation at existing units in the adjacent Coney Green Network Centre and Coney Green Business Centre, it is anticipated there will be demand for the new units and once available these will become occupied. From inspection, occupiers have already come forward at some units on Wingfield View despite parts still remaining under construction.

Fit with Strategic and local economic strategy

Clay Cross is identified in the Derbyshire Economic Strategy as a post-industrial town requiring targeted intervention and investment. The Strategy identifies commercial floorspace usage as key indicators of this objective being met. Given the activity taking place on Coney Green and the development coming forward, the site aligns well with the ambitions of the Strategy and is supportive of delivering regeneration and infrastructure within the Economic Zone.

Very Good

OVERALL SITE RATING Good

The site should be retained as a Principal Employment Area most suited to E(g), B2 and B8 uses.

Recommendation and Potential Future Uses

The residential parts of the site adjacent to Coney Green Road to the northwest and southwest should be removed from the PEA boundary designation.

SITE SUMMARY:

The majority of the site comprises recently developed, modern, high quality serviced development plots or commercial units currently under construction for E(g), B2 and B8 use. The site's southwestern corner and northwestern area contains residential development.

The site benefits from its proximity to Clay Cross and accessibility to local labour supply. Given the level of uptake of new commercial development on the site evidences the employment demand in the location. The currently undeveloped Plot H provides a suitable opportunity to expand commercial development on the site, although the Flood Zone 3 designation on vacant land further to the north of this plot limits any further expansion northwards.

The majority of the site (excluding the residential developments) should be retained as a Principal Employment Area most suited to E(g), B2 and B8 uses.

Temple Normanton Business Park/ North East Derbyshire (Ref: NED19)



GROSS SITE AREA:
3.17 ha

ESTIMATED DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Site Context	The site comprises the 3.17 ha Temple Normanton Business Park. It contains 3 buildings dominated by one large employment unit and two smaller units located to the north, alongside associated storage yards and parking facilities. The site is accessed off the B6039 Mansfield Road and is located between the two small villages of Corbriggs to the northwest and Temple Normanton to the southeast.	
Local Plan Designations	The site is designated as a Principal Employment Area (ref. TN/01: Temple Normanton Business Park) within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021). Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).	
Planning History	There is no recent planning history of relevance on the site.	
LAA status	The site is identified in the 2018 Employment LAA as being suitable for employment uses	
Current Land Use and Type	The site is currently in use for industrial purposes (Use Class B2 / B8).	
Occupier Profile	The site is fully developed. Two of the three units are occupied by Utopia Tableware Ltd (taking the large unit) and Safer Safety Ltd. The smaller of the three units appears to be vacant.	

Proximity to Urban Areas and Access to Labour and Services	The site is located between the villages of Corbriggs and Temple Normanton. The B6390 Mansfield Road connects the two villages. The site is relatively isolated. Access to local labour supply as well as local services and facilities is very limited.	Very Poor
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 40% least deprived nationally.	Average
Strategic Road Access	The site is located approximately 500m from the access onto the A617.	Average
Local Road Access and Accessibility	<p>The site is accessed directly off the B6039, which is relatively unconstrained. The B6039 connects with the B6425, which provides direct access onto the A617 approximately 500m from the site. The route is through undeveloped countryside.</p> <p>A single vehicular access road is provided into the site. The road is wide and benefits from a pavement on one side.</p> <p>The nearest bus stops are within 40m of the site entrance on the B6039 and provide services to Nottingham, Holmewood Industrial Park and Chesterfield.</p>	Very Good
Compatibility of surrounding land uses and allocations	The site is surrounded by undeveloped, greenfield land to the east, south and west, and the B6039 to the north, beyond which is undeveloped greenfield land. No sensitive uses are located within close proximity to the site.	Very Good
Technical and Environmental Constraints	The site is located in Flood Zone 1. The majority of the site is at very low or low risk of surface water flooding. There are areas of higher risk of surface water flooding located along parts of the site's southern and eastern boundaries. The Coal Development High Risk Area covers parts of the north of the site. The site is bounded to the south, east and west by designated Green Belt land. There are no heritage designations in or within close proximity to the site.	Good
Barriers to Delivery and Mitigation	<p>Various land titles cover the site. The site is fully developed. The site may also be contaminated by virtue of its industrial use.</p> <p>Land immediately to the north would represent a logical expansion area for the Business Park, although this is designated Green Belt land.</p>	Good
Market Attractiveness	Whilst the site is relatively isolated with limited accessibility to local labour supply and services, the site benefits from its location to the A617, which connects directly onto the M1 motorway to the east. The site also offers high-quality, modern industrial units. Two-thirds of the site appear to be occupied with unit 2 appearing unoccupied and vacant during the site inspection.	Good

Fit with Strategic and local economic strategy	The site is well connected to the M1 Corridor which is identified by the Derbyshire Economic Strategy as an asset for the region which helps support the transport and logistics sector. Promotion of the vacant unit on site would help meet the strategic objective to unlock the potential of land and property assets and attract new businesses.	Good
OVERALL SITE RATING	Good Retain the site as a Principal Employment Area most suitable for B2 and B8 uses.	
Recommendation and Potential Future Uses	Consider releasing 1.25 ha of land immediately to the north from the Green Belt as an expansion to this Business Park.	

SITE SUMMARY:

The site is an existing, fully developed employment site offering 3 high quality industrial units, one of which is currently unoccupied.

The site is strategically located adjacent to the B6050 and within close proximity to the A617. The site continues to remain suitable for B2 and B8 uses and therefore it should be protected as a Principal Employment Area.

The Council may wish to consider expanding the Park's PEA boundary to encompass the area of land immediately to the north, although the site's Green Belt designation may present difficulties in this regard.

Holmewood Business Park/ North East Derbyshire (Ref: NED20)



GROSS SITE AREA:
2.07 ha

ESTIMATED DEVELOPABLE AREA:
0 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises Holmewood Business Park, located between the settlements of Holmewood to the south and Temple Normanton to the north. The site offers well-maintained office development accessed off the B6039 Chesterfield Road.

Local Plan Designations

The existing employment area falls within the Settlement Development Limits of Holmewood and is designated as a Principal Employment Area (ref. HO/03: Holmewood Business Park) within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021).

Planning History

Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).

LAA status

There is no recent planning history of relevance on the site.

Current Land Use and Type

The site is identified in the 2018 Employment LAA as suitable for employment uses.

Occupier Profile

The site contains 5 office premises alongside dedicated parking facilities located off Chesterfield Road.

Proximity to Urban Areas and Access to Labour and Services

The site is fully developed. Occupiers include Quality Health, Derbyshire Stroke Centre, SBK Computers and Rutland UK. During the site visit in summer 2024, 3 vacant units were identified.

Good

Proximity to Deprived Areas

The site is located on the northern edge of Holmewood, a town that provides access to local labour and local services and facilities are located within the vicinity. The village of Temple Normanton is located to the north, but local services are limited due to the settlement's small size.

The site is located within a Lower Super Output Area ranked as one of the 10% most deprived nationally.

Very Good

Strategic Road Access	The site is located approximately 1 km north of the A6175 and 1.9 km south of the A617.	Average
Local Road Access and Accessibility	<p>The site is accessed off of the B6039 Chesterfield Road. The B6039 connects the site with the A617; however, the B road passes through existing residential properties located either side of the road.</p> <p>Traffic calming measures (30mph speed limit) are in place through the residential area of the B6039. The access into the site is wide and unconstrained. Pavements are available for pedestrian accessibility but no cycle paths are provided.</p> <p>Two bus stops are located within 190m of the site access and provide services to Chesterfield and Nottingham.</p>	Good
Compatibility of surrounding land uses and allocations	The site is located within a Principal Employment Area. Residential uses are located immediately to the north, with B2 / B8 uses located to the south within Holmewood Industrial Park. A residential housing allocation (ref. HO3) for 40 homes is located opposite the site. However, the existing mature trees along the northern and western boundaries provide a high level of screening. Greenfield land is located to the east of the site and to the west beyond Chesterfield Road.	Very Good
Technical and Environmental Constraints	<p>The site is located in Flood Zone 1. The site is at very low or low risk of surface water flooding. There are no heritage designations in and within close proximity to the site. Landscaped areas are located largely along the site's boundaries.</p> <p>The eastern boundary of the area is bounded by the Williamthorpe Ponds Local Nature Reserve.</p> <p>The Coal Development High Risk Area partially covers the site. The site is level.</p>	Good
Barriers to Delivery and Mitigation	The entire site is under one land ownership. The site is fully built out. The expansion of the site to the east is constrained by a Local Nature Reserve.	Good
Market Attractiveness	The site is an attractive site for employment uses, given its proximity to Holmewood and the adjacent Holmewood Industrial Estate to the south.	Very Good
Fit with Strategic and local economic strategy	The site aligns with the Derbyshire Economic Strategy, particularly the objectives to attract business activity and make use of commercial and land and buildings. Whilst there are vacant units and the site borders the Holmewood Industrial Estate, the site would not suit intensification or re-use into industrial activity given its proximity to residential uses.	Very Good
OVERALL SITE RATING	Very Good	
Recommendation and Potential Future Uses	Retain the site's designation as a Principal Employment Area most suitable for E(g) uses.	

SITE SUMMARY:

The site benefits from its strategic location on the edge of the town of Holmewood, providing good accessibility to local labour supply. The site offers well maintained, modern office accommodation in a popular location for business. Given that the overall supply of dedicated and modern office accommodation is limited, the site should be retained as a Principal Employment Area most suitable for E(g) uses.

Renishaw Industrial Estate (Ravenshorn Commercial Park) / North East Derbyshire (Ref: NED21)



GROSS SITE AREA:
12.2 ha

ESTIMATED NET DEVELOPABLE AREA:
2.5 ha

CRITERIA

COMMENT

RATING

The site comprises the 12.2 ha Renishaw Industrial Estate located at the northeastern edge of Renishaw, directly adjacent to the A6135 Main Road. The majority of the site comprises brownfield land that is currently in use for predominantly E(g), B2 and B8 uses, with large areas of hardstanding used for open air storage.

Within the centre of the estate there is a large area of land that is in use by Lafarge as an asphalt plant; this site generates considerable noise and smells and therefore limits the use of the adjacent land available.

Site Context

The site also contains a gym, a vehicle repair garage and a number of retail units. A number of residential properties are located within the site, adjacent to the A6135 Main Road. The quality of existing buildings on the site varies from newly developed large-scale premises to dated, poor quality industrial units and storage containers.

The eastern part of the site comprises a mix of vacant hardstanding, footpaths and undeveloped greenfield land. A vacant undeveloped parcel is also located adjacent to the site entrance, bounded by Smithy Brook Road and Ravenshorn Way.

The site falls within the Settlement Development Limits of Morton and is designated as a Principal Employment Area (ref. RW/O1: Renishaw Industrial Estate (Ravenshorn Commercial Park) within the North East Derbyshire Local Plan 2014-2034.

Local Plan Designations

Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).

Planning History

22/00951/FL – Construction of new business units, Junction 30 Storage Ltd – Pending determination

LAA status	23/00691/FL – Proposed side extension to existing workshop, Land on the south end of Smithy Brook Road	
	23/00567/FL – Retrospective application for a change of use from general industrial (B2) to storage (B8), Arena Fencing, Smithy Brook Road	
	24/004449/FL – Application for a change of use from general industrial (B2) to storage (B8), Arena Fencing, Smithy Brook Road – Pending determination	
	The site is identified in the 2018 Employment LAA as suitable for employment uses.	
Current Land Use and Type	The site contains a mix of uses. The site is predominantly in use for E(g), B2 and B8 development, however it also contains a gym, a vehicle repair garage and a number of retail units. Residential dwellings are located in the southern part of the site adjacent to the A6135 Main Road.	
	Of the c.2.5 ha of land available, 0.5 ha is located towards the western end of the estate, bounded by Ravenshorn Way; 2.0 ha of available land is located towards the eastern end of the estate, accessed via Smithy Brook Road.	
Occupier Profile	The developed part of the site remains largely occupied. However, approximately 30% of the site is currently undeveloped. Occupiers include Lafarge, Junction 30 Storage Ltd, Quickmission, PJM Plumbing & Gas and Chesterfield Flashing Services.	
Proximity to Urban Areas and Access to Labour and Services	The site is located in northeast Renishaw and benefits from road frontage onto the A6135 Main Road, which provides access into the town centre. The site offers good accessibility to local labour supply and a number of local services and facilities are within the vicinity of the site.	Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 40% least deprived nationally.	Average
Strategic Road Access	The A6135 runs adjacent to the site's southern boundary and provides direct access onto Junction 30 of the M1 situated 2.3km to the east.	Good
Local Road Access and Accessibility	The access into the site is wide and able to accommodate HGVs. However, the access is located adjacent to residential properties located on the A6135. Additionally, Smithy Brook Road and Ravenshorn Way that provide access to the premises in the site are wide. However, Ravenshorn Way also provides access to a number of existing residential properties. Pavements are provided on the local roads, but no dedicated cycle paths are provided. The nearest bus stops are located approximately 50m from the site entrance and provide services between Chesterfield and Sheffield.	Average
Compatibility of surrounding land uses and allocations	Surrounding the site to the north, east and partially to the south is undeveloped open countryside. The site is bound to the west and southwest by existing residential development within the settlement of Renishaw. A	Average / Poor

	relatively limited degree of landscape mitigation is possible on-site to screen the adjacent sensitive uses.	
Technical and Environmental Constraints	<p>The majority of the site is located within Flood Zone 1. There are higher flood risk areas located within Flood Zones 2 and 3 to the south and east of Smithy Brook Road. These areas are located either side of Smithy Brook that runs along the site's southern boundary. The majority of the northern part of the site is at very low or low risk of surface water flooding. The areas at higher risk of surface water flooding cover the southern and eastern parts of the site, located adjacent to Smithy Brook Road.</p> <p>A public footpath (ref. 47) runs north to south through the eastern part of the site. Part of the site along the site's western boundary falls within an area recorded as a monument within the Derbyshire Historic Environment Record because of its historic interest associated with the site's former use as a colliery and iron foundry.</p> <p>The Coal Development High Risk Area covers the northern part of the site. The site is bounded to the north by designated Green Belt. A Local Wildlife Site lies to the northeast extending along Smith Brook.</p>	Poor
Barriers to Delivery and Mitigation	<p>Various land titles over the site. The northern part of the site slopes upwards. The site may be contaminated by virtue of its use as a colliery and iron foundry. Development of the currently vacant southwestern plot is constrained by the proximity of residential properties located on Ravenshorn Way.</p>	Average / Poor
Market Attractiveness	The recently developed, modern premises on the site are well occupied, demonstrating demand by local businesses. There may be sufficient demand to bring forward further development on the site subject to overcoming technical constraints, particularly relating to amenity, flood risk and levels.	Good
Fit with Strategic and local economic strategy	The site is well positioned to respond to the Derbyshire Economic Strategy objective to attract new business activity and connect people to economic opportunity, especially given its proximity to the M1 Corridor and nearby residential area. There is recent activity on site which suggests the site is receiving business interest. Investment in the site to support redevelopment and overcome constraints would help meet the strategic objectives.	Very Good
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain the site's designation as a Principal Employment Area most suitable for E(g), B2 and B8 development.	

SITE SUMMARY:

The site is strategically located adjacent to the A6135, within close proximity to the M1 motorway to the east and providing good accessibility to local labour supply within the settlement of Renishaw. The developed parts of the site are well occupied by a range of uses. Development could come forward on the two undeveloped parcels of the site to the west and east.

The southwestern parcel would be most suited for E(g) development given its proximity to residential dwellings on Ravenshorn Way; however, given its location in Flood Zone 3, flood risk concerns must be addressed. The eastern part of the site would be well suited to B2 and B8 development. Access improvements and levels constraints would need to be overcome. The site should be retained as a Principal Employment Area.

Bridge Street Industrial Estate/Upper Mantle Close/ North East Derbyshire (Ref: NED22)



GROSS SITE AREA:
15.71 ha

ESTIMATED NET DEVELOPABLE
AREA: 2 sites:
0.89 ha and 2.44 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises the 15.71 ha Bridge Street Industrial Estate, located north of Clay Cross. The site provides a mix of E(g), B2 and B8 uses located either side of Bridge Street. The size and quality of the premises vary across the site, from larger, well maintained units to smaller, more dated second hand stock. The site also contains a number of undeveloped land parcels, particularly located north of Upper Mantle Close.

The site is located within the Settlement Development Limits of Clay Cross and is designated as a Principal Employment Area (ref. CC/02: Bridge Street Industrial Estate/Upper Mantle Close) within the North East Derbyshire Local Plan 2014-2034.

Local Plan Designations

Policy WC2 (Principal Employment Areas) states that these sites are protected for general industrial uses (Use Class B2), storage and distribution uses (Use Class B8) and office, industrial and research and development uses (Use Class E(g)).

18/00297/FL – Warehouse extension – Unit 18 Upper Mantle Close

19/00232/FL – Construction of new site access – Unit 18 Upper Mantle Close

19/01221/FL – Construction of new site egress – Unit 18 Upper Mantle Close

Planning History

20/00112/FL – Construction of warehouse extension - Unit 18 Upper Mantle Close

23/00824/FL – Rear extension, grey metal cladding over existing unit including increase in roof height at Unit 23C Lower Mantle Close

22/00346/FL – Application for extensions and alterations (including external recladding) to existing industrial unit & offices at Needham & Co Ltd, Bridge Street

LAA status	21/01102/FL – Retrospective application to include a change of use of part of the site to B8 storage, landscaping works and signage at Plot 29 Lower Mantle Close	
	23/00503/FL – Two storey building for Police SNT with associated car parking, external compounds, security fence and gates on land south west of Hospital Cottages, Bridge Street	
	The site is identified in the 2018 Employment LAA as suitable for employment uses.	
Current Land Use and Type	<p>The site is predominantly occupied by E(g), B2 and B8 uses and a small number of ancillary uses, including a café.</p> <p>There are two vacant / under-utilised plots of land – some hard standing at the northern end of Upper Mantle Road, some of which is used informally for open storage (c. 0.89 ha); and a larger plot of land (c. 2.44 ha) to the north west off Bridge Street which has some hard standing and an access, with vegetation.</p>	
Occupier Profile	The majority of the site is occupied. Occupiers include Global Brands Distribution, Body Motor Works, Emos Electronics, RevCo Self Storage Yard and MPC Services. Approximately 30% of the site remains vacant.	
Proximity to Urban Areas and Access to Labour and Services	The site is located in northern Clay Cross. The site has access to local labour and services located in Clay Cross.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 30% most deprived nationally.	Good
Strategic Road Access	The site is located approximately 350m east of the A61.	Average
Local Road Access and Accessibility	The site is accessed off Bridge Street that runs north-east to south-west through the site. The site access is relatively wide and provides pavements on both sides of the road for pedestrian accessibility. A number of smaller roads connect off of Bridge Street and provide accessibility to the units, some of which are constrained by parked vehicles.	Good / Average
Compatibility of surrounding land uses and allocations	The site is predominantly surrounded by employment and retail uses to the south and west with residential development located to the east. Existing landscaping along the site's eastern boundary provides screening to the residential development. The site borders the Strategic Site allocation ref. SS4 (Former Biwaters Site) for mixed use development to the north.	Good
Technical and Environmental Constraints	<p>The site is located within Flood Zone 1. The majority of the site is also at very low or low risk of surface water flooding. The parts of the site at higher risk of surface water flooding are located adjacent to the buildings on Upper Mantle Close. A public right of way (ref. 28) runs through the site, which provides access from the industrial area to residential areas to the north. The Coal Development High Risk Area covers part of the site.</p> <p>It is understood that the larger northern plot largely comprises made ground, known to be contaminated in parts. The contaminants include colliery spoil,</p>	Poor

construction, industrial and waste. According to the 2017 Employment Sites Review, there is also a risk of collapse due to its mining history and the presence of a shaft. Studies, specifically Ground Sense Limited's 'Proposed Waste Processing Centre, Bridge Street, Clay Cross, Derbyshire – Brief Interim Report on the Geo-Environmental Desk Study & Ground Investigation & Development Issues' (September 2006) and Simon Hall Architectural Design Ltd's 'Design and Access Statement' to accompany planning application ref. 14/01306/CM for the erection of an energy recovery facility on the site, reveal that the ground needs to be properly compacted and that due to the discovery of household waste on site special construction techniques will need to be introduced. The steep northern boundary is heavily wooded

Barriers to Delivery and Mitigation	The site is undulating. The site is known to be contaminated in parts. The contaminants include colliery spoil and industrial waste. As noted above, parts of the site are also a risk of collapse due to its mining history and the presence of a shaft. The Geo-Environmental Desk Study and Ground Investigation Report has revealed that the ground needs to be properly compacted. Access arrangements would also need to be considered.	Poor
Market Attractiveness	The existing buildings on the site are well occupied by virtue of the site's location within the settlement of Clay Cross. The more dated second-hand stock could be refurbished to increase market attractiveness. However, development on the vacant land parcels is constrained by a number of technical constraints, including land contamination, which may impact viability and deliverability.	Good / Average
Fit with Strategic and local economic strategy	The site sits within the Clay Cross area which is identified in the Derbyshire Economic Strategy as an area which will receive targeted intervention to increase the vitality and viability of the town and support its role as a local service and employment centre. Several parcels of the site are either undeveloped to the north and southeast or used for open storage to the west. Redevelopment would pose an opportunity to attract business activity as per the strategic objective and support Clay Cross as an employment centre.	Good
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain the site's designation as a Principal Employment Area most suitable for E(g), B2 and B8 development.	

SITE SUMMARY:

This site is a large existing employment site, the majority of which is fully developed and well occupied. The site is well located within Clay Cross, providing good accessibility to local labour and services. The site is also situated in close proximity to the A61.

To increase market appeal, the more dated second-hand stock could be refurbished to increase market attractiveness. Further employment development for E(g), B2 and B8 development could also come forward on the site's existing vacant land subject to overcoming existing land contamination, levelling and access constraints on the northern site in particular.

The site should be retained as a Principal Employment Area.

Gunstones Bakery, Stubley Lane/ North East Derbyshire (Ref: NED23)



Copyright: Google Earth



GROSS SITE AREA:
5.5 ha

ESTIMATED NET DEVELOPABLE
AREA:
0 ha

CRITERIA	COMMENT	RATING
	The site comprises the 5.5 ha Stubley Lane Industrial Area. The fully developed site is located off of Stubley Lane that runs along part of the site's northern boundary. The majority of the site contains the large manufacturing premises accommodating the Gunstones Bakery division of 2 Sisters Food Group.	
Site Context	<p>The remainder of the site contains smaller industrial buildings and workshops, alongside hardstanding used for storage yards and car parking. The site is located in northwest Dronfield, situated beyond the A61 that runs adjacent to the site's eastern boundary. The surrounding area is largely residential.</p> <p>The site falls within the Settlement Development Limits of Dronfield and is designated as a General Employment Area (ref. DR/03: Gunstones Bakery, Stubley Lane) within the North East Derbyshire Local Plan 2014-2034.</p>	
Local Plan Designations	Policy WC3 states that these designated areas are protected as General Employment Areas for employment uses, specifically those within the B Use Classes, public and community uses and main town centre uses (excluding housing development). Main town centre uses on these sites will also be subject to Policy WC4, which sets out the hierarchy of towns and local centres in the district, and what development will be permitted inside and outside of these centres.	
Planning History	There is no recent planning history of relevance for the site.	
LAA status	The site is identified in the 2018 Employment LAA as suitable for employment uses.	

Current Land Use and Type	The site currently accommodates a range of E(g), B2 and B8 uses. The majority of the site contains a factory and associated buildings occupied by the Gunstones Bakery division of 2 Sisters Food Group. The site also contains a number of smaller industrial and office buildings located in the western part of the site.	
Occupier Profile	The site is fully developed and occupied. The main occupier of the site is the Gunstones Bakery division of 2 Sisters Food Group. Other occupiers include Pension Claim Consulting, PKW Installations and Renaissance Bespoke Kitchens and Interiors. The site is occupied by local businesses.	
Proximity to Urban Areas and Access to Labour and Services	The site is located in northwest Dronfield, located within the residential area of Stubbley. The site is located in close proximity to local facilities and services.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 10% least deprived nationally.	Very Good
Strategic Road Access	Directly to the east of the site is the A61 Unstone-Dronfield By-Pass, which is accessed approximately 1.9 km away from the site via the A61 Bowshaw Roundabout.	Poor
Local Road Access and Accessibility	One operational access serves the site from Stubbley Lane, at the site's northern boundary. Access barriers control access into the Gunstone Bakery premises, whilst a separate access barrier controls access to the wider site. The internal road network appears unconstrained. Stubbley Lane is a relatively wide residential road. Access to the A61 is via a complex network of local roads that pass through residential areas and may be unsuitable for HGVs.	Average
Compatibility of surrounding land uses and allocations	The local roads benefit from pavements, but no dedicated cycle paths are provided. The nearest bus stops are located within 80m of the site on Stubbley Lane and provide services to Chesterfield, Dronfield and Sheffield Centre. Residential development is located to the north and south of the site, with playing fields associated with Dronfield Rugby Club located adjacent to the site's western boundary. Beyond the playing pitches is further residential development. The A61 is located on the site's eastern boundary. Existing vegetation is located along the site's boundaries, providing some screening to the adjacent residential properties.	Poor
Technical and Environmental Constraints	The site falls within Flood Zone 1. The majority of the site is also at very low or low risk of surface water flooding. There are areas at higher risk of surface water flooding predominantly located in the east of the site around the existing buildings. There are no heritage designations located within and in close proximity to the site.	Very Good
Barriers to Delivery and Mitigation	The majority of the site is within two separate land ownerships. The site is fully developed and there is	Average

	very limited scope for expansion of the site's current operations.	
Market Attractiveness	<p>The site is fully occupied and remains attractive given it is located within Dronfield. The majority of the site is occupied by one large occupier, Gunstones Bakery.</p> <p>Given the scale of the manufacturing premises on the site, should the occupier vacate, it is likely that the site would need to be redeveloped into smaller premises to meet the future needs of local businesses.</p>	Good
Fit with Strategic and local economic strategy	<p>The site aligns with the Derbyshire Economic Strategy strategic objective to target local regeneration interventions within the North East Economic Zone. The site is also sustainably connected to local public transport links which meets the strategic objective to connect people to economic opportunity and key strategic sites.</p> <p>As a manufacturing site which is of a relatively low quality and dated, improvements to the existing site could help support the strategic objective to encourage the manufacturing sector to move towards high value manufacturing.</p>	Very Good
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain the site's designation at a General Employment Area most suitable for E(g) uses as well as smaller-scale B2 and B8 uses.	

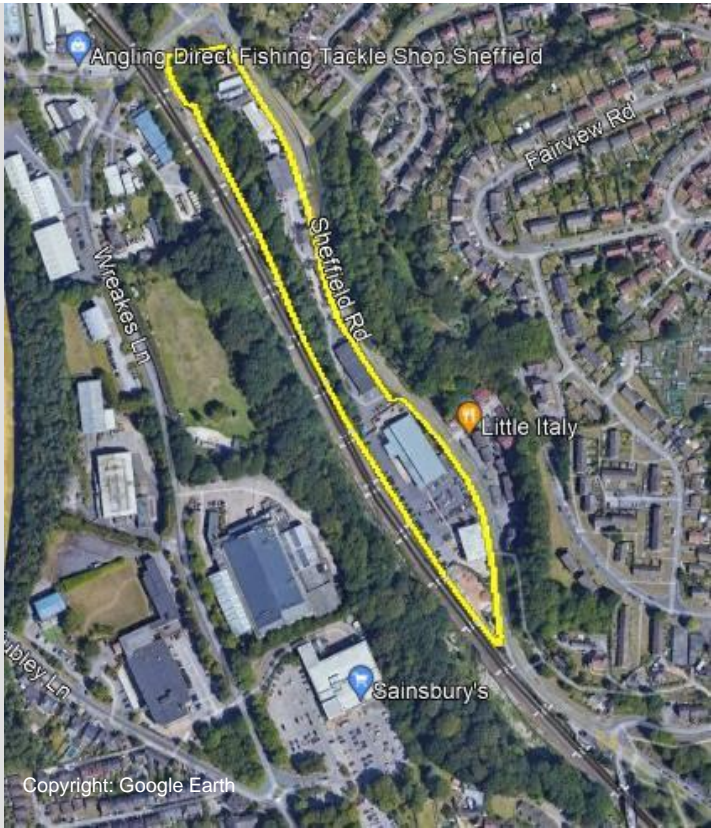
SITE SUMMARY:

The site is an active employment site. It is currently occupied by smaller-scale local employment businesses. Given the site's location in Dronfield, it is likely to remain attractive to local businesses. Should Gunstones Bakery vacate the site in the future, redevelopment of the site would likely be required to provide smaller premises to meet local demand.

The existing trees and shrubbery along the site's boundaries provide a reasonable degree of screening to the adjacent residential development beyond. However, future uses on the site must remain sensitive to the proximity of residential uses.

The site's designation as a General Employment Area should be retained. The site is suitable for E(g) uses as well as smaller-scale B2 and B8 uses.

Sheffield Road/ North East Derbyshire (Ref: NED24)



GROSS SITE AREA:
2.4 ha

ESTIMATED NET DEVELOPABLE
AREA:
0.10 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site comprises a relatively small linear strip of land located between the existing railway line to the west and Sheffield Road to the east. The majority of the site is developed and contains a range of uses, including an Aldi supermarket, comparison retailers (including Pets at Home and a number of retail showrooms), a car centre and Sainsbury's Petrol Station. A small brownfield parcel of land, which contains the remnants of a former brick building, is located in the site's southernmost corner.</p>	
Local Plan Designations	<p>The site falls within the Settlement Development Limits of Dronfield and is designated as a General Employment Area (ref. DR/04: Sheffield Road) within the North East Derbyshire Local Plan 2014-2034.</p> <p>Policy WC3 states that these designated areas are protected as General Employment Areas for employment uses, specifically those within the B Use Classes, public and community uses and main town centre uses (excluding housing development). Main town centre uses on these sites will also be subject to Policy WC4, which sets out the hierarchy of towns and local centres in the district, and what development will be permitted inside and outside of these centres.</p>	

Planning History	24/00272/FL – Change of use of Unit 20 to Class E to allow fitness and training related therapy/treatments to take place, Unit 20 Lucas Works.	
LAA status	The site is identified in the 2018 Employment LAA as suitable for employment uses.	
Current Land Use and Type	The site contains predominantly Class E and sui generis uses. The site includes a supermarket, comparison retailers (including retail showrooms) and a petrol station.	
Occupier Profile	The majority of the site, excluding a small land parcel in the site's southern corner and a slither of landscaping adjacent to the site's western boundary, is developed. Occupiers of the site include Aldi, Pets at Home, Joseph Bathrooms, Furious Car Centre and Sainsbury's Petrol Station.	
Proximity to Urban Areas and Access to Labour and Services	The site is located in northern Dronfield. The site is bound to the south and west by an existing railway line, with Stubley Lane / Wreakes Lane Industrial Estate located further to the west. To the north is Sheffield Football Club. To the east are existing mature trees beyond which is existing residential development.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 40% least deprived nationally.	Average
Strategic Road Access	The site's northern boundary is situated approximately 800m south of the A61 Bowshaw Roundabout.	Average
Local Road Access and Accessibility	The site is accessed of B6057 Sheffield Road, which runs adjacent to the site's eastern boundary. It is a relatively wide road but receives a high volume of traffic, particularly given the road provides access to Dronfield train station to the south.	
	Sheffield Road connects directly with the A61 Bowshaw Roundabout to the north. Residential properties are located on one side of Sheffield Road, situated between to site's northern boundary and the A61 roundabout.	Good
	A bus stop is located adjacent to the site's vacant plot boundary on Sheffield Road. It provides services to Dronfield. Dronfield train station is situated 450m from the site's southern boundary.	
Compatibility of surrounding land uses and allocations	The site is located within the settlement of Dronfield. Surrounding land uses are predominantly residential to the east, with some residential development to the south beyond the existing railway line. Land to the west beyond the railway line is a mix of E(g), B2, B8 and ancillary uses. A large buffer of mature trees and landscaping is located between the site and the adjacent residential development, that provides suitable screening.	Good
Technical and Environmental Constraints	The River Drone cuts through the site and the majority of the western part of the site is located within Flood Zones 2 and 3. The western part of the site is also at	Average

	higher risk of surface water flooding. Outside of the site, but in close proximity to the site's southern boundary is the Dronfield Conservation Area. The nearest listed building is Dronfield Hall Barn, which is located approximately 150m to the southeast.	
Barriers to Delivery and Mitigation	The majority of the site is already developed. The southern part of the site is small vacant brownfield land and appears to contain the remnants of a brick building. The plot would need to be cleared. Levels may also be a constraint and suitable screening would need to be provided given its proximity to the railway line to the west. The access into this vacant plot would also need to be extended.	Poor
Market Attractiveness	The developed part of the site appears to be well occupied by a range of uses, particularly retail occupiers given the site's location within Dronfield. The site predominantly comprises retail units rather than B-Uses.	Poor
Fit with Strategic and local economic strategy	Given the site's current use predominantly for retail, it is unlikely to attract alternative uses without being fully redeveloped. Whilst there is a vacant land parcel in the south of the site, this is a small plot with development constraints.	Poor
OVERALL SITE RATING	Poor The site has been sufficiently watered down by retail and Sui Generis uses that it contains very few 'traditional' B Use class operators.	
Recommendation and Potential Future Uses	Although most of the existing uses on the site (such as the Aldi supermarket and retailers including Pets at Home) are not 'B' Class employment uses, they do comply with the Council's definition of employment uses that are protected as General Employment Areas in the adopted Local Plan. On this basis, retain site's designation as a General Employment Area.	

SITE SUMMARY:

The site is well occupied by a range of occupiers, particularly retail operators by virtue of its location within Dronfield. The site provides good accessibility to local labour and services within the vicinity. Expansion of the site is constrained by the B6057 Sheffield Road along the site's eastern boundary and the railway line to the west.

However, there is a small vacant brownfield land parcel at the southern corner of the site. A number of development constraints will need to be overcome to bring development forward on the parcel, particularly levels and heritage constraints, access arrangements and amenity issues given its proximity to the railway line.

The wider site is predominantly occupied by retail and Sui Generis uses, but these largely comply with the definition of employment uses that are protected as General Employment Areas in the adopted Local Plan. On this basis, the General Employment Area designation should be retained.

West of Derby Road/ North East Derbyshire (Ref: NED25)



GROSS SITE AREA:
4.7 ha

ESTIMATED NET DEVELOPABLE
AREA:
0 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises an existing 4.7 ha industrial estate located west of the A61 Derby Road in Clay Cross. The site is fully developed and contains a mix of predominantly E(g), B2 and B8 uses, as well as other Sui Generis and Class E uses, including a gym, motorbike dealership, a brewery and a greengrocer. The majority of the buildings on the site comprise smaller, well maintained industrial buildings and warehouses.

Local Plan Designations

The site is located within the Settlement Development Limits of Clay Cross and is designated as a General Employment Area (ref. CC/05: West of Derby Road) within the North East Derbyshire Local Plan 2014-2034.

Policy WC3 states that these designated areas are protected as General Employment Areas for employment uses, specifically those within the B Use Classes, public and community uses and main town centre uses (excluding housing development). Main town centre uses on these sites will also be subject to Policy WC4, which sets out the hierarchy of towns and local centres in the district, and what development will be permitted inside and outside of these centres.

Planning History

21/00806/FL – Retention of change of use to the wholesale and retail sales of fruit, vegetables and associated products including security fencing and floodlighting, Unit 1A Derby Road Business Park, Clay Cross

22/01133/FL – Application for change of use of garages / motor workshops space from current use as storage to pop up coffee shop, North East Derbyshire Snooker Centre, Derby Road

LAA status	The site is identified in the 2018 Employment LAA as being suitable for continued employment uses.	
Current Land Use and Type	The site contains a range of uses, predominantly for E(g), B2 and B8, as well as other Sui Generis and Class E uses, including a gym and a motorbike dealership. The site also contains areas of hardstanding used as storage yards and parking facilities.	
Occupier Profile	The site is fully occupied by local businesses. Occupiers include Derbyshire Suite Centre, Yaplex, Planet Timber, Permafast, MY MOTO and Pro Fitness Gym.	
Proximity to Urban Areas and Access to Labour and Services	The site is located in Clay Cross, providing good accessibility to local labour and services and facilities within the vicinity of the site.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 30% most deprived nationally.	Good
Strategic Road Access	The site's eastern boundary is located adjacent to the A61 Derby Road.	Good
Local Road Access and Accessibility	<p>The site is accessed directly off the A61 Derby Road, the main road through Clay Cross which has significant levels of congestion. Two access points serve the site from the A61. The accesses are connected via an internal looped road network. The accesses are wide, however parked vehicles within the site may constrain 2-way traffic movements and the movement of larger vehicles, including HGVs.</p> <p>No dedicated pavements or cycle paths are provided within the site, but the A61 benefits from pavements. The nearest bus stop is located within 65m of the site entrances, providing services to Chesterfield, Alfreton and Danesmoor.</p>	Average
Compatibility of surrounding land uses and allocations	<p>The site's northern and western boundaries are located adjacent to open countryside. To the east beyond the A61, is the Former Biwaters strategic site and an existing employment area.</p> <p>The southern boundary is located adjacent to residential properties fronting the A61, as well as a large area of open countryside to the rear of these dwellings. A linear row of mature trees and hedgerow is located along the majority of the southern boundary, providing some degree of screening to the residential properties located beyond.</p>	Good
Technical and Environmental Constraints	The site is located within Flood Zone 1. The site is also at very low or low risk of surface water flooding. A public right of way (ref. 26) runs along the site's southern boundary, which provides access from the industrial area to the residential area further west. The Coal Development High Risk Area covers the majority of the site. There are no heritage designations located within or in close proximity to the site.	Good
Barriers to Delivery and Mitigation	The site is fully developed. The site slopes upwards from the A61, reaching a high point in the centre of the site before sloping downwards to the site's western	Average

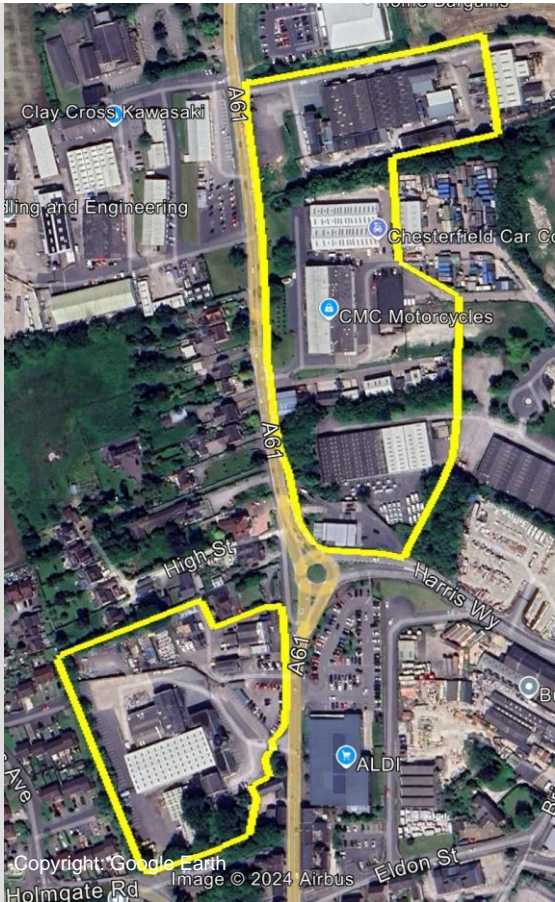
Market Attractiveness	<p>boundary. Multiple different land titles cover the site. The site may be contaminated by virtue of its industrial use.</p> <p>The site is fully occupied. The estate provides a range of well maintained, smaller industrial buildings and workshops that are attractive to local businesses. However, the site may not be suitable for uses that generate high traffic levels, given the volume of traffic that currently utilises the A61.</p>	Good
Fit with Strategic and local economic strategy	<p>The Derbyshire Economic Strategy names Clay Cross as an area to deliver local regeneration to increase the vitality and viability of local service and employment centres and attract private sector investment, including through public realm improvements and mixed use development.</p> <p>The site is well positioned to support this objective given its location alongside Clay Cross' high street and surrounding uses. However, accessibility and / or public realm improvements within the site may be required to increase the site's appeal. Parked vehicles on or adjacent to the internal roads may currently constrain vehicle movements within the site, limiting the ability to attract higher value businesses.</p>	Good/ Average
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	<p>Retain the site's designation as a General Employment Area, most suitable for E(g), B2 and small scale B8 uses as well as complementary Sui Generis and Class E uses that serve the local community.</p>	

SITE SUMMARY:

The site is strategically located adjacent to the A61, providing direct access into the centre of Clay Cross. The site provides good accessibility to local labour and services within the vicinity. The site is accessed directly off the A61. Improvements to the internal roads and parking arrangements within the site may be required to continue to attract a range of employment uses.

The site should continue to be retained as a General Employment Area, most suitable for E(g), B2 and small scale B8 uses as well as complementary Sui Generis and Class E uses that serve the local community.

Derby Road East and South/ North East Derbyshire (Ref: NED26)



GROSS SITE AREA:
5.9 ha



ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA

Site Context

Local Plan Designations

Planning History

COMMENT

RATING

The site comprises two land parcels located east (Parcel A) and west of the A61 (Parcel B) in Clay Cross. These two land parcels total 5.9ha. The two land parcels are fully developed. The parcels contain a range of industrial buildings and workshops largely within B2, B8, Class E and Sui Generis uses. The sites include a retail showroom, offices, a petrol station, a day nursery, car garages and repair workshops, and vehicle and motorbike dealerships. The parcels also contain areas of hardstanding used for storage and car parking.

The site is located within the Settlement Development Limits of Clay Cross and is designated as a General Employment Area (ref. CC/04: Derby Rd (East & South)) within the North East Derbyshire Local Plan 2014-2034. Policy WC3 states that these designated areas are protected as General Employment Areas for employment uses, specifically those within the B Use Classes, public and community uses and main town centre uses (excluding housing development). Main town centre uses on these sites will also be subject to Policy WC4, which sets out the hierarchy of towns and local centres in the district, and what development will be permitted inside and outside of these centres.

22/01011/FL – Application to regularise a change of use to commercial hand car wash business on site of former petrol station, 2 High Street, Clay Cross

23/01071/FL – Retrospective application for storage shed, Unit 6 Incomol Business Park, Derby Road, Clay Cross

	23/01105/FL – Proposal for 3no. single storey attached conservatories, Unit 6 Incomol Business Park, Derby Road, Clay Cross – Application pending	
LAA status	The site is identified in the 2018 Employment LAA as suitable for continued employment use.	
Current Land Use and Type	The site contains a range of industrial buildings and workshops largely within B2, B8, Class E and Sui Generis uses.	
Occupier Profile	The site is fully developed and no signs of vacancy were detected during the site visit. Occupiers include Millbrook Precision Engineering, Vibrant Coatings, Stepping Stones Day Nursery, Yaplex Limited, CMC Motorcycles, Chesterfield Car Consultants, Clay Cross Hand Car Wash and Tesco Petrol Station.	
Proximity to Urban Areas and Access to Labour and Services	The site is located in Clay Cross, providing good accessibility to local labour and services and facilities within the vicinity of the site.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 30% most deprived nationally.	Good
Strategic Road Access	Both parcels are located adjacent to the A61.	Good
Local Road Access and Accessibility	Both parcels are accessed directly off of the A61, the main road through Clay Cross which has significant congestion. Parcel A is served by three access points. Parcel B is served by two access points. These accesses are wide and relatively unconstrained.	
	Parked vehicles within the larger of the two parcels may constrain two way traffic movements and the movement of larger vehicles, including HGVs. No dedicated pavements or cycle paths are provided within the site, but the A61 benefits from pavements. Bus stops are located on the A61 in close proximity to the site's entrances, providing services to Chesterfield, Alfreton and Danesmoor.	Average
Compatibility of surrounding land uses and allocations	The surrounding land uses largely comprise a mix of comparison retailers, including Home Bargains located within the Former Biwaters strategic site allocation and Aldi located off of the A61 High Street. Bridge Street Industrial Estate is located to the east, with other existing employment uses and residential dwellings accessed off the A61. Areas of landscaping along the site's boundaries provided some degree of screening to the residential properties opposite the site.	Good / Average
Technical and Environmental Constraints	The site is located within Flood Zone 1. The majority of the site is also at very low or low risk of surface water flooding. A public right of way runs through the site, providing access from the industrial area to residential dwellings further to the southeast (ref. 28). The Coal Development High Risk Area covers the majority of the site. There are no heritage designations located within or in close proximity to the site.	Good

Barriers to Delivery and Mitigation	There are multiple land titles that cover the site. The northern part of Parcel A slopes downwards from the parcel's western boundary. Parcel B appears to be relatively level. The site may be contaminated by virtue of its industrial use.	Average
Market Attractiveness	There were no signs of vacancy on the site. The site provides a range of industrial buildings and workshops that are attractive to local businesses. However, the site may not be suitable for uses that generate high traffic levels, given the volume of traffic that already utilises the A61.	Good
Fit with Strategic and local economic strategy	<p>The Derbyshire Economic Strategy names Clay Cross as an area to deliver local regeneration to increase the vitality and viability of local service and employment centres and attract private sector investment, including through public realm improvements.</p> <p>The site is well positioned to support this objective given its location alongside Clay Cross' high street and can accommodate a mix of uses as per the objective. To aid attractiveness for future investment, the site would potentially benefit from redevelopment on the south of the site to attract higher quality mixed-uses given existing units comprise of a car sales portacabin and dated office unit.</p>	Good
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain the site's designation as a General Employment Area, most suitable for E(g), B2 and small scale B8 uses as well as complementary Sui Generis and Class E uses that serve the local community.	

SITE SUMMARY:

The site is strategically located adjacent to the A61, providing direct access into the centre of Clay Cross. The site provides good accessibility to local labour and services within the vicinity and is well occupied by a range of employment generating uses. The site is accessed directly off of the A61.

The site should continue to be retained as a General Employment Area, most suitable for E(g), B2 and small scale B8 uses as well as complementary Sui Generis and Class E uses that serve the local community.

Hepthorne Lane / North East Derbyshire (Ref: NED27)



GROSS SITE AREA:
6.3 ha

ESTIMATED NET DEVELOPABLE AREA:
0.7 ha

CRITERIA	COMMENT	RATING
	The 6.3 ha site comprises part greenfield, part brownfield land located south of Station Road. The site is surrounded by North Wingfield to the east, by Hepthorne Lane to the southeast and Tupton to the northwest. The site is currently in industrial use and is occupied by Abel Demountable Systems Ltd and APS GB Ltd.	
Site Context	<p>Undeveloped, vacant greenfield land is located adjacent to the site's western boundary and within the southern portion of the site. The site is contained to the north by Station Road, to the east by existing residential development within North Wingfield and to the west by a railway line.</p> <p>The site falls within the Settlement Development Limits of North Wingfield and is designated as a General Employment Area (ref. TU/01: Hepthorne Lane) within the North East Derbyshire Local Plan 2014-2034.</p>	
Local Plan Designations	Policy WC3 states that these designated areas are protected as General Employment Areas for employment uses, specifically those within the B Use Classes, public and community uses and main town centre uses (excluding housing development). Main town centre uses on these sites will also be subject to Policy WC4, which sets out the hierarchy of towns and local centres in the district, and what development will be permitted inside and outside of these centres.	
Planning History	22/00874/FL - Proposed container housing biomass boiler and associated flues A P S GB Ltd Occupation Lane Hepthorne Lane	
LAA status	The site is identified in the 2018 Employment LAA as suitable for employment uses.	

Current Land Use and Type	The developed part of the site is currently in use for light industrial, storage and distribution purposes. The remainder of the site comprises undeveloped greenfield land.	
Occupier Profile	The developed parts of the site are occupied by Abel Demountable Systems Ltd and APS GB Ltd. Approximately 60% of the site is undeveloped greenfield land.	
Proximity to Urban Areas and Access to Labour and Services	The site is located within the settlement of North Wingfield, with Tupton located to the northwest. The site provides good access to local labour supply. However, local services and facilities within the immediate vicinity of the site are relatively limited.	Average
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 30% most deprived nationally.	Good
Strategic Road Access	Access to the A61 is situated approximately 3.4km to the west of the site using an extended network of local roads through residential areas of North Wingfield and Tupton.	Poor
Local Road Access and Accessibility	The site's northern parcel is accessed directly from Station Road to the north. The access is relatively wide. However, the southern parcel is accessed via Occupation Lane, which is a narrow road with no turning points, one-way access and borders residential gardens.	
	It is not well suited for heavy industrial use or HGVs. Station Road has pavements but no dedicated cycle paths. The nearest bus stops are located adjacent to the site entrance on Station Road and provide services to Chesterfield.	Poor
Compatibility of surrounding land uses and allocations	Residential development is located to the east of the site, with open countryside located to the north and south. Beyond the railway line to the west is the residential area of Tupton. A limited degree of mitigation is provided along the site's eastern boundary to the adjacent residential development, particularly given the vehicular access to the southern part of the site backs onto the rear gardens of properties.	Poor
Technical and Environmental Constraints	The River Rother runs north to south through the western part of the site. Land either side of the river is located within Flood Zones 2 and 3. There are parts of the site at medium and high risk of surface water flooding covering the northern and eastern edges of the site. The site includes the site of a brick workshop formerly associated with the Streeton and Ashover Railway recorded as a monument (ref. MDR10813) within the Derbyshire Historic Environment Record (HER). The Coal Development High Risk Area covers the southwest corner of the site.	Poor
	As such, the developable site area is unlikely to extend to the 3.32 ha referred to in the Local Plan.	

Barriers to Delivery and Mitigation	<p>There are multiple different landowners on the site. The site is constrained in nature by the railway line to the west, Station Road to the north, and existing residential development to the east.</p> <p>There may be scope to expand development on the northern part of the site adjacent to Station Road, but development is unlikely to come forward on the southern and south-western parts of the Site given to the location of the River Rother, significant flood risk issues, heritage constraints and access arrangements. There are also levels constraints on the site.</p>	Poor
Market Attractiveness	<p>The site is currently occupied by two established businesses. The site may require redeveloping should the existing occupiers vacate the site in the future.</p> <p>Consideration would need to be given to providing a more suitable access arrangement to the site whilst mitigating the technical constraints, such as flood risk, heritage and amenity issues due to the proximity of residential development. This will help to ensure the site remains attractive to local businesses in the future.</p>	Poor
Fit with Strategic and local economic strategy	<p>The Derbyshire Economic Strategy sets out a strategic objective to attract further business activity and develop underused commercial buildings. Given the access constraints onto the site and its proximity to a residential area, alongside environmental constraints and nearby railway bridges, the site is unlikely to attract further intensified or heavier industrial uses, with limited scope for additional business activity without redevelopment of the site.</p>	Poor
OVERALL SITE RATING	<p>Poor</p> <p>Retain the site's designation as a General Employment Area, most suited to E(g), B2 and B8 development.</p>	
Recommendation and Potential Future Uses	<p>However, the site boundaries should be amended to exclude the southern and western parts of the site, which are inaccessible, have significant levels differences, and are subject to a high degree of flood risk.</p>	

SITE SUMMARY:

Approximately 60% of the site is currently developed for B2 and B8 development. The site provides accessibility to local labour given its location between North Wingfield and Tupton. However, accessibility to the strategic highway network is restricted. Access into the site from Station Road is also constrained due to the narrow width of Occupation Lane and its location adjacent to the rear boundaries of adjacent dwellings. The remainder of the site is currently greenfield land, but the vast majority (excluding the land adjacent to Station Road) is constrained by the River Rother that runs through part of the site, levels, heritage and accessibility.

Given the site is currently in active employment use with successful local employers, its designation as a General Employment Area should be retained for the present. The site is most suited to E(g), B2 and small-scale B8 development in its current form. Further development could come forward on the greenfield parcel located adjacent to Station Road. However, the site boundary in the adopted Local Plan should be amended so that it aligns with the current developed area and excludes the constrained greenfield land to the south and west, with only a small area immediately fronting Station Road available for development (reducing the available area from 3.32 ha to around 0.7 ha).

Morton Industrial Estate/ North East Derbyshire (Ref: NED28)



GROSS SITE AREA:
2.6 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The 2.6 ha Morton Industrial Estate is located north of Main Road within the village of Morton. The majority of the site comprises a range of industrial sheds, dated brick buildings and areas of hardstanding used for open storage. A number of residential dwellings are located in the southern portion of the site.</p>	
Local Plan Designations	<p>The site falls within the Settlement Development Limits of Morton and is designated as a General Employment Area (ref. MO/01: Morton Industrial Estate) within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021).</p> <p>Policy WC3 states that these designated areas are protected as General Employment Areas for employment uses, specifically those within the B Use Classes, public and community uses and main town centre uses (excluding housing development). Main town centre uses on these sites will also be subject to Policy WC4, which sets out the hierarchy of towns and local centres in the district, and what development will be permitted inside and outside of these centres.</p>	
Planning History	<p>23/00333/FL – Construction of storage building, Unit 1 and 2 Old Colliery Yard, Main Road, Morton.</p>	
LAA status	<p>The site is identified in the 2018 Employment LAA as being suitable for employment uses.</p>	
Current Land Use and Type	<p>The site is fully developed. The site is predominantly in industrial use and contains a number of industrial sheds, poor quality brick buildings and workshops. The site also contains large areas of hardstanding used for open storage. The southern part of the site,</p>	

	adjacent to Main Road, contains a small number of residential properties.	
Occupier Profile	The site is in active use. It is fully occupied. The site is occupied by Bridge Thermo Plastics Ltd and Maun Motors.	
Proximity to Urban Areas and Access to Labour and Services	The site is located within the large village of Morton, providing access to local labour supply. Local services and facilities are located within the vicinity, however the extent of the offer is relatively limited.	Average
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 30% least deprived nationally.	Good
Strategic Road Access	The A61 Main Road is located approximately 2.4km northwest of the site.	Poor
Local Road Access and Accessibility	<p>The site is accessed from the B6014 Main Road. The access into the industrial estate is narrow with car parking on one side of the road, limiting two way vehicular and HGV accessibility. A separate access serves the residential development. The B6014 is relatively wide. However, the road passes through the residential area of Morton before reaching the A61.</p> <p>The B6014 benefits from pavements for pedestrian accessibility, but no dedicated cycle paths are provided. The nearest bus stop is located within 20m of the site entrance and provides services to Chesterfield, Alferton and Calow.</p>	Poor
Compatibility of surrounding land uses and allocations	Undeveloped open countryside surrounds three of the site's boundaries. Residential properties are located to the south on Main Road. The settlement of Morton is located to the west. Some degree of screening is provided to the residential dwellings located within the site.	Average
Technical and Environmental Constraints	The site falls within Flood Zone 1. The majority of the site is at very low or low risk of surface water flooding. There are areas at higher risk of surface water flooding located along part of the eastern boundary and towards the centre of the site. The existing employment site is also within an area recorded as a monument (ref. MDR9676) within the Derbyshire Historic Environment Record [HER] because of its historic interest associated with the former use as the colliery yard.	Good
Barriers to Delivery and Mitigation	The site is likely to be contaminated due to its historical use as a former colliery. Site remediation may be required. The site may require levelling. There are multiple different landowners on the site.	Poor
Market Attractiveness	The part of the site in employment use is fully occupied and therefore remains attractive to local businesses. However, the majority of the buildings are ageing and in a generally poor state of repair and may fail to attract businesses in the future if the existing occupiers were to vacate the site.	Poor

	Additionally, residential properties are located within the site which has a constrained access. There are also likely land contamination issues and ground works may be necessary.	
Fit with Strategic and local economic strategy	The Derbyshire Economic Strategy identifies the re-use of existing land and buildings as a priority for attracting businesses and economic growth. Redevelopment of the site would support this objective given the low-quality existing units, disused buildings and the large amount of undeveloped space which currently provides open storage.	Average
OVERALL SITE RATING	Poor Retain designation as a General Employment Area, most suitable for small-scale light industrial, B2 and B8 uses.	
Recommendation and Potential Future Uses	<p>However, if the current occupiers were to relocate, then the comprehensive redevelopment of this site would need to be considered. Under such circumstances, and subject to demonstrating that there is a lack of demand in this location for commercial / industrial uses, then a change of use may be justified in the longer term.</p> <p>The residential part of the site adjacent to the B6014 should be removed from the GEA boundary designation.</p>	

SITE SUMMARY:

The site is fully developed and currently accommodates a mix of industrial uses as well as a small parcel of residential development. The site benefits from its location within the large village of Morton and provides a local source of employment. However, the local and strategic highway network is a constraint due to the site's distance from the A61 and the relatively restricted access into the site. There are also likely to be ground contamination issues, whilst many of the buildings are ageing and are in need of updating and modernisation.

The majority of the site is in employment use and is fully occupied. It should be retained as a General Employment Area most suited to local industrial and B8 uses. However, should the existing occupiers vacate the site, comprehensive redevelopment may be required to attract future occupiers. Should this come to pass, and should market evidence demonstrate that there is insufficient demand for industrial units in this location, then the Council may wish to consider a change of use for the site in the longer term.

The GEA boundary of the site should be redrawn to exclude the residential element.

Stonebroom Industrial Estate/ North East Derbyshire (Ref: NED29)



GROSS SITE AREA:
6.7 ha

ESTIMATED DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The 6.7ha site contains Stonebroom Industrial Estate, within the village of Stonebroom. The site is in active use and comprises a mix of reasonably modern E(g), B2 and B8 accommodation. The site is accessed from the High Street that runs east to west through the centre of Stonebroom. The industrial estate is located behind residential properties on the High Street.</p>	
Local Plan Designations	<p>The site is located within the Settlement Development Limits of Morton and is designated as a General Employment Area (ref. ST/01: Stonebroom Industrial Estate) within the North East Derbyshire Local Plan 2014-2034 (adopted November 2021).</p> <p>Policy WC3 states that these designated areas are protected as General Employment Areas for employment uses, specifically those within the B Use Classes, public and community uses and main town centre uses (excluding housing development). Main town centre uses on these sites will also be subject to Policy WC4, which sets out the hierarchy of towns and local centres in the district, and what development will be permitted inside and outside of these centres.</p> <p>The Local Plan also identifies a proposed cycle route along the site's northern boundary.</p>	
Planning History	<p>23/00589/FL – Removal of existing static caravan and erection of two storey Industrial Warehouse, including creation of new access (affecting setting of a Listed Building) Brendeck Ltd</p>	
LAA status	<p>The site is identified in the 2018 Employment LAA as suitable for employment uses.</p>	
Current Land Use and Type	<p>The site is fully developed and is in active use as an industrial estate offering a mix of E(g), B2 and B8 accommodation.</p>	
Occupier Profile	<p>The site is fully developed with high levels of occupation. Occupiers include Freeman Mills Partnership, Ark Engineering & Services, Abel Systems, Brendeck Ltd and Mainstream International Food.</p>	

Proximity to Urban Areas and Access to Labour and Services	<p>The site is located on the eastern edge of Stonebroom.</p> <p>The site is located north of the High Street, which offers a range of local services and facilities.</p>	Average
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 30% least deprived nationally.	Good
Strategic Road Access	The A61 is approximately 2km west of the site.	Poor
Local Road Access and Accessibility	<p>The site is accessed via High Street located along the site's southern boundary. Residential properties are located either side of the High Street and the width of the road is constrained by parked vehicles. Stonebroom Industrial Estate runs through the site. The internal road is relatively wide but constrained in areas by parked vehicles.</p> <p>The nearest bus stops are located directly adjacent to the site's southern boundary, providing services to Calow and Chesterfield.</p>	Poor
Compatibility of surrounding land uses and allocations	<p>The land to the north and east is predominantly open countryside. The land to the south is predominantly residential with a range of residential and community uses and open countryside located to the west.</p> <p>There is some existing landscape mitigation along the site boundaries to provide screening to the surrounding uses.</p>	Average
Technical and Environmental Constraints	<p>The vast majority of the site falls within Flood Zone 1. There are higher risk parts of the site located in Flood Zones 2 and 3 along the site's northern boundary. The majority of the site is at very low or low risk of surface water flooding. There are areas at higher risk of surface water flooding located along the site's northern boundary.</p> <p>There are a number of public rights of way that cross the site and provide access to residential areas to the south and further north (refs. 3, 4, 18, 46 and 50).</p> <p>The nearest listed building is the Grade II listed St Peters Church which lies adjacent to part of the site's southern boundary.</p> <p>The Coal Development High Risk Area covers the central part of the site.</p> <p>The site is bounded to the north and west by countryside which is designated as a Local Settlement Gap. To the east is a Local Wildlife Site.</p>	Average
Barriers to Delivery and Mitigation	<p>The site is fully developed. The topography of the site slopes downwards from the southern boundary.</p> <p>Expansion of the site is constrained by a designated Local Settlement Gap to the north and west, and a Local Wildlife Site to the east.</p>	Average

Market Attractiveness	<p>The site is well occupied, demonstrating demand for premises by relatively low value industrial and distribution businesses.</p> <p>However, the proximity of residential properties and constrained road network prevents heavy industrial activities or businesses that generate large volumes of vehicular movements.</p>	Average
Fit with Strategic and local economic strategy	<p>The Derbyshire Economic Strategy states a strategic objective to generate new business activity and support sectors such as manufacturing and industrial services into higher value activities.</p> <p>Given the site's proximity to a residential area and narrow high street, the existing site is unlikely to be suitable for higher value manufacturing unless redeveloped. This is unlikely to come forward given the topography of the site and constraints. To attract further business activity and employment, the site is likely to require some redevelopment particularly on the large parcels used for open storage.</p>	Poor
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain the site as a General Employment Area, most suitable for E(g), B2 and B8 uses.	

SITE SUMMARY:

The site is an existing developed industrial estate. It is located within the settlement of Stonebroom providing good accessibility to labour supply and local services. However, vehicular accessibility is relatively constrained by the narrow width of the High Street that provides access into the site and distance to the strategic highway network.

The estate is well occupied with relatively modern units and provides an important source of local employment. It remains suitable for local indigenous businesses that do not generate large volumes of traffic. The site should be retained as a General Employment Area, most suitable for E(g), B2 and B8 uses.

Littlemoor Business Park/ North East Derbyshire (Ref: NED30)



GROSS SITE AREA:
2.1 ha

ESTIMATED NET DEVELOPABLE
AREA:
0 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site comprises an existing brownfield site located to the east of Eckington town centre. The site contains a specialist education college in the north, Littlemoor Business Park and an Aldi supermarket and associated car parking to the south. The site is accessed off the A6135, situated along the site's eastern boundary.</p>	
Local Plan Designations	<p>The site falls within the Settlement Development Limits of Eckington and is designated as a General Employment Area (ref. EC/02: Littlemoor Business Park) under Policy WC3 of the North East Derbyshire Local Plan 2014-2034.</p> <p>Policy WC3 states that these designated areas are protected as General Employment Areas for employment uses (specifically defined in the Local Plan's Glossary as "<i>Development, including those within the B Use Classes, public and community uses and main town centre uses (excludes housing development)</i>"). Main town centre uses on these sites will also be subject to Policy WC4, which sets out the hierarchy of towns and local centres in the district, and what development will be permitted inside and outside of these centres.</p>	
Planning History	<p>22/00932/FL - Construction of a building to house a sports room, classrooms and ancillary facilities, Littlemoor House</p> <p>23/00561/FL – Installation of new free-standing cabin, ACF Cadet Hut</p>	
LAA status	The site is identified in the 2018 Employment LAA as suitable for employment uses.	
Current Land Use and Type	The site contains a range of uses. The northern part of the site is occupied by Landmarks Special Education School (Use Class F1). The central part of the site is occupied by Littlemoor Business Park (Use	

	Class E(g), B2 and B8). The southern part of the site is occupied by an Aldi supermarket (Use Class E).	
Occupier Profile	The northern and southern parts of the site are fully occupied. Three of eight units within Littlemoor Business Park are currently vacant.	
Proximity to Urban Areas and Access to Labour and Services	The site is located within the settlement of Eckington, offering good accessibility to labour supply and local services within the vicinity.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 50% least deprived nationally.	Average
Strategic Road Access	The site is accessed directly from the A6135 that runs along the site's eastern boundary.	Good
Local Road Access and Accessibility	The site is accessed from the A6135, which is wide and relatively unconstrained. Bus stops are located adjacent to the site's eastern boundary offering services to Clowne, Crystal Peaks and Pond Hill. Halfway Tram Stop is located 2.1km north of the site. Pavements are located either side of the A6135, but no dedicated cycle paths are provided.	Very Good
Compatibility of surrounding land uses and allocations	Residential uses are located to the north, south and west of the site. Some degree of landscape mitigation is provided along the northern, southern and western boundaries. for visual screening. Open countryside is located to the east beyond the A6135.	Average
Technical and Environmental Constraints	The site is located within Flood Zone 1 and is therefore at low risk of flooding. The majority of the site is at very low or low risk of surface water flooding. The areas at higher risk of surface water flooding are located within the centre of the site. There are a number of trees within the site, particularly along the northern boundary, that are protected by a Tree Preservation Order (refs. 35 & 3). Outside of the site, a group of trees extending from Church Street to the southwestern boundary of the site are also protected by a Tree Preservation Order (ref. 64). There are no designated heritage assets located within the site. The nearest listed buildings are located approximately 100m west of the site's western boundary, on Church Street.	Good
Barriers to Delivery and Mitigation	The site is relatively level. Three land titles cover the site, with Littlemoor Business Park having one freehold interest. Consideration must be given to the location of the trees subject to a Tree Preservation Order on the site.	Good
Market Attractiveness	The northern and southern parts of the site are fully occupied by a supermarket and a school. However, three of the eight premises within Littlemoor Business Park are vacant. These units are relatively dated. Renovation will likely be required to increase occupier demand.	Average
Fit with Strategic and local economic strategy	The Derbyshire Economic Strategy identifies that the North East economic zone, including North East	Poor

Derbyshire, is characterised by economic diversity but would benefit from moving towards higher value activities. Given the retail use in the south and low demand for the business park, it is unlikely to meet this objective without redevelopment.

OVERALL SITE RATING

Average

Although neither the Aldi superstore nor the Specialist College are 'B' Class employment uses, they do comply with the Council's definition of employment uses that are protected as General Employment Areas in the adopted Local Plan.

Recommendation and Potential Future Uses

On this basis, retain site's designation as a General Employment Area.

However, redevelopment and / or renovation of the premises within Littlemoor Business Park is likely to be required to increase market appeal by E(g), B2 and B8 occupiers. This should be monitored over time; if vacancies increase, the central part of the site could be redeveloped for alternative uses.

SITE SUMMARY:

The site is sustainably located on the east edge of Eckington, providing good accessibility to labour and local facilities and services. The site benefits from its location adjacent to the A6135, providing direct access onto junction 30 of the M1 motorway.

The northern and southern parts of the site are fully occupied by non E(g), B2 and B8 occupiers, although the Aldi and the College do comply with the Council's definition of employment uses that are protected as General Employment Areas in the adopted Local Plan. On this basis, retain site's designation as a General Employment Area.

However, Littlemoor Business Park, centrally located within the site, has a number of vacant units. The units are dated and redevelopment and / or renovation may be required to increase market appeal.

The Council should monitor the Business Park and, should vacancies increase, may wish to give consideration to allowing the redevelopment of this part of the site for alternative uses.

Land South of Norwood Industrial Estate/ North East Derbyshire (Ref: NED31)

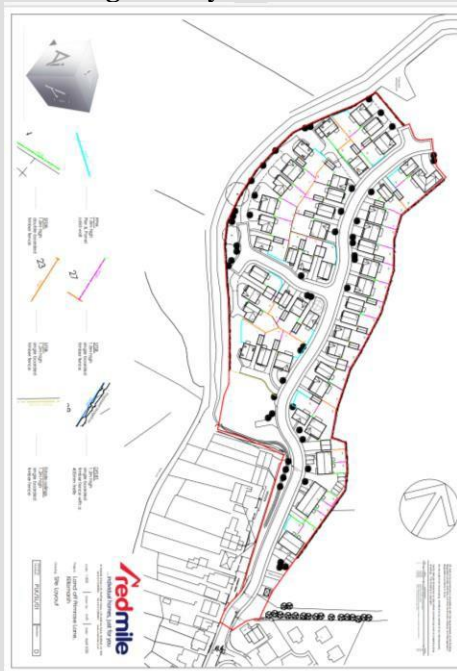


GROSS SITE AREA:
5.6 ha

ESTIMATED NET DEVELOPABLE
AREA:
0 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site comprises an undeveloped parcel of greenfield land. The site is of an irregular shape and is largely contained by built development on three boundaries. The site is bounded by the Chesterfield Canal to the north, beyond which is the Norwood Industrial Estate; to the east by the existing industrial estate located either side of Rotherham Close and residential dwellings, to the south by residential dwellings and Killamarsh Junior School; and to the west by open countryside.</p>	
Local Plan Designations	<p>The site falls within the Settlement Development Limits of Killamarsh and is located within a General Employment Area (ref. KL/05: Land South of Norwood Industrial Estate) in the North East Derbyshire Local Plan 2014-2034.</p> <p>Policy WC3 states that these designated areas are protected as General Employment Areas for employment uses, specifically those within the B Use Classes, public and community uses and main town centre uses (excluding housing development). Main town centre uses on these sites will also be subject to Policy WC4, which sets out the hierarchy of towns and local centres in the district, and what development will be permitted inside and outside of these centres.</p> <p>Table 6.1 of the Local Plan states that this site (Land South of Norwood Industrial Estate) has 5.4 ha of employment land available. The supporting text states that this is the amount of employment land remaining from a 2005 Plan mixed-use allocation, partly developed with housing. A satisfactory access cannot easily be achieved for the remainder of the land. The development of the site may also impinge on education and recreation land.</p>	

Planning History



14/00090/FL: Revised scheme for development of 30 dwellings (Major Development) on Land Between Old Canal And North Side Of Primrose Lane Killamarsh on circa 2.8ha of land immediately to the west of the site. Approved on 31st January 2017.

21/00976/FL: Proposed development of 50 dwellings with associated roads, sewers, gardens, parking and garages (Major Development) (Departure from the Development Plan) (Re-submission of 20/00919/FL) (Amended Plans) on land to the west of the site (see above). Approved on appeal (see layout plan).

LAA status	The site was included in the 2018 Employment LAA. The assessment highlights highway access issues.	
Current Land Use and Type	The site comprises undeveloped greenfield land.	
Occupier Profile	Residential development is underway on the western boundary of the site, although some hardstanding, storage and plant has encroached within the employment land site boundary at present. This part of the employment site forms part of the approved housing development under planning application ref. 21/00976/FL. The remainder of the site comprises greenfield space.	
Proximity to Urban Areas and Access to Labour and Services	The site is located on the northeastern edge of Killamarsh, within the residential suburb of Norwood which provides accessibility to local labour as well as local services and facilities.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 50% least deprived nationally.	Average
Strategic Road Access	There is currently no vehicular access into the site and consequently no connection to the A618 Rotherham Road, which is located approximately 250m east of the site's eastern boundary. The A618 connects onto the A57 in the north, which provides access onto Junction 31 of the M1.	Poor
Local Road Access and Accessibility	There is currently no vehicular access into the site. During the site visit, it was noted the only existing access into the site was from Sherwood Road; however, it was currently blocked off and would need to be widened to enable vehicles to access the site. The original Local Plan Policy E3 for this site required road access from Bailey Drive into the site to facilitate employment development. An access	Very Poor

	<p>bridge may be required over the canal from Bailey Drive to the north.</p> <p>An alternative route into the site could be via the new residential access off Primrose Lane to the south west of the site; however, this would mean vehicles travelling through a new residential area.</p> <p>Sherwood Road is a narrow residential road which would struggle to cope with additional traffic, particularly HGV or larger vehicles.</p> <p>In summary, access into the site from the north from Norwood Industrial Estate is constrained by the Chesterfield Canal. An access bridge would need to be provided from the north.</p>	
Compatibility of surrounding land uses and allocations	<p>To the north and east are two Principal Employment Areas (specifically ref. KL/O1: Norwood Industrial Estate and KL/O2: Rotherham Close). Existing residential areas are located to the east and south, with open countryside located to the west.</p> <p>However, land directly to the west of the site is allocated for housing (ref. KL3: Land off Primrose Lane, Killamarsh).</p> <p>A planning application (ref. 21/00976/FL) for the delivery of 50 dwellings on this land was approved at appeal in October 2022. A high level of landscape screening could be provided on-site.</p>	Poor
Technical and Environmental Constraints	<p>The site is located within Flood Zone 1. The majority of the site is at very low or low risk of surface water flooding. There are areas at higher risk of surface water flooding located in the centre of the site.</p> <p>The northwestern part of the site falls within a Hazardous Consultation Zone. Eastern and western parts of the site are located within a Coal Development High Risk Area. The site is bounded to the north by the Chesterfield Canal, a designated Local Wildlife Site.</p> <p>There are no designated heritage assets on or in close proximity to the site. However, Killamarsh Junior School and Killamarsh Infant and Nursery School, located approximately 250m to the south of the site, are non-designated heritage assets identified on the Derbyshire Historic Environment Record.</p>	Average
Barriers to Delivery and Mitigation	<p>The site is currently predominantly undeveloped and contains areas of mature trees and hedgerow, particularly along the site's northern boundary and to define field boundaries.</p> <p>Any development to come forward on the site will need to be sensitive to the surrounding residential</p>	Poor

	uses to the west, east and south. Vehicular access will also need to be provided. Various freehold land titles cover the site.	
Market Attractiveness	It is unclear whether there will be market interest on the site given the proximity of residential uses to the east and south and significant highways constraints. The site could serve as a possible extension to the existing Norwood Industrial Estate and / or Rotherham Close but given the vacancies on Norwood Industrial Estate, it is unclear whether there would be demand.	Poor
Fit with Strategic and local economic strategy	Should development come forward on site, this would help meet the Derbyshire Economic Strategy objective to connect people to economic opportunity and tackle disadvantage given its proximity to deprived areas. However, given access requirements and location, the site is unlikely to come forward on its own without being part of a wider redevelopment to the existing Norwood Estate. Without this, the site may struggle to meet the objective to attract new business activity and is unsuitable to bring forward higher value manufacturing activity.	Poor
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	Remove the site's designation as a General Employment Area. The net developable area would be reduced to oha if the whole site is removed as an employment allocation.	
SITE SUMMARY:		
The site is a greenfield land parcel that is constrained by poor vehicular accessibility into the site. Although Norwood Industrial Estate is located to the north, it is separated from the site by Chesterfield Canal (a designated Local Wildlife Site). A point of access from Bailey Drive across the canal will likely be needed to serve the site from the north.		
The new infrastructure required has the potential to create significant viability issues. Existing residential uses are also located adjacent to two boundaries, with planning permission granted to bring forward 50 dwellings on land situated adjacent to the site's western boundary.		
Given the existing highways constraints on the site and the proximity of residential uses, the site may be more suited to residential development rather than employment uses. It is recommended that the site's designation as a General Employment Area is removed.		

Former GKN works, Sheepbridge Lane / Chesterfield (Ref: CHES1)



GROSS SITE AREA:
3.6 ha



ESTIMATED NET DEVELOPABLE AREA:
2 ha

CRITERIA

COMMENT

RATING

Site Context

The site is part of the former GKN Stokes works located on Sheepbridge Lane, Chesterfield. The site comprises brownfield land. An industrial building is located in the north-western corner of the site, with the remainder of the site comprising internal access roads from Sheepbridge Lane, external storage areas, vacant hardstanding and landscaping located along the site's southern boundary. The site is located within Sheepbridge and Dunston trading estates. The surrounding uses to the north, east and directly to the south are industrial and employment uses. Residential uses are located to the west of the site.

Local Plan Designations

The site is allocated for Economic Growth under Policy CLP6 of the adopted Chesterfield Borough Local Plan (July 2020) and is situated within an Established Business Area. Policy CLP6 states that *"Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council's overall spatial strategy as set out below (inter alia):*
*c) B1(b&c) and B2 Industrial uses **within Established Business Areas (as shown on the Policies Map)** and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor"*.

Planning History (since August 2019)

Under Policy CLP6, the entirety of the site (totalling 3.6 ha) is allocated for employment use (referenced as Former GKN works, Sheepbridge Lane).

CHE/20/00245/FUL, GKN Sheepbridge Stokes Ltd, Sheepbridge Lane, Two storey extension to existing warehouse/showroom with associated parking and yard.

LAA status	<p>The undeveloped eastern part of the site is included in the 2018 LAA. The site is identified for employment use and is categorised as being ‘developable’ and ‘suitable’.</p> <p>The 2018 LAA notes that: “Main Constraints: Constraints are present including land contamination, priority habitat, surface water flooding and highways impact. However, it is likely that these could be overcome. Surrounding land uses pose a constraint in terms of compatibility and it is unlikely residential use would be appropriate as a consequence. Suitability: The site is not within walking distance of a centre but would be appropriate for employment uses to regenerate the land. The site would be most appropriate for an employment use given the proximity of existing industrial uses, albeit uses that would not impact on the amenity of the nearby new housing development to the south west. Residential use would not be appropriate given that an acceptable level of amenity is unlikely to be achieved in relation to surrounding industrial land uses and also could prejudice existing employment uses. Policy Justification: The site is within a long established employment area and is close to existing employment uses. The land owner is seeking employment development and the site is close to the A61. Its allocation as an employment site would accord with submission policies LP1, LP2 and LP7.”</p> <p>The site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).</p>	
Current Land Use and Type	The western part of the site accommodates an industrial building alongside storage containers. The remainder is pdl.	
Occupier Profile	One-third of the site is occupied, with the remaining two-thirds vacant. The industrial building is occupied by GCL Products. The site also contains various storage units associated with Storage Units Chesterfield.	
Proximity to Urban Areas and Access to Labour and Services	The site is located within the suburb of Sheepbridge, north-west of Chesterfield. The site is set within an industrial/commercial area, with industrial (B2 and B8) and office development (Use Class E) to the north and south. Local services and facilities in the vicinity of the site are limited. A small residential development is located directly to the west of the site, off Dunston Road. Further afield is new build residential development coming forward of Dunston Lane, forming the north-western edge of Chesterfield. The proximity of housing offers accessibility to local labour.	Average
Proximity to Deprived Areas	The site is located within a Lower Super Output area ranked as one of the 20% most deprived nationally.	Good
Strategic Road Access	The site entrance is situated within 1 km of the A61 via Sheepbridge Lane to the north.	Average
Local Road Access and Accessibility	Sheepbridge Lane is relatively narrow and straight, with a sharp bend before reaching the Broombank Road to the north, that connects with the A61. This route passes	Average

	<p>through a wider industrial area to the north. To the south, the B6050 connects the site with the A61. There are two access points to the site from the A61.</p> <p>However, the B6050 passes through a residential area before reaching the A61. Sheepbridge Lane has a pavement on one side of the road, but no dedicated cycle path.</p> <p>There are bus stops located on Sheepbridge Lane (<400m) with one directly outside the site which provides services to Sheffield, Dronfield and Chesterfield. However, buses run every hour during the AM and PM peaks.</p>	
Compatibility of surrounding land uses and allocations	<p>The site is allocated for employment uses in the adopted Local Plan and is immediately surrounded to the north, east and south by employment uses within an Established Business Area. To the west, behind a buffer of mature tree coverage is residential development. This buffer helps to provide screening to this sensitive use.</p>	Good
Technical and Environmental Constraints	<p>The site is over 3 ha in size. It is located in Flood Zone 1; however, there are some areas of low-high surface water flood risk at the site's southeastern boundary. Land allocated in Flood Zone 2 and 3 is situated approximately 200m north of the site entrance.</p> <p>The site is allocated for employment development (ref. E1) to come forward in the short term (0-5 years).</p> <p>There are existing areas of trees and landscaping along the site's boundaries, as well as adjacent to the site's entrance. The site is mainly within an area at high risk from historic coal mining.</p> <p>The site contains no heritage designations on the site. However, the Grade II Listed Dunston Hall is located within 500m of the site.</p> <p>The site is over 500m away from any Air Quality Management Areas.</p>	Good
Barriers to Delivery and Mitigation	<p>A landownership search indicated that the Site has four different freehold land interests. The site slopes slightly downwards from south to north.</p> <p>The Site is the former GKN Stoke Works and is likely to require remediation and some levelling works which may impact the deliverability of the site in the short term.</p>	Average
Market Attractiveness	<p>The majority of the surrounding industrial buildings are occupied with CoStar confirming there are no vacancies. The building that occupies the site is modern, and in very good condition. The site is accessible to HGVs from the A61.</p>	Average

Likely land contamination would need to be addressed before further development can come forward on the undeveloped parts of the site.

Commercial property agents noted that sites which are located nearby to the existing Sheepbridge Industrial Estate could serve as expansion land, which may be attractive to occupiers given the Estate's strategic road access and the present lack of alternative space or vacant units.

Fit with Strategic and local economic strategy

Whilst there are no signs of development on the remaining brownfield land area of the site coming forward, the Chesterfield Growth Strategy sets out an ambition to build relationships with local businesses, developers and landowners to facilitate employment development.

Average

The site comprises one of the few substantial areas for expansion of the successful Sheepbridge industrial area to the north and east (alongside Dunston Way CHES10).

The site represents an opportunity to bring forward lower value employment development given its size, site characteristics and industrial legacy, but with multiple land interests involved, this may be challenging and require support from the Council to coordinate.

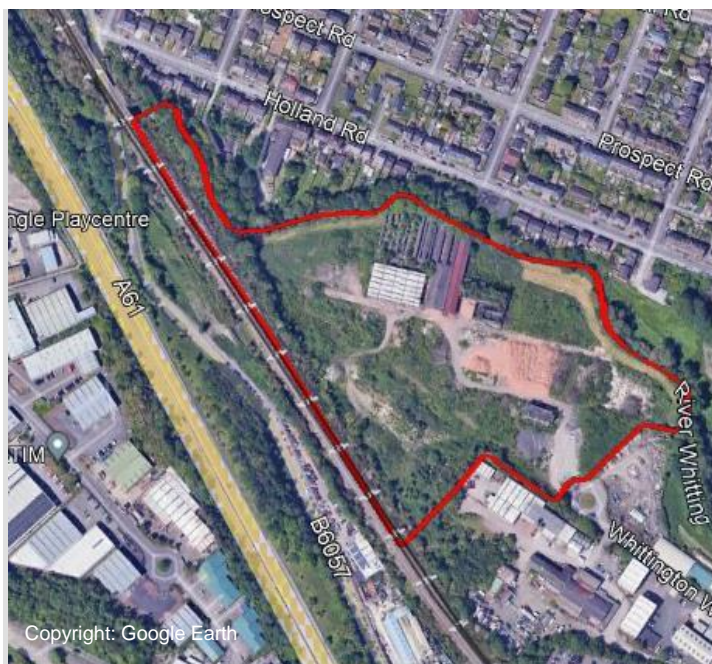
OVERALL SITE RATING
Recommendation and Potential Future Uses
SITE SUMMARY:

Good
Retain employment land allocation.

The site is in an existing employment area and is allocated for employment uses in the adopted Local Plan. Whilst two-thirds of the site comprises pdl, the remaining one-third of the site is in occupation and is built out.

The site remains appropriate for employment uses, particularly given the proximity of existing industrial uses on the wider Sheepbridge and Dunston industrial estates to the north and east. Issues concerning land contamination, multiple land ownerships and flood risk would need to be addressed which may delay development.

Station Road (Wagon Works) / Chesterfield (Ref: CHES2)



GROSS SITE AREA:
6.3 ha

ESTIMATED NET DEVELOPABLE AREA:
5.67 ha

CRITERIA

COMMENT

RATING

Site Context

This brownfield site is located within the Built up Area on the western edge of an existing employment area, directly to the south of existing residential uses. The site, which currently has derelict structures in its northern section, is accessed by Whittington Way, to the west of the B6052 Station Road at the foot of Whittington Hill.

Local Plan Designations

The site is designated for Economic Growth under Policy CLP6 of the adopted Chesterfield Local Plan (July 2020) and is situated within an Established Business Area. The entirety of the site is allocated for 6.3 ha of employment land (Site E3, referred to as Station Road (Wagon Works)) and is expected to come forward in the long term (years 11-16 of the Plan, as set out in Appendix E). It is located within the A61 Corridor.

Policy CLP6 states that “*Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council’s overall spatial strategy as set out below (inter alia):*
c) *B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor*”.

Planning History

There is no recent planning history of relevance.

LAA status

The site is included in CBC’s 2018 Land Availability Assessment [LAA]. The site is proposed for employment and is categorised as being ‘developable’ and suitable for that use.

The 2018 LAA notes that:
“**Main Constraints:** Constraints are present but unlikely to be insurmountable.

	<p>Suitability: Site is considered to be suitable for employment use providing that impacts on the setting of heritage sites and biodiversity can be mitigated.</p> <p>Development would need to meet sequential and exceptions tests with regards to flood risk.</p> <p>Policy Justification: Allocation for residential use would not be compatible with the sequential approach to flood risk and the landowner has indicated a preference for employment use. Allocated as an employment site (LP7)”</p> <p>The site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).</p>	
Current Land Use and Type	The site formerly comprised the Chatsworth Wagon Works and was previously used for industrial purposes. However, it is now a vacant site with some derelict structures.	
Occupier Profile	The site is partly developed, containing a number of corrugated iron former industrial sheds, that are of very poor quality. The site contains a 2-storey derelict brick building in the eastern part of the site. The site is unoccupied.	
Proximity to Urban Areas and Access to Labour and Services	The site is on the southwestern edge of the village of Old Whittington, north west of Chesterfield. The site is in close proximity to the urban area of Old Whittington and has good access to the local labour supply. Local services are relatively limited in the vicinity of the site, with facilities situated on the High Street and Station Lane. The local road into the site, Whittington Way, has a pavement on one side of the road for pedestrian accessibility but no dedicated cycle path.	Average
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 40% most deprived nationally.	Good
Strategic Road Access	The A61 is located approximately 600m from the site but has to access via a low bridge (max 4.3m).	Average
Local Road Access and Accessibility	<p>The site is accessible via one access point on Whittington Way to the west of the busy B6052 Station Road, and is within 200m of the Whittington Moor roundabout intersection of the A61 with the Dronfield/Unstone Bypass.</p> <p>Access to the A61 is predominantly through an existing employment area; however, a small number of residential properties are located on the B6052. A relatively narrow road under a rail bridge with a maximum height of 4.3m is located en route to the A61. Parked cars on one side of Whittington Way restrict vehicular accessibility for two-way traffic.</p> <p>The nearest bus stop is located approximately 270m from the site entrance and provides regular services between Chesterfield and Sheffield. Services run from the stop approximately every 10 minutes.</p>	Average
Compatibility of surrounding land uses and allocations	The site is located on the northern edge of an Established Business Area. Industrial and	Good

	<p>employment uses are predominantly located to the south and south-east, and beyond the railway line and A61 to the west. Residential uses are located directly to the north of the site. A significant buffer of mature trees separates the site from the residential uses, as well as the River Whitting, which is located along the site's northern and eastern boundaries.</p>	
Technical and Environmental Constraints	<p>The site is allocated for employment development (CLP6, site E3) to come forward in the long term (11-16 years) and is situated within an Established Business Area.</p> <p>Approximately 50% of the site is located within Flood Zone 3a (associated with River Whitting directly adjacent with the site's north and eastern boundary), with the remainder located within Flood Zone 2. Small central areas of the site are at low and medium risk of surface water flooding, with land adjacent to the River Whitting at high risk of surface water flooding. The site contains no heritage designations within the site, although the nearest listed building, the Grade II listed Manor House, located at 84 Whittington Hill, is approximately 165m south-east of the site's south-eastern corner and part of the site is within 500m of a conservation area.</p> <p>The site has some levels constraints, with a number of bunds located across the site. The site wholly within an area of high risk from historic coal mining.</p> <p>The site is not within 500m of an Air Quality Management Area.</p> <p>A recent notice from the Forestry Commission was served due to the felling of trees on the Site without a license. It is normally a requirement that the replanted trees will need to be retained for at least ten years and consequently, this could limit the site's development potential.</p>	Poor
Barriers to Delivery and Mitigation	<p>The site will need to be cleared, the derelict industrial sheds and buildings demolished and the site levelled. The landscaped buffer will need to be retained along the site's northern and eastern boundaries to screen the adjacent residential uses beyond.</p> <p>Flood risk is also a constraint, given the proximity of the River Whitting.</p> <p>There are a number of different land titles that cover the site, which appear to have the same freehold interest. Acquiring these different titles may delay development.</p>	Poor
Market Attractiveness	<p>The site is in an accessible location but lacks an active road frontage. The site would form an extension to an existing, well occupied industrial / employment area, but the constraints identified above, although</p>	Average

unlikely to be insurmountable, would need to be mitigated.

Data from CoStar for nearby units indicates that there are no vacant units in the area, although there are also low market asking rents (around £7.01 per sq ft). The low rents may deter future development given the costs associated with remediating the barriers to delivery outlined above.

It is understood that the site is owned by Coverland Ltd, and that design and build has been offered in the past on either a leasehold or freehold basis.

The site is capable of sub-division, although it is understood that the owner has been seeking a single end user and was until recently, prioritising other development sites.

Fit with Strategic and local economic strategy

Whilst there are few signs of development on the remaining pdl area of the site coming forward, the Chesterfield Growth Strategy sets out an ambition to build relationships with local businesses, developers and landowners to facilitate employment development. The Strategy also aims to support patterns of built development that make best use of existing infrastructure and encourage sustainable travel, and the site is well located within the urban area, adjoining a rail line beside existing employment uses.

Average

The site therefore represents an opportunity to bring forward industrial development given its size and location but it remains a challenging site due to flood risk and other constraints.

OVERALL SITE RATING
Recommendation and
Potential Future Uses

Average

Retain employment land allocation.

SITE SUMMARY:

The site is considered to be suitable for employment use and should retain its existing allocation under Policy CLP6, given its proximity to existing employment uses to the south and southeast. The site is well located in A61 Corridor, but is not currently development-ready, given the presence of a number of constraints and existing derelict structures to the north.

Given the proximity of the River Whitting, flood risk remains a key potential constraint. The allocation of the site for some alternative uses, notably residential, would not be compatible with the sequential approach to flood risk at this site. The mature trees along the site's boundaries should be retained as far as possible to screen future development to the residential uses beyond the site's northern boundary. Impacts on the setting of the Grade II listed Manor House and biodiversity should also be mitigated.

Whitting Valley Road / Chesterfield (Ref: CHES3A / 3B / 3C)



Copyright: Google Earth



GROSS SITE AREA:
3.74 ha

ESTIMATED NET DEVELOPABLE AREA:
3.74 ha

CRITERIA

COMMENT

RATING

Site Context

The three parcels of land (CHES3A, 3B & 3C) are located within an existing industrial estate, immediately surrounded by employment uses to the south and east. The parcels predominantly comprise undeveloped greenfield land. A small portion of CHES3B contains an area of hardstanding used for storage for the adjacent waste management facility to the south.

The site is designated for Economic Growth under Policy CLP6 of the adopted Chesterfield Local Plan (July 2020) and is situated within an Established Business Area.

The three parcels of land are allocated for 3.7 ha of employment land (Site E3, referred to collectively as Whitting Valley Road) and is expected to come forward in the short term (years 0-5 of the Plan, as set out in Appendix E). It is located in the Built up Area, within the A61 Corridor.

Local Plan Designations

Policy CLP6 states that “*Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council’s overall spatial strategy as set out below (inter alia): c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor*”.

Planning History (since August 2019)	<p>No planning history for parcels A or C.</p> <p>CHES3B: CHE/24/00311/CPO, Wards Recycling Units 1-3 Newbridge Lane Old Whittington Derbyshire S41 9HY, Extension to the Donald Ward Limited existing waste management facility, to include erection and use of a new building and creation of a separate vehicular access from Newbridge Lane, Whittington Moor, Chesterfield.</p>
LAA status	<p>CHES3A: The parcel is identified for employment use and is considered 'developable' and 'suitable'.</p> <p>The 2018 LAA notes that: "Main constraints: <i>The site has no significant physical or environmental constraints in relation to employment development. However, existing surrounding land uses are likely to pose a significant constraint to residential development and mitigation to enable a residential use is unlikely to be feasible.</i> Suitability: <i>Site is considered to be suitable as an employment site but not for residential uses. The site would meet the objectives of the spatial strategy as it is within walking and cycling distance of a local centre.</i> Policy Justification: <i>The site has been prepared for employment use with infrastructure in place from Whitting Valley Road through an existing industrial estate. The site should be allocated for employment use."</i></p> <p>CHES3B: The parcel is identified for employment use and is considered 'developable' and 'suitable'.</p> <p>The 2018 LAA notes that: "Main constraints: <i>The site has no significant physical or environmental constraints.</i> Suitability: <i>Site is considered to be suitable as an employment site and most appropriate for such a use given adjoining land uses. The site would meet the objectives of the spatial strategy as it is within walking and cycling distance of a local centre.</i> Policy Justification: <i>The site is greenfield in character but is within a longstanding employment area allocation and is adjoined by other employment uses. It is near to services and it accessible to the cycle network from Chesterfield Canal and within 800m walking distance of a relatively frequent bus route that serves Chesterfield town centre. The site is being marketed by a property agent."</i></p> <p>CHES3C: The parcel is also identified for employment use and is considered 'developable' and 'suitable'.</p> <p>The 2018 LAA notes that: "Main constraints: <i>Constraints are present but unlikely to be insurmountable.</i> Suitability: <i>Site is considered to be suitable as an employment site. The site would meet the objectives of the spatial strategy as it is within walking and cycling distance of a local centre.</i></p>

Current Land Use and Type	<i>Development would need to meet sequential and exceptions tests with regards to flood risk.”</i>	
	All three parcels have since passed the Stage 1 LAA 2022-25 (Employment Scenario).	
	The three parcels predominantly comprise undeveloped greenfield land with the aforementioned exception of CHES3B, which contains an area of hardstanding used for storage for the adjacent waste management facility to the south.	
Occupier Profile	The three parcels are undeveloped and therefore unoccupied.	
Proximity to Urban Areas and Access to Labour and Services	The land parcels are on the south-eastern edge of the village of Old Whittingham, 3.2km north of Chesterfield. The parcels are in close proximity to the urban area of Old Whittington and have good access to the local labour supply. Local services are relatively limited in the vicinity of the site, with the available facilities situated on the High Street and Station Lane.	Average
Proximity to Deprived Areas	The land parcels are located within a Lower Super Output Area ranked as one of the 40% most deprived nationally.	Good
Strategic Road Access	The A61 is located approximately 800m CHES3C, 1.1km from CHES3A and 1.3km from CHES3C.	Average
Local Road Access and Accessibility	The B6052 Station Road connects the 3 parcels, located off Whitting Valley Road, with the A61. Access to the A61 is predominantly through an existing employment area; however, a small number of residential properties are located on the B6052. A relatively narrow road under a rail bridge with a maximum height of 4.3m is located en route to the A61.	Average
	Parked cars on either side of Whitting Valley Road restrict vehicular accessibility for two-way traffic.	
	Local roads benefit from pavements on both sides for pedestrian accessibility. CHES3A and CHES3B benefit from a cycle path along Newbridge Lane which is north of CHES3A.	
	The nearest bus stops (approximately 350m from CHES3C; 450m from CHES3A and 700m from CHES3B) are located on Whittington Way, providing regular services between Chesterfield and Sheffield. Services run approximately every ten minutes.	
	There is also the potential for a station to be delivered in Whitting Valley in conjunction with the reopening of passenger services between Sheffield and Chesterfield via the (currently freight only) Barrow Hill Line as part of the previous Government’s Restoring Your Railway (RYR) project. However, the new Labour Government cancelled this programme as part of the Autumn 2024 budget and its delivery is subject to finding an alternative funding source.	

Compatibility of surrounding land uses and allocations	<p>All three parcels are located within an Established Business Area.</p> <p>CHES3A is situated north and east of existing industrial uses. The parcel is also immediately to the south of an existing residential development on Newbridge Road and west of undeveloped land (CHES3B). The parcel is located adjacent to the boundary of the Existing Employment Area designation.</p> <p>CHES3B is located on the northern edge of existing industrial development, beyond which is greenfield land. The parcel is contained by Newbridge Lane to the north and an existing railway line to the west. The wider Existing Employment designation surrounds all boundaries of the site.</p> <p>CHES3C is surrounded on all sides by industrial development, with a large band of trees located to the west. The wider Existing Employment designation surrounds all boundaries of the site.</p>	<p>CHES3A = Average</p> <p>CHES3B = Very Good</p> <p>CHES3C = Very Good</p>
Technical and Environmental Constraints	<p>All three parcels are allocated for employment development (CLP6, site E4) to come forward in the short term (0-5 years) and are situated within an Established Business Area.</p> <p>CHES3A is situated in Flood Zone 1.</p> <p>CHES3B is situated in Flood Zone 1. Small parts of the parcel's south-eastern boundary are at low, medium and high risk of surface water flooding.</p> <p>CHES3C is situated in Flood Zone 2. A small central part of the site is at low risk of surface water flooding. All three parcels contain no heritage designations. Parcels A and C are within 500m of a listed building but are unlikely to affect its setting.</p> <p>The parcels are covered by trees, shrubs, grassland and modest areas of hardstanding. Some of these trees may be worthy of protection, particularly those at the boundaries.</p> <p>CHES3A is predominantly flat. CHES3B slopes downwards from west to east. Bunds are located within the north-western corner of the site. CHES3C slopes down from west to east, with a large bund located in the western half of the site. All three sites are mainly within areas at high risk from the legacy of historic coal mining.</p>	<p>CHES3A = Good</p> <p>CHES3B = Average</p> <p>CHES3C = Average</p>
Barriers to Delivery and Mitigation	<p>CHES3A and CHES3C have the same landowner. CHES3B has a separate freehold landowner. Landscaping clearance and levelling would be required prior to development.</p> <p>As CHES3A borders residential uses, it would be unsuitable for heavy industry as it currently acts as a</p>	<p>CHES3A = Average</p> <p>CHES3B = Good</p>

	<p>buffer to the existing businesses to the south. The layout of future development on CHES3A would need to take into consideration the adjoining sensitive uses.</p> <p>To access CHES3C, an access point would need to be created at the southern part of the site. If the site was accessed to the north, an arrangement may need to be made with Howdens who presently have parking arrangements in place north of the site.</p>	CHES3C = Average
Market Attractiveness	<p>CHES3A is small in size (0.9ha) but is constrained by residential development to the north.</p> <p>CHES3B is regular in size and is the largest land parcel at 2.11 ha.</p> <p>CHES3C is relatively constrained and whilst regular in shape, is only 0.74ha in size. New access arrangements would be required.</p> <p>Vacancies appear to be low in the surrounding industrial premises. Planning permission has recently been granted to extend the existing waste management facility south of CHES3B into the parcel.</p> <p>Data from CoStar indicates that, based on nearby industrial premises, there are no vacancies within the immediate vicinity. There are also low market asking rents in the area which are around £7.90 per sq ft which may attract indigenous or smaller businesses who are attracted by the affordable rents.</p>	<p>CHES3A = Average</p> <p>CHES3B = Good</p> <p>CHES3C = Average</p>
Fit with Strategic and local economic strategy	<p>There is the potential for a station to be delivered in Whitting Valley in conjunction with the reopening of passenger services between Sheffield and Chesterfield via the Barrow Hill Line as part of the previous Government's Restoring Your Railway (RYR) project. However, the new Labour Government cancelled this programme as part of the Autumn 2024 budget and its delivery is subject to finding an alternative funding source.</p> <p>The site is in close proximity to Old Whittington and, if the project does come forward at some point in the future, it would benefit from improved public transport accessibility in the area as this would increase access to a wider labour market.</p> <p>In general, the three land parcels are considered to form part of Chesterfield's supply portfolio of sites suitable for indigenous occupiers of small to medium sized industrial units.</p>	Good
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain employment land allocation across all three land parcels. Access improvements may be required to serve CHES3C to generate market interest.	

SITE SUMMARY:

All three land parcels are located within a longstanding employment area allocation, set within other employment uses to the south and east. The site is well located in the A61 Corridor and the three parcels would be suitable for smaller scale industrial and warehousing uses, with parcel A particularly well suited for light industrial given the proximity to residential development on its northern boundary. Suitable screening would be required to the adjacent residential properties to the north.

CHES3B and CHES3C would support small-scale development or expansion of existing occupiers. A new access arrangement may be required to serve CHES3C and consideration would also need to be given to flood risk given the proximity of the River Whitting to this parcel of land. The sites are best suited to accommodating small to medium sized industrial uses.

Baden Powell Road / Chesterfield (Ref: CHES5)



GROSS SITE AREA:
1.88 ha

ESTIMATED NET DEVELOPABLE
AREA:
0 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site, predominantly comprising CSG Business Park, is located to the south of Ravenside Retail Park and west of The Spires Retail Park, and to the east of residential properties on Park Road and Baden Powell Road.</p>	
Local Plan Designations	<p>The site is designated for Economic Growth under Policy CLP6 of the adopted Chesterfield Local Plan (July 2020) and is situated within an Established Business Area.</p> <p>Policy CLP6 states that “<i>Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council’s overall spatial strategy as set out below (inter alia):</i> c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor”.</p>	
Planning History (since August 2019)	<p>There is currently an active planning application for the demolition of the small corner office unit to the north west of the site and its replacement with apartments:</p> <p><i>CHE/24/00025/FUL, Tradent House 110 Park Road Chesterfield Derbyshire S40 2JX, Demolition of existing buildings on site and construction of four storey apartment block to create 21 No. residential apartments. Awaiting Decision.</i></p>	
LAA status	<p>The site is included in the 2018 LAA. The site has the potential to support 47 dwellings. The 2018 LAA concludes that the site is viable but unavailable (owner unknown).</p>	

	The site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).	
Current Land Use and Type	The majority of the site comprises industrial buildings and ancillary brick structures within CSG Business Park and associating parking for the premises.	
	However, the site comprises an uneasy mix of industry with residential buildings, with several dwellings located within the western part of the site near the main entrance off Baden Powell Road / Pond Street.	
	The western part of the site contains a small number of residential properties and a single storey brick commercial building adjacent to Park Road.	
	With the exception of the now vacant single storey office unit on the entrance to the site now subject to the planning application for apartments, the site is fully occupied.	
Occupier Profile	There are a number of residential properties that are encroaching within the western parts of the site	
	Occupiers include GoStore Self Storage, Templar Cars, Heat Guard Windows, Apex Enterprises, Renewable Energy UK Ltd, CSG Bodyshop and Cestrudent McKesson. The main employment uses are light industrial or office based.	
Proximity to Urban Areas and Access to Labour and Services	The site is approximately 1km southwest of Chesterfield town centre. The uses within the vicinity of the site are largely residential and retail, providing accessibility to local labour supply and services and facilities within walking distance.	Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked one of the most deprived 30% nationally.	Good
Strategic Road Access	The site is located 240m to the south of the A619 Markham Road.	Good
Local Road Access and Accessibility	Pond Road provides access into the site. This access road is relatively wide, although it also serves the three residential dwellings that are located within the site's boundaries. The access is within 40m of Park Road. Residential dwellings are located on one side of Park Road, with Queens Park and Chesterfield Cricket Club located on the other side.	
	Bus stops are located opposite the site entrance on Baden Powell Road and provide services to Chesterfield, Dronfield and Calow. Services run from these stops approximately every 45 minutes to an hour.	
	Pavements are located on either side of the surrounding roads, but no dedicated cycle paths are provided.	
Compatibility of surrounding land uses and allocations	The site is located on the north-eastern edge of a wider area shown as an Established Business Area and	Average

	<p>bounded to the south by Chatworth Road strategic corridor. Two of the site's boundaries are located adjacent to sensitive uses. To the east is the Chesterfield Community Fire Station and The Spires Retail Park.</p> <p>Consequently, given the proximity of housing to the south, west and north, the site is poorly suited to accommodating general / heavy industrial activities or logistics. It is better suited to office or light industrial uses for companies seeking to locate just outside of Chesterfield Town Centre.</p>	
Technical and Environmental Constraints	<p>The site is located in Flood Zone 1. Very small parts of the site located adjacent to the existing buildings are at low, medium and high risk of surface water flooding. The majority of the site is level except for the southern part of the site that slopes upwards to Baden Powell Road. The site is within 50m of the Queens Park registered park and garden and its associated conservation area. The site is also within 500m of a listed building within Queens Park albeit with limited intervisibility. The site is mainly in a low risk area but has some high risk areas due to historic coal mining legacy, these high risk areas being at the sites access and its southern edge.</p>	Good
Barriers to Delivery and Mitigation	<p>The site may be contaminated due to its existing industrial uses. The site is relatively constrained by 5 different land ownerships (albeit a large part of the site is within one freehold land interest) and levels constraints have been identified at the site's southern boundary.</p>	Average
Market Attractiveness	<p>The site is fully developed, well occupied and most, although not all, of the units are in a good condition. This is confirmed by data from CoStar, which indicates that there are low vacancies on site with a number of premises also rated 3-star.</p> <p>Part of the site, occupied by Cestradent McKessen, has recently been sold, demonstrating occupier demand in this location. However, the site is constrained by residential properties within and adjacent to the site.</p> <p>The site's Employment Area boundaries are no longer appropriate given the encroachment of residential properties over time and should be revised to exclude them.</p>	Average
Fit with Strategic and local economic strategy	<p>The site's location within an Established Business area with public transport access and local labour force fits with the strategic priority of the Chesterfield Growth Strategy which supports patterns of development that makes use of existing infrastructure and transport, as well as being in a sustainable location.</p> <p>Given the proximity of sensitive uses and proximity to the Town Centre, this site's role is to continue to</p>	Average

provide lower grade office and light industrial accommodation for small local businesses.

OVERALL SITE RATING

Average

The central / eastern part of the site should retain its Established Business Areas designation given its suitability for office and light industrial uses. However, the western spur of the site, which predominantly includes residential properties, should be excluded and the site boundary amended accordingly.

Recommendation and Potential Future Uses

This should also exclude the vacant unit on the corner of Park Road that is presently subject to a planning application for apartments, given that the existing unit does not appear to be suitable for modern commercial occupants and is a poor fit with the immediately adjoining residential uses.

SITE SUMMARY:

The site is relatively unconstrained from a technical and physical perspective and is located on the western edge of an Established Business Area. Whilst it is currently occupied predominantly by industrial uses, due to a number of dwellings encroaching into the western part of the site it is recommended that the site's boundary should be amended accordingly.

Brimington Road North / Chesterfield (Ref: CHES6)



GROSS SITE AREA:
1.7 ha (northern parcel 0.44ha and southern parcel 1.26ha)

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site comprises predominantly brownfield land. The northern parcel contains two industrial sheds, as well a number of smaller brick structures and hardstanding. The southern parcel contains a range of brick buildings and corrugated iron structures, comprising 17 light industrial units. The surrounding land directly to the east is used as a car repair garage, with residential uses located beyond. Land to the north and south in undeveloped land, whilst to the west beyond the railway line, is existing industrial and employment uses.</p>	
Local Plan Designations	<p>The site is designated for Economic Growth under Policy CLP6 of the adopted Chesterfield Local Plan (July 2020) and is situated within an Established Business Area.</p> <p>Policy CLP6 states that “<i>Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council’s overall spatial strategy as set out below (inter alia):</i></p> <p><i>c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor”.</i></p> <p>The site also located within a Built Up Area.</p>	
Planning History (since August 2019)	<p>There is no recent planning history of relevance to the site.</p> <p>The parcels were not considered as part of the LAA 2018.</p>	
LAA status	<p>However, the site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).</p>	

Current Land Use and Type	<p>The northern land parcel is occupied by Spire Hydraulics. The southern parcel is branded as the First Stage Business Park and is home to a number of local companies including Metal finisher First Stage Machining; garage and repair shop Autofit; and MR Emergency Medical Services, which provides an independent ambulance service, medical cover for events and first aid training courses, are among current tenants.</p> <p>The site is therefore used primarily for light industrial purposes with some ancillary office.</p>	
Occupier Profile	<p>The site is developed and nearly at full occupation with the exception of unit 7 on the southern parcel. As set out above, occupiers include a range of light industrial companies and repair shops, including Spire Hydraulics, Metal finisher First Stage Machining; garage and repair shop Autofit; and MR Emergency Medical Services.</p>	
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located on the western edge of Brimington, north-east of Chesterfield. The centre of Brimington is within 1.4 km of the site, which offers a range of local services and facilities. The site therefore has access to a local labour supply. The B6050 Brimington Road North and Station Road connects the site to Brimington. The road has a pavement on one side for pedestrian accessibility but no dedicated cycle paths are provided.</p>	Average
Proximity to Deprived Areas	<p>The land parcels are located within a Lower Super Output Area ranked as one of the 40% most deprived nationally.</p>	Good
Strategic Road Access	<p>The site is approximately 850m from the A61, via a local B-road with some constraints, specifically two low rail bridges (the nearest to the site, with a 3.8m height restriction, the other, with a 4.5m height restriction).</p>	Average
Local Road Access and Accessibility	<p>The site is accessed directly from the B6050 Brimington Road, which separates the two land parcels. This road connects the site to the A61. As noted above, two low arch bridges are located on the B6050 en route to the A61, which may restrict 2-way traffic to allow HGVs to pass. Parking is provided at both parcels. The route to the A61 does not pass alongside residential properties.</p> <p>The site would also benefit considerably from the proposed £170m Chesterfield to Staveley Regeneration Route (CSRR), that would see the delivery of a new 3.7 mile single-carriageway road that will run immediately adjacent to the site to improve accessibility to the wider strategic road network.</p> <p>Bus stops are located on Station Road and Brimington Road North (approximately 250m from the site) and offer services between Chesterfield, Old Whittington and Hartington. Services run approximately every 10 to 20 minutes.</p>	Very Good
Compatibility of surrounding land uses and allocations	<p>The site is located within an Established Business Area. Immediate land uses within the vicinity are industrial / employment uses and greenfield land. Residential uses are located approximately 325m to the east of the site.</p>	Very Good

Technical and Environmental Constraints	<p>The site comprises two raised parcels (totalling 1.7 ha in size), the southern parcel being significantly larger than the northern area. The vast majority of the site is located in Flood Zone 3 due to the proximity of the site to the River Whitting and River Rother, which run along the site's northern, eastern and southern boundaries. The remainder of the site is located in Flood Zone 2. The majority of the site is also within an area at a 1:1000 risk of surface water flooding.</p> <p>Flood defences are located adjacent to the site's northern, eastern and southern boundaries. Relatively small parts of the north-eastern corner of the site and the southern perimeter are within a river corridor area designated within the local plan. The site is within 250m of a historical landfill site and is within an area of high risk for historic coal mining.</p> <p>Brimington Road North and Station Road is shown as a proposed key cycle network. No heritage designations are on or in close proximity to the site. The site is relatively flat, by virtue of its developed nature.</p> <p>Both sites have mostly their western half within an area of high risk from historic coal mining.</p> <p>The CSRR indicative route passes close to the eastern side of the site albeit on the other side of the River Rother, and an indicative junction is located 200m to the east of the site on Brimington Road.</p>	Poor
Barriers to Delivery and Mitigation	<p>There are multiple land titles that cover the site, which appear to be within two different freehold land interests.</p> <p>Flood risk is a constraint on the site; however, flood defences have been constructed to protect the site from flooding.</p>	Average
Market Attractiveness	<p>The northern parcel is fully occupied and the southern parcel appeared to have one vacant unit (unit 7) during the site visit. The southern parcel was marketed for sale by Eddisons and sold at auction in April 2023, demonstrating the high level of demand for employment uses in this accessible location.</p>	Good
Fit with Strategic and local economic strategy	<p>The site is designated for Economic Growth in the Local Plan and could help support the Chesterfield Growth Strategy aspiration to increase the number of jobs and businesses operating in the Borough by 2030.</p> <p>The site performs a low value function at present of primarily vehicle repair and maintenance companies. There may be an opportunity in future to encourage higher value industrial/warehousing uses once the CSRR is delivered and strategic accessibility is improved as a consequence.</p>	Good
OVERALL SITE RATING	Good	

Recommendation and Potential Future Uses	Retain designation for Economic Growth within an Established Business Area.
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SITE SUMMARY:

The site is an existing employment area, which is fully occupied and surrounded by compatible land uses (including employment development and greenfield land). The site benefits from direct access onto the B6050 Brimington Road North and via this route, the A61 to the west. It will also benefit from the proposed CSRR once it is brought forward as it would pass immediately adjacent to the site.

Whilst part of the southern parcel’s eastern and southern boundaries remains undeveloped, this is due to the proximity of the River Rother and expansion of existing development would be unsuitable due to flood risk. The site recently sold at auction demonstrating the extent of market interest in the site. Its current employment protection in the Local Plan should continue.

Brimington Wharf / Chesterfield (Ref: CHES7)



GROSS SITE AREA:
0.47 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA

COMMENT

RATING

Site Context

The site is situated on the easternmost edge of an Established Employment Area. The site comprises brownfield land that currently accommodates a large, corrugated metal shed within Old Station Yard, areas of hardstanding and a two storey residential dwelling. To the west of the site are predominantly commercial and employment uses. The residential area of Brimington is located to the east beyond the Chesterfield Canal, located along the site's eastern boundary.

The site is designated for Economic Growth under Policy CLP6 of the adopted Chesterfield Local Plan (July 2020) and is situated within an Established Business Area.

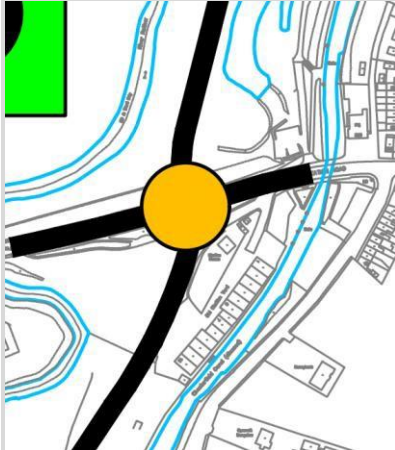
Policy CLP6 states that *“Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council's overall spatial strategy as set out below (inter alia):*

c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor”.

Local Plan Designations

Immediately to the west of the site is the safeguarded Chesterfield-Staveley Regeneration Route [CSRR] between Rother Way on the A619 and Bilby Lane, and within the area of the Staveley and Rother Valley Corridor (Policy CLP23 Major Transport Infrastructure). The supporting text to this Policy states that:

“Derbyshire County Council is currently reviewing this [the CSRR] scheme and will be considering alternative options for and alignments of any major new road infrastructure. Proposals for the CSRR will need to identify solutions to safeguard the route and setting of Chesterfield Canal in line with policy CLP18 As of September 2018, Derbyshire County Council had appointed AECOM to prepare the business case for the CSRR, including clarifying costs and design

	<p>issues suitable for submission of a planning application in 2019. The CSRR is included in a bid for funding via the Housing Infrastructure Fund submitted through Nottinghamshire County Council, which would fund elements of the first phase of the road between Chesterfield Road (A619) and Bilby Lane.</p> <p>Significant progress has been made on the CSRR since the adoption of the Chesterfield Local Plan. The route would pass through the site and require the acquisition and redevelopment of the majority of the site to deliver a new roundabout in this location.</p>	
	 <p>Taken from EIA Scoping Report</p>	
Planning History (since August 2019)	<p>There is no recent planning history of relevance on the site.</p> <p>The parcels were not considered as part of the LAA 2018.</p>	
LAA status	<p>However, the site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).</p>	
Current Land Use and Type	<p>The site comprises a corrugated metal shed, split into 12 individual units within Old Station Yard used for a mix of uses (predominantly for vehicle repair and servicing), alongside an associated storage / yard. The site also contains a 2-storey dwelling with associated car parking facilities.</p>	
Occupier Profile	<p>The site is fully developed and the majority of commercial units are occupied. Occupiers include Mill Service Centre and MOT Centre, AJ Motors, EMB Automotive, 123 Fire, TR Property Development, BH Mechanical Repair Centre, AP Autobodies and Woods Garage.</p> <p>The site adjoins M.F Transport's Haulage Depot to the west, which contains a considerable number of HGVs.</p>	
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located on the western edge of Brimington, north-east of Chesterfield. The centre of Brimington is within 1.1 km east of the site, which offers a range of local services and facilities. The site has good accessibility to the local labour supply. The B6050 Brimington Road North and Station Road connects the site to Brimington. The road offers a pavement on one side of the road for pedestrian accessibility but no dedicated cycle paths are provided. However, the Trans Pennine Trail runs adjacent to the site's southern boundary, providing accessibility for sustainable transport modes.</p>	<p>Good / Average</p>

Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 30% most deprived nationally.	Good
Strategic Road Access	The site is situated approximately 1.1 km of the A61, via a local B-road with some constraints, specifically two low rail bridges (the nearest to the site, with a 3.8m height restriction, the other, with a 4.5m height restriction.	Average
Local Road Access and Accessibility	<p>The site can be accessed from two points off the B6050 Brimington Road North. This road connects the site to the A61. As noted above, two low arch bridges are located on the B6050 en route to the A61, which may restrict 2-way traffic to allow HGVs to pass. Parking is provided on site. The route to the A61 does not pass residential properties.</p> <p>A bus stop is located adjacent to the site on Station Road, with further bus stops located within walking distance of the site. They offer services between Chesterfield, Old Whittington and Hartington. Services run approximately every 10 to 20 minutes.</p> <p>As noted above, the CSRR would pass through the western part of the site and require the acquisition and redevelopment of majority of the site. Whilst this would reduce the amount of employment uses remaining considerably, it would improve the area's connectivity to the wider road network.</p>	Good
Compatibility of surrounding land uses and allocations	The site does not benefit from an employment land allocation, but the site is located in an Established Business Area. Immediate land uses to the west are industrial / employment use, with undeveloped greenfield land located directly to the north beyond the B6050 and to the south-east.	Very Good
Technical and Environmental Constraints	<p>The site is small in size (0.47 ha). A quarter of the south western part of the site is situated in Flood Zone 2, given the site's proximity to River Rother (approximately 65m to the west). The Chesterfield Canal a non-designated heritage asset is located the sites eastern boundary.</p> <p>The northern part of the site, including the site access, is located within Flood Zone 1. Flood defences have been constructed adjacent to the River Rother. The site's topography slopes downwards from the north to the south of the site. The site's use for heavy industrial is potentially constrained by the location of the 2-storey dwelling (a sensitive receptor) within the site boundary.</p> <p>Brimington Road North and Station Road is shown as a proposed key cycle network. As noted above, immediately to the west of the site is the safeguarded CSRR (Policy CLP23 Major Transport Infrastructure) as shown the local plan policies map. Recent consultation material by Derbyshire County Council on the CSRR has indicated that the site would be likely to significantly affected by the regeneration routes indicative route, which is shown passing through the sites eastern side,</p>	Poor

with the indicative plan also including a roundabout junction next to the site.

The majority of the site is within a coal mining high risk area.

No heritage designations on or in close proximity to the site. Land to the north and south of the site is located within a river corridor.

Barriers to Delivery and Mitigation

There are a number of different landowners of the site, with the freehold interest of Station House being a private individual and the yard's freehold interest being a property company.

Very Poor

The site is constrained by its size, the location of the CSRR and Trans Pennine Trail to the east and south and the existing residential dwelling on the site. There is therefore very limited opportunity for expansion. Land ownership may also be a barrier to future redevelopment.

In particular, as the route of the CSRR would pass through the site, it is understood that this could require the acquisition and redevelopment of the majority of the land area. Due to some uncertainty concerning how much of the site will need to be redeveloped for this road infrastructure, there are significant questions over the extent to which it should retain its Economic designation.

Market Attractiveness

At the time of the site visit in summer 2024, 9 of the 12 units were in occupation by local businesses requiring smaller premises. Vehicular access into the site is restricted by the size of the outside yard space and parked cars on both sides which is likely to reflect the nature of existing occupants which are predominantly motor trade related.

Average

Fit with Strategic and local economic strategy

Whilst there is limited direct alignment with the aims and ambitions of the Chesterfield Growth Strategy, the site nevertheless acts as a source of employment for local employment but there is limited scope to respond to the opportunities identified in the Growth Strategy.

Poor

Part of the site falls within the CSRR, which is the most important major transport route safeguarded in the local plan and identified in the Derbyshire County Local Transport Plan.

OVERALL SITE RATING

Poor

Recommendation and Potential Future Uses

Retain designation for Economic Growth within an Established Business Area for now. However, given that the much of the site may need to be acquired and redeveloped for road infrastructure related to the CSRR which passes directly through the site, it is probable that the site's designation for economic uses will need to be reconsidered in the near future once the route and land-take associated with the CSRR is finalised.

SITE SUMMARY:

The site is a longstanding existing employment area. The units are of poor quality and are predominantly occupied by car repair, MOT and servicing garages and workshops. The level of occupation is reasonably high however and it clearly performs an important function for lower value employment uses at present.

This should be monitored however, in light of the proposals for the CSRR that may require the redevelopment of the majority of the site.

Chester Street/ Chesterfield (Ref: CHES8)



GROSS SITE AREA:
1.18 ha

ESTIMATED DEVELOPABLE AREA:
0.94 ha

CRITERIA

COMMENT

RATING

Site Context

The site is part greenfield, part brownfield and currently vacant. The site is situated within a largely residential area within the Brampton area of Chesterfield. The site comprises a former gas holder station. The gas holders have been de-commissioned and infilled. The land formerly containing the two gas holders has filled with water, forming ponds. The surrounding land on the site has become overgrown with vegetation.

Local Plan Designations

The site is designated for Economic Growth under Policy CLP6 of the adopted Chesterfield Local Plan (July 2020) and is situated within an Established Business Area.

Policy CLP6 states that “*Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council’s overall spatial strategy as set out below (inter alia):*
*c) B1(b&c) and B2 Industrial uses within **Established Business Areas (as shown on the Policies Map)** and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor*”.

Planning History (since August 2019)

There is no planning history of relevance on the site.

LAA status

The site is included in the 2018 LAA. This states that it has the potential to accommodate 42 dwellings but the site is categorised as being unavailable and unviable.

Current Land Use and Type

The site was discount at LAA 2018 Stages 1 and 2a. However, the site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).

The site comprises a former gas holder station. The gas holders have now been removed and the site is mainly hardstanding.

	Approximately 70% of the site is hardstanding. The remainder of the site comprises existing trees, grassland and landscaping located along the site boundaries and within the northern and southern parts of the site.	
Occupier Profile	The site is undeveloped and unoccupied.	
Proximity to Urban Areas and Access to Labour and Services	The site is located in Brampton, a largely residential suburb of Chesterfield. The site's close proximity to sizeable residential areas provides local labour supply and access to a range of services located on the A619 Chatsworth Road. The Holmebrook Valley Trail is located adjacent to the site's northern, eastern and western boundaries and provides accessibility for pedestrians into the site from Chester Street to the south.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the most deprived 40% nationally.	Average
Strategic Road Access	The site access is located approximately 285m from the A619 West Bars Roundabout.	Average
Local Road Access and Accessibility	<p>The site is accessed from Foljambe Road, which connects to the A619. Foljambe Road is relatively wide and capable of supporting two-way traffic. There is one access point capable of serving the site. However, the access into the site is through the same access that serves Mecca Bingo and a Salvation Army Donation Centre, and the associated parking areas of these facilities.</p> <p>Access is therefore constrained by these uses and unlikely to be able to support high levels of vehicle movements, and particularly HGVs. Access would also intersect with the Holmebrook Valley Trail which surrounds the north and eastern boundary.</p> <p>The nearest bus stop is situated approximately 350m from the site access, on West Bars Roundabout.</p> <p>Services run approximately every 30 minutes. Foljambe Road has pavements on both sides for pedestrian accessibility, but no dedicated cycle paths.</p>	Poor
Compatibility of surrounding land uses and allocations	The site is located within an Established Business Area. Surrounding land uses are predominantly residential, with leisure and retail uses located to the south. A community garden is located directly to the north of the site. There is some potential to provide screening to the residential properties, by retaining the row of mature trees along the site's southern and southeastern boundaries.	Average
Technical and Environmental Constraints	The majority of the site is located in Flood Zone 1. However, a narrow corridor along the site's southern boundary as well as the north western corner of the site is located in Flood Zones 2 and 3. This is due to the location of Holme Brook that runs along the site's southern/western boundary and through the site's	Poor

northern corner. The site is well screened by large areas of tree and landscaping; a number of these trees may need to be retained to provide screening. The site is within an area of high risk from historical coal mining activity. The Holme Valley Trail runs alongside just over half of the sites boundary and is part of a green corridor connecting to Holme Brook Valley Park.

The site is constrained by levels differences. Lower levels are present where the former gas cylinders were previously located and have filled with water, forming natural ponds.

The site retains a hazardous substances consent for the former gas cylinders.

The site's former use is likely to have resulted in land contamination, which will need remediating prior to bringing forward development. The site is located directly adjacent to the boundary of Chatsworth Road district centre.

Barriers to Delivery and Mitigation

The site is under one landownership; however, rights to access the site may need to be obtained to take access through third party land. These rights are critical to bringing forward development on the site and are likely to cause delays. There is also possible contamination which would need investigation and potential mitigation measures.

Market Attractiveness

The site is likely to be contaminated. The site is being actively marketed by Knight Frank for open storage land / other uses.

However, interest may be low given likely contamination present, constrained access, land ownership issues, and other technical constraints around levels and flood risk.

Data from CoStar also indicates that, based on nearby properties, there is a low market asking rent (around £7.15 per sq ft) which might also deter developer interest given the likely high costs associated with remediation and access improvement.

Fit with Strategic and local economic strategy

Weak alignment with the Chesterfield Growth Strategy and adds little to the growth prospects of the Borough.

OVERALL SITE RATING

Poor

Retain CLP6 Established Business Areas protection for the site. Open storage / light industrial uses may be suitable in this location.

Recommendation and Potential Future Uses

However, given the likely challenging viability and access issues the Council should be flexible in applying this policy as trade counter uses may be appropriate in this location, accessing via the Mecca Bingo car park.

SITE SUMMARY:

The site comprises a former gas holder station with the remnants of that former use remaining. Whilst the two gas holders have been removed, their footprints remain and now feature two large

circular ponds. This is a challenging site that is likely to suffer from contamination, flood risk and poor local access that would require occupiers to travel via the car park of Mecca Bingo to the south.

It is currently being marketed for open storage / multitude of uses (subject to planning) by Knight Frank. It is considered that low value B8 use would be the most likely future use for the site, although given the surrounding residential properties, light industrial would also be appropriate. However, the Council may wish to be flexible when applying Policy CLP6 to this site to enable the site to come forward for productive use, and it is possible that trade counter uses would also be an appropriate use in this location.

Clayton Street / Chesterfield (Ref: CHES9)



Copyright: Google Earth

GROSS SITE AREA:
7.65 ha



**ESTIMATED NET DEVELOPABLE
AREA:**
0.2 ha

CRITERIA

COMMENT

RATING

Site Context

The northern part of the site, accessed via Clayton Street, comprises a range of buildings of varying qualities, including higher quality brick buildings and small industrial units with corrugated rooves. The site also contains a former mill building, which is currently unoccupied and in a poor state of repair, with a small area of vacant hardstanding opposite.

The southern part of the site contains a large industrial premises alongside a storage yard used by the cast iron bar foundry on the site. Adjacent to the site's eastern boundary is a range of three storey residential buildings comprising apartments, as well as brick single storey building (predominantly in retail use) and three storey derelict brick building.

The northern and southern parts of the site are separated by significant tree planting, with extensive vegetation cover along the site's boundaries. The surrounding area is predominantly residential. Two-storey office buildings (Class E(g)) are located opposite the site's northern boundary.

Local Plan Designations

The site is designated for Economic Growth under Policy CLP6 of the adopted Chesterfield Local Plan (July 2020) and is situated within an Established Business Area.

Policy CLP6 states that *"Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new*

	<p><i>employment developments where they accord with the council's overall spatial strategy as set out below (inter alia):</i></p> <p><i>c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor”.</i></p>	
Planning History (since August 2019)	<p>There is no recent planning history of relevance on the site.</p> <p>Two parts of the site were assessed within the LAA 2018 (refs. 70 and 183).</p> <p>The central portion of the site (considered under ref. 70) has the potential to accommodate 48 dwellings. However, the site was identified as ‘unavailable’ and only marginally viable. The land parcel was discounted at LAA 2018 Stages 1 and 2a.</p>	
LAA status	<p>The small northeastern part of the site (land adjacent to 35 Spital Lane) (considered under ref. 183) was also identified as ‘unavailable’ and only marginally viable. The land parcel was discounted at LAA 2018 Stages 1 and 2a.</p> <p>Both parcels have since passed the Stage 1 LAA 2022-25 (Employment Scenario).</p>	
Current Land Use and Type	<p>The site contains a range of uses, including a Public House, Veterinary Practice, wholesalers, a car garages accessed from Clayton Street.</p>	
	<p>The southern part of the site is occupied by United Cast Bar Ltd, a cast iron bar foundry and the eastern buildings comprise residential uses as well as a sportswear shop and dance studio.</p>	
Occupier Profile	<p>Around two thirds of the existing buildings on the site appear to be in occupation. The mill and associated buildings are vacant and have become semi-derelict.</p>	
	<p>The main occupier on the site is United Cast Bar Ltd. Other occupiers include Dalton Roofing, Davran Auto Repair Specialists, AutoFix and, Hutton Wholesale Drinks.</p>	
	<p>Non B-Class uses have encroached into the area including the Riverside public house at the northern end of Clayton Street.</p>	
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located approximately 250m east of Chesterfield town centre. The site is therefore in close proximity to the sub-regional town centre and its associated services, as well as surrounding residential uses in the suburb of Spital to the east and south-east.</p>	Very Good
Proximity to Deprived Areas	<p>The site is located within a Lower Super Output Area ranked as one of the 50% least deprived nationally.</p>	Average
Strategic Road Access	<p>The site's northern access is located on the A632 Hady Hill, which connects directly with the A61 Rother Way within 200m of the site. The southern access into the site is located approximately 625m from the A617, which then connects directly with the A61.</p>	Average

Local Road Access and Accessibility	<p>The A632 allows 2-way traffic to the A6. The A632 can be congested during peak hours. A low bridge is located en route to the A61. Any HGVs or large vehicles may constrain two-way traffic passing in this location.</p> <p>To access the A617 from the southern access, vehicles must use Spital Lane, St Leonards Drive and Hasland Road. The route passes through residential areas and should not accommodate a significant increase in vehicular movements, particularly HGVs.</p> <p>The local roads benefit from pavements on both sides for pedestrian accessibility, but no dedicated cycle paths.</p> <p>Bus stops are situated within 30m of the site's northern access on Hady Hill, providing services to Hilldown, Chesterfield, Newbold, Calow, Alfreton and Killsmarsh. These services run approximately every 10 minutes.</p> <p>Stops are also located on Spital Lane, in close proximity to the site's southern access, providing services to Calow, Bakewell and Holymoorside. These services are less frequent and run approximately every hour.</p>	Average
Compatibility of surrounding land uses and allocations	<p>The site is located in an Established Business Area. The majority of surrounding uses are residential to the north and east of the site, with commercial uses located directly to the north.</p> <p>Chesterfield Town Centre is located beyond the railway line to the west of the site and contains a mix of retail, residential and leisure uses.</p>	Average
Technical and Environmental Constraints	<p>The majority of the site is located within Flood Zone 3, with small parts of the site's eastern and western boundaries located in Flood Zone 2. This is due to the proximity of the Rivers Rother and Hipper that run through part of the western and central parts of the site. The site benefits from flood defences on either side of both rivers. The majority of the site was flood in October 2023 during storm Babet.</p> <p>There may be some potential to demolish the derelict mill and associated buildings accessed by Clayton Street in the central part of the site. The south eastern corner of the site is within 250m of a historical landfill site. The majority of the site is within an area of high risk from historical coal mining. Around a quarter of the sites areas is identified as being at a 1:100 risk of surface water flooding, with around 8% at a 1:30 risk and around 80% of the site being at a 1:1000 risk</p> <p>The site is delineated by the A632 to the north, the River Rother and landscaping to the east, the A617 to the south and a railway line to the west.</p> <p>Adjacent to the site's northeastern boundary is an allocated river corridor, preventing the expansion of the site in this direction.</p>	Poor

	<p>The Spital Trail runs adjacent to both rivers, and part of this route that runs through the site is identified as both a proposed local and key cycle network. A public right of way runs through the middle of the site from west-east linking Calyton Street to Spital Lane.</p> <p>Existing landscaping, including the significant number of trees that cover the site, will need to be maintained due to their location within the Spital Trail and for screening purposes. Part of the site where the two rivers converge is identified as priority habitat within DEFRA mapping. There are a number of protected trees adjoining and adjacent to the site.</p>	
Barriers to Delivery and Mitigation	<p>There may be some potential to demolish the derelict mill and associated buildings accessed by Clayton Street in the central part of the site.</p> <p>The unoccupied buildings on the site are in a poor condition and demolition/renovation would be necessary. There are approximately 15 different land titles that cover the site, restricting the potential to redevelop the vacant brownfield parts of the site.</p>	Poor
Market Attractiveness	<p>Around two thirds of the site is in occupation, which may well be due to the site's accessible location adjacent to Chesterfield town centre and the strategic highway network. According to CoStar, around 3.8% of the site is vacant (which is within Spital Mills). The site also has relatively low market asking rents which currently stands at an average of £7.83.</p> <p>As one moves down Clayton Street the unoccupied properties become increasingly derelict and unattractive with very limited 'kerb appeal'.</p>	Poor
Fit with Strategic and local economic strategy	<p>The site performs a low-value role in Chesterfield's overall employment land portfolio, with a number of small vehicle servicing / repair companies, wholesalers and Non B-Class uses such as the Riverside public house.</p> <p>Given the site's proximity to the town centre, the site would benefit from being retained as an Established Business Area with improvements made to the quality and type of buildings on Clayton Street in particular. A number of these buildings are in poor condition and would benefit from improvements to increase the viability and vitality of the town centre as per the Chesterfield Growth Strategy.</p>	Average
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	<p>Retain designation for Economic Growth within an Established Business Area. However, improvements to the quality of some of the vacant buildings on the southern extent of Clayton Street would be required to generate further market interest.</p>	

SITE SUMMARY:

The site is an existing employment area and approximately 65% of the existing buildings on the site appear to be occupied. There are constraints associated with the site, which suffers from high levels

of flood risk, whilst the mill building and several of the units on the southern extent of Clayton Street are in a poor state of repair.

Improvements to the quality of the vacant buildings on the site would help to attract occupiers, particularly given the site's proximity to Chesterfield town centre. Mature trees should be retained on the site (as far as possible) to retain the existing screening to the adjacent residential uses to the north and east.

Dunston Way / Chesterfield (Ref: CHES10)



GROSS SITE AREA:
3.78 ha

ESTIMATED NET DEVELOPABLE AREA:
2.5 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site comprises Prospect Park and is a part greenfield, part brownfield site. It contains a 2-storey brick office building adjacent to Dunston Way, as well as an industrial shed and associated storage yard adjacent to the site's western boundary. The surrounding area to the north comprises Sheepbridge and Dunston Trading Estates. To the south east is existing office development, to the south Chesterfield Panthers Rugby Club and to the west is undeveloped agricultural fields.</p>	
Local Plan Designations	<p>The site is designated for Economic Growth under Policy CLP6 of the adopted Chesterfield Local Plan (July 2020) and is situated within an Established Business Area. Policy CLP6 states that "<i>Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council's overall spatial strategy as set out below (inter alia):</i></p> <p><i>c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor</i>".</p> <p>Under Policy CLP6, the undeveloped parts of the site (totalling 2.5 ha) are allocated for B1, B2 and B8 employment use (referenced as site E2 Prospect Park (Land at), Dunston).</p>	
Planning History (since August 2019)	<p>CHE/22/00582/FUL, Rillatech Ltd Prospect Park Dunston Way Chesterfield Derbyshire S41 9RD, Canopy extension to existing service yard.</p> <p>CHE/20/00600/FUL, Proposed Rillatech Unit Dunston Way Chesterfield S41 9RD, Two storey extension to side of building.</p>	
LAA status	<p>The site was not assessed as part of the LAA 2018.</p> <p>However, the site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).</p>	

Current Land Use and Type	The developed parts of the site are within Use Class E(g), B2 and B8.	
Occupier Profile	Approximately 30% is developed, with 70% of the site comprising greenfield land. The office building is occupied by Euchner (UK) and the industrial building and associated yard area is occupied by Rillatech.	
Proximity to Urban Areas and Access to Labour and Services	The site is located within the suburb of Sheepbridge, north-west of Chesterfield. The immediate vicinity of the site comprises industrial (B2 and B8) and office development (Use Class E). Local services and facilities in the vicinity of the site are limited. A small housing development is located directly to the north-west of the site, off of Dunston Road. Further afield to the south-west of the site is new build residential development coming forward off of Dunston Lane, forming the north-western edge of Chesterfield.	Average
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 40% most deprived nationally.	Average
Strategic Road Access	The site entrance is situated approximately 1 km from the A61 to the south-east of the site via the B6050 Dunston Road or just over 1km to the A61 via Sheepbridge Lane to the north-west of the site.	Good
Local Road Access and Accessibility	<p>Dunston Road is relatively wide. The road passes through a residential area before reaching the A61 although traffic calming measures (40mph speed limit) are in place. Sheepbridge Lane connects the site to the A61 to the north-west. Sheepbridge Lane is relatively narrow and straight, with a sharp bend before reaching the Broombank Road to the north, that connects with the A61. Dunston Road has pavements on either side of the road for use by both pedestrians and cyclists, and a Key Cycle Network is proposed to run through the site in the Local Plan.</p> <p>No bus stops are located on Dunston Road. The nearest bus stop is situated on Sheepbridge Lane, approximately 500m from the site, providing services to Sheffield, Dronfield and Chesterfield. However, buses run an hourly service during the AM and PM peaks.</p>	Good
Compatibility of surrounding land uses and allocations	The undeveloped parts of the site are allocated for employment use. The site forms part of the southern boundary of an Established Business Area.	Good
	The site is contained by a sports facility designation directly to the south and a green wedge allocation to the west.	
Technical and Environmental Constraints	The site is constrained by levels. The site slopes upwards from its northern boundary. The site is located in Flood Zone 1. The site contains no heritage designations. However, the Grade II listed Former Head Office building of Sheepbridge Engineering Limited is located opposite the site entrance.	Good

	The site is wholly within a secondary area of multiple environmental sensitivity and an area at high risk from historical coal mining. A completed section of the key cycle network runs opposite the sites north eastern boundary with the B6050.	
Barriers to Delivery and Mitigation	<p>The undeveloped parts of the site comprise grassland, shrubbery and scattered trees particularly along the site's boundaries. The site is partly occupied by existing buildings. There is room for expansion on-site. The site will need to be levelled. The parking arrangements for the existing occupiers will also need to be considered.</p> <p>The site is partly occupied by existing buildings. There is room for expansion on-site. The site will need to be levelled. The parking arrangements for the existing occupiers will also need to be considered.</p>	Good
Market Attractiveness	<p>The site is relatively unconstrained (despite the need to relevel the site) and benefits from prominent road frontage. The two premises on the site are occupied, demonstrating the suitability of the site for employment uses.</p> <p>Commercial agents commented that sites which are in close proximity to the Sheepbridge industrial area are attractive and popular with occupiers due to its good road access and strategic location. Providing additional sites which can help offer expansion space for businesses due to the lack of vacancy on the nearby existing Sheepbridge Industrial Estate would be encouraged.</p>	Good
Fit with Strategic and local economic strategy	<p>The site is located within an Established Business Area and comprises one of the few substantial areas for expansion of the successful Sheepbridge industrial area to the north and east (alongside the former GKN Works CHES1).</p> <p>Developing the remainder of the site aligns with aspirations within the Chesterfield Growth Strategy to increase the number of jobs and businesses in the Borough.</p>	Good
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain the site's employment land allocation.	
SITE SUMMARY:		
The site is partly developed and the existing buildings on the site are fully occupied. Given the site's location adjacent to Dunston and Sheepbridge Industrial Estates, development of the greenfield parts of the site would form a logical expansion of the adjacent employment uses.		
The site benefits from a significant road frontage on the B6050 Dunston Road. Additional access point/s may be required from Dunston Road to serve new development on the serve to ease pressure on the existing single access into the site. The site's existing employment land allocation should be retained.		

Goytside Works / Chesterfield (Ref: CHES11 (includes CHES4))



GROSS SITE AREA:
8.92 ha

ESTIMATED NET DEVELOPABLE
AREA:
5 ha

CRITERIA	COMMENT	RATING
Site Context	<p>The site currently accommodates the Northwood Hygiene Products Tissue Mill to the west, with the remainder predominantly comprising of brownfield land with hardstanding and some established vegetation on its southern/eastern boundary. The site is of a regular size, with residential areas to the south and west, and industrial areas to the north and east. Several of the remaining brick buildings are vacant and of a poor quality, with many appearing to be derelict. The site is in close proximity to a public house and a Lidl supermarket. There is also a Sonoco Consumer Products facility east of the site boundary.</p>	
Local Plan Designations	<p>The entirety of the site is located within the designated Strategic Site SS2, <i>Chatsworth Road Corridor</i>, in the adopted Chesterfield Local Plan (2020).</p> <p>The Policy states that: “<i>Within the regeneration area south of Chatsworth Road a comprehensive scheme providing a mix of uses will be supported in accordance with the adopted masterplan, including: employment generating uses on land at the former Boythorpe Works (in accordance with policy CLP6), open space and housing”.</i></p> <p>The site is also designated for Economic Growth under Policy CLP6. The Policy states that “<i>Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council’s overall spatial strategy as set out below (inter alia):</i> <i>c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor”.</i></p> <p>Under Policy CLP6, the eastern half of the site (totalling 5.0 ha) is allocated for Multiple (B1, B2, B8) employment uses (referenced as Site E5, Former Boythorpe Works, Goyt Side Road).</p>	

The site is also located within the Built up Area and is an Established Business Area.

In September 2005, a masterplan for the land to the south of Chatsworth Road was adopted by the council. This guides future development of the former industrial area and provides a starting point for redevelopment proposals.

The Land South of Chatsworth Road General Development Framework covers a number of sites stretching from the Wheatbridge Mills site on Wheatbridge Road to the former Walton Works complex next to Morrison's supermarket. The framework contains proposals for a mix of land-uses, including new housing and employment opportunities, whilst protecting the environment of the River Hipper and historic buildings, such as the listed buildings of Cannon Mill and Walton Works.

The part of the Framework specifically relating to the Goytside Works site are the Goyt Side Mill & Boythorpe Works character area. The General Development Framework for this site is identified as land that should primarily be developed for employment, with the Tissue Mill retained as employment.

CHE/23/00404/EIA, Site Of Former Boythorpe Works, EIA Screening Opinion Request for a proposed new custody suite and divisional headquarters development totalling 16,151 sqm. Four staff car parks and two visitor car parks are also proposed providing 406 staff parking spaces, 9 disabled staff spaces, 28 large van spaces, 23 visitor spaces and 5 disabled visitor spaces. This concerns the undeveloped part of the site adjacent to the part of the site that accommodates the Northwood Hygiene Products Tissue Mill.

Whilst Officers acknowledged that there are likely to be visual, highway and ecological impacts resulting from the development, any harm would be localised. The LPA concluded that the development was unlikely to have significant effects on the environment and was not sufficient to trigger a requirement for an Environmental Statement as part of the current planning application.

The same eastern portion of the site that is allocated for employment use in Policy CLP6 of the Plan is included in the 2018 LAA. The site is identified for mixed use and is categorised as being 'developable' and suitable for up to 135 houses.

The 2018 LAA notes that:

"Main Constraints: Physical and environmental constraints exist. Highway constraints are significant exist but are likely to be mitigable based on information from the undetermined planning application relevant to the site.

Suitability: The Site is in an accessible location and is not needed to meet employment land requirements. Identified constraints are likely to be mitigable.

Achievability: Owner seeking planning permission.

Policy Justification: The site is pdl with employment use to east and west. The site would continue to be suitable for employment development".

Planning History (Since August 2019)



Proposed Site Plan, Derbyshire Constabulary / JTP Architects

LAA status

	The site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).	
Current Land Use and Type	The western part of the site accommodates a range of industrial buildings of varying sizes, alongside parking facilities and storage yards. The buildings range in quality. A substantial proportion of the site is unoccupied and contains trees, grassland and shrubbery. An area of hardstanding is located adjacent to the site's northern boundary.	
Occupier Profile	Approximately 30% of the site has been developed. The buildings are currently occupied by Northwood Hygiene Products (UK). Around 70% of the site remains vacant.	
Proximity to Urban Areas and Access to Labour and Services	The site is located in Brampton, a residential suburb southwest of Chesterfield. Residential uses are located south and west of the site, providing access to a very substantial local labour supply. The Chatsworth Road district centre is approximately 80m north of the site. Local services and facilities are within walking distance of the site, including Morrison west of the site and Lidl to the east located on Chatsworth Road.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 40% most deprived nationally.	Average
Strategic Road Access	The A617 Chatsworth Road is located approximately 250m from the site entrance via Factory Street or within 1km via Dock Walk and Boythorpe Road. The A617 connects to the A61 to the east of the site.	Good / Average
Local Road Access and Accessibility	Access into the site is from Goytside Road, an unadopted road. The width of the road is likely to constrain two-way traffic movements of HGVs and any significant increase in vehicular movements associated with the intensification of uses on the site. From the site inspection, there is also a potential access point at Boythorpe Rise, off of Goytside Road, which provides gate access. However, this is a narrow, one-way and dead-end road which is also used by Sonoco for goods deliveries to its site. It would likely require access improvements onto the site to be used for future use. Goytside Road connects with Factory Street, which then links with the A617. Factory Street is a large, adopted road that provides vehicular access into the Lidl Supermarket. Goytside Road also connects with Dock Walk and then Boythorpe Road before reaching the A619. Goytside Road benefits from pavements for pedestrian accessibility but no dedicated cycle paths. The nearest bus stops are located on the A619 Chatsworth Road within 300m of the site entrance. The stops provide services to Chesterfield, Sheffield,	Average / Poor

	Calow and Markham Vale that run approximately every 30 minutes.	
Compatibility of surrounding land uses and allocations	Surrounding uses are predominantly residential to the south and west, although a high level of mature tree coverage along these boundaries provides a high level of screening. Industrial uses lie to the north and east of the site.	Average
Technical and Environmental Constraints	<p>The site is a relatively large site of a regular shape. The site is located in Flood Zone 1.</p> <p>As noted in the masterplan, the most prominent feature of this area is its slope. From the high ground of the Walton residential area to the south, the land drops away sharply to the existing industrial uses that front Goyt Side Road. This substantial change in level, combined with established landscaping along the southern boundary screen the existing industrial uses from the residential properties in Walton.</p> <p>The undeveloped parts of the site predominantly contain existing landscaping, trees and grassland.</p> <p>A number of trees to the Goytside Road frontage, Boythorpe Rise and the sites southern boundary are protected by TPO No.4901.341, 2016.</p> <p>The site contains no heritage designations; however, the Grade II listed Cannon Mill including Mill Wheel is located approximately 400m east of the site's northeastern boundary and the Grade II* Mill Buildings at Walton Works is situated approximately 115m north of the site's northwestern boundary. The Chatsworth Road conservation area adjoins part of the sites northern boundary opposite the grade II* Listed Walton Works mill building.</p> <p>There are small areas of low - medium surface water flood risk on site. Mitigation is noted as being feasible through SuDs and layout in the 2018 Land availability assessment. The site has potential to contain the priority habitat 'open mosaic' typically found on brownfield sites.</p> <p>The whole site is within an area of high risk from historical coal mining.</p> <p>The sites historical industrial land uses mean that there is potential for land contamination, including a historical landfill site within 250m.</p>	Good
Barriers to Delivery and Mitigation	<p>The westernmost part of the site is in occupation by Northwood Hygiene Products. The remaining land comprises pdl, with some hardstanding and vacant brick buildings that would likely require demolition before development could commence.</p> <p>A landownership search indicated that there are a number of different land titles that cover the site,</p>	Good

	<p>although a significant portion has just one freehold interest.</p> <p>Any development to come forward would need to be sensitive to the surrounding residential uses to the south and west.</p>	
Market Attractiveness	<p>Part of the site is in occupation. However, despite the site's proximity to the A619, delivery of the undeveloped part of the site is relatively constrained by vehicular accessibility; mature tree coverage to the south and west; and the proximity of residential uses to the south. There is a significant change in levels from south to north.</p> <p>Existing industrial buildings on site in a poor condition.</p> <p>The site is more likely to suit either an expansion of the existing occupier or an industrial development. However, based on commercial property data from CoStar for nearby sites (including Chatsworth Road South), the area generally has low market asking rents (average £8.64) which might deter industrial investment given the scale of returns required for a viable development.</p> <p>It is understood that proposals are being developed for a Derbyshire police headquarters on the site (subject to planning). A planning application has yet to be submitted but an EIA screening opinion request was submitted to the Council (CHE/23/00404/EIA) in June 2023.</p>	Average
Fit with Strategic and local economic strategy	<p>When assessed against the Chesterfield Growth Strategy, the site aligns with the strategic objectives of supporting employment development in sustainable locations which make use of existing infrastructure given its proximity to Chatsworth Road and other nearby employment uses. With ambitions to increase the number of jobs and businesses in the Borough by 2030, the large size of the site could help accommodate new industrial use and create new employment uses on site.</p>	Good
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	<p>Retain designation as a Strategic Site [SS2] but access improvements are required to improve the type of use which could come forward and generate market interest.</p> <p>The site should also retain its employment land allocation under Policy CLP6, which is focused on B1(b&c) and B2 Industrial uses within the Chatsworth Road Corridor.</p> <p>However, it is understood that proposals are being developed for the Derbyshire police headquarters on the site (subject to planning). If it is brought forward for these uses then the impacted part of the site should be removed from the employment land portfolio, with the boundaries redrawn.</p>	

SITE SUMMARY:

The site is an existing employment area and whilst around 5 ha of the site remains undeveloped, the western parcel is fully developed and occupied.

The northern parcel of the site is hard-standing brownfield land which would suit either small-scale development or expansion of the existing industrial occupier. However, access to the site is difficult given the singular access point at Goytsite Road and the narrow access point at Boythorpe Rise which would restrict HGVs or larger vehicles without improvements to access.

The site should be retained as a Strategic Site, and also for employment uses under Policy CLP6.

Whilst the site is suitable for employment uses, the current proposals for police headquarters on the site (subject to planning) are noted and, if approved, the eastern part of the site (excluding the part of the site that currently accommodates the Northwood Hygiene Products Tissue Mill to the west and any other land outside the proposed policy HQ's site boundary) should be removed from the employment land portfolio accordingly, and the boundaries redrawn.

Old Brick Works Lane / Chesterfield (Ref: CHES12)



Copyright: Google Earth



GROSS SITE AREA:
6.64 ha

ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA

COMMENT

RATING

Site Context

The site contains a range of buildings and a mix of uses, specifically a hotel, restaurant and associated car parking in the northeastern part of the site, and office and industrial uses in the central and southern portion. The site is located approximately 1 km to the north of Chesterfield Town Centre.

Local Plan Designations

The site is designated for Economic Growth under Policy CLP6 of the Adopted Chesterfield Local Plan (July 2020) and is situated within an Established Business Area. Policy CLP6 states that “*Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council’s overall spatial strategy as set out below (inter alia):*

*c) B1(b&c) and B2 Industrial uses **within Established Business Areas (as shown on the Policies Map)** and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor”.*

Planning History (since February 2019)

CHE/o8/00757/FUL, Car Auction and Premises Lockoford Lane Chesterfield Derbyshire S41 7JA, Hybrid Planning Application For Mixed Use Scheme. (Full Application - Hotel and Associated Bar, Restaurant, Multifunctional Room, Offices and Car Parking. Outline Application - Office Building).

LAA status	<p>Part of the site was assessed in the LAA 2018, specifically the northern most part of the site comprising the former Chesterfield Car Auctions, Lockoford Lane, Chesterfield (ref. 109).</p> <p>The parcel is identified as ‘unavailable’ and only marginally viable. The parcel was discounted at LAA 2018 Stage 1 and 2a.</p>	
Current Land Use and Type	<p>The site contains a mix of modern office buildings, industrial warehouses, associated hardstanding and storage areas, parking facilities and a hotel and restaurant located in the site’s northeastern corner.</p>	
Occupier Profile	<p>The site is fully developed. The vast majority of units are occupied. Occupiers include Multiplex Engineering, Jantex UK Hospitality, Whittington Moor Printing Works and Chesterfield Careline. Non B-Class occupiers are located to the north of the site, namely Casa Hotel and Cocina Restaurant.</p>	
Proximity to Urban Areas and Access to Labour and Services	<p>The site is approximately 1km north of Chesterfield Town Centre. The surrounding area comprises a mix of uses, specifically residential, retail and commercial within the immediate vicinity. The residential suburb of Newbold is located directly to the west, offering good opportunities for local labour supply. A retail park, with occupiers including Tesco, Aldi, Halfords, is located directly to the north of Lockoford Road. Local facilities and services are therefore within walking distance of the site.</p>	Very Good
Proximity to Deprived Areas	<p>The site is located within a Lower Super Output Area ranked as one of the 30% most deprived nationally.</p>	Good
Strategic Road Access	<p>The northern access into the site is off Lockoford Lane, situated 110m west of the A61 Brimington Roundabout. The majority of the buildings on the site are accessed from Old Brick Works Lane, located 550m northeast of the site. The buildings in the south are accessed off Stonegravels Lane, which is approximately 1km from the A61.</p>	Good
Local Road Access and Accessibility	<p>The access roads into the site are relatively wide, but parked vehicles on Old Brick Works Lane and Stonegravels Lane may restrict two way traffic movements. The surrounding roads that connect the site with the A61 (specifically, the B6057 Sheffield Road and Lockoford Road) are large and unconstrained. The roads have pavements on both sides for pedestrian accessibility, as well as dedicated cycle paths. The B6057 Sheffield Road is designated as a proposed local cycle network.</p> <p>Bus stops are located on the B6057 Sheffield Road and provide services to Chesterfield, Walton, Brimington. Sheffield and Creswell. Services run approximately every 10 minutes.</p>	Very Good
Compatibility of surrounding land uses and allocations	<p>The site is located within an Established Business Area. The southern boundary of the site is adjacent to a residential allocation (ref. H16 Red House HOP and</p>	Average

	Spire Lodge, Sheffield Road) with an anticipated capacity of 25 homes. The surrounding land uses are predominantly residential and retail. Existing mature trees at the boundaries provide some degree of screening, but opportunities to enhance mitigation on-site is limited.	
Technical and Environmental Constraints	<p>The site is delineated by existing roads to the north, east and west of the site, and surrounding built development. The site is located in Flood Zone 1. The site is relatively flat. The site is completely within 250m of a historical landfill site.</p> <p>The site contains no heritage designations on or within close proximity. The site contains areas of tree planting, particularly along the site's eastern and western boundaries. The northern part of the site, containing a hotel and restaurant, is separated from the southern part of the site by tree planting. The hotel part of the site is subject to significant areas of high and medium risk from surface water flooding.</p> <p>The whole site is within an area of high risk from historical coal mining.</p>	Very Good
Barriers to Delivery and Mitigation	<p>A completed section of the key cycle network runs along the eastern boundary of the site.</p> <p>The majority of the site is in existing use as a primary employment site. The northern part of the site comprises a hotel / restaurant in occupation. It will need to be vacated if the northern parcel is to be redeveloped for office and industrial development.</p>	Good
Market Attractiveness	<p>The site is attractive to occupiers. This is evidenced by the fact the premises appear to all be occupied. This is largely due to the prominence of the site, good quality units, the proximity of the site to the strategic highway network and local labour supply.</p>	Very Good
Fit with Strategic and local economic strategy	<p>The site is an Established Business Area and designated as a site for Economic Growth. This could support aspirations to increase the number of jobs and businesses within the Borough. The site performs an important role in providing good quality light industrial and office units in a location easily accessible to Chesterfield Town Centre.</p>	Good
OVERALL SITE RATING	<i>Very Good</i>	
Recommendation and Potential Future Uses	Retain designation for Economic Growth within an Established Business Area.	

SITE SUMMARY:

The site is fully developed and well occupied due to the site's high level of accessibility to the strategic highway network and good quality units in a prominent location. There are very limited opportunities for expansion on the site. The site should be retained for Economic Growth and protected accordingly.

Station Lane Industrial Estate / Chesterfield (Ref: CHES13)



GROSS SITE AREA:
3 ha

**ESTIMATED NET
DEVELOPABLE AREA:**
0 ha

CRITERIA	COMMENT	RATING
Site Context	<p>This is a brownfield site comprising an existing industrial estate located. The site is located on the southern edge of the village of New Whittington, directly to the south of existing residential uses. The site is contained by Station Lane directly to the west of the site, and a railway line that runs along the site's eastern boundary.</p>	
Local Plan Designations	<p>The site is designated for Economic Growth under Policy CLP6 of the adopted Chesterfield Local Plan (July 2020) and is situated within an Established Business Area. Policy CLP6 states that:</p> <p><i>“Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council's overall spatial strategy as set out below (inter alia):</i></p> <p>c) B1(b&c) and B2 Industrial uses <i>within Established Business Areas (as shown on the Policies Map)</i> and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor”.</p> <p>The site is also located within the Built up Area.</p>	
Planning History (since August 2019)	<p>CHE/20/00352/CPO, Bay 10 Whittington Engineering Complex South Street North New Whittington Derbyshire S43 2BP, Change of use from B2 use to end of life processing for vehicles (sui generis use).</p> <p>The site was partially assessed in the LAA 2018. The site is identified for employment use. The site has the potential to accommodate 49 dwellings but is deemed ‘undevelopable’.</p>	
LAA status	<p>The LAA 2018 states:</p> <p>“Main constraints: <i>The site has highway network and access constraints and whilst not insurmountable, these are likely to significantly limit the amount of development which might be yielded. Other constraints include contamination and proximity to a railway line (noise and air pollution). However, physical or</i></p>	

environmental constraints should not prevent either employment or residential development.

Suitability: *The site is allocated as an existing business and industrial area in the adopted Local Plan and there is insufficient evidence to demonstrate that the loss of the existing premises and the wider site accords with Local Plan and NPPF policies that are protective of employment land and premises. Identified constraints are likely to be mitigable.*

Policy Justification: *The site is an active industrial estate. Allocate for employment development.”*

The site was discounted at LAA 2018 Stage 2b. However, the site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).

Current Land Use and Type

The site comprises a range of industrial warehouses (Use Class B2/B8) and associated storage yards, alongside a 2-storey office building located along the site’s northern boundary and various small single storey brick buildings.

Occupier Profile

The site is fully developed. The site is well occupied, with companies included Dronfield Autos, Chesterfield Crane, Chesterfield Electric Motors and Altida located on the site. A ‘To Let’ sign is positioned at the site’s northern boundary. During the site visit, 2 vacant units were identified (Bays 4 and 5).

Proximity to Urban Areas and Access to Labour and Services

The site is situated within the village of New Whittington. Local services and facilities are relatively limited, but a local shop is approximately 650m from the site access. Residential uses are located north and east of the site, with the River Rother and railway line located to the south and greenfield land located to the west. The site’s proximity to residential uses provides accessibility to local labour supply.

Good

Proximity to Deprived Areas

The site’s postcode is located within a Lower Super Output Area ranked as one of the 40% most deprived nationally.

Good

Strategic Road Access

The site is within 2.6 km of the A61. However, the roads required to access the site do not allow free flowing, 2-way traffic movements and pass through extensive residential areas. As discussed with commercial agents, limited strategic road access and proximity to residential areas is unlikely to attract heavy industrial or logistic-based uses.

Poor

Local Road Access and Accessibility

The A61 can be reached by Station Lane, Whittington Hill and Station Road, which passes through the residential area of Whittington Hill. Station Lane runs immediately adjacent to the site boundary is a relatively narrow lane, unsuitable for accommodating large volumes of vehicles or HGVs. Traffic calming measures are in place along the route (30mph speed limit). Parked cars are also located on both sides of the road, constraining 2-way vehicle movements.

Very Poor

<p>Compatibility of surrounding land uses and allocations</p>	<p>The nearest bus stops are located on Station Lane, in close proximity to the site's entrance. The stops offer services to Chesterfield and New Whittington, which run approximately every 30 to 45 minutes until the early evening.</p> <p>The site is located within an Established Business Area. The uses surrounding the site are predominantly residential, with greenfield land located directly to the south-west. A row of trees and hedgerow along the site's western boundary provides a limited degree of screening to the residential uses beyond, but the potential to provide mitigation along the site's northern boundary is very limited.</p>	<p>Very Poor</p>
<p>Technical and Environmental Constraints</p>	<p>The site is located in an Established Business Area, adjacent to a river corridor shown on the Policies Map. The site is located in Flood Zone 1. Adjacent to the site's southern and western boundaries are areas of Flood Zone 2 and 3 due to the location of the River Rother that runs in close proximity to the site's southern boundary. Flood defences have been constructed adjacent to the river. The site has no heritage designations within it or in close proximity. Existing trees and landscaped features are located adjacent to part of the site's boundaries. The site has levels constraints, with levels increasing from the south of the site to the north of the site. The site is within an area at low risk from historic coal mining.</p>	<p>Good</p>
<p>Barriers to Delivery and Mitigation</p>	<p>The site is fully developed and predominantly in occupation. There are four land titles that cover the site under different land ownerships. The prospects of redeveloping the entire site are modest.</p> <p>Uses on the site are relatively constrained by the adjacent local road network, particularly given that the A61 is more than 2 km away and is accessed via a residential area.</p> <p>Any expansion of the site to the southwest would be constrained by flood risk and the capacity of adjacent local roads, whilst impacting the character of an existing river corridor. The site may also be contaminated.</p>	<p>Poor</p>
<p>Market Attractiveness</p>	<p>Vacancy levels are low on the site, demonstrating the suitability of the site for smaller, lower end occupiers and businesses that are not likely to generate substantial levels of HGV traffic.</p>	<p>Average</p>
<p>Fit with Strategic and local economic strategy</p>	<p>The site is located adjacent to the former Barrow Hill line which is identified in the Chesterfield Growth Strategy as an opportunity for growth as part of ambitions to re-open the Barrow Hill Line including stations at Barrow Hill and Old Whittington. However, the new Labour Government cancelled this programme as part of the Autumn 2024 budget and its delivery is subject to finding an alternative funding source.</p>	<p>Good</p>

The site represents the main industrial area for New Whittington and represents an important source of employment for local residents.

OVERALL SITE RATING

Average

Recommendation and Potential Future Uses

Retain designation for Economic Growth within an Established Business Area.

SITE SUMMARY:

The site is an active industrial estate that is well occupied on the edge of New Whittington. Any extension or intensification of the site is restricted by the relatively constrained surrounding local and strategic highway network and the access arrangements into the site, which are poor. However, the site’s allocation for Economic Growth should continue to be retained and it remains an important source of employment for local residents living in New Whittington.

Wharf Lane / Chesterfield (Ref: CHES14)



GROSS SITE AREA:
1.76 ha



ESTIMATED NET DEVELOPABLE AREA:
0 ha

CRITERIA

COMMENT

RATING

Site Context

The site is located in Chesterfield Town, adjacent to residential development located off Canal Wharf, Grafton Place and Wharf Lane, and the A61. The site comprises brownfield land and contains a range of industrial buildings as well as an automotive Technical Training Centre. The site also contains an area of hardstanding used for storage, as well as parking facilities associated with the main industrial premises on the site.

Local Plan Designations

The site is designated for Economic Growth under Policy CLP6 of the adopted Chesterfield Local Plan (2020) and is situated within an Established Business Area. Policy CLP6 states that:
"Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council's overall spatial strategy as set out below (inter alia):
*c) B1(b&c) and B2 Industrial uses **within Established Business Areas (as shown on the Policies Map)** and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor".*

Planning History (since August 2019)

CHE/21/00601/OUT, U G S Wharf Lane Chesterfield Derbyshire S41 7NB, Demolition of existing workshop, erection of 5 townhouses with parking. Refused.

LAA status

The site (including the play area to the north of the site outside of the site boundary) was considered in the LAA 2018. The LAA identifies the site to have the potential for 48 dwellings. The site is viable but 'unavailable'. The site was discounted at LAA 2018 Stages 1 and 2a due to the site being in active employment and education use (part used by Chesterfield College). However, the site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).

Current Land Use and Type	<p>The site currently comprises a large industrial warehouse and associated yard area. The parking facility is located to the north of the building. This premise is occupied by ERIKS. A small two-storey brick building is located along the southern boundary, next to a container unit used by Chesterfield College as a brick workshop. In the southwestern corner is a small brick building, used by the College as an Automotive Technical Training Centre. The northern part of the site is tree covered. The centre of the site comprises hardstanding.</p>	
Occupier Profile	<p>All buildings on the site are occupied. As noted above, the occupier of the main warehousing unit on the site is ERIKS, a Specialised Industrial Service Provider offering a wide range of engineering components, technical services and customisation solutions to all areas of industry.</p> <p>Other occupiers of the site are generally non B-Class uses comprising Chesterfield College's Automotive Training Centre.</p> <p>The central portion of the site (approximately 0.3 ha) is currently under-utilised and used as open storage.</p>	
Proximity to Urban Areas and Access to Labour and Services	The site is located in Chesterfield, in an accessible location to local services and facilities.	Very Good
Proximity to Deprived Areas	The land parcels are located within a Lower Super Output Area ranked as one of the 20% most deprived nationally.	Very Good
Strategic Road Access	The site is approximately 1.4km south of the A61 Brimington Roundabout and 1.4km north of the A619 Lordsmill Roundabout. Both A roads are accessed via relatively unconstrained B roads.	Average
Local Road Access and Accessibility	<p>The immediate roads surrounding the site are residential in nature. Two-way traffic movements are constrained by parked vehicles on either side of the road. The main vehicular access into the site is from Wharf Lane, which is relatively narrow and has residential dwellings situated on one side of the road. The parking facilities for ERIKS is accessed from Gratton Place. The roads connect onto the B6057 Sheffield Road which allows free moving traffic. The roads have pavements for pedestrian accessibility. The B6057 also has cycle paths.</p> <p>The nearest bus stop is located on the B6057, approximately 325m from the site. The stop provides services to Sheffield, Creswell and New Whittington, which run approximately every 10 minutes.</p>	Average
Compatibility of surrounding land uses and allocations	The site is a small-scale employment site located in an Established Business Area. The surrounding uses outside of the site are predominantly residential. A car park is located directly south of the site and a play area directly north. There is some screening along the site's western boundary, and the A61 directly to the east of the site provides screening for the residential uses beyond.	Average
Technical and Environmental Constraints	The site is located in Flood Zone 1. An area of Flood Zone 2 is located approximately 35m south of the site's southern boundary. The south-eastern part of the site (comprising the area of hardstanding and existing	Average

Barriers to Delivery and Mitigation	<p>buildings north of Wharf Lane) is at high risk of surface water flooding. There are level differences across the site. The buildings are accessed via a single vehicular access on Wharf Lane, which also provides access to existing residential properties located on this road. The site is within an area at high risk from historical coal mining. Although unprotected by any TPOs, given the scale of existing tree planting in the northern part of the site, Existing trees will require retaining in the northern part of the site. Consideration should be given to their retention, particularly to continue to provide screening to the play areas and residential properties to the north. There is limited off-site parking available as the surrounding roads are permit only or time-restricted. Any future use would need to be compatible with the site's partial use by Chesterfield College. The area of existing hardstanding to the east currently used as storage could be redeveloped, but any intensification is constrained by the access into the site and proximity of the site's existing uses to adjacent housing.</p> <p>Approximately 7 land titles cover the site, constraining the site's redevelopment.</p>	Average
Market Attractiveness	The existing buildings are fully occupied, with commercial property data from CoStar highlighting no vacancies on site. The redevelopment of the hardstanding is likely to be unattractive given access constraints and the size of the undeveloped land, constrained by neighbouring buildings, landscaping and the A61 to the east.	Average
Fit with Strategic and local economic strategy	The Chesterfield Growth Strategy commits to ensuring local people have the right skills, particularly green skills and the transition to net zero. The Chesterfield College Auto Maintenance Training Centre, which occupies part of the site, supports this objective through the training it provides on electric vehicle and modern-day vehicle technology.	Good
OVERALL SITE RATING	Average	
Recommendation and Potential Future Uses	Retain designation for Economic Growth within an Established Business Area.	

SITE SUMMARY:

The site is located within an established business area and is in active employment and educational use. The site is located within the urban area of Chesterfield. There are limited opportunities for expansion or intensification of uses given the constrained nature of the main vehicular access into the site from Wharf Lane, although the existing open storage area represents around 0.3 ha of under-utilised land.

Existing residential dwellings are also located on this access road, restricting additional traffic movements along this route.

The existing employment and educational uses should be retained on the site.

Chatsworth Road South (Chatsworth Road Business Park, Furnace Hill Works, Wheatbridge Road Premises) / District (Ref: CHES15)



GROSS SITE AREA:
6.12 ha

ESTIMATED NET DEVELOPABLE AREA:
0.4 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises Chatsworth Road Business Park, Furnace Hill Works and a range of premises located off of Wheatbridge Road. It contains a range of buildings and mill buildings (specifically Griffin Mill, Wheatbridge Mill and Cannon Mill) of varying sizes, accommodating a range of office buildings, commercial units and industrial warehouses. The mills formed part of a furnace and foundry complex on the site occupied by Ebenezer Smith & Co.

The entirety of the site is located within the designated Strategic Site SS2, Chatsworth Road Corridor, in the adopted Chesterfield Local Plan (July 2020).

The Policy states that:

*“Within the regeneration area south of Chatsworth Road a comprehensive scheme providing a mix of uses will be supported in accordance with the adopted masterplan... **Development proposals for the Griffin Mill and Wheatbridge Mills area should include the re-use of the Grade II listed Cannon Mill.**”*

Local Plan Designations

In September 2005, a masterplan for the land to the south of Chatsworth Road was adopted by the council. This guides future development of the former industrial area and provides a starting point for redevelopment proposals.

The Land South of Chatsworth Road General Development Framework covers a number of sites stretching from the Wheatbridge Mills site on Wheatbridge Road to the former Walton Works complex next to Morrison's supermarket. The framework contains proposals for a mix of land-uses, including new housing and employment opportunities, whilst protecting the environment of the River Hipper and historic buildings, such as the listed buildings of Cannon Mill and Walton Works.

The part of the Framework specifically relating to the Chatsworth Road South site are the three character areas of Griffin Mill & Wheatbridge Mills to the east, Canon Mill and Land between Factory Street and Furnace Hill for the remainder of the site.

Planning History (since August 2019)	CHE/19/00506/FUL, Speeds Plastics Wheatbridge Road Chesterfield S40 2AB, Re-submission of application CHE/14/00818/FUL - addition of an 8.64m 3.27m Portacabin to be attached to the front of the existing building for extra office space for new employees.	
LAA status	<p>The site was partially considered as part of the LAA 2018 (refs. 65, 66 and 320).</p> <p>The southern part of the site (ref. 65 – Land off Dock Walk/Furnace Hill Dock Walk Chesterfield), with a potential capacity for 34 homes, was identified as unavailable and marginally viable. The land parcel was discounted at LAA 2018 stages 1 and 2a.</p> <p>The northeastern part of the site (ref. 320 – Griffin Mill, Chatsworth Road/Wheatbridge Road), with a potential capacity of 41 homes, was identified as unavailable and marginally viable. The land parcel was discounted at LAA 2018 stages 1 and 2a.</p> <p>The eastern most part of the site (ref. 66 – Hipper House Dock Walk, Chesterfield), with a potential capacity of 9 dwellings, was identified as unavailable and marginally viable. The land parcel was discounted at LAA 2018 stages 1 and 2a.</p> <p>All three parcels have since passed Stage 1 LAA 2022-25 (Employment Scenario).</p>	
Current Land Use and Type	<p>The buildings are of a generally poor quality. Historic mill buildings share the area with small scale office and industrial buildings and cleared areas give over to car sales and parking. The majority of buildings within this area are relatively small scale commercial buildings, with little overall sense of streetscape or pattern.</p> <p>During the site visit, a number of buildings were noted to be in poor condition.</p>	
Occupier Profile	<p>The site contains a range of occupiers, including Brampton Brewery, Minuteman Press, Noble Motorsport, a car wash, ROMPA and Robinson.</p> <p>Approximately 80% of the site is developed. Two land parcels appear to be undeveloped and vacant, comprising hardstanding.</p>	
Proximity to Urban Areas and Access to Labour and Services	The site is located in Brampton, a residential suburb southwest of Chesterfield. Part of the site is located within Chatsworth Road district centre. A range of local services and facilities located in the district centre are within walking distance of the site. Residential areas are located north and south of the site, providing excellent accessibility to the local labour supply.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 20% most deprived nationally.	Good
Strategic Road Access	Access into the site is provided via the A617 Chatsworth Road. The A617 connects to the A61 to the east of the site.	Good
Local Road Access and Accessibility	The site is accessed via three available access points. The main access point is the westernmost access located	Average

	<p>on the A617. This serves the majority of buildings on the site. This access is unlikely to support 2-way access and egress onto the A617 due to its constrained width. The second access point into the site is located in close proximity to the Y junction on the A617. It currently only provides access to the parking facility of one premises and the access is relatively narrow. The third access is via Wheatbridge Road, which runs perpendicular to the A617. This access is relatively unconstrained.</p> <p>The supporting text to Policy SS2 of the Local Plan notes that as a main transport route, Chatsworth Road suffers from high levels of traffic and associated air quality issues. Available transport evidence identifies that Chatsworth Road also has a problem with severance and car parking.</p> <p>The nearest bus stops are located on the A619 Chatsworth Road, within 150m of the site accesses. The stops provide services to Chesterfield, Sheffield, Calow and Markham Vale. Services run approximately every 30 minutes.</p> <p>A separate gated emergency access point is evident from Dock Walk that runs along part of the site's southern boundary.</p>	
Compatibility of surrounding land uses and allocations	<p>The site is not allocated as employment land; nor is it located within an Established Business Area. The defined edge is broken up by residential buildings which sometimes sit uneasily alongside large industrial mill buildings.</p> <p>However, an Established Business Area is located adjacent to the site's southern boundary, part of which includes an employment land allocation. The majority of uses to the north of the site comprise residential and retail uses. To the east and south are existing industrial and office uses, beyond which is residential development. To the west is retail development and brownfield land.</p> <p>Existing trees either side of the River Hipper and along parts of the site boundary provides some degree of screening to the adjacent residential uses to the north of the site.</p>	Poor
Technical and Environmental Constraints	<p>The vast majority of the site (excluding the site's southern boundary) is located in Flood Zones 2 and 3 due to the River Hipper running east to west through the central part of the site. The eastern part of the site north of the river is located in Flood Zone 3 and it is understood that the easternmost part frequently floods whilst the majority of the site was flooded during storm Babet in October 2023.</p> <p>Flood defences have been erected either side of the river. A small part of the site's southwestern boundary is in Flood Zone 1. The majority of the site is at low and medium risk of surface water flooding, whilst the route</p>	Very Poor

	<p>of the River Hipper is at high risk of surface water flooding.</p> <p>The Grade II listed Cannon Mill including Mill Wheel is situated in the southeastern corner of the site, adjacent to the undeveloped part of the site. The site appears relatively level. The site is mainly within an area of high risk from historic coal mining.</p>	
Barriers to Delivery and Mitigation	<p>By virtue of the site's size, it is constrained by various different land ownerships. The site is restricted by the existing built form on the site, with only small parcels remaining undeveloped. The location of the River Hipper through the site is also a significant constraint leading to flood risk.</p> <p>The site may also be contaminated given that part of the site's former use as a furnace and foundry complex.</p> <p>Any development to come forward on the undeveloped southeastern parcel will need to be cognisant of the adjacent designated heritage assets.</p>	Poor
Market Attractiveness	<p>The site is relatively well occupied by local companies despite the poor quality of much of the stock, albeit with a number of substantial vacancies to the east of the site. This demonstrates the demand for units in this location given the proximity of the site to the strategic highway network and district centre.</p> <p>This is supported by data from CoStar which highlights a number of 2-star rated properties and low market rental values (averaging around £8.64 per sq ft) in the area. Whilst lower rents might help towards filling vacant units, it might also explain the number of lower value uses on site.</p> <p>However, the ability to intensify uses on the site (or to introduce more sensitive uses) is severely constrained by flood risk, particularly on the easternmost portion of the site, and the existing heritage designations.</p>	Average
Fit with Strategic and local economic strategy	<p>With the site's proximity to residential areas and good accessibility, it has a strong alignment with the Derbyshire Economic Strategy objective to connect people to economic opportunity and help disadvantaged groups into economic activity.</p> <p>However, given the current poor state of much of the site, redevelopment for a range of higher quality uses or improvements / renovations to existing units would support the strategic objective to unlock the potential of existing land and property assets, as well as attracting higher quality new businesses.</p>	Average
OVERALL SITE RATING	Poor	
Recommendation and Potential Future Uses	<p>Retain designation as a Strategic Site but improvements to the quality of the existing buildings are required in line with the existing masterplan/regeneration framework for the site to generate further market interest and ensure that the mix of uses on site is better</p>	

suited to both the proximity of the town centre and residential uses, as well as the constraints limiting development at present.

The currently vacant parcels also have the potential to come forward for redevelopment; however consideration would need to be given to significant flood risk and heritage constraints on much of the site.

SITE SUMMARY:

This is a complex site with a varied mix of uses, historic industries and significant constraints restricting development. The majority of the site accommodates buildings, which appear to be generally well occupied by local businesses, benefitting from the site's proximity to the district centre and strategic highway network.

As noted in the Regeneration Framework for the site, the land south of Chatsworth Road is a complex area, with a mixture of large, vacant sites which could be redeveloped in the short term, comprising of existing business and employment activity. As such the regeneration of this area is likely to occur over an extended period of time, as sites gradually come forward for redevelopment.

There are a number of constraints to redevelopment, not least the proximity of high density terraced residential properties permeating the site; the high level of flood risk in many parts of the area due to the proximity to the River Hipper and also the presence of the Grade II listed Cannon Mill and other heritage assets.

The site should nevertheless be retained as a Strategic Site, with employment-led mixed use development at the fore in the western/central area, and mixed use with predominantly residential/retail/employment and or other commercial facilities on the eastern section around Griffin Mill/Wheatbridge Mills as per the current masterplan for the area.

Land East of Calow Lane / Chesterfield (Ref: CHES16)



GROSS SITE AREA:
6.98 ha

ESTIMATED NET DEVELOPABLE
AREA:
6.98 ha

CRITERIA	COMMENT	RATING
Site Context	The site comprises undeveloped greenfield land of a regular shape that is currently in agricultural use. The site is located near the small village of Calow, approximately 2.2km southeast of Chesterfield Town Centre.	
Local Plan Designations	The site is unallocated in the Chesterfield Borough Local Plan 2018 to 2035.	
Planning History (since April 2019)	CHE/19/00251/OUT, Land South Of Calow Lane Hasland Derbyshire, Outline application for the construction of up to 120 dwellings with all matters reserved except for point of access. Revised drawings and Noise Assessment Report received 29 July 2019. Revised masterplan received 5 September 2019 and extra information re berm view. Application refused.	
LAA status	<p>The site is included in the 2018 LAA. The site is identified for residential development with a capacity of 200 homes but is categorised as being 'undevelopable'.</p> <p>Whilst focused on the potential to accommodate residential uses at this location, the 2018 LAA notes that: "Main Constraints: <i>The site has noise pollution, biodiversity and flooding constraints. However these are likely to be overcome, including by avoiding development of functional flood plain. Schools capacity is a constraint and there is insufficient evidence it can be overcome taking into account the type of housing development likely to be sought on such a site. The site is in open countryside and within a landscape character type that is relatively open and its impact on visual amenity and landscape character is likely to be adverse and significant. There is insufficient evidence to demonstrate that this constraint can be overcome</i> Suitability: <i>The site is not within 800m walking distance of a centre. There are significant school infrastructure, landscape and</i></p>	

	<p><i>visual impact constraints that currently appear to be insurmountable.</i></p> <p>Achievability: Privately owned.”</p> <p>The site was discounted at LAA 2018 Stage 2b due to its unsuitability to support residential development. However, the site has since passed Stage 1 LAA 2022-25 (Employment Scenario).</p> <p>Additionally, the site was submitted in the 2022 Call for Sites exercise as available for a variety of uses, including for industrial activities and warehousing.</p>	
Current Land Use and Type	The site comprises four fields in agricultural use.	
Occupier Profile	The site is undeveloped.	
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located within the village of Calow, adjacent to the suburb of Hasland, a local service centre to the west of the site beyond the A617. Local services and facilities within the immediate vicinity of the site are very limited however; the closest shops and services are located in Hasland, over 800m away from the site. Hasland provides some degree local labour supply.</p>	Poor
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the 30% least deprived nationally.	Poor
Strategic Road Access	The site is located approximately 1.7km from the nearest access onto the A617.	Poor
Local Road Access and Accessibility	<p>The surrounding roads that connect the site with the A617, specifically Calow Lane and Spital Lane, are relatively narrow rural roads. Spital Lane has residential properties located either side of the road. The width of the road is constrained by vehicles parked on one side of the road, preventing the free flow of traffic in both directions. Calow Lane has a pavement running from the site westwards into Hasland, providing pedestrian accessibility. The lane does not benefit from dedicated cycle paths.</p> <p>HGVs using this site and wishing to access the A617 would need to use these roads to reach the junction which would involve passing through residential areas.</p> <p>A bus stop is located directly adjacent to the site on Calow Lane and provides services to Chesterfield, Hasland and Brampton. These services are very infrequent and run every one to two hours up to mid-afternoon</p>	Poor
Compatibility of surrounding land uses and allocations	<p>The site is unallocated. The surrounding uses comprise predominantly undeveloped agricultural fields, with a housing estate located off Heathcote Drive directly opposite the site's northern boundary.</p> <p>The residential suburb of Hasland is located west of the site, beyond the A617 that runs adjacent to the site's western boundary.</p>	Average

	<p>The Calow Lane Industrial Estate is also located west of the site, on the other side of the A617. There is a high potential to provide screening on-site.</p>	
Technical and Environmental Constraints	<p>There is a relatively substantial gradient change from west to east. The majority of the eastern part of the site is located in Flood Zone 3, with a small area located in Flood Zone 2. The remaining 70%-80% of the site is in Flood Zone 1. This is due to the location of Calow Brook adjacent to the site's eastern boundary. The site does not benefit from flood defences. The eastern part of the site is at low and high risk of surface water flooding associated with Calow Brook.</p> <p>The four field boundaries are defined by trees and hedgerows.</p> <p>The site has noise pollution, biodiversity and flooding constraints that would adversely impact the site's potential redevelopment for employment uses. The site is located in the open countryside and within a landscape character type that is relatively open. The development of the site for employment uses may have a negative visual impact, particularly for residents living off Heathcote Drive.</p> <p>The site contains no heritage designations within it or in close proximity. The site is located adjacent to the Chesterfield district boundary. It is constrained by Carlow Lane to the north, the A617 to the west, and the district boundaries to the east and west. The site is mainly within an area of high risk for historic coal mining.</p>	Poor
Barriers to Delivery and Mitigation	<p>The site is under one land ownership, which is beneficial for bringing development forward on the site. An assessment of the existing landscape features on the site would need to be undertaken prior to their removal to accommodate development on the site.</p> <p>Flood risk could also be mitigated if an appropriate flood defence scheme is considered feasible and viable, and the developer avoids building on the functional flood plain. A suitable site access would need to be provided off Calow Lane.</p>	Average
Market Attractiveness	<p>The site is not allocated in the adopted Chesterfield Borough Local Plan (July 2020).</p> <p>However, the constrained nature of the surrounding local roads and distance of the site from the strategic highway network (without a new and expensive junction on the A617 being constructed) would likely make the site unsuitable for large scale employment development. Consideration also needs to be given to levels and flood risk.</p>	Poor
Fit with Strategic and local economic strategy	<p>The site does not meet any of the economic objectives for employment in the Strategy. Whilst the site could provide a large employment site, meeting the strategic objective to ensure a sufficient range of employment</p>	Very Poor

sites, given its location and constraints, employment use is unlikely to come forward.

OVERALL SITE RATING **Poor**

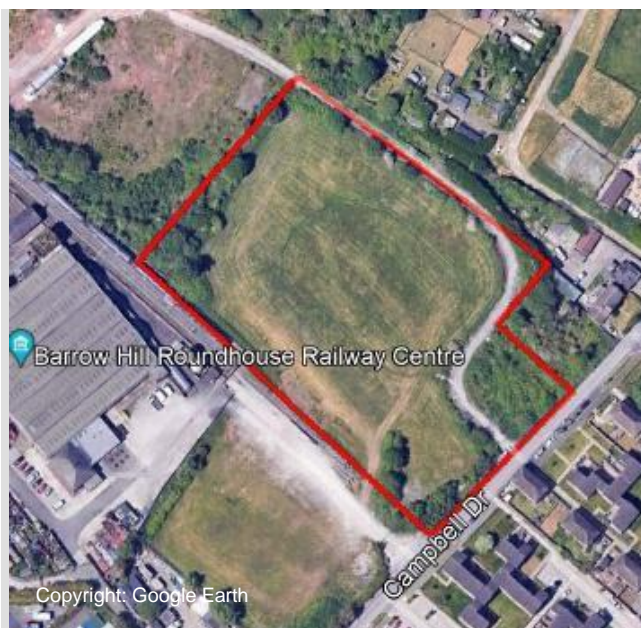
Recommendation and Potential Future Uses Do not allocate for employment uses.

SITE SUMMARY:

The site comprises existing open countryside. It is unallocated in the adopted Local Plan.

The site is considered to be unsuitable for employment development due to the constrained nature of the surrounding local roads, distance from the strategic highway network and other technical constraints, including biodiversity concerns and flood constraints. The easternmost part of the site is in Flood Zone 3, reducing the developable area by around 20%-30%.

Land to the West of Campbell Drive, Barrow Hill / Chesterfield (Ref: CHES17)



GROSS SITE AREA:
1.43 ha



ESTIMATED NET DEVELOPABLE AREA:
1.43 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises predominantly greenfield land located in the village of Barrow Hill, to the north east of Chesterfield. The surrounding area was formerly used as low-grade warehousing/open storage to the north-west (now largely vacant/demolished), with residential development located to the east and commercial and employment uses, including Barrow Hill Roundhouse Railway Centre, located to the south-west.

The majority of the site is designated an Open Space, Play Facility, Sports Facility or Allotment under Policy CLP17 of the adopted Chesterfield Local Plan (July 2020). Under this Policy, loss of such facilities will only be allowed if:

- i. the site is clearly surplus to requirements and the land is not needed or is not suitable to meet a deficiency in a different type of open space provision; or
- ii. equivalent or better alternative open space provision in terms of quantity, quality and accessibility will be provided on a replacement site; or
- iii. the development is for alternative sports and/or recreational provision, the benefits of which clearly outweigh the loss of the current or former use.

Local Plan Designations

The north-western part of the site extends into the wider Barrow Hill Established Business Area and is designated for Economic Growth under Policy CLP6. This Policy states that *“Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council’s overall spatial strategy as set out below (inter alia):*
c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor”.

	<p>The entire site is located within the Barrow Hill Regeneration Priority Area. Policy RP1 states that, within Regeneration Priority Areas, <i>“for major developments the Council will expect a masterplanned approach to deliver sustainable high quality residential development, respecting the constraints of the area and sensitive to the adjoining open countryside and existing residential communities”</i>.</p> <p>The Policy goes on to state that: <i>“Within the Barrow Hill Regeneration Priority Area, development is expected to: i. deliver a minimum of 35 new homes on site H20; and ii. promote design that positively contributes to the surrounding area and conserves or enhances heritage assets including Barrow Hill Conservation Area; and iii. support the activities of Barrow Hill Roundhouse as a visitor attraction and centre for employment; and iv. provide safe and convenient walking and cycling connections to New Whittington heritage assets at Chesterfield Canal and the Staveley and Rother Valley Corridor.</i></p> <p>Policy CLP1 also states that <i>“the council will maximise regeneration benefits to existing communities offered by development opportunities in the Eastern Villages, including Barrow Hill...”</i></p> <p>The site is immediately to the north east of the Barrow Hill Roundhouse, which the Local Plan states is the only remaining functioning railway roundhouse in the country.</p> <p>As well as being a popular visitor attraction, <i>“it is also a centre for rail related employment, training and business activity, providing research and rolling stock maintenance. The potential exists to develop this activity further in the future, particularly the possible links with HS2 and the proposed Infrastructure Maintenance Depot which will located close by on the former Staveley Works site”</i> [paragraph 10.6].</p>
Planning History (since August 2019)	There is no recent planning history of relevance on the site.
LAA status	<p>The site was not assessed as part of the LAA 2018. However, the site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).</p> <p>The site was submitted in the Council’s 2022 Call for Sites exercise as being available for industrial and warehousing activities.</p>
Current Land Use and Type	The majority of the site is undeveloped, with a track (inaccessible to the public) running through the southeastern portion of the site.
Occupier Profile	The site is largely undeveloped and vacant. It does not appear to be in active use for open space, play or sports facilities.
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located in a semi-rural location, on the edge of the village of Barrow Hill. There are limited local facilities and services within this village. The village centre is located to the east of the site, but given its small size, it has a limited local labour supply.</p> <p>The Local Plan states that Barrow Hill has only a limited range of community facilities and is some distance from the services to be found in Staveley Town Centre to the south. It is therefore dependent on public transport to reach the town centre and destinations like the secondary schools at Middlecroft and Netherthorpe.</p>

Poor

	<p>There is also the potential for a rail station to be delivered close by to the site in Barrow Hill in conjunction with the reopening of passenger services between Sheffield and Chesterfield via the (currently freight only) Barrow Hill Line as part of the previous Government's Restoring Your Railway (RYR) project. However, the new Labour Government cancelled this programme as part of the Autumn 2024 budget and its delivery is subject to finding an alternative funding source.</p>	
Proximity to Deprived Areas	<p>The Local Plan states that Barrow Hill village is challenged with deprivation and high unemployment. Barrow Hill is within the top 10% most deprived areas in England in terms of multiple deprivation, income, income affecting children, employment, education skills and training and health and disability.</p>	Very Good
Strategic Road Access	<p>The site is located approximately 1.7 km to the north of the A619 Chesterfield Road.</p>	Poor
Local Road Access and Accessibility	<p>Campbell Drive, along the site's eastern boundary, is a residential loop road that connects to Station Road, which provides the only access into Barrow Hill. Works Road and Troughbrook Road connect Station Road to the A619. Both roads are rural roads, constrained in places due to road width, parked vehicles and bridges (underneath a railway line and over a river) preventing 2-way traffic movements.</p> <p>The local roads have a pavement on one side of the road but no dedicated cycle paths.</p> <p>Bus stops are located 80m from the site's access and provide services to Chesterfield, Cresswell and Markham Vale. The frequency of services is limited to twice an hour.</p> <p>However, the accessibility of the site will improve once the proposals for the Chesterfield to Staveley Regeneration Route [CSRR] are brought forward. The route of the CSRR is currently proposed to pass to the south of the rail line, by the Staveley and Rother Valley Corridor. The CSRR will improve accessibility to the south of the Site and, by linking to Worksop Road, will provide direct access to Junction 30 of the M1.</p>	Average
Compatibility of surrounding land uses and allocations	<p>The majority of the site is allocated for open space / play provision / sports facilities within the wider Barrow Hill Regeneration Area allocation. The site is located adjacent to an Established Business Area.</p> <p>Undeveloped land, employment and commercial uses (including operations associated with the Railway Centre, a self-storage unit and a car garage) and a limited number of buildings, including residential dwellings and takeaway, are located adjacent to the site. Directly to the east of Campbell Drive is the small settlement of Barrow Hill. The site offers potential to provide screening to adjacent residential and employment uses.</p>	Average

Technical and Environmental Constraints	<p>The site is located in Flood Zone 1. A small part of the site is at low and medium risk of surface water flooding. The site is relatively flat. There are no heritage assets located on the site, but the Grade II listed 'Engine Shed 200m west of Campbell Drive' is located adjacent to the site's southern boundary.</p> <p>The majority of the site comprises grassland and shrubbery, with trees and hedgerows located along the site's boundaries and adjacent to Campbell Drive. Part of the site is also identified as having priority habitat. The site is located adjacent to a former landfill site, and therefore contamination on and adjacent to the site is likely. The former landfill is also subject to a habitat compensation scheme under County Council permission ref. CM2/O213/144.</p> <p>The site is wholly within an area of high risk from historical coal mining.</p>	Average
Barriers to Delivery and Mitigation	<p>It is understood that the site has one land owner. The site access would need to be widened and improved. An assessment of the landscape features would need to be undertaken before any removal.</p> <p>The majority of the site is allocated as open space / play provision / sports facility. Development will only be able to come forward on the entire site subject to demonstrating that the recreational space is surplus to requirements or equivalent or better provision is provided on another suitable site.</p>	Poor
Market Attractiveness	<p>There appear to be few environmental constraints (aside from the proximity to the landfill site and partial priority habitat designation) and the adjacent commercial premises are occupied. However, the site's location in a small village adjacent to residential dwellings and constrained local road network would make it unsuitable for heavy industrial uses and uses generating large volumes of traffic.</p> <p>This was acknowledged by commercial agents who noted that the area would not suit heavy industrial or logistics uses due to lack of motorway access. Agents considered that sites within or nearby to the Staveley and Rother Valley Corridor would be at a disadvantage compared to sites closer to the M1 junction and would better suit small or mid-box sized industrial units. However, it is unclear whether this would work for the site given current constraints around vehicular access. This would change once the CSRR comes forward.</p>	Poor
Fit with Strategic and local economic strategy	<p>The site is located to the north of the former Barrow Hill line which is identified in the Chesterfield Growth Strategy as an opportunity for growth as part of ambitions to re-open the Barrow Hill Line (subject to future funding).</p>	Very Good
OVERALL SITE RATING	Average	

Recommendation and Potential Future Uses

Deallocate from open space / play provision / sports facility use and consider extending CLP6 Economic Growth designation to cover the entirety of the site.

SITE SUMMARY:

The site is located within a Regeneration Priority Area. Only a small portion of the site is currently allocated for economic growth under CLP6, with the majority instead designated as sports facilities/open space/play provision. However, the site does not appear to be in use for these recreational activities.

The site is, however, located within the Barrow Hill Regeneration Priority Area and uses on this site that support the regeneration of the area, and/or support the activities of Barrow Hill Roundhouse as a visitor attraction and centre for employment should be facilitated.

The site is constrained by the local highway network, reducing its potential to support high density employment development with high levels of HGV/commuter traffic, from coming forward. The delivery of the CSRR would significantly improve this issue however.

Consideration may also need to be given to remediating the site (given its proximity adjacent to a former landfill site) and the location of the priority habitat on the site to inform any future development proposals.

It is unclear whether the market interest is there to redevelop the site for employment uses at present, other than for lower value open storage as can be seen on sites to the south-west of the roundhouse.

The site's current designation does not appear to be contributing significantly to meeting the recreational needs of Barrow Hill's residents. Alternative uses should be explored for this regeneration site which may include light industrial use if the market is there, although high quality residential development may be a more deliverable option.

The Council should ensure that a flexible approach is taken to the future development of this site and avoid being overly prescriptive as to its future designation to help regenerate Barrow Hill in accordance with the Local Plan's spatial strategy.

In the meantime, it is recommended that the CLP6 Economic Growth designation be extended to cover the entirety of the site.

**Staveley and Rother Valley Corridor (area around Works Road and Rhodia site)/
Chesterfield (Ref: CHES18)**



**GROSS SITE AREA:
66.16 ha**

**ESTIMATED NET DEVELOPABLE AREA:
50 ha (c.75% excluding wetland area to the south)**

CRITERIA

COMMENT

RATING

The Staveley and Rother Valley Corridor site comprises a significant area of previously developed land, including areas of vacant and derelict former industrial land and made ground from historic open cast coal mining. It is located north-west of Staveley and south of Barrow Hill and forms part of the wider Corridor site which, at 150 ha, is the largest regeneration opportunity in the Borough. As such, it has major implications in terms of its ability to deliver new housing, employment and an improved environment.

The site (Hartington-Staveley) is also one of three sites within the East Midlands Investment Zone [EMIZ], which will create jobs and drive growth in the advanced manufacturing and clean energy sectors. This will include tax benefits for new companies to the sites and allow for Business Rate Retention.

Site Context

The site and the wider area of Staveley also benefits from £25m of Town Deal funding, which is intended to deliver a number of projects that cover the themes of Place, Health and Wellbeing, Innovation and Enterprise, and Inclusive Growth.

As part of the wider masterplan for the Staveley Works Corridor, the Devonshire Group is seeking outline permission (CHE/19/00103/OUT) for a mixed use development on land immediately to the south west for up to 700 new homes, retail, leisure, hotel, employment and community uses, primary school, canal marina, open space, and associated infrastructure and other works, including demolition, ground remediation and restoration.



Source: Devonshire Detailed Illustrative Plan

Harworth Group is also seeking to bring forward up to a further 590 homes on the Former Staveley Works to the west. This would also include a Works Road Hub comprising a Restaurant/Public House, Business Units and a Convenience Store; Open Space; Landscaping; and Drainage Infrastructure.

Subject to approval, site CHES18 will benefit considerably from the increased labour pool generated in close proximity by these substantial interconnected mixed-use projects.

The northernmost area of the site under consideration was identified as the preferred location for an Infrastructure Maintenance Depot [IMD] as part of the proposals for the now cancelled eastern leg of HS2 Phase 2b. However, this safeguarding does not prevent a planning application being submitted on the site, although HS2 Ltd may still need to be consulted despite the HS2 Phase 2b proposals being withdrawn.

Although HS2 Phase 2b has been scrapped, the safeguarding direction for the IMD remains in place. It is understood that the intention for the site, which forms part of the East Midlands Investment Zone, is to target manufacturing use in class B2, with some elements of B8 and E(g)(ii).

Local Plan Designations

The site is part of a wider Strategic Site allocation SS5 in Chesterfield's adopted Local Plan (July 2020), *Staveley and Rother Valley Corridor*. Policy SS5 states that *"The Borough Council will support the comprehensive redevelopment of the Staveley and Rother Valley Corridor to create a sustainable urban extension to a landscape setting through a masterplanned approach."*

The overall objectives of the masterplan include (inter alia):
b) creating employment opportunities focused on the Hall Lane end of the corridor and around Works Road;
d) accommodate an Infrastructure Maintenance Dept to serve the eastern leg of HS2"

The site is located within the Hall Lane Character Area of the wider Corridor.

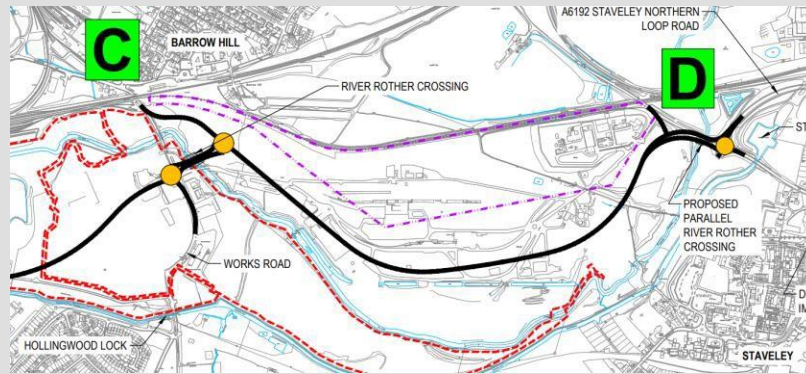
Policy SS5 states that planning permission will be granted for an employment led development in the Hall Lane Character Area including:

- *"proposals for the HS2 IMD;*

	<ul style="list-style-type: none"> • development of approximately 30 ha of employment generating development within use classes B1, B2 and B8, subject to HS2 finalising the extent of the proposed IMD; • housing (C3) led development for western end of the Character Area and ancillary uses where it is well-related to the existing settlement of Barrow Hill and Works Road; • the improvement of walking and cycling connections between Barrow Hill and Staveley Town Centre; • new wetland habitat in the south of the character area associated with the River Rother”. <p>A small strip of land that runs adjacent to the site’s southern boundary comprises a River Corridor associated with the River Rother. Policy CLP19 (River Corridors) requires “<i>New development proposals on or adjacent to a river corridor should investigate the creation, and management, of ecological buffer strips and corridors to preserve and enhance the biodiversity of the area</i>”.</p>
Planning History (since August 2019)	There is no recent planning history of relevance on the site, although Harworth Group and Devonshire Group are in the process of promoting land to the west and south west of CHES18 for a range of residential-led mixed uses (see above for details).
LAA status	<p>The site is included in the LAA 2018. The site is identified for mixed use and is categorised as being ‘developable’ and suitable for up to 259 homes.</p> <p>The 2018 LAA notes that: “Main Constraints: Constraints are present but unlikely to be insurmountable. Suitability: Part of Staveley Rother Valley Corridor Strategic site. Mitigation required for biodiversity, landscape impact, land contamination, flood risk, air pollution and heritage. Currently does not benefit from walking distance to local centre but proposals in wider masterplan to provide Local Centre that would meet the walking distance test. Achievability: Delivery of the site is expected to extend beyond the plan period, the need for a comprehensive approach and the preparation of the site and infrastructure mean that the site should be allocated as a part of a Strategic Site in the submission Local Plan.</p> <p>Policy Justification: The site is a significant area of pdl, including areas of vacant and derelict former industrial land and made ground from historic open cast coal mining. There is a clear regeneration need for the strategic allocation of the site to ensure the comprehensive approach to regeneration and delivery of critical infrastructure, including roads, a primary school and new local centre to support regeneration of the site. A masterplan for the regeneration of this site (and adjacent LAA sites 311 and 312) has been in preparation since 2009 in consultation with landowners and is the subject of a current outline planning application. This site is also the chosen location for the Infrastructure Maintenance Depot to serve HS2 phase 2(b), and a masterplanned approach is recommended as the most appropriate way to ensure co-ordination of HS2 and other development and maximise the benefits of the HS2 investment. Although delivery of the site is expected to extend beyond the plan period, the need for a comprehensive approach and the preparation of the site and infrastructure mean that the site should be allocated as a part of a Strategic Site in the submission Local Plan.”</p>

	The site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).	
Current Land Use and Type	The majority of the site comprises pdl and landscaping. A small part of the site's eastern portion contains a landfill gas site that has been operated by Infinis Energy. Lichfields was unable to gain access to confirm whether Infinis Energy is still operating on the site; however, it is understood that this parcel was developed with the intention of being relocated at a later date.	
Occupier Profile	The vast majority of the site is unoccupied and vacant.	
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located on the northeastern edge of the town of Staveley and is accessible to the local labour force. Historically this was a site of heavy industry that provided the focus and much of the employment for, the communities of Barrow Hill, Hollingwood and Staveley.</p> <p>There is also the potential for a station to be delivered in Barrow Hill (located immediately adjacent to the site) in conjunction with the reopening of passenger services between Sheffield and Chesterfield via the (currently freight only) Barrow Hill Line as part of the previous Government's Restoring Your Railway [RYR] project. However, the new Labour Government cancelled this programme as part of the Autumn 2024 budget and its delivery is subject to finding an alternative funding source.</p>	Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the most deprived 10% nationally. =	Very Good
Strategic Road Access	The A619 is located 600m from the site's eastern access on Hall Lane. The site's western boundary is adjacent to Works Lane, which is approximately 1.2 km north of the A619 Chesterfield Road.	Average
Local Road Access and Accessibility	<p>Hall Lane is a relatively unconstrained rural road adjacent to the site's eastern boundary. Within 600m of the site, via Hall Lane, is the A619. Works Road and Troughbrook Road to the west connect to the A619. Both roads are rural roads, constrained in places due to road width, parked vehicles and a bridge (over a river) preventing two-way traffic movements.</p> <p>There is a low bridge northwest of the site from Works Road as well as 'give way' signs due to the narrow width of the road.</p> <p>The majority of Hall Lane does not benefit from pavements for pedestrian accessibility. No cycle paths are provided. Pavements are provided on Works Lane, but no dedicated cycle paths.</p> <p>However, the accessibility of the site will significantly improve once the proposals for the Chesterfield to Staveley Regeneration Route [CSRR] are brought forward. The route of the CSRR is currently proposed to pass directly through the site. The CSRR will improve accessibility east and west of the Site and by linking to Worksop Road, will provide direct access to Junction 30 of the M1. Derbyshire County Council</p>	Good

will be delivering the CSRR with construction due to start in 2025.



A new double roundabout is proposed on Works Road, which will provide access into the site along its western boundary. The route will also provide a crossing over the River Rother from this roundabout.

The nearest bus stop on Hall Lane is located just over 400m from the site and provides services to Chesterfield, Walton, Markham Vale and Creswell. On the site's western boundary, bus stops are located within 140m on Works Lane, providing services to Chesterfield, Walton, Markham Vale and Creswell. These services along Hall Lane and Works Lane run approximately every 30 minutes, reducing to every hour in the evenings.

Compatibility of surrounding land uses and allocations

The site is located within the Staveley and Rother Valley corridor, a regeneration priority area for new housing and employment uses. Immediately to the west of the site is undeveloped land which (subject to planning approval) is intended to be brought forward as a mixed use, residential-led development. Beyond this is the village of Barrow Hill, predominantly residential in nature with commercial and employment uses located off of Campbell Drive and Whittington Road. The railway lines to the north of the site provide a buffer between the site and village.

To the south is undeveloped land located either side of the River Rother and Chesterfield Canal. The town of Staveley is located south and south-east beyond the Canal. Immediately north-east of the site is Hartington Colliery and other industrial operations. Directly to the west is an office and warehouse building, beyond which is pdl.

Very Good

Technical and Environmental Constraints

The site is very large in size and is constrained by levels. A large proportion of the southern part of the site is located in Flood Zone 3, with a small part located in Flood Zone 2 due to the proximity of the River Rother that runs adjacent to the site's southern boundary. Due to this, part of the river runs beneath the southern parcel which requires crossing a bridge to access the site via Works Road. Signage indicates that the bridge is identified as being 'weak' which would need upgrading for site access and use. Flood defences have been erected in this location. The remainder of the site is in Flood Zone 1.

Poor

The majority of the site is at very low risk of surface water flooding, although some parts of the site are at low, medium and high risk of surface water flooding. The route of River Rother is at high risk of surface water flooding.

Chesterfield Canal is an undesignated heritage asset.

The site is constrained to the north by a railway line. There are two vehicular accesses into the site, one from Hall Lane and one from Works Road. These accesses will need upgrading and the internal roads associated with the site's former use will need improving. The site contains a large number of trees and vegetation.

The LAA notes that mitigation would be required for biodiversity, landscape impact, land contamination, flood risk, air pollution and heritage.

The site comprises a significant area of brownfield land, including areas of vacant and derelict former industrial land and made ground from historic open cast coal mining. There is a clear regeneration need for the strategic allocation of the wider site to ensure a comprehensive approach to regeneration and delivery of critical infrastructure, including roads, a primary school and new local centre to support regeneration of the site.

Barriers to Delivery and Mitigation

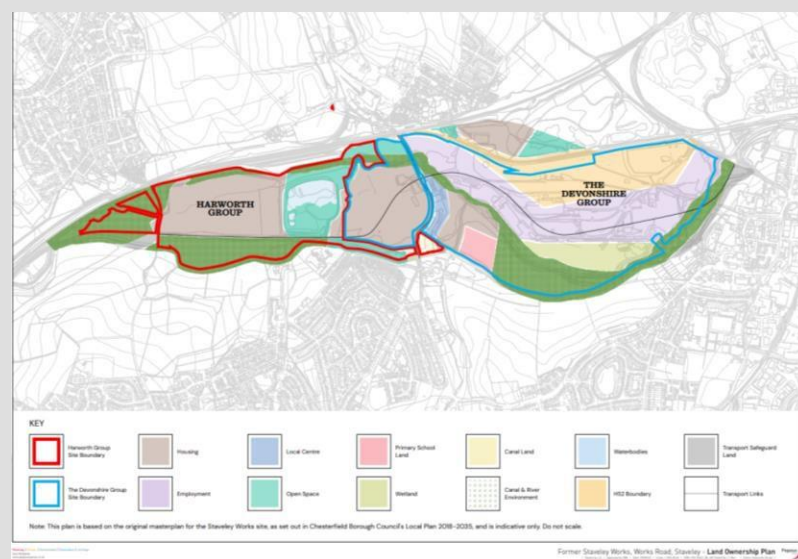
The site is constrained by land contamination. Remediation and levelling will therefore be required before bringing forward development on the site. There are multiple land titles that cover the site with different landowners. Acquiring these titles may delay developing the site.

Poor

Flood risk is an issue on parts of the site.

The site is on a long lease that needs to be resolved prior to its redevelopment.

The land ownership plan is provided below:



Source: Former Staveley Works, Works Road, Staveley - Land Ownership Plan, Pegasus Group (2022)

	An assessment of the landscape features would also need to be undertaken before their removal.	
Market Attractiveness	<p>The site is in an attractive area and well located, with undeveloped land and complementing land uses (commercial and industrial) within the vicinity. The attractiveness of the site is only going to increase following its EMIZ status and as proposals for the CSRR are brought forward, to improve its accessibility to the strategic road network. However, remediation and levelling works will be costly and are likely to impact viability / deliverability.</p> <p>Whilst agents viewed the Staveley and Rother Valley Corridor positively from an employment land perspective, there was a general view that the site was at a disadvantage compared to sites closer to the M1 junction. As a result, discounted rents may need to be offered compared to sites such as Markham Vale. Agents considered that the Staveley site was less well suited to big box strategic distribution units due to the extra distance to the M1 Corridor. Instead, agents considered that the site would be best suited to small and mid-box sized industrial units.</p>	Average
Fit with Strategic and local economic strategy	<p>This is a key strategic site within the Local Plan and is identified in the Chesterfield Growth Strategy as a strategic opportunity for new housing, employment, community and green/blue infrastructure. Delivering development on the site would support the Chesterfield Growth Strategy ambition to regenerate the east of the borough through the Staveley Growth Corridor and complement wider projects including the Staveley Town Deal and the new rail innovation, research and training centre (DRIIVE) at Barrow Hill.</p> <p>The site also benefits from being part of the £160m East Midlands Investment Zone, which is intended to support advanced manufacturing and green industries. The funding for the Hartington-Staveley site (alongside sites at Infinity Park Derby and The Explore Park at Worksop) will be spread over 10 years.</p> <p>The investment zone sites have been designated to support growth in green industries and advanced manufacturing, with developments intended to provide a boost in jobs and economic activity for the area. The Staveley site will provide a series of tax benefits to companies which occupy units within it.</p> <p>A large part of the site was identified as the preferred location for the HS2 Infrastructure Maintenance Depot as part of the proposals for the eastern leg of HS2 phase 2b. A safeguarding direction for the IMD was published and a revised boundary was consulted on by HS2 in July 2018. Following the cancellation of HS2's eastern leg, this presents an opportunity for alternative uses to come forward in line with a wider masterplan for the regeneration of the site.</p>	Very Good
OVERALL SITE RATING	Good	
Recommendation and Potential Future Uses	Retain wider designation as a Strategic Site, with the potential for a higher proportion of employment uses to come forward in the Hall Lane	

Character Area now that HS2 is no longer being progressed in this location. A minimum of 30 ha could be provided even excluding the HS2 site; including the site, it is likely that the net developable area would total in the region of 50 ha.

SITE SUMMARY:

This site forms a key part of the largest regeneration opportunity in Chesterfield Borough. The site now comprises predominantly vacant land that was historically in use for heavy industry that provided the bulk of employment for the nearby communities of Barrow Hill, Hollingwood and Staveley, areas which now suffer high levels of deprivation. The area's former uses have left a difficult legacy of contaminated land and problematic ground conditions which, aligned with flood risk, present significant viability issues going forward. Consideration must be given to biodiversity, landscape impact, land contamination and flood risk.

Nevertheless, the site remains a key redevelopment opportunity for the wider area and is in an excellent location with a high-quality environment, accessible road infrastructure and proximity to a large potential workforce, particularly as the proposals on the Former Staveley Works to the north come forward in the future. Much of this part of the site was earmarked to accommodate the IMD as part of proposals for the eastern leg of HS2 phase 2b, with 30 ha of employment land identified to come forward at a much later in the plan process on the remaining part of the site.

CHES18 forms part of a much wider development area currently being promoted for comprehensive residential-led mixed use development by Harworth and Devonshire Groups, with access to the sites being taken from the proposed new Chesterfield Staveley Regeneration Route. The CSRR is intended to relieve congestion on the A619 and to provide access to the Staveley Works corridor regeneration site.

The site will also benefit from its recent designation as one of three sites within the EMIZ, which will create jobs and drive growth in the advanced manufacturing and clean energy sectors.

HS2 Phase 2b's cancellation presents a clear opportunity to redesignate this part of the wider site with a greater proportion of employment as part of a mixed-use masterplan. This would aim to regenerate a key brownfield site through the development of a mix of uses (employment-led), tackling both the physical and environmental issues of the site whilst providing an opportunity to address the high levels of social and economic deprivation that persist in neighbouring settlements that historically relied on the site for employment. It is considered that site would be best suited for advanced manufacturing industrial units, light industry, smaller scale B8 and clean energy sectors as part of the wider mixed-use development of the Staveley Corridor.

Waterside (Station Place and Basin Square) / Chesterfield (Ref: CHES19)



GROSS SITE AREA:
3.92 ha

ESTIMATED NET DEVELOPABLE AREA:
1.96 ha

CRITERIA

COMMENT

RATING

Site Context

The site comprises two parcels of brownfield land north and south separated by Brimington Road that runs north-south through the site. It is centrally located to the east of the Council's defined Chesterfield Town Centre Historic Core, to the north-east of Chesterfield train station. The site contains a range of buildings in varying conditions. A new, high quality office building, One Waterside Place, is located within the site adjacent to Brimington Road. The remainder of the buildings on the site appear to be vacant or occupied for industrial and retail uses. Most of the remainder of the site contains hardstanding used as surface car parks. A small part of the site is located within a designated River Corridor.

The site is part of a wider Strategic Site allocation SS3, *Chesterfield Waterside and the Potteries*, in the adopted Chesterfield Local Plan (2020).

Local Plan Designations

The Policy states that:
"Within the Chesterfield Waterside area as set out on the Policies Map, the council will support development proposals that contribute towards (inter alia):
a) creating jobs in office, industry, retail, tourism and education;
c) achieving a mix of uses including residential (up to 1,550 new homes), office (up to 30,000 sqm), employment, leisure, health and fitness, hotels, creche, doctor's surgery and nursing home..."

There is a canal basin on the site that is located within a River Corridor. Policy CLP19 (River Corridors) requires *"New development proposals on or adjacent to a river corridor should investigate the creation, and management, of ecological buffer strips and corridors to preserve and enhance the biodiversity of the area..."*

Planning History (since August 2019)

The site has an approved masterplan for mixed use, and an updated draft masterplan has been approved for consultation.

	<p>An outline permission covering the site (CHE/09/00662/OUT) has lapsed.</p> <p>CHE/21/00184/REM, for hotel and apartments. Awaiting Decision.</p> <p>CHE/21/00186/REM, for appearance and landscaping of new multi storey car park, Awaiting Decision.</p> <p>CHE/19/00007/REM for the development of 177 dwellings to the north of the site, has been implemented.</p> <p>CHE/22/00604/FUL for the development of 145 dwellings and ground floor retail units to the east of the site. Granted permission</p>
LAA status	<p>The entirety of the strategic site, comprising 23.17 ha (which the site forms part of), was included within the LAA 2018. The site is identified for mixed use, is 'developable' and is suitable for up to 1550 homes.</p> <p>The LAA 2018 states:</p> <p>"Main constraints: <i>The site has physical and environmental constraints including contamination, flood risk (fluvial and surface water), highway network limitations, biodiversity, heritage impact (Grade II Listed Building and the Chesterfield Canal) and land stability. However, adequate information has been provided and consultation comments received for the numerous planning permissions for the site including an extant outline, to conclude that constraints can be overcome.</i></p> <p>Suitability: <i>The site has an approved master plan for mixed use and is within 800m of the town centre and railway station with extant outline permission and some areas with detailed permission. Identified constraints can be mitigated.</i></p> <p>Achievability: <i>Site owned and being built out by developer.</i></p> <p>Policy Justification: <i>This is a large scale regeneration site with an outstanding outline planning permission that is in the process of being implemented through a public/private partnership arrangement in accordance with an agreed masterplan. Delivery of the scheme would directly support Strategic Objectives S2, S6 and S12 by providing homes and employment, and supporting the restoration of Chesterfield Canal to navigation along its length (the canal would terminate within the Basin already constructed as part of the scheme). The site contains areas of flood zone 1, 2 and 3; development of the site would accord with the approach to redevelopment of previously developed land flood risk set out in proposed submission policy LP14 (I to iv) and a FRA is already in place through the existing planning permission. The site is within walking distance of Chesterfield Town Centre and is of sufficient scale to allow for on-site provision of local retail facilities. The site meets the requirements of the spatial strategy in terms of 'concentration and regeneration' as set out in submission policies LP1 and LP2 and should be allocated as a Strategic mixed-use regeneration scheme."</i></p> <p>The site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).</p>
Current Land Use and Type	<p>The site contains a variety of buildings. The northern parcel contains a small industrial warehouse at the site's northern boundary (occupied by Chesterfield Airsoft); a large area of hardstanding comprising Brewery Street car park; a large modern office building adjacent to</p>

	Brimington Road (occupied by a range of businesses); and a vacant brownfield site on the market to let. South of Brimington Road, the majority of the site has been cleared and is in temporary use for car parking, with the exception of 9 Brimington Road and the Olympia House Antiques Centre.	
Occupier Profile	Less than 25% of the site comprises buildings. Of the existing buildings, the modern 6 storey office is fully occupied and the remainder are predominantly vacant.	
Proximity to Urban Areas and Access to Labour and Services	The site is located within close proximity to Chesterfield Town Centre, with good accessibility to the settlement's local labour supply.	Very Good
Proximity to Deprived Areas	The site is located within a Lower Super Output Area ranked as one of the least deprived 50% nationally.	Average
Strategic Road Access	The site is within 950m of the A619 Lordsmill Roundabout via the B6543 Lordsmill Street.	Average
Local Road Access and Accessibility	<p>The site is served by three separate accesses, directly off the B6543 roundabout; from Brimington Road; and from Holbeck Close, an unadopted road. The accesses from the B6543 and Brimington Road are wide and unconstrained. The northernmost part of the site is accessed from Holbeck Close, which is more constrained in terms of its width. The B6543 runs along the site's southern boundary and allows free flowing traffic in both directions. This road connects with the A619.</p> <p>The site is adjacent to Chesterfield train station. A bus stop is located on Brimington Road that runs through the site and provides services to Worksop and Mastin Moor approximately every 15 to 30 minutes. Additional services are provided from the bus stop adjacent to the site's southern boundary to Chesterfield, Alfreton and Bakewell.</p>	Very Good
Compatibility of surrounding land uses and allocations	The site is located within the Chesterfield Waterside and the Potteries Strategic site (up to 30,000 sqm of office and new employment uses). There is an approved masterplan for mixed use development and a revised masterplan approved in draft.	Good
	The surrounding area comprises largely office, warehouse and storage units within Tapton Business Park to the north and a small number of terraced properties located off Tapton Terrace.	
Technical and Environmental Constraints	The site is over 3 ha. A large canal basin is located in the central part of the site and a designated River Corridor runs adjacent to part of the site's eastern boundary. The majority of the site is located in Flood Zone 2, with part of the southern land parcel situated in Flood Zone 3. The north extent of the site off Holbeck Close flooded during storm Babet in October 2023. This is due to the proximity of the River Rother that runs adjacent to the site's eastern boundary.	Poor

	<p>There is a medium to high risk of surface water flooding along this route. Small central parts of the site are at low risk of surface water flooding. The site is protected by flood defences. No heritage designations are located on the site.</p> <p>The Grade II listed Engineers Offices at Goods Yard, British Rail Station is located approximately 25m south of the site's southern boundary. Landscape features are largely located along the site's boundaries.</p> <p>The site is not constrained by topographical issues. There is poor legibility between the site and the train station to the south, and pedestrian access into the site is generally limited to poor quality footpaths along the canal/river, which are not to LTN1/20 standards.</p> <p>There is also a lack of good quality public footbridges spanning the canal/river. The bridges accessible by foot are of aesthetically poor quality and do not meet the minimum standards set out in LTN1/20 for cycle access.</p> <p>There is limited vehicle access from Holbeck Close, an unadopted road.</p> <p>According to the Revised Masterplan for the wider Chesterfield Waterside site (March 2023), the transition areas between the train station/town centre and the proposed redevelopment site are unwelcoming and often dominated by vehicles at the expense of the pedestrian experience.</p>	
Barriers to Delivery and Mitigation	<p>The majority of the site is within the ownership of Chesterfield Waterfront Limited, the Council and Brimington Developments Ltd, which is a positive aspect for the site's delivery prospects.</p> <p>Consideration will need to be given to flood risk and drainage (see commentary above), as well as land contamination. Existing vacant buildings will need demolishing.</p>	Average
Market Attractiveness	<p>A new office development, One Waterside Place, was officially opened in January 2023. Floorplates were available from 516.8 sqm and could be sub-divided to suit occupier requirements to provide accommodation from 250 sqm. It is understood that all 6 floors are now fully let demonstrating the suitability of the site for Class E(g) uses. The flagship office development, owned by Chesterfield Borough Council, has welcomed Rosewood Wealth Management and another international company, both expanding their presence in Chesterfield. They join BHP Chartered Accounts and Varley which already occupy space in the building.</p> <p>The 35,000 sq.ft. building delivers Grade A, large floor plate office accommodation, which does not exist elsewhere in Chesterfield.</p>	Good

Agents considered that the site provides high quality Grade A office space and is strategically located given its proximity to the train station. However, some considered that the office market is yet to 'find its feet' and that the market in this location desires better but smaller space that offered flexibility.

One agent involved in marketing 1 Waterside Place considered that demand was largely driven by the fact that the site was subsidised and without further subsidy demand might not be as strong. This is particularly the case post-Covid with rising rents and costs associated with Grade A office. This would deter the typical office occupier in this part of Chesterfield.

There was a general consensus that the cost of constructing and remediating the land around Waterside is too high. Agents expressed the view that Waterside was only possible due to public funding which would need to come forward to instigate further demand for the site.

As a result, there appears to be limited interest for the adjacent brownfield land parcel which is being actively marketed for office accommodation. Some of the existing buildings are derelict and in poor condition. Demolition and redevelopment of the unoccupied parts of the site would be required. The remaining vacant plots are currently used as car-parking for the train station and town centre. Despite the office development, there has not been any subsequent development brought forward despite its prime location near to the town centre and station.

Fit with Strategic and local economic strategy

The site is in a prime location and fits with the Chesterfield Growth Strategy to transform the vitality of the Town Centre and establish Chesterfield station as a gateway.

Very Good

OVERALL SITE RATING **Good**

Recommendation and Potential Future Uses

Retain as a Strategic Site for mixed use development, with a focus on office accommodation.

SITE SUMMARY:

The brownfield site is centrally located and currently underutilised, with a number of existing buildings vacant and plots undeveloped. The site benefits from an extant outline planning permission for mixed use development and the masterplan for this part of the site includes a mix of uses, including residential, office, a hotel and a multi-storey car park. Consideration must be given to flood risk and drainage mitigation, the location of the river corridor, heritage and land remediation.

The site now accommodates One Waterside Place, Grade A large floor plate office accommodation which is now fully let. This could help stimulate a clustering of office accommodation in this part of the site given its proximity to the railway station. However, agents considered that the One Waterside Place was a success in large part due to public subsidies. Without gap funding, the market in this location is much weaker and likely to revolve around smaller, and more flexible, office space.

Overall, the site should be retained as a strategic site, but the Council may need to consider further gap funding if it is to see further high-quality office space coming forward in the short to medium term.

Station Masterplan Area / Chesterfield (CHES20)



GROSS SITE AREA:
5.2 ha



ESTIMATED NET DEVELOPABLE AREA:
1 ha

CRITERIA

COMMENT

RATING

Site Context

The site is a large, linear-shaped land parcel within Chesterfield Town Centre that is bound by a railway line to the east, the A632 to the south and the A61 to the west. North of the site, land uses are predominantly offices and industrial developments, with a handful of residential properties located on Tapton Terrace.

The entirety of the site is located within the designated Strategic Site SS7, *Chesterfield Railway Station*, in the adopted Chesterfield Local Plan (2020).

Local Plan Designations

The Policy states that: “*Within this area, and in accordance with the approved masterplan, the council will support development based on the extent to which it delivers mixed use development to include residential dwellings (C3), commercial office space (B1), car parking; and limited retail and leisure uses in association with the Station. Within this area, and in accordance with the approved masterplan, the council will support development based on the extent to which it delivers [inter alia]:*

- a) improved access to Chesterfield Railway Station by all modes of transport including improved forecourt arrangements;
- e) mixed use development to include residential dwellings (C3), **commercial office space (B1)**, car parking;
- f) limited retail and leisure uses (A1 to A5 and D1 and D2) in association with the Station”

The southern part of the site comprises an Established Business Area and is designated for Economic Growth under Policy CLP6. The Policy states that *“Development should deliver sustainable economic growth by supporting existing jobs and businesses and delivering inward investment. Proposals that facilitate a mix of uses will be encouraged. Planning permission will be granted for new employment developments where they accord with the council’s overall spatial strategy as set out below (inter alia):*

c) B1(b&c) and B2 Industrial uses within Established Business Areas (as shown on the Policies Map) and at areas at Markham Vale, the Staveley and Rother Valley Corridor, and the Chatsworth Road Corridor”.

The HS2 Masterplan Chesterfield for the site was adopted in July 2021. It sets out proposals for bringing forward development in and around the station, including the existing station forecourt and the current Chesterfield Hotel site. The masterplan seeks to strengthen connections to the town centre, the Waterside site and the Northern Gateway character area. Integral to the strengthening of connections will be the accommodation of a new link road, cycle routes and pedestrian permeability throughout the study area.

The masterplan features improved north-south pedestrian and cycle links; a new multi-storey car park; a mixed-use development to the north-west (ref. CHE/21/00464/OUT); a new Station Link Road (Hollis Lane Link); and a mixture of office / business / light industrial units with adjacent cycle route in the southern part of the site:



Source: Proposed Masterplan Layout, Chesterfield Rail Station Masterplan (July 2021)

CHE/19/00647/CPO, Hollis Lane Link Design Site Hollis Lane Chesterfield Derbyshire, Link road extending from the junction of Hollis Lane to terminate at the southern extent of Chesterfield train station carpark, including a new shared cycle/foot/path adjacent to the proposed link road and ancillary development.

CHE/21/00464/OUT, Chesterfield Hotel Malkin Street Chesterfield Derbyshire S41 7UA, Erection of two buildings, one up to 6 storeys, one up to 4 storeys. Suis Generis - primarily E(g) Office and C1 Hotel. Possible further uses to be considered include C3 Residential flats, E(a)

Planning History (since August 2019)

Retail, E(b) Sale of food/drink, E(d) Fitness, E(f) Creche, F1(e) Event Space, Suis Generis maker space, Suis Generis pub, bar, drinking establishment, scale to be considered at the outline stage. (Amended submission 18.08.2021, amended description 10.09.2021). Permission Granted.

CHE/20/00054/OUT, Chesterfield Hotel, Malkin Street, Outline application for erection of B1 Offices with car park of approximately 41 spaces. Permission Granted.

The northern and southern parts of the site (comprising land between the A61 and Midland Mainline, and south of Crow Lane and North of Hollis Lane) were assessed within the LAA 2018 under ref. 426. A small central portion of the site (comprising land at Chesterfield Railway Station, Crow Lane) was assessed separately under ref. 106.

Ref. 426 is identified for mixed use, is considerable 'suitable' and 'developable' and has a capacity to deliver 330 homes. The LAA 2018 states:

Main constraints: *The Hollis Lane Link Road would improve access through the area and to the railway station. The displacement of existing car parking serving the railway station would need to be addressed. There are no other constraints that could not be mitigated through masterplanning.*

Suitability: *The site is currently extensive surface car parking and a builder yard. Chesterfield Railway station has been identified as a stop on the route of HS2 phase 2b and the Hollis Lane Link Road is a safeguarded highways scheme to provide improved access to the railway station (and is part funded by the A61 corridor programme). The required infrastructure works will create development opportunities within the area.*

Policy justification: *The site is identified as a regeneration in the Town Centre masterplan (adopted 2010) to deliver improvements in accessibility between Chesterfield Railway Station and Chesterfield Town Centre. The station has also been identified as a stop on the route of HS2 phase 2B. The Hollis Lane link road is a safe guarded highway scheme to improve access to the Station and reduce traffic on St Mary's Gate (to improve the setting of the listed St Mary's Church and support the 'Spire Neighbourhood' area.*

Implementation of the Hollis Lane Link (which is part funded) and other access improvements will require redevelopment of parts of the site. It is acknowledged that development viability may be marginal without public sector investment in the Infrastructure (part of which is already secured) and potentially land acquisition which would need to occur prior to any development. A masterplan for development, including market assessment and business case for funding, is under preparation funded by Sheffield City Region and D2N2 LEAs. The site would benefit from a mixed use regeneration allocation to ensure it is safeguarded for regeneration in the long term and that infrastructure necessary to support development is safeguarded and implemented. However any potential housing/floorspace numbers will not be included within the supply for the plan period."

Ref. 106 is identified as 'unavailable'.

The entirety of the site has since passed the Stage 1 LAA 2022-25 (Employment Scenario).

LAA status

Current Land Use and Type	<p>The site presently contains a mix of uses. The northeastern corner of the site features Chesterfield railway station, whilst part of the railway line runs through the eastern part of the site. The northern part of the site also contains an office building occupied by Spire Insurance; the associated car parking for the station; and vacant hardstanding east of the car park on former sidings land.</p> <p>The site's northwestern portion, west of the B5432 that runs through part of the site, formerly contained Chesterfield Hotel. The hotel has recently been demolished and the land parcel comprises vacant hardstanding that is used as a car park for the train station.</p> <p>It has outline planning permission for a mixed-use development.</p>
Occupier Profile	<p>The southern part of the site is largely developed, comprising a pub, a small number of residential dwellings adjacent to the A632 Hollis Lane, commercial warehouses, and their associated storage areas and parking facilities. Occupiers include Leonide Interiors and formerly, Jewson Tool Hire.</p> <p>Approximately 20% of the site is undeveloped. It is understood that all buildings are occupied, with the exception of the former Jewson warehouses that remains vacant since their relocation.</p>
Proximity to Urban Areas and Access to Labour and Services	<p>The site is located within Chesterfield Town Centre, with good accessibility to local labour supply. Very Good</p>
Proximity to Deprived Areas	<p>The site is located within a Lower Super Output Area ranked as one of the least deprived 50% nationally. Average</p>
Strategic Road Access	<p>The site's southern access connects directly onto the A632. The site's northern access is approximately 1.2 km away from the A619 Lordsmill Street roundabout. Good</p>
Local Road Access and Accessibility	<p>The site contains Chesterfield train station, and the 2021 Masterplan has the core aim of reinventing the station and rail travel as an integral part of the town centre.</p> <p>The site is currently served by three access points: two at the northern boundary from the B6543 and Crow Lane and one from the south off of the A632. During site inspection, the A632 south of the site suffered from traffic congestion. The B6543 runs along the site's northern boundary and allows free flowing traffic in both directions. This road connects with the A619.</p> <p>However, access into the site in future will be provided via the Hollis Lane Link Road. Once constructed, this will allow vehicles to travel from the bottom of Hollis Lane at the junction of Spa Lane along the side of the current A61 to the train station on Crow Lane to the north. The link road is planned to run through the station area, and the Local Plan contains a policy which safeguards an indicative route for this (Policy CLP24). Good</p> <p>There are 425 spaces in the current car park, and EMR has a franchise commitment to increase this by 100 spaces. A 550-space car park would allow for some pick-up spaces within the Multi-Storey Car Park building and future flexibility.</p>

<p>Compatibility of surrounding land uses and allocations</p>	<p>According to the 2021 Masterplan, the station access road would be developed in a series of phases. The first phase runs from the existing A632 / Spa Lane / A61 Southbound off-slip junction to the southern edge of the existing Network Rail surface car park. Phase 1 obtained planning permission separately from the station masterplan work. Phase 2 takes the route through the existing surface car park and connects to Crow Lane, Brewery Street and Brimington Road.</p> <p>Public realm improvements, and new cycle lanes are also proposed to improve cycle and pedestrian connectivity including a new bridge across Corporation Street.</p> <p>A more connected cycle network will allow people to travel off-road all the way from Storforth Lane in the south to Dunston in the north, and across to Queen's Park.</p> <p>The Masterplan notes that there is also scope to plan new bus routes (particularly serving Hasland) and provide better connectivity by bus to the town centre.</p> <p>A number of bus services run from the railway station (between every 5 to 20 minutes during the day) as well as from stops on Brewery Street to the north of the site, including to Chesterfield, Bakewell and Alfreton. Bus stops are located on Clayton Road, adjacent to the site's southern boundary and provide services to Calow, Hillstown and Whaley Thorns every 5 to 20 minutes during the day.</p> <p>Whilst the north and northwestern parcels are connected to a pedestrian bridge into the town centre, access into the northern parcel requires crossing the B6543 which acts as a slip-road for the A61. The B6543 is a busy road and will require a safe crossing point for regular pedestrian use should the parcels be brought forward for employment. This is addressed in the proposed masterplan (see above).</p> <p>The southern part of the site is an Established Business Area and the entirety of the site is located within the Chesterfield Railway Station Strategic Site. The site contains a small number of residential properties. A residential area is located to the east of the site but is separated by the railway line that runs adjacent to the site's eastern boundary.</p> <p>The 2021 Masterplan notes that the station's location is close to the town centre and it could feel much more a part of it with the right changes, whilst the experience of the area around the station could be better in many ways for the wide range of people using it.</p>	<p>Average</p>
<p>Technical and Environmental Constraints</p>	<p>The majority of the site is located in Flood Zone 1. Part of the southern site access and some of the existing buildings and area of hardstanding is located in Flood Zone 3, with a very small part of site adjacent to the A61</p>	<p>Average</p>

located in Flood Zone 2. The upper half of the site is within the setting of the Town Centre Conservation Area and setting of the Grade I Listed St Mary's and All Saints 'Crooked Spire' and these are likely to constrain the scale and appearance of development within the site. The Grade II listed Engineers Offices at Goods Yard, British Rail Station, containing Spire Insurance's offices, is located within the site boundary.

The majority of the site is within 250m of a historical landfill, and the sites historical uses indicate that contamination is likely to be present. The majority of the site is within an area of high risk from historical coal mining.

The proximity of the site to the A61 and the East Midlands rail line mean that air and noise pollution levels are likely to be a constraint to residential development and further assessment would be necessary for employment development. The site is within an area at high risk from historical coal mining. The local and key cycle networks intersect within the site and the sites pedestrian permeability is constrained by the presence of the A61 on-slip road which limits accessibility to and from the town centre via a foot and cycle bridge. The foot and cycle bridge has no segregation due to its limited width. The site is poorly connected to the Waterside strategic site in terms of pedestrian and cycle connectivity with barriers to movement.

From the south, the site is only accessible by the dedicated shared footpath and cycleway as vehicular access is constrained by the existing retail land ownerships. The shared route is enclosed by fencing and is unlit and screened by vegetation in parts and therefore is not always overlooked.

Part of the site adjoins a railway siding which has an access that needs to be kept available for rail operations.

The site is constrained by level changes. The gradient of the site decreases from the northwestern corner to the southern boundary. Consideration should be taken of the archaeological value of the site. The archaeological report prepared as part of the Malkin Street Outline Planning Application for offices (the current Chesterfield hotel site) identified that the archaeological potential within the site was low, though it did identify that a Roman road from Chesterfield to Templeborough, South Yorkshire may have run several metres to the west of the site.

A tree survey was undertaken in July 2019 which identified no high-quality trees, although a few fell into the moderate category of Arboricultural and landscape value with the remaining categorised as being of low quality.

A survey across the study area was undertaken in 2019. The survey confirmed that most habitats are of low ecological importance with no notable habitats recorded.

	<p>Suitable potential habitat for notable fauna was recorded, including roosting bats, hedgehog and nesting birds. It also provides a habitat assessment plan for most of the station area and suggests what new habitat might be suitable to enhance biodiversity.</p>	
Barriers to Delivery and Mitigation	<p>The site is constrained by landownership, with multiple different titles covering the site. However, the majority of the site is within the ownership of Network Rail. The southern part of the site is constrained by Flood Zone 3 and the majority of the site is developed and occupied. The undeveloped parts of the site would require levelling.</p>	Average
Market Attractiveness	<p>The site is centrally located and in very close proximity to the strategic highway network. However, the net developable area is modest given the majority of the site is occupied and constrained by land ownership. The southern parcel contains the former Jewson tool hire which is no longer in operation meaning there are parcels of vacant, unutilised land once the car parking and sidings area are taken into account.</p> <p>The 2021 Station Masterplan notes that there are opportunities for development to boost the local economy with new jobs and provide a vibrant mix of uses.</p> <p>Consultations with commercial agents highlighted that sites which are in close proximity to the train station would likely prove popular for office uses due providing good local accessibility and proximity to the wider town centre. New or existing sites near the town centre which could provide train or public transport access whilst also supplementing the wider town centre leisure offer were regarded by commercial agents as attractive for a regional office market.</p>	Average
Fit with Strategic and local economic strategy	<p>The site aligns with Chesterfield Growth Strategy which supports patterns of built development that makes use of existing infrastructure and sustainable travel (e.g. new employment) in and around the town centre and adjacent to the railway station. Developing the site will also improve the vitality of the town centre as a whole and develop the Chesterfield Station area as a vibrant transport gateway.</p>	Very Good
OVERALL SITE RATING	<p>Good</p>	
Recommendation and Potential Future Uses	<p>Retain the entire site's designation as a Strategic Site and retain the southern portion as an Established Business Area (in line with the adopted masterplan for the area), potentially extending this to include the now demolished Chesterfield Hotel to the north, which has outline planning permission for a mixed use development (primarily E(g) Office and C1 Hotel), benefiting from its location directly opposite the successful One Waterside Place.</p>	

SITE SUMMARY:

The site is located in an accessible location within Chesterfield Town Centre. The majority of the site comprises Chesterfield railway station and the station's associated parking, alongside commercial buildings, the majority of which are occupied. Development proposals for the site should be

informed by the adopted HS2 Masterplan Chesterfield (July 2021), which seeks to improve vehicular and pedestrian accessibility to the station, whilst providing new office / business / light industrial units to the south and mixed-use development to the north.

The undeveloped part of the site in the north-western corner of the site offers high potential for redevelopment. Outline planning permission has been granted for two buildings primarily for E(g) Office and C1 Hotel use in the site's northwestern corner, demonstrating the suitability of the site for commercial uses to support the Council's wider regeneration aims. The site should be retained as a Strategic Site and in part, an Established Business Area that could be extended to the north western corner.