CHESTERFIELD
BOROUGH COUNCIL

Infrastructure Study & Delivery Plan

June 2019

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FOREWORD

The Infrastructure Study & Delivery Plan has been prepared to inform policies and provide background information and evidence for the Chesterfield Borough Local Plan, as required by the National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG).

The work focuses on the strategic infrastructure requirements in relation to the following, identified as 'physical infrastructure', 'social infrastructure', and 'green infrastructure':

'Physical infrastructure' includes:

- Transport (walking, cycling, public transport and road networks);
- Water (flood risk, waste water and water supply and quality);
- Utilities (electricity, gas, and telecommunications);

'Social infrastructure' includes:

- Education (primary, secondary and post-16);
- Health Facilities (primary and secondary care and pharmacy facilities)
- Emergency Services (ambulance, fire, and police).

'Green infrastructure' includes:

- strategic green infrastructure assets and corridors, key natural heritage assets, green spaces, countryside facilities, and trails);

For each of these types of infrastructure, this report considers:

- The existing provision of infrastructure across Chesterfield Borough
- Whether and where there are deficits in infrastructure provision
- How these existing infrastructure can accommodate the proposed levels of growth;
- The additional infrastructure required to accommodate the proposed levels of growth in Chesterfield Borough to 2033 set out in the Local Plan, including that required to meet current shortfalls;
- Indicative costs and an outline of potential external funding sources to meet any shortfalls.

Appendix 1 contains the Infrastructure Delivery Plan. This provides a picture of the council's key infrastructure requirements within the context of potential funding and development phasing.

Methodology and Approach

This work is a desk-based exercise which has analysed existing policies, plans and other information relating to the provision of infrastructure throughout the borough.

To ensure that the study is robust, the methodology was developed with reference to the following guidance documents from the Planning Advisory Service and the Government:

- National Planning Policy Framework (HCLG, July 2018)
- National Planning Practice Guidance (HCLG, various updates)
- Viability Testing Local Plans: Advice for planning practitioners (LGA/HBF, June 2012); updated by Planning Practice Guidance – key principles in understanding viability in plan making, July 2018, updated May 2019.

The methodology has sought to be collaborative with the various infrastructure providers and the preparation of the Infrastructure Study and Delivery Plan has purposely sought to formalise the ongoing and regular conversations the Council has with the infrastructure providers in across the Borough. The methodology has also sought to learn from, and improve upon, the emerging best practice in this field, with the secondary aim of making this type of discussion between local planning authorities and infrastructure providers more familiar to both parties and by enabling a more standardised local approach to develop.

It is hoped that this approach should enable a sense of joint ownership of the proposals set out in the new Local Plan to develop, and so bring about a greater commitment from infrastructure providers to the delivery of the necessary infrastructure proposals, and ultimately to the successful implementation of the new Local Plan.

It is intended that information will be collected from service providers continuously, particularly in respect of specific sites and areas where development may be allocated. Thus the work has informed the development of the Local Plan, including site allocations.

The North Derbyshire Infrastructure Planning Group was established to help provide a coordinated, consistent, and joined up approach to infrastructure planning across North Eastern Derbyshire, share best practice, provide up-to-date evidence and information on infrastructure and funding requirements to support the preparation of local plans and CIL, and identify potential links with neighbouring authorities in Derbyshire, Nottinghamshire, and South Yorkshire on cross-boundary infrastructure. The Group was originally set up in 2011 and was re-launched in 2017 to support ongoing work on infrastructure planning in support of Local Plans. The Group has supported the preparation of infrastructure delivery plans, ensuring a consistent approach to planning for strategic infrastructure.

Importantly, the council will continue to engage with Derbyshire County Council. Following publication of the Derbyshire Infrastructure Plan in 2013, the County Council is currently preparing a Derbyshire Infrastructure Investment Plan which will set out the county's short and long-term priorities for investment in infrastructure and

services. Given the joint responsibility for infrastructure planning, Chesterfield Borough Council will continue to liaise with the county on infrastructure matters.

In preparing the Local Plan, the council has engaged in discussions with infrastructure providers. Whilst in some instances it has been difficult to gain a response from some providers, all reasonable attempts have been made to contact them. However, as the plan progresses and as more information is gathered, the study and plan will be updated and reviewed.

The table below shows the service providers who have been engaged to provide information about their service provision.

Service Provider Consultation	
Area of Infrastructure	**Service Provision**
Transport	• Highways Agency • Derbyshire County Council • Network Rail • Train operators
Education	• Derbyshire County Council (including Academy schools)
Green Infrastructure	• Chesterfield Borough Council (Leisure) • Derbyshire County Council • North East Derbyshire District Council
Flood Risk	• Environment Agency • Derbyshire County Council (LLFA) • Chesterfield Borough Council (Kier) • North East Derbyshire District Council
Utilities	• Yorkshire Water • Severn Trent • National Grid
Health	• NHS Derby and Derbyshire Clinical Commissioning Group (CCG) (formerly NHS North Derbyshire CCG and NHS Hardwick Care Commissioning Group (CCG)

Determining vital infrastructure

The Whole Plan Viability Assessment for Chesterfield has found that although there is a varying picture across the Borough, values are low across many parts of the Borough and therefore viability and delivery is challenging in some areas. Therefore a flexible approach to potential barriers to development is necessary.

To determine vital infrastructure and prioritise its delivery, this Study and Plan has identified all the main types and items of infrastructure that are likely to be needed to support the sustainable development of Chesterfield Borough as set out in the Local Plan. However, it is clear that some types of infrastructure appear to be more critical than others over the short term, while others are more necessary over the plan period. In addition, others are required to complement development in order to maximise the benefits of sustainable growth for local communities. On this basis, it is considered that the identified infrastructure projects should be categorised on the following basis:

Importance to Local Plan Strategy	Definition
Critical	Infrastructure that must be delivered in order for sustainable growth to take place without causing severe adverse impacts to local communities in the short term.
Necessary	Infrastructure that must be delivered in order for sustainable growth to take place without causing severe adverse impacts to local communities over the plan period.
Complementary	Infrastructure that is required to maximise the benefits of sustainable growth for local communities.

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EXECUTIVE SUMMARY

This work is made up of two elements:

- Infrastructure Study and
- Infrastructure Delivery Plan.

The purpose of the work is to identify the infrastructure to support future growth resulting primarily from additional housing and employment allocations within the Local Plan period up to 2033.

The work identifies the key infrastructure requirements resulting from the council's spatial strategy. This includes the development areas of *Chesterfield Waterside*, the *Eastern Villages*, *Chatsworth Road Corridor*, *Chesterfield Town Centre*, the *Western Suburbs/Residential Neighborhoods*, *Brimington Parish* and *Staveley Town Centre*. A range of different infrastructure requirements are reviewed relating to Transport, Flood Risk, Utilities, Education and Health Facilities, and Green Infrastructure.

The approach has been to focus on those infrastructure requirements which will require some form of capital expenditure, largely in the form of physical works but also identifies capacity issues in relation to education and health provision.

The infrastructure schemes identified will be mostly strategic in nature. Where there is the need for site specific infrastructure then this would be dealt with and negotiated at the detailed planning stage (masterplanning will be a key delivery mechanism, ensuring that infrastructure requirements are considered at the outset via liaison with infrastructure providers).

The study highlights that there are no significant infrastructure 'show stoppers' which would seriously compromise the delivery of the council's spatial strategy ('show stoppers' here are defined as being an infrastructure requirement without which development would not be able to go ahead).

There are however some areas where significant infrastructure improvements will be necessary to achieve the council's long-term planning aspirations. This relates mainly to the Staveley and Rother Valley Corridor where major transport infrastructure, a new primary school, and the upgrading of Staveley Waste Water Treatment Works are likely to be required. For the most part, infrastructure requirements will be funded via existing funding mechanisms such as the Community Infrastructure Levy (CIL) or developer contributions, although for major infrastructure items, additional external funding will need to be levered.

This will be a 'living' document, and as such there will be ongoing monitoring of infrastructure requirements and dialogue with infrastructure providers, through the Local Plan period. Where necessary the Infrastructure Delivery Plan will be updated and new priority schemes included.

1.0 INTRODUCTION

1.1 The Local Plan sets the vision for the future of the borough to 2033 and provides both the strategic policy framework that will shape development, and site allocations to achieve this vision.

1.2 Within the context of national planning policy the Local Plan addresses a range of social, environmental and economic considerations in order to address the challenges and opportunities facing the borough. The aim is to guide the aspirations of not only Chesterfield Borough Council but also other service providers and stakeholders.

1.3 The Plan is supported by a comprehensive evidence base. Part of this evidence base is the assumption that appropriate physical, social and green infrastructure will be in place to support new development.

1.4 The requirement for infrastructure planning is a requirement included in both the National Planning Policy Framework (NPPF) and National Policy Guidance. The NPPF is founded on delivering and achieving sustainable development. This means supporting strong and healthy communities, protecting and enhancing our natural, built and historic environment and contributing to building a strong, responsive and competitive economy by identifying and coordinating development requirements, including the provision of infrastructure.

1.5 In relation to infrastructure, the NPPF requires Local Planning Authorities to 'work with other authorities and providers to a*ssess the quality and capacity of different types of infrastructure and its ability to meet forecast demands'.* The NPPF also promotes the deliverability of planned infrastructure and timeliness with which this can be brought forward. National Policy Guidance provides further advice on demonstrating how a Local Plan can be delivered including provision for infrastructure.

1.6 The draft Local Plan sets out a positive vision for the area, but is also realistic about what can be achieved and when (including in relation to infrastructure). This means identifying an adequate supply of land, identifying what infrastructure is required and how it can be funded and brought on stream at the appropriate time; and ensuring that the requirements of the plan as a whole will not prejudice the viability of development.

1.7 The IDP has sought to identify at least the first 5 years, what infrastructure is required, who is going to fund and provide it, and how it relates to the anticipated rate and phasing of development set out in the draft Local Plan. In order to achieve this, the Council has worked with neighbouring authorities, the County Council, Local Enterprise Partnerships, and the relevant infrastructure providers, to inform the preparation of the Infrastructure Study and Delivery Plan.

1.8 Early discussion with infrastructure and service providers has been helpful in understanding investment plans and critical dependencies. The Borough

Council has also engaged with the two Local Enterprise Partnerships covering Chesterfield Borough in considering the strategic issues facing the area, and potential investment in infrastructure in order to support future growth.

The Spatial Strategy

1.9 The Local Plan sets out planning strategy that aims to meet the borough's housing and regeneration requirements by developing brownfield sites and existing town, district and local centres. This will be in line with the strategy of 'Concentration and Regeneration', focussing regeneration and development in the following areas:

- Staveley and Rother Valley Corridor
- Chesterfield Waterside development
- Around existing town and district centres
- Close to the local service centres
- Around the eastern villages

1.10 To meet the strategic housing requirement the Local Plan makes provision for 4374 new homes between 2018 and 2033 (this equates to 292 dwellings per year). In accordance with Government guidance, the council has completed a housing trajectory to set out how these annual targets can be met in the borough over the plan period to 2033.

1.11 Chesterfield also needs to be able to offer an appropriate range of employment sites, in terms of quantity, size and location. Work on updated Employment Land Requirements has resulted in the Local Plan making provision for 44 hectares of new employment land (B1, B2, and B8 uses) over the period 2018-2013. The key areas for employment land are at the already committed Markham Vale development, and at Staveley and Rother Valley Corridor**.**

Funding and Viability

1.12 It follows that where infrastructure provision is required by developers it may have significant impacts on scheme viability. The Local Plan has been subject to a Whole Plan Viability Assessment (WPVA) which includes an assessment of the role of developer contributions and other types of funding will therefore be necessary during the infrastructure planning process.

1.13 The current Local Plan (2013) ensures that infrastructure requirements are met via planning policy CS4. This states that contributions to infrastructure requirements will be met either through CIL, or through planning conditions or section 106 agreements.

1.14 The draft Local Plan (2016-2033) proposes a continuation of this approach that developer contributions will be used to mitigate the impact of new development and ensure that appropriate infrastructure is in place to support growth, delivered through policy LP12 (Infrastructure Delivery). This requires

that on-site infrastructure requirements are met via planning conditions or a Section 106 agreement, with developers required to demonstrate that the necessary infrastructure will be in place in advance of, or can be provided in tandem with, new development, and where appropriate arrangements are in place for its subsequent maintenance. The Policy also sets out when the Community Infrastructure Levy (CIL) will apply and commits to co-ordination of delivery of infrastructure requirements with other authorities and agencies.

External or Public Funding

1.15 In addition to developer contributions, external or public funding has also been made available to fund infrastructure requirements. This type of funding has generally been applied to large-scale planning and regeneration projects such as funding major reclamation works or feasibility studies. Previous examples have included the engineering works for the new canal basin at Waterside, transport interventions along the A61 Growth Corridor, and the substantial investment into masterplanning and feasibility studies as part of the Staveley and Rother Valley Area Action Plan.

1.16 It is usually difficult to predict forward funding streams, as they tend to be in a constant state of flux and the amount of money available from central government varies. Outside the mainstream funding, initiatives tend to fluctuate, according to the priorities of government and changes in ministerial teams and policy initiatives.

1.17 Infrastructure grants also tend to be bid-based, meaning that local authorities have to apply for a particular project or programme. Consequently, while it is possible to factor in external funding for infrastructure requirements which are already agreed and timetabled, any long-term aspirations will be subject to a level of uncertainty.

1.18 The following potential funding mechanisms for infrastructure offer a potential source of revenue for a project that could be used to satisfy the capital and revenue costs (both operating and financing costs) over time, indicating how any infrastructure funding gaps could potentially be addressed. It is possible to identify a broad list of potential funding mechanisms that might be applicable to Chesterfield Borough Council to deliver infrastructure. The purpose of this exercise is not to assign specific funding mechanisms for each identified funding gap, but to explore existing and emerging funding mechanisms that could be used to front-fund or generate associated revenue:

- Grants and subsidies available from Central Government or either of the LEPs

With the advent of the Housing White Paper in February 2017 and the Housing and Planning Act 2016 there has been an increasing emphasis on increasing the rate of housing delivery, encouraging local authorities and public sector bodies to act more entrepreneurially and to unlock stalled sites through infrastructure delivery, This emphasis resulted in the delivery of a number of government backed infrastructure and housing delivery funds.

- Housing Infrastructure Fund (HIF)

The HIF is a new fund that has been offered to local authorities on a competitive basis. It comprises a government capital grant programme of up to £2.3 billion, which is targeted at delivering 100,000 new homes in England. This funding pot needs to be utilised by 2020/2021.

The role of the Housing Infrastructure Fund will be to deliver new physical infrastructure, to make more land available for housing and to support local authorities to make a meaningful difference to housing-supply at pace. It comprises two different potential funding streams:

 Marginal Viability Funding, in scenarios where a single piece of funding is holding back development and where the delivery of infrastructure would allow the scheme to be delivered at pace. Bids are welcome up to £10million available for marginal viability proposals.

 Forward Funding, which will be applicable where there is a number of strategic and high-impact infrastructure schemes. Bids of up to £250million are permitted for forward funding proposals.

The Council and partners submitted a bid for HIF funding in the Spring 2019 round. The outcome is still awaited.

Accelerated Construction Fund

Similar to the Housing Infrastructure Fund, expressions of interest where requested for the Accelerated Construction Fund in early 2017. This fund was established within the Autumn Statement 2016 as a means to speed-up house building on public sector land in England through partnerships with private sector developers. This fund required a clear pipeline of surplus land owned or to be acquired by the local authority, support within the authority to accelerate the development of housing and a supportive planning environment.

Infrastructure Specific Funds

Alongside more general funds for unlocking delivery of housing sites through infrastructure, central Government has a range of infrastructure-specific types of funding. These are indicated within each topic chapter where applicable.

PHYSICAL INFRASTRUCTURE

2.0 TRANSPORT

2.1 This section addresses whether the transport network in Chesterfield is considered to meet demand and is fit for purpose. The chapter considers road, rail, public transport, cycling and walking networks.

Current Infrastructure Provision

2.2 The Strategic Road Network within and around Chesterfield is managed by Highways England. It comprises the M1 which passes north-south to the east of the Borough, with access available at Junctions 29, 29A, and 30, heading towards Nottingham and East Midlands airport in the south, and Sheffield and Leeds in the north.

2.3 Derbyshire County Council as the Local Highway Authority manages a number of A-roads within the Chesterfield, which include:

- The A61 which passes through Chesterfield Borough in a north to south direction connecting the Chesterfield with Sheffield to the north, and Alfreton and Derby via the A38 to the south.

- The A619 which is the primary road connecting Chesterfield and Staveley with the M1 Junction 29A, to the east, and with the Peak District National Park to the west

- The section of the A617 to the M1 Junction 29 and Mansfield

Fitness for Purpose

Highways

2.3 The D2N2 Strategic Economic Plan Implementation Plan[1] considered that Chesterfield is a major economic asset to the growth of the Local Enterprise Partnership area. However, the Plan highlights significant challenges to unlocking growth including improving connectivity and investing in transport infrastructure. It is estimated that the cost of traffic congestion on the strategic road network in the East Midlands is forecast to rise to around £0.7billion in 2025. The Plan identifies a number of congestion hotspots within the D2N2 area; a number of locations along the A61 and the M1 Junctions 29, 29a and 30 of the M1 are considered to be significantly impeded by congestion.

2.4 Discussions with Derbyshire County Council have confirmed that there is congestion on some parts of the Highway Network evidenced by additional

[1] http://www.d2n2lep.org/growth

traffic on certain nodes during peak hours. Specifically, the A61 suffers from congestion as it passes through Chesterfield Borough in the north through Sheepbridge and Whittington Moor, and through the south along Derby Road into North East Derbyshire district, and at key interchanges in the centre of Chesterfield, especially during peak hours or whenever there is congestion on the M1.

2.5 During the preparation of the D2N2 Strategic Economic Plan, Derbyshire County Council, Chesterfield Borough Council and North East Derbyshire District Council produced a business case to reduce level of traffic congestion on the A61 as growth occurs and allow the route to facilitate growth. The business case identified the following principal pinch points along the growth corridor:

- Sheepbridge Junction, including the local road network in the vicinity.
- Whittington Moor roundabout and the adjacent road network.
- Tesco roundabout, mainly the north-south route.
- Horns Bridge, all roads and the adjacent network.
- Between Horns Bridge and Langer Lane, principally the north-south route and peripheral roads such as St Augustine's Road and Storforth Lane. The various roundabout junctions to the south.
- Clay Cross, mainly the north-south route.

2.6 The A61 is identified as a key intervention within the Sheffield City Region Integrated Infrastructure Plan[2] and D2N2 Strategic Economic Plan[3].

2.7 Congestion on the A61 north-south which will provide the focus for future planned transport infrastructure within the Borough, at particularly in the first 5 years of the Local Plan period.

2.8 Beyond the planned interventions along the A61 corridor, the following schemes across the wider strategic highways network have already been delivered to improve the fitness for purpose of the existing network:

- M1 Smart Motorway Upgrade (Locations along M1): Highways England is delivering or planning improvements to key routes to increase capacity and manage expected growth. These include the Smart Motorway upgrade to the M1 Junctions 28 – 31 to the east of Chesterfield Borough through North East Derbyshire District. This was established within Central Government's National Infrastructure Plan and extends for the length of the M1.

- Seymour Link Road, Markham Vale: To support the Markham Vale employment area, the Seymour Link Road was recently delivered to open up further phases of the site. Funding was provided by D2N2 (£2.5 million),

[2] https://sheffieldcityregion.org.uk/wp-content/uploads/2018/01/Integrated-Infrastructure-Plan_Executive-Summary.pdf

[3] http://www.d2n2lep.org/write/Documents/D2N2_SEP_March_31st.pdf

Sheffield City Region LEP (£3.7million) and Derbyshire County Council (£1.26million).

Rail

2.9 Chesterfield lies at the heart of the national rail network, with key movements along the Midland Mainline which connects between London and Sheffield. It's location on the network means that it is one of the best connected stations in the country.

2.10 However there is further potential to expand the quality of rail services and emerging capacity issues which need to be addressed. Discussions with DCC considered that although current rail capacity is not considered to be a significant issue at present, this is likely to change within the next 20 years with local growth and the advent of the HS2 spur through Chesterfield. This will also impact on the capacity of local services at Chesterfield Station and this will be a key issue to resolve through the planning and development of HS2.

2.11 The D2N2 Strategic Economic Plan (2015) considered that under-exploited local rail network and long journeys were likely to be two of the main constraints to growth. The SEP notes that there is relatively limited network penetration, low frequencies and long journey times, which resulted in high car dependence. D2N2 Strategic Economic Plan[4] sets out 'Key Rail Challenges' and identifies journey times on the Nottingham to Leeds Midland Main Line as one of the main constraints within the area.

Public Transport

2.12 Public transport provision across Chesterfield Borough is generally considered to be fit for purpose, with a good frequency bus service available throughout the day, particularly along the A61 corridor. Bus travel plays a small but significant role in travel within the Borough.

2.13 Service provision between the town centre and Chesterfield station is in need of improvement with a more direct link to support better integration of rail and bus services. Whilst HS2 provides an opportunity to achieve this, the link is needed in the short term, in advance of the implementation of HS2. The proposed Hollis Lane Link Road is designed to provide the necessary connection.

2.14 Where necessary to supplement existing schedule services, DCC also offers 'additional supported services' where there is insufficient demand for private providers to offer a commercial service, but where there is a requirement for social or economic reasons, or for access to education. This includes offering

[4] http://www.d2n2lep.org/write/Documents/D2N2_SEP_March_31st.pdf

additional services when private providers commercial operations finish: for example at evenings after 7pm and Sundays.

Walking and Cycling

2.15 Acceptable distances for commuting are generally considered to be 2km for walking and 5km for cycling[5], although Central Government has generally moved away from using these statistics as it discounts others factors such as severance and topography. The quality and coverage of existing walking and cycling provision is covered within the 'Green Infrastructure' section.

Planned Infrastructure

2.16 Given the strategic nature of transport infrastructure and the relationship between Chesterfield Borough and surrounding districts, planned transport infrastructure improvements are largely indivisible across neighbouring Local Authority boundaries. Where there are planned infrastructure improvements beyond the Borough boundary, these are noted however these are not included within the Infrastructure Delivery Plan.

Highways

A61 Corridor:

2.17 The delivery of transport improvements to support growth along the A61 corridor in Chesterfield and into North East Derbyshire District is identified as a priority in Derbyshire County Council's Council Plan (2014 – 2017) and the Working for Derbyshire Council Plan (2017-2021).[6] The corridor is also identified as a 'Growth Area' within the Sheffield City Region Strategic Economic Plan (2015) and Integrated Infrastructure Plan (2016)[7].

2.18 In March 2015, the Derby, Derbyshire, Nottingham and Nottinghamshire LEP approved funding from the Growth Deal to support the A61 Growth Corridor Strategy. A programme of collaborative working between CBC, NEDDC and Derbyshire County Council was agreed. As the A61 corridor has been identified as a priority within the Derby and Derbyshire (D2) Joint Committee for Economic Prosperity, the Growth Deal had provisionally set aside a gross budget of £16m to implement the Strategy, subject to the requirements of the Infrastructure and Investment Board Assurance Framework being met. The D2N2 Assurance Framework required a total of 20% of the Growth Deal funding to be supported by Local Authorities, and so it was confirmed that contributions could be secured from developers whose projects benefitted from infrastructure investment.

2.19 Since the March 2015 Business Case was submitted, the Government has established its preferred route for Phase 2 of High Speed 2. In addition, the

[5] As addressed in Chesterfield Land Availability Assessment 2018, in support of draft Local Plan
[6] https://www.derbyshire.gov.uk/council/policies-plans/council-plan/council-plan.aspx
[7] https://sheffieldcityregion.org.uk/wp-content/uploads/2018/01/Integrated-Infrastructure-Plan_Executive-Summary.pdf

requirement for public-sector intervention in the A61 has reduced since the original business case, as A61 access to the former Biwaters site now referred to as Egstow Park (in North East Derbyshire) has been provided by a private sector developer. On this basis, the D2N2 Infrastructure and Investment Board considered that the business case had materially changed and requested that the Business Case should be updated. This resulted in the overall funding package being revised as follows: Table 1 below sets out how the total project budget remains unchanged, but how the local contributions for mitigation have decreased.

2.20 At its meeting of 13 December 2016, Derbyshire County Council's Cabinet agreed to review the original Strategy for the A61 Growth Corridor following Government's announcement of its preferred High Speed 2 (HS2) route and proposal for HS2 rail services stopping at Chesterfield rail station. It was considered that the benefit of this approach was that the A61 Growth Corridor Investment Strategy can be embedded within the context of a wider investment programme for the North Derbyshire Growth Zone (NDGZ), enabling other funding opportunities, (including Housing Infrastructure Fund), to be maximised for the Chesterfield Station Masterplan and Staveley Regeneration Route.

2.21 The D2N2 Infrastructure Board accepted the revised Business Case, which set out a number of interventions. These include additional capacity and safety measures, a package of capacity enhancements at key junctions and pinch-points along the A61 (Derby Road) corridor, and connecting routes and new junction at the Avenue development site (south of Chesterfield Borough).

2.22 The original outline business case for the Corridor anticipated bringing forward 2,190 new jobs and 1,380 new homes through direct investment to enable development at three sites; and further supporting a total of 5,000 new jobs and 3,500 new homes through a wider transport strategy. To meet the requirements of D2N2 LGF funded projects are also required to demonstrate that public sector intervention is necessary to ensure deliveries; they represent good value for money; and are considered deliverable before March 2021 (the deadline for LGF grant funding).

2.23 The three development sites identified in the original A61 Corridor Strategy were reassessed along with two others emerging from the HS2 announcement; the Chesterfield Station Masterplan and Phase 1 of the Chesterfield to Staveley Regeneration Route.

2.24 In assessing the deliverability of key sites within the A61 Strategy, it was considered the following two sites met the specified criteria:

• New A61 access and link road to enable delivery of 653 new homes and 798 new jobs on development sites within the southern part of The Avenue major development site.

• New Hollis Lane link and remodelling of the Lordsmill roundabout to improve access to Chesterfield Rail Station and deliver 438 new homes and 440 new jobs within the Chesterfield Station Masterplan area.

2.25 The overall magnitude of jobs and homes estimated to be enabled by infrastructure is marginally fewer than those stated in the original A61 strategy. However, this is offset by an overall increased growth potential of up to 7,000 new jobs and 5,500 new homes along this part of the A61 which is being supported by improved network reliability and resilience (as agreed at the LEPs Infrastructure and Investment Board (IIB)).

2.26 As indicated earlier, proposals in and around Chesterfield form the first of the five projects within the A61 Growth Corridor. It is made up of three elements: the Station, Hollis Lane and Lordsmill roundabout.

a) Chesterfield Station Masterplan (HS2 Growth Strategy)
Following the Government's announcement that HS2 services would call at Chesterfield Rail Station by 2033, Borough Council (CBC) officers have been working with the County Council (DCC) and other partners, including Network Rail, to develop plans to maximise economic growth within close proximity to the rail station. These plans are designed to create a vibrant gateway for visitors to the town and for onward journeys to other areas of Derbyshire and to support economic activity enabled by residential, commercial and infrastructure development close to the railway station. Initial masterplan proposals have been reviewed to ensure it fully reflects the magnitude of the opportunity presented by HS2 and has the ability to attract the types of jobs and homes based on anticipated market demand.

b) Hollis Lane Link Road
The development of the station masterplan has confirmed the importance of a new road within the station site. This would provide an alternative access to the railway station from the south of the town centre. It would also enable the railway station site to be redeveloped for mixed use development with hotel, multi-storey car park and public realm improvements to create an attractive visitor gateway. The new road, known as the Hollis Lane Link Road, has been a long standing aspiration within the Chesterfield Local Plan. Its inclusion within the heart of the Chesterfield station masterplan will be a major step forward in its deliverability. A planning application for phase one of the route is due to be submitted in July 2019.

c) Lordsmill Roundabout
It is anticipated the provision of the Hollis Lane Link Road would increase traffic around the existing A619/A632 Lordsmill roundabout. The Lordsmill roundabout is an existing congestion pinch-point and investment will be required to remodel this junction to increase its capacity. Remodelling of the junction would provide an opportunity to tackle existing traffic congestion and develop proposals to enhance the area as a gateway to the town, providing better facilities for pedestrians and cyclists. It is anticipated the junction would need to be signalised to enable it to be embedded in a wider urban traffic control system.

The Avenue New Access and Link Road

The Avenue forms the second major project of the A61 Corridor. The Avenue site (situated to the south of Chesterfield Borough, in North East Derbyshire District) is one of several major brownfield sites located along the A61 Corridor, which collectively provide the capacity and magnitude to attract significant inward investment and regeneration within the NDGZ.

Transport Mitigation Strategy

2.27 Previous work undertaken through joint work with CBC and North East Derbyshire District Council (NEDDC)) identified two key investments strands which now form a 'Transport Mitigation Strategy' to improve network resilience and reliability. The Transport Mitigation Strategy is also compatible with the Government's Clean Growth Strategy (2017) by seeking a shift to low carbon transport modes. The Strategy is made up of two key projects:

a) 21st Century Transport Corridor

The 21st Century Transport Corridor project seeks to embrace innovation and technology to improve the transport network to create a platform for growth within the NDGZ. The project is largely focussed around implementation of an urban traffic control (UTC) system with coverage across Chesterfield and the A61 Corridor. UTC is a more intelligent approach to managing traffic and providing information to transport users and can help ensure data is shared freely, enabling the Council to identify appropriate interventions to keep traffic moving. Specific details of transport technology solutions remain to be finalised.

b) Standard Gauge for Sustainable Travel

This seeks to establish high quality walking and cycling routes along the length of the A61 Corridor by completing a strategic route between the Sheepbridge area north of Chesterfield, and The Avenue development site to the south of Chesterfield. Over the past few years, the County Council has invested significantly in extending a route along the A61 Corridor through its LTP allocations and funding secured from external sources, not least the recent opening of the Chesterfield Rail Station route. Two principal gaps remain, however. A new route and upgrade to an existing route, together with implementation of a comprehensive wayfinding system, are required to fill the gaps, help promote the cycle network and enable users to easily navigate their way to key destinations:

• Whittington Moor to Sheepbridge cycle route. A preliminary route alignment has been prepared which would provide a new cycle route within the western verge of the A61 Dronfield Bypass before crossing to the eastern side via the existing Sheepbridge underpass and continuing to Sheepbridge as a shared cycle path alongside the B6057 Sheffield Road.

• Upgrade of the shared cycle route between Hornsbridge roundabout and Storforth Lane. D2N2 LEP pre-compliance funding was drawn down in 2016-17 to complete Phase 1, alongside A61 Derby Road between Hornsbridge roundabout and the entrance to Rother Washlands. Pre-compliance funding

has also enabled preparation and design of the continuation of this route across the Rother Washlands to connect to Storforth Lane. The design of this route has involves the provision of a new River Rother Bridge.

A61 Whittington Moor – Design and delivery of traffic improvement scheme
The fifth and final project in the A61 Growth Corridor is the proposal for Whittington Moor roundabout in order to improve safety and relieve congestion at this important transport node in the strategic network. The County Council took the decision (20th December 2018) to revise the original proposals by developing smaller scale, lower cost solutions, including kerb line alterations, improved land markings and signage, improvement to 'at grade' pedestrian crossings and bus facilities on Sheffield Road, improvements to walking, cycling, and public realm infrastructure, and signalisation on junctions at each end of Sheepbridge Lane, that would provide some respite to congestion. Planned work was due to take place during the early part of 2019.

Over the longer term, a major improvement scheme for grade-separation at three roundabouts on the A61 (Whittington Moor, Lockoford Lane, and Horns Bridge) is identified as a future scheme in the Derbyshire Local Transport Plan.

Such a scheme will inevitably require significant investment. The Government has now defined a national Major Route Network (MRN) which is intended to form a top tier of local authority roads eligible for support from the National Roads Fund. Typically this would include classifications of roads such as the A61. The Autumn budget allocated £3.5 billion of this Fund to local roads over the period 2020-25 from which grants for MRN projects will be drawn. The County Council intends to forward the grade separation of the three A61 roundabouts to Midlands Connect (as the relevant sub-national transport area) as a possible MRN scheme. Such a bid would need to be supported by local contributions

2.28 Table 1 below sets out a revised Investment Strategy for the A61, notes the proposed additions to the Capital Programme and reconfirms the retention of previously approved projects:

Table 1: A61 Growth Corridor Investment Strategy

Project	Cost Estimate
A61 Whittington Moor Design and delivery of traffic improvement scheme	(Revised proposals estimated at £1.62 million)
Chesterfield Station Masterplan (HS2 Growth Strategy) (Proposed addition to the Capital Programme) • Hollis Lane Link Road • Lordsmill Roundabout remodelling	£4.76 million
The Avenue, Wingerworth (Retention to Capital Programme) • New A61 roundabout and link road	£4.60 million

21st Century Transport Corridor (Proposed addition to the Capital Programme) • Sheepbridge junction improvements • A61/St Augustines Road junction improvement • Technological solutions, including bus real time information, urban traffic management system, variable message signs and car park guidance.	£3.84 million
Standard Gauge for Sustainable Travel (Retention to Capital Programme) • Whittington Moor to Sheepbridge cycle route. • A61 Hornsbridge roundabout to Storforth Lane cycle route upgrade. • Wayfinding strategy.	£2.80 million
Total	**£17.62 million**

Highways Access to Strategic Sites and Local Plan Development:

Staveley & Rother Valley Corridor

2.29 Chesterfield – Staveley Regeneration Route - construction of east-west link connecting Markham Vale Enterprise Zone (adjacent M1) to Chesterfield (A61). Beneficial to wider connectivity of key public/ private investment development opportunities, HS2 station / Staveley Maintenance Depot, realising full potential for economic growth in this area. Relief to existing A619 where accident blackspots, inadequate junctions and air quality issues exist. Accelerating the construction of an east-west link connecting Markham Vale Enterprise Zone adjacent M1 to Chesterfield (A61), providing wider connectivity of key public/ private investment development opportunities, HS2 station / Staveley Maintenance Depot, realising full potential for economic growth in this area of deprivation Dismantled chemical works in Staveley, a Lower-layer Super Output Area, one of six areas in Chesterfield. As a consequence of the necessary site contamination clean-up costs and to stimulate development, the LPA has exempted CIL receipts.

2.30 The Local Plan continues to protect the Chesterfield Staveley Regeneration Route crosses the site connecting Markham Vale Enterprise Zone (M1) to Chesterfield (A61). The council will continue to work with the current landowners Chatsworth Estates, Chesterfield Borough Council, HS2 and Markham Vale Enterprise Zone to develop and deliver the project.

2.31 If funding for this project cannot be secured, pressure will be applied to complete the Northern Loop when traffic flows reach the planning condition threshold associated with the Markham Vale Enterprise Zone. This will not provide the solution sought by HS2, the LEP, Derbyshire County and Chesterfield Borough Councils as it will not provide access to facilitate development of the redundant chemical works and canal/river corridor nor the east-west link connecting Markham Vale Enterprise Zone adjacent M1 to Chesterfield (A61). The LPA will, as a result, find difficulty in controlling piecemeal development affecting / increasing flows on the existing highway

network and reducing the opportunity to develop road space to support the local economy.

Highways Access to Strategic Sites: Peak Resort Transport Improvements

2.32 Peak Resort will be a major leisure and visitor accommodation development in the north west of the Borough. Initial investment of £2.85m of grant was provided by Sheffield City Region Infrastructure Fund, which has funded a new signalled roundabout access directly connecting the site with the A61 Dronfield bypass; new multi-user bridleways and access tracks Further to this, Derbyshire County Council Cabinet agreed to support a number of areas of work within the scheme, which will all be funded by the developer.

A61 Growth Corridor Strategy

2.33 To deliver transport infrastructure improvements to establish a capacity for growth package to mitigate for increased travel demand and create the conditions for growth to support the delivery of 7,060 jobs and 5,579 homes along the A61 corridor.

The programme mandated by the A61 Growth Corridor Strategy is:

Delivery Stage	Target Completion Date
Preliminary design	**31 December 2018**
Detailed design	**31 March 2019**
Planning submission	**28 February 2019**
Land assembly	**31 December 2019**
Procurement	**31 December 2019**
Stage 3 business case	**28 February 2020**
Construction	**31 March 2021**

Rail

2.34 Chesterfield lies at the heart of the national rail network, with key movements along the Midland Mainline which connects between London and Sheffield. Its location on the network means that it is one of the best connected stations in the country.

HS2:

2.35 With the Government committed to delivering High Speed Rail Phase 2b, the Phase Two preferred route was announced in November 2016. The 'High Speed Two: From Crewe to Manchester, the West Midlands to Leeds and Beyond' Paper sets out how the Phase 2b preferred route of the Eastern Leg connects from the West Midlands to Leeds. Sheffield City Centre will be served by HS2 trains running into Sheffield Midland using a dedicated high speed spur and a junction at Clay Cross connecting to the existing network south of Chesterfield. There are also plans to locate an infrastructure maintenance depot within the former Staveley works site.

2.36 The D2N2 Strategic Economic Plan sets out how the development of HS2 will provide transformational opportunities for the D2N2 economy with the East

Midlands HS2 Growth Emerging Strategy[8] quoting improved journey times between Chesterfield and London of 143 minutes to 71 minutes. This is on the proviso that connectivity is improved between the Hub Station and the Midland Mainline through options for heavy rail connectivity, strategic tram extensions or improved bus and cycling facilities. The report states that the options for connectivity to the East Midlands Hub Station will be defined within the Outline Business Case as part of the final East Midlands HS2 Growth Strategy. In light of this announcement, it was considered that it was necessary to account for, and maximise the benefits, of the transformational changes which the preferred route could have within other work streams, such as the A61 Corridor Investment Plan.

2.37 Derbyshire County Council and Chesterfield Borough Council are currently developing proposals to improve access to Chesterfield Station as part of a wide growth strategy linked to the arrival of HS2. It is anticipated this will include significant improvements for bus, walking and cycling links within Chesterfield itself and in the wider area including North East Derbyshire.

Midland Main-Line*:* Electrification

2.38 The Midland Main Line is a major mixed-traffic railway route linking London and Sheffield via Chesterfield. After the scheme was officially 'unpaused' in September 2015, central government determined in July 2017 to scrap the planned electrification of the Midland Mainline. The expectation is however, that the elements required for HS2 will still be delivered by Central Government.

Public Transport

Chesterfield Bus station

2.39 The proposed Hollis Lane Link offers a means of improving bus connections between train station and town centre, providing a circular route which would be easier to serve and more attractive to bus operators.

Walking and Cycling

2.40 The emerging Local Plan seeks to increase the opportunities for travel using sustainable forms of transport as a means to reduce the level of congestion on strategic routes through the Borough.

Cycling

2.41 The Standard Gauge for Sustainable Travel, delivered as part of the A61 Growth Corridor, proposes the delivery of new and upgraded infrastructure to create a continuous and high quality 8.3km (5 mile) north-south off-road cycle route connecting key residential and employment growth sites along the A61 corridor between Sheepbridge/ Peak Resort and Storforth Lane in Chesterfield together.

[8] East Midlands HS2 Growth Strategy: Emerging Strategy Fast Track to Growth (September 2016)

2.42 The project will also involve the development of a Dutch-style wayfinding system. The cycle network will be displayed along the lines of the London underground map, with the intention that this will be rolled out to other areas of the network to eventually arrive at an integrated and co-ordinated county-side wayfinding system.

D2N2 Sustainable Travel Programme

2.43 This includes improvements to access to Chesterfield Rail Station and access to the Chesterfield Strategic Cycle and Walking Network.

- Chesterfield Rail Station Access: A recent route, comprising a segregated, off-highway cycle route, was completed in 2016 and funded by the County Council's LTP Grant and funding from the Local Sustainable Transport Fund. It is estimated that the scheme cost in the region of £1.7m (£0.73million LGF, £0.535million LTP funding, £0.495million other sources, such as Canal and Rivers Trust and Local Sustainable Transport Fund)

- Greenways Upgrades across Chesterfield Borough and beyond: The extent of the proposed greenways upgrades is covered within 'Open Space and Recreation' chapter. The Chesterfield Green Infrastructure Study (2009) sets out proposals to extend the Green Infrastructure network and increase opportunities for walking and cycling

- Markham Employment Growth Zone: Communities in the east of the Borough are within the 5km cycling distance. The Green Infrastructure Strategy (2012) sets out how though suitable well-designed links and the necessary facilities at work individuals will be encouraged to walk and cycle.

- The Avenue*:* The regeneration of The Avenue site south of Chesterfield Borough provides an opportunity to develop more direct and more attractive cycling and walkway routes along the Rother Valley to encourage more sustainable travel patterns and relieve congestion on the A61 into and out of Chesterfield Borough

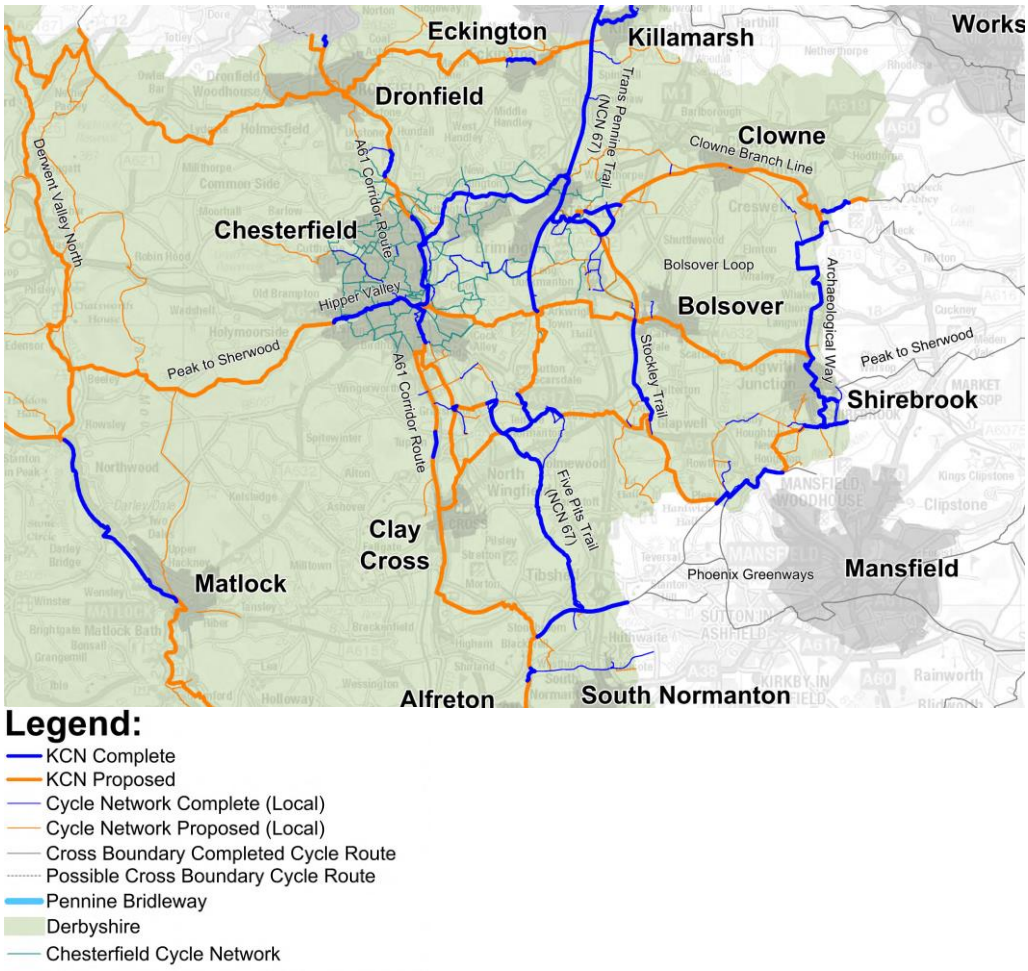
Derbyshire Cycling Plan and The Key Cycle Network

2.44 The Derbyshire Cycling Plan 2016-2030[9] has a vision to 'become the most connected and integrated county for cycling in England, recognised as a world class cycling destination for all. The development of key cycle routes in Derbyshire and connections across the D2N2 area are important to encourage more sustainable travel, but also to help grow the visitor economy. The Plan identifies 'Key Cycle Network development' within Derbyshire, which

[9] https://www.activederbyshire.org.uk/derbyshire-cycling-plan

resulted in a public consultation on key routes in Derbyshire. These were defined as being the 'most important routes to be established or improved in order to put in place a strategic network serving commuter travel, leisure and tourism needs and to establish through a Cycling Infrastructure Development Plan priorities for investment'. Approximately half of the network exists at present and half remains to be developed. The focus will be on those cycling and walking-shared routes with the strongest business case, and applications are likely to be submitted towards the Cycling and Walking Investment Plan promoted by Central Government. Figure1 below shows an extract of the Derbyshire Cycle network in and around Chesterfield Borough.

Figure 1: Derbyshire Cycle network in and around Chesterfield Borough
(Source: Derbyshire Cycling Plan- Key Cycle Network, DCC)



Local Cycle and Walking Infrastructure Plans

2.45 Under the Infrastructure Act 2015, the Government is required to set a cycling and walking investment strategy (CWIS) for England. The first CWIS was published on the 26th March 2017. CWIS sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey.

2.46 The Strategy is intended to support the transformation of local areas: tackling congestion, extending opportunity to improved physical and mental health,

and supporting local economies. Its objectives are compatible with the Derbyshire Cycling Plan (2016 – 2030).

2.47 The Strategy sets the Government's aims and targets for 2025 to double cycling, increase walking activity and increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025. In addition it has the objective of reducing the rate of cyclists killed or seriously injured on England's roads.

2.48 The CWIS also sets out the current financial resources being put into walking and cycling measures relating to the Spending Review 2015 settlement period up to 2020-21M. Many of the decisions on the allocation of these funds, such as the Local Growth Fund (LGF), will be made by the relevant local body, in line with the Government's devolution and localism agenda. Continued investment will need to be considered.

2.49 In parallel with the publication of CWIS the government have also published guidance on the preparation of Local Cycling and Walking Infrastructure Plans (LCWIPs). LCWIPs offer a new, strategic, evidence led approach for local authorities to identify cycling and walking improvements required at the local level, ideally over a ten year period.

2.50 The LCWIP guidance outlines the recommended steps that should be taken when planning for cycling and walking. The key outputs of LCWIPs are:
• a network plan for walking and cycling which identifies preferred routes and core zones for further development
• a prioritised programme of infrastructure improvements for future investment
• a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network

2.51 LCWIPs will take time and resources to produce and in recognition of this the DfT have the development of cycling and walking networks through a competitive expression of interest process.

2.52 The preparation of LCWIPs is non-mandatory, however in order to provide evidence based cycling and walking plans, support future bids for either local or national investment and influence both local and national policy the advantages of preparing a LCWIP are clearly recognised. The development of LCWIPs is flexible and allows for sub areas to be defined and development of the plans to be phased if needed, however, authorities should prioritise areas which have the greatest potential for growing cycling and walking trips.

D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP)

2.53 The LCWIP will provide the basis for a D2N2-wide programme of walking and cycling infrastructure improvements and travel behaviour change interventions. It will comprise an evidence based-technical assessment that demonstrates where investment in walking and cycling will have the greatest impact and can be best coordinated across the D2N2 area, when set against other competing schemes. It will identify a package of schemes which can be

aligned with other strategic infrastructure priorities (such as proposed commercial, business and housing development opportunities emerging through the planning process), ensuring a delivery programme for the short, medium and long term . These will be delivered, as required, to help unlock access to new jobs and housing growth. Work on the D2N2 LCWIP commenced in 2018. It is expected to be completed by Spring 2019

2.54 Once approved, the LCWIP will be reviewed and updated periodically (every four to five years), particularly if there are any significant changes in local circumstances, such as the publication of new policies or strategies or major new development sites. The LCWIP developed will be informed by the refreshed LEP Strategic Economic Plan (SEP) and Transport Strategy.

SCR Local Cycling and Walking Infrastructure Plan (LCWIP)

2.55 A Sheffield City Region Cycling and Walking Infrastructure Plan (SCR LCWIP) is also being developed. The geographical area that it is proposed the SCR LCWIP should cover, as a delivery-based document, is South Yorkshire. However there are strategic considerations and connections to be considered and made to ensure continuity and co=ordination of the wider strategic cycling network

Government Financial support for walking and cycling

2.56 The Government's Cycling and Walking Investment Strategy (CWIS), provided a guide to the amount of Government funding that may be invested in cycling and walking up to 2021 (up to £1,182 million) some of which is based on previous trends Many of the decisions on the allocation of these funds will be made by the relevant local body, in line with the Government's devolution and localism agenda

Impact of Proposed Development

Highways

2.57 Discussions with the County Council also highlighted congestion associated with the cumulative impact of development on the M1 Junction 29a. Highways England has noted that there are a number of allocations within close proximity to this junction, alongside the strategic sites, which could have an impact on the Strategic Road Network.

2.58 Recent discussions highlighted that Highways England is not aware at this stage that cumulative impacts from development in the area will create the need for major changes at M1 J29a but considers that individual development impacts and need for localised mitigation will need to be fully assessed as and when development proposals come forward. Highways England therefore expect the potential extent of development traffic impacts on M1 J29a to be reviewed through initial consultation with developers, which will inform the scope of any required Transport Assessment. There is one development site at Coalite Enterprise Zone for which planning approval has been conditioned to improvements at M1 J29a, including one additional lane on the southbound

off slip. For other sites coming forward, Highways England expect that the impacts should be assessed as necessary as part of an appropriate Transport Assessment.

2.59 However, Highways England has noted that the level of development coming forward within the North of Bolsover District and the northern part of North East Derbyshire District could have some impacts on the operation of Junction 30 of the M1. This is particularly important given the cumulative scale of growth taking place within North East Derbyshire and Bolsover Districts. A Statement of Common Ground was prepared (October 2018) between CBC, NEDDC , Bolsover and Bassetlaw District Councils, Derbyshire County Council and the Highways Authority in preparation for the public examinations of the North East Derbyshire and Bolsover Local Plans, setting out an agreed approach to managing and mitigating future growth and impacts on M1 junction 30. The Statement of Common Ground has been updated to support the submission of the Chesterfield Local Plan.

2.60 The Borough Council will engage with Highways England, DCC and neighbouring authorities Bolsover through the Duty to Cooperate in order to better understand the full cumulative scale of development coming forward within the Chesterfield Local Plan. Assessment work is likely to be needed to determine an appropriate mitigation strategy for the junction.

Rail Transport

2.61 The development and expansion of capacity at Chesterfield station is being driven by proposals for HS2 link. Whist timescales for delivery of HS2 are programmed to run beyond the Local Plan period, it is anticipated that much preparatory work will have been completed and implemented well in advance of HS2 being delivered. Additional funding for future infrastructure improvement would need to come from Central Government, the Borough Council, DCC, or private sector contributions.

Bus Transport

2.62 The Local Plan also seeks to influence the demand for travel, including through Policy LP23 encouraging new developments to accommodate effective bus provision within their layout. This could include new footpaths from the developments to existing roads which already have bus services on them, as well as sites within the developments themselves to accommodate bus stops. Internal road layouts within new development also need to be designed to accommodate bus services. Developers should also look to provide infrastructure to support bus services including bus priority measures such smart traffic signals, electronic real time information screens and new bus shelters and stops.

2.63 Provision of ‘additional bus services’ is paid for from County Council revenue funding. Additional services may also include where there is an emerging number of potential passengers arising from a new development. Additional services may be delivered through developer contributions for the first 3-4 years, or until a time when a private provider considers this to be an economically viable service.

2.64 Developers would be encouraged to work with DCC and the commercial bus operators to bring forward solutions which have the potential to achieve this, for example by providing funding to extend existing commercial services into new areas, rather than expecting operators and DCC to pay for this.

2.65 Available Derbyshire County Council funds for providing additional bus services are reducing, and therefore there is an emphasis on maintaining the existing level of service. There is a need for developer contributions (through S106 or CIL) to fund towards this gap where development comes forward. The overall aim is to encourage people to want to use these services, so that they become economically viable for private providers in the future.

Funding Mechanisms, Delivery and Responsibilities

2.66 The delivery of transport infrastructure is specific to the type, however, responsibilities are often overlapping and collaborative. The following sets out the link responsibilities for differing types of transport infrastructure:

 Delivery of Highways infrastructure is the responsibility of a combination of stakeholders, including Highways England, Derbyshire Council and Chesterfield Borough District Council.

 Delivery of rail infrastructure is a predominately the responsibility of Network Rail, and to a lesser degree Derbyshire County Council and the train operating companies.

 Public transport delivery is predominately the responsibility of private operators, with the County Council provide a limited number of services to ensure coverage.

 Walking and cycling is predominantly, the responsibility of the County Council at a strategic level, with Chesterfield Borough Council delivering local connections.

2.67 A number of schemes were provided for by the Local Enterprise Partnership funds, including the Local Growth Fund and Sustainable Transport Fund.

2.68 The Chesterfield Community Infrastructure Levy (CIL) Regulation 123 Infrastructure List sets out the infrastructure types or projects on which CIL could be spent. The list includes Transport Infrastructure and lists the following projects:

- Improvements to A61 Chesterfield Inner Relief Road Junctions
- Chesterfield Staveley Regeneration Route
- Hollis Lane Link Road
- Implementation of Chesterfield Strategic Cycling Network
- Measures to improve walking, cycling and public transport provision within:

i. The A61 Corridor
ii. The A619 Chatsworth Road
iii. The A619 corridor through Brimington and Staveley
iv. Access to Chesterfield Railway Station
v. The proposed Strategic Cycle Network

2.69 The details of these requirements are listed in the summary table below

Summary

2.70 Table 2 below sets out the main schemes set out within this Chapter, followed by the likely responsibilities and sources of funding. Funding is likely to come from a range of sources, including Derbyshire County Council, D2N2 and SCR funding, as well as private sector contributions. This has informed the Infrastructure Delivery Plan in Appendix 1 which will continue to be updated.

Table 2: Schedule of Transport related projects

Ref	Location	Spatial Scale	Scheme	Critical /Necessary/ Complimentary	Delivery Partners	Delivery Mechanism	Cost	Delivery Phasing	Gaps in funding
T1	A61 Corridor	Borough Wide	Projects emerging from the A61 Growth Corridor Strategy	Critical for delivery of Local Plan sites along the A61	D2N2, DCC, CBC, NEDDC and private developers	LGF	£16million	Phase 1 (year 1-5)	None identified to date
T2	A61 Corridor	A61 corridor	Phase 1 Sustainable Transport Investment along Derby Road	Critical for delivery of Local Plan sites along the A61	D2N2, DCC	LGF	£180,000	Year 1-5	None identified to date
T3	A61 corridor	A61 corridor and strategic sites, Waterside, HS2, Town Centre,	Provision of new and upgraded pedestrian and	Critical for delivery of Local Plan sites	D2N2	LGF	Part of T1 funding	Year 1-5	None identified

		SRVC	cycle routes along the A61	along the A61					
T4	M1 Corridor	Sites within close proximity to the Strategic Road Network	Transport Assessment to determine the impact on the Strategic Road Network (particularly Junction 29a)	TA necessary	Private developers and Highways Agency	S106 contributions	Unknown at this stage	As development comes forward	Unknown at this stage
T5	M1 Corridor	Sites within close proximity to the Strategic Road Network	Duty to Cooperate discussions to be undertaken to determine impact/ mitigation on Junction 30	Critical for delivery of strategic sites in east of Borough	Highways England, DCC, CBC, Bolsover, NEDDC	CIL/ Developer contributions	Unknown	To Local Plan timescale	Unknown
T6	Town Centre	Hollis Lane Link Road	New Hollis Lane link and remodelling of the Lordsmill roundabout to improve access to Chesterfield Rail Station	Critical for delivery of Town Centre Local Plan sites, and HS2	Via DCC	LGF; + local contribution	£1.65m but detailed costs to be determined through design process during 2019	Short term (by 2021)	No gap
T7	Staveley-Brimington	Chesterfield-Staveley Regeneration	New multi-mode access to SRVC,	Critical for delivery of SRVC	Via DCC	LGF or other strategic	To be determined through	Medium term	Unknown - To be determined

		Route	alleviating congestion and air quality issues in Brimington	strategic site, and other Local Plan sites		finding mechanisms, plus CIL	ongoing development work		through ongoing development work
T8	Borough-wide	Borough-wide	Provision of additional bus services, to support new development and as identified by DCC	Necessary to support new development where gaps in services are identified	DCC and private providers	Developer contributions	Unknown; to be determined as development comes forward	Unknown; to be determined as development comes forward	Unknown
T9	Borough-wide	Borough-wide	Improvement of walking and cycling routes, identified on Key Cycle Network and Local Cycle Network	Necessary to support new development where gaps in services are identified	DCC and private providers	DCC and developer contributions / CIL	Unknown	Unknown	Gaps identified in Key Cycle Network / Local Cycle Network

3.0 FLOOD DEFENCE

Key Issues

3.1 Chesterfield has a long history of flooding from the Rivers Rother, Hipper and Whitting. This has caused severe problems for local residents as well as the borough's industrial and commercial interests. At its worst it has also affected critical infrastructure assets such as A617 (a key access route from the city centre to the Chesterfield Royal Hospital). At the most recent estimate there were 1731 properties at risk of flooding during a one per cent probability flood assuming no defences. The EA advises that this may rise to 1899 in the future due to climate change.

3.2 Chesterfield Borough is a sub-area within the Don Catchment Flood Management Plan. The main watercourses within the borough are the Rivers Hipper, Doe Lea, Drone, Whitting and Rother. Flooding originates from either rivers and watercourses, inadequate surface water drainage and overwhelmed sewer systems.

3.3 In accordance with the requirements of the NPPF the council has assessed potential allocations in relation to flood risk. The council has also commissioned a Stage 1 Strategic Flood Risk Assessment which gives an up to date picture of flood risk in the borough and advices on policies which the council may wish to include in their LDFs. However, it still remains that parts of Chesterfield Town Centre, Staveley Works, Waterside and South of Chatsworth Road will be within Flood Risk Zones 2 & 3.

3.4 The master-planning process will ensure that these areas are allocated for the least vulnerable type of land uses, but there will still remain a requirement to build in mitigation measures where necessary. The EA has identified a number of specific flood mitigation measures and measures which need to be undertaken within the borough via the Draft Don Catchment Management Plan (Jan 2010).

3.5 The EA has also invested in detailed studies to assess options on the Rivers Hipper, Whitting and Rother. The Draft Chesterfield Flood Alleviation Scheme Initial Assessment was prepared by Arup in May 2010 on behalf of the Environment Agency. This integrated and up-dated the results of the various assessments carried out historically in Chesterfield and considers options for providing a comprehensive solution to flood risk in the borough.

3.6 The 2010 study put forward a number of options for addressing flooding within the borough, ranging from Option 1: do nothing to Option 6 which indicates a comprehensive package of flood mitigation measures. The study then identifies the likely costs and benefits of the various mitigation measures of each option. The study concluded that only Option 6 can provide an innovative, sustainable solution with multiple benefits and will actively promote regeneration of the borough's river corridors. Subsequently, the Borough Council has been working in partnership with the Environment Agency and Derbyshire County Council, as Local Lead Flood Authority on preparing

updated evidence in support of the emerging Local Plan. In order to satisfy the requirements of national planning policy guidance, the Borough Council is required to draw on all available flood risk information which affects the Chesterfield Borough Council area. Subsequently, the Environment Agency had been working towards preparing the Chesterfield Flood Model drawing together all relevant sources of flood data. However the Environment Agency has since decided that this is no longer being taken forward, on the basis that Chesterfield was now well represented in terms of modelling and understanding flood risk and the mechanisms.

Funding & Viability

3.7 Provision of strategic or regional flood defence is the responsibility of the Environment Agency. Regional Flood Defence Committees (RFDCs) have been set up to deliver regional flood risk management functions. The RFDC covering Chesterfield is the Trent RFDC.

3.8 RFDCs take decisions about the annual programme of improvement and maintenance works. These are mainly grant funded by DEFRA. Unless flood defence measures meet the grant requirements then flood defence will be developer responsibility. The local authority's role is to allocate development to low risk sites or to require flood defence as part of the development proposals (via developer contributions). Derbyshire County Council is the Lead Local Flood Authority (LLFA) within Derbyshire, co-ordinating the management of flood risk from local sources such as ordinary watercourses, surface water and groundwater.

3.9 The obligation to provide flood defences for new development falls on the developer. Where a site is subject to severe flood risk, the normal course of action would be for the Environment Agency, as the statutory consultee, to object to development. If the development is then permitted, or if the flood risk is not so severe that the Environment Agency objects, then development may go ahead with mitigation measures. Unless public funding is available for such measures, these measures will have to be factored into any developer's infrastructure costs.

3.10 Where there is significant level of gap funding due to flood constraints on site, in addition to developer contributions, there will be a requirement to seek extra funding from external regeneration agencies (both for physical regeneration and green infrastructure improvements) to overcome these constraints.

3.11 Funding for Flood Risk Management can be sourced from Central Government sources, which is then transferred to the Lead Local Flood Authorities. However, Grant in Aid funding is based on the number of households that are better protected from flooding. Where Grant in Aid funding does not cover all costs, additional funding may need to be applied for through partnership funding. Other sources may include use of a local levy, partnership funding, use of drainage charges and special levies and other sources of funding directly from the Local Authority. In addition to this, the Chesterfield Community Infrastructure Levy (CIL) Regulation 123

Infrastructure List sets out the infrastructure types or projects which CIL could be spent on. The list includes Strategic Flood Defences and alleviation measures.

Table 3: Flood Mitigation Measures

Table 3. Flood Mitigation Measures

Source: Draft Chesterfield Flood Alleviation Scheme Initial Assessment (Arup 2010)

Staveley Works Corridor		
Flood mitigation scheme	**Location**	**Aims of mitigation**
Installation of a floodgate on Works Road, Staveley. ***Major work***	Staveley Works, Staveley, Chesterfield	To reduced risk of flooding to properties in this area, particularly Staveley Clock tower Business Park.
Chesterfield Town Centre (incl Chesterfield Waterside)		
Flood mitigation scheme	**Location**	**Aims of mitigation**
Removal of a sluice gate in the River Rother at Sherwood Street ***Minor work***	East of the A61, Chesterfield	To reduced risk of flooding to properties in the area.
Provision of resilience measures to 29 properties in the Brampton area of Chesterfield.	Brampton, Chesterfield.	To remove residual flood risk in this area.
Replacement of a trashscreen at Riddings Brook. ***Minor work***	Station Road, Sheepbridge, Chesterfield	The existing trash screen under the B6052 Station Rd is not designed in accordance with best practice and is prone to blockage. This would reduce flood risk in this area.
Chatsworth Road Corridor		
Flood mitigation scheme	**Location**	**Aims of mitigation**
Removal of footbridges at Hipper Street West and Hipper Street South, and masonry arch bridges at Hipper House. Raising of a footbridge at Alma St. West.	South of Chatsworth Road, Chesterfield.	To remove residual flood risk in this area.

Closure of gaps in flood walls at Griffin Mill.	South of Chatsworth Road, Chesterfield	To remove residual flood risk in this area.
Areas in North East Derbyshire District		
Flood mitigation scheme	**Location**	**Aims of mitigation**
Construction of a 350m long flood storage embankment 4m high at Avenue Coking Works, with a storage capacity of 245,000m³. Creation of 78ha of BAP habitat as part of this scheme. ***Major work***	Within the administrative boundary of North East Derbyshire District Council (between Chesterfield and Clay Cross)	A flood storage area would be created at Wingerworth. This would lead to reductions in flood risk downstream on the River Rother (and to a lesser extent, reductions on the lower Hipper).
Construction of a 420m long flood storage embankment 7m high at Holymoorside, with a storage capacity of 125,000m³. ***Major work***	Within the administrative boundary of North East Derbyshire District Council (at Holymoorside).	A flood storage reservoir would be created. This would lead to reductions in flood risk downstream on the River Hipper (and to a much lesser extent, further reductions on the River Rother). Service utility diversions would be necessary at this site hence the high estimated cost. *NB: further feasibility work to identify a more economical project in a different area may be required*.

4.0 UTILITIES

Water and Sewerage

Key Issues

4.1 The main water and sewerage operators for the Chesterfield area are Yorkshire Water Services (sewerage) and Severn Trent Water (water supply). The infrastructure for the supply of clean water and disposal and treatment of waste water is classed as essential infrastructure and the water companies operate within a five-year investment programme called the Asset Management Plan (AMP).

Sewerage capacity

4.2 Projected infrastructure capacity arising from draft Local Plan proposals should be reflected in the next review of the AMP (2015 - 2020). However, no infrastructure 'show stoppers' which might seriously undermine the council's development strategy have been identified during consultation with Yorkshire Water. The only concern raised relates to Staveley Waste Water Works which in the long term may have capacity issues. .

4.3 Yorkshire Water has indicated that there is enough capacity at Staveley Waste Water Works for a further 1000 dwellings. As there is anticipated to be in excess of this number in the strategic site allocation at the former Staveley Works Corridor there will therefore be an issue over long-term capacity. Also, as this capacity is also shared by areas within Bolsover District (25%), then coordination will be required between the two authorities.

4.4 Because development at Staveley is to be phased over a long period there is the flexibility for Yorkshire Water to include proposals in subsequent Asset Management Plans. This will ensure there is adequate infrastructure capacity as part of the Staveley Works proposals.

Water supply capacity

4.5 Severn Trent Water is the supplier for the Chesterfield Area. The key issue is whether existing water supply can meet projected growth. Severn Trent are aware of the council's spatial strategy and projected housing numbers and are confident there are will be no major problems with supply in the borough. Therefore, in their assessment, based on the projected housing growth, there is unlikely to be any potential capacity issues apart from the usual requirement for minor reinforcement works. This can be dealt with in the normal way via developer contributions.

Water Cycle Scoping Study

4.6 A Water Cycle Scoping Study has been prepared in partnership with North East Derbyshire District and Bolsover District Councils. The aim of this study is to consider the key infrastructure issues relating to sustainable water management. It also provides an opportunity for discussion between the water authorities, the Environment Agency and local authorities in ascertaining the requirement for water infrastructure works.

4.7 The scoping work concluded that notwithstanding the requirements via the Management and Investment Plans of the water authorities, there are no foreseeable problems relating to the supply of water in the Study Area. Regarding sewage disposal, as highlighted above, there could be a capacity issue in the Staveley area as a result of proposed development via the Staveley and Rother Valley Area Action Plan. However, considering the long-term planning timeframe of the Staveley proposals, this is not considered to be a constraint or' showstopper' of the council's strategic housing proposals.

Funding & Viability

4.8 Water companies prepare 5 year Asset Management Plans (AMPs) which determine the price levels that can be charged to fund investment programmes. Given this, it is difficult for water companies to provide commitments to provide capacity to service potential developments beyond the current Asset Management Plan periods, particularly as there are competing demands on the investment programme from other potential growth strategies within the various regions.

4.9 Therefore, it is likely that throughout the Local Plan period the Water and sewage companies will rely, as they do now, on developers contributing infrastructure provision through various mechanisms. Yorkshire Water have stated that identifying large strategic sites may make it easier for developers to pay for the necessary improvements if sites were brought forward without Yorkshire Water including it in a growth forecast . This is consistent with the council's strategy which identifies large strategic sites as part of its spatial strategy.

4.10 Ultimately, the opportunities to tie in more closely with the council's plans will not be until the next round of water and sewerage AMP preparation. The water companies should therefore be able to plan for infrastructure expansion via the AMP process.

4.11 Liaison will continue to take place with interested parties including Bolsover and North East Derbyshire Districts, Severn Trent Water, Yorkshire Water and the Environment Agency, with the water companies and Environment Agency invited to respond to planning consultations.

Gas Supply

Key Issues

4.12 National Grid owns and operates the high pressure gas transmission system in England, Scotland and Wales. National Grid has a duty to develop and maintain an efficient coordinated and economical transmission system for the conveyance of gas and respond to requests for new gas supplies in certain circumstances.

4.13 New gas transmission infrastructure developments (pipelines and associated installations) are periodically required to meet increases in demand and changes in patterns of supply. Developments to the network are as a result of specific connection requests e.g. power stations, and requests for additional capacity on the network from gas shippers. As a general rule, network developments to provide supplies to the local gas distribution network are as a result of overall demand growth in a region rather than site specific developments.

4.14 National Grid Gas plc owns and operates the local gas distribution network in the Chesterfield Borough Council area. At present there are no known capacity issues regarding the gas distribution network in the borough. National Grid have a dedicated team responsible for providing advice about the local gas distribution network and local capacity issues (the 'Plant Protection Team') and they have been consulted during the preparation of this study.

Electricity Supply

Key Issues

4.15 National Grid has a statutory duty to develop and maintain an efficient, co-ordinated and economical transmission system of electricity and to facilitate competition in the supply and generation of electricity.

4.16 National Grid operates the national electricity transmission network across Great Britain and owns and maintains the network in England and Wales, providing electricity supplies from generating stations to local distribution companies. The company does not distribute electricity to individual premises directly, but its role in the wholesale market is essential to ensuring a reliable and quality supply. It is the role of local distribution companies to distribute electricity to homes and businesses. The electricity distribution company in the Chesterfield Borough area is Western Power Distribution. (Western Power Distribution became the area DNO (Distribution Network Operator) in 2011).

4.17 National Grid's high voltage electricity transmission assets within Chesterfield Borough's administrative area include the following:

- 4ZV line – 275kV route from Chesterfield substation in North East Derbyshire to Brinsworth substation in Rotherham.

4.18 During previous consultation, National Grid have stated that development proposals will not have a significant effect upon National Grid's infrastructure, both gas and electricity submission. It is unlikely that any extra growth will create capacity issues for National Grid given the scale of these gas and electricity transmission networks. The existing network should be able to cope with additional demands.

4.19 While the precise nature of the influence of any proposed developments on gas and electricity infrastructure will need to be determined in the first instance via discussion with the relevant gas and electricity Distribution Network Operators National Grid and Western Power Distribution Network respectively) there are currently no known issues to prevent the delivery of the Local Plan in respect of gas and electricity supply (notwithstanding the need for usual reinforcement/connection works via developer contributions). Western Power Distribution do however report that in some areas of the borough the load demands on the existing infrastructure from 33kV downwards, particularly at 6.6kV and 11kV are generally increasing due to the demands of the connections and renewables activities. There have been occasions where future growth has been allowed to proceed by increasing the capacity of the network through reinforcement type projects. The same applies to a number of renewable projects in and around the borough. Therefore whilst there remain no overriding issues which would prevent the delivery of the Local Plan in respect of electricity supply, there remains a requirement for further investment/cost requirements on existing infrastructure in order to meet future load demands/requirements in some areas of the town and surrounding areas. At the time of writing there are currently no known capacity issues regarding the gas distribution network in the borough.

Table 4. Utilities

Table 4. Utilities		
Staveley Works Corridor		
Water & Sewerage	**Gas**	**Electricity**
Capacity at Staveley Waste Water Treatment Works is an issue. The projected number of dwellings will require an upgrade to the Waste Water Works.	No capacity issues identified.	No capacity issues identified.
Waterside		
Water & Sewerage	**Gas**	**Electricity**
Sewerage diversion undertaken	No capacity issues	No capacity issues

in 2009. No other capacity constraints.	identified.	identified.
Chesterfield Town Centre		
Water & Sewerage	**Gas**	**Electricity**
No capacity issues identified.	No capacity issues identified.	No capacity issues identified.
Brimington Parish		
Water & Sewerage	**Gas**	**Electricity**
There may be need for sewerage infrastructure improvements.	No capacity issues identified.	No capacity issues identified.
Eastern Villages		
Water & Sewerage	**Gas**	**Electricity**
Upgrades to the sewer network likely to be required at both Duckmanton and Mastin Moor (i.e. Bent Lane Sewage Pumping Station and Staveley Wastewater Treatment Works).	No capacity issues identified.	No capacity issues identified.
Western Suburbs/Residential Neighbourhoods		
Water & Sewerage	**Gas**	**Electricity**
No capacity issues identified.	**No capacity issues identified.**	**No capacity issues identified.**
Chatsworth Road (Gateway to the Peak)		
Water & Sewerage	**Gas**	**Electricity**
No capacity issues identified.	No capacity issues identified.	No capacity issues identified.

SOCIAL INFRASTRUCTURE:

5.0 EDUCATION

5.1 This section sets out the current education infrastructure, existing capacity within it, and projections, identifying where new capacity is likely to be required in order to accommodate proposed residential development identified within the emerging Local Plan.

5.2 The information is presented in two parts:

Part one provides the background to planning for school places, an overview of the current position, including population trends, and an executive summary

Part two provides a detailed analysis of planning areas, including current and projected capacity in individual schools within their planning areas and in relation to potential demands from proposed Local Plan site allocations that fall within each normal area.

Part One

PROVISION FOR 2-11 YEAR OLDS

Planning of school places - context

5.3 Derbyshire County Council has the responsibility for planning and commissioning education provision in Derbyshire, under the Local Children's Services Authority (Children's Act 2004). The County Council therefore has a statutory duty to *ensure that efficient primary, secondary and further education is available to meet the needs of their population; ensure that their education functions are exercised with a view to promoting high standards ensuring fair access to opportunity for education and learning, and promote the fulfilment of learning potential; and secure that sufficient schools for providing primary and secondary education are available for their area*.. This duty applies across all schools and includes Academies. Derbyshire County Council operates a system of 'normal areas' for school places planning. A normal area is a geographic area which a school serves. All residential developments are mapped to determine the normal area in which they sit to allow a detailed analysis of existing capacity and forecast demand for places within that area. The net capacity of each school is the nationally agreed measure of the number of pupil places a school can accommodate. This is regularly reviewed and agreed with each school and the capacity informs the Pupil Admission Number. In order to be able to assess the supply of places against demand, schools are grouped together on a geographic basis to determine a planning area. These planning areas are agreed with the Department for Education (DfE) and form the basis of analysis of Basic Need for places across the County, including Chesterfield Borough.

5.4 Derbyshire County Council elects wherever possible to provide a school place for each child at their normal area school.

5.5 Derbyshire County Council works pro-actively with Local Planning Authorities to ensure that account is taken of the housing sites allocated through the Local Plan process. Derbyshire County Council monitor pupil numbers on roll against the capacity of individual schools, as well as groupings of these schools within wider planning areas. Birth rate data is used in statistical analysis to produce pupil number projections for a 5 year rolling period.

5.6 This section sets out the current education infrastructure, existing capacity within it, projections based on birth rates and preference trends (not including forecast growth from housing). Consideration is given to the proposed allocations of residential development sites within the emerging Chesterfield Borough Local Plan.

5.7 The intention in this section is to provide an indication of where expansion to the education system is likely to be required, be it through expansions of existing or provision of new schools in order to mitigate the impact of the residential development identified within the emerging Local Plan.

5.8 Pupil projections are provided on a rolling 5 year basis (based on birth rate data) and for housing sites intended to be brought forwards later in the plan period no projection data would exist to forecast available school capacity. The focus is therefore to consider the impact of forecast housing trajectory within years 1 – 5, as identified in the Local Plan.

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

5.10 When considering the likely impact of housing development on the availability of school places, a formula is used to assess the likely number of additional pupils. This is based on census data and is 20 primary aged pupils, 15 secondary and 6 post-16 pupils for every 100 dwellings (of 2 bedrooms and over). These yields are added to the 5 year projected pupil number for the normal area school in which the development is located. Where shortfalls are projected, DCC will work to add capacity where necessary, requesting contributions from CIL where necessary and appropriate in order to ensure that sufficient capacity is in place to enable the majority of pupils generated within a new housing development to access a normal area school place. It is important to note that places provided through CIL or other funding for the

purposes of meeting demand generated by a development cannot be reserved for pupils moving into the development.

5.11 Whilst pupil numbers across the Borough are projected to stay within existing capacity, there are planning areas which are under pressure before the impact of additional housing is taken into account. This will be closely monitored by Derbyshire County Council and the two Authorities will work together to identify the most efficient expansions of schools to address local needs. Any proposed significant change to a school would be the subject of formal consultation with local schools, stakeholders and the DfE.

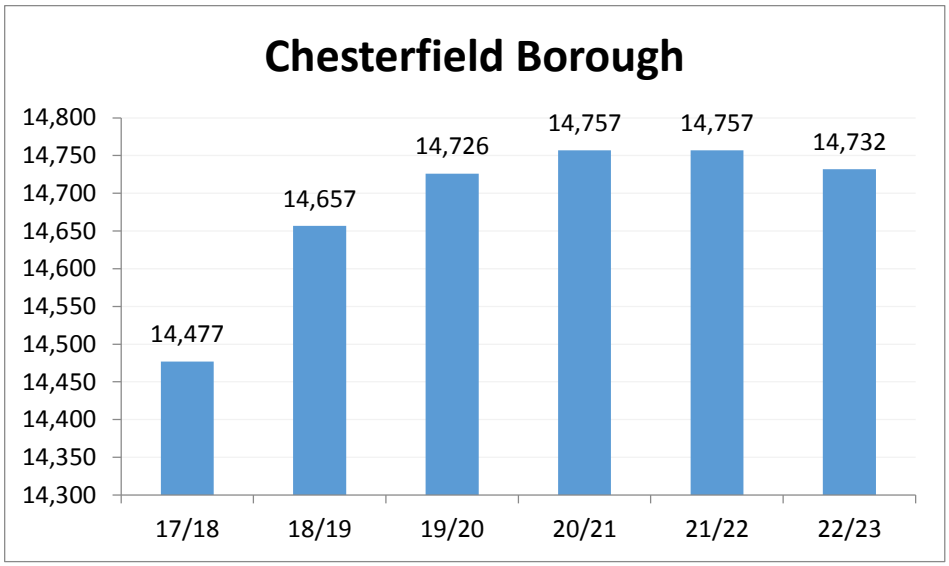
5.12 This section includes an analysis of current and projected capacity in individual schools within their planning areas. The DfE recommends that a school should have at least a 5% surplus and this is taken into consideration when assessing the available places within a school. An indication of the capacity of the school is provided and this is updated by DCC on an annual basis. The projections quoted throughout this section are based on school census data (January 2018) and GP resident population data (NHS Digital 31st August 2017). They do not include any estimated yields from residential development, either from approved planning applications or proposed Local Plan allocations. Developments on other sites within a school's normal area may impact on the capacity to accommodate yields from proposed Local Plan allocations and therefore the County Council intends to review this process annually.

5.13 It is important to recognise that any level of analysis can only ever provide an indication as to where pressures may arise and therefore require mitigation. Whether mitigation is required, how this would be achieved, and to what timescale would only become clear at the point at which a site comes forward for full planning approval. Attempting to take account of yields from recently approved planning applications without the necessary certainty over delivery timescales would risk skewing otherwise highly accurate projections (based on birth rates and preferences). It is possible that data could change significantly in the period between the approval of planning permission and commencement on site. Essentially, unless it is known exactly how many houses will be delivered in exactly which year then it is not possible to carry out any precise analysis on available capacity and whether funding is required for mitigation. Projections change year on year and will be affected by future birth rates as well as parental preference over which the County Council as Education Authority has no control.

Population trends

5.14 Figure 2 below shows the projected pupil population across the whole of Chesterfield Borough up to academic year 2022/2023. This illustrates that pupil numbers are increasing across the Borough and heading for a peak between 2020 and 2022.

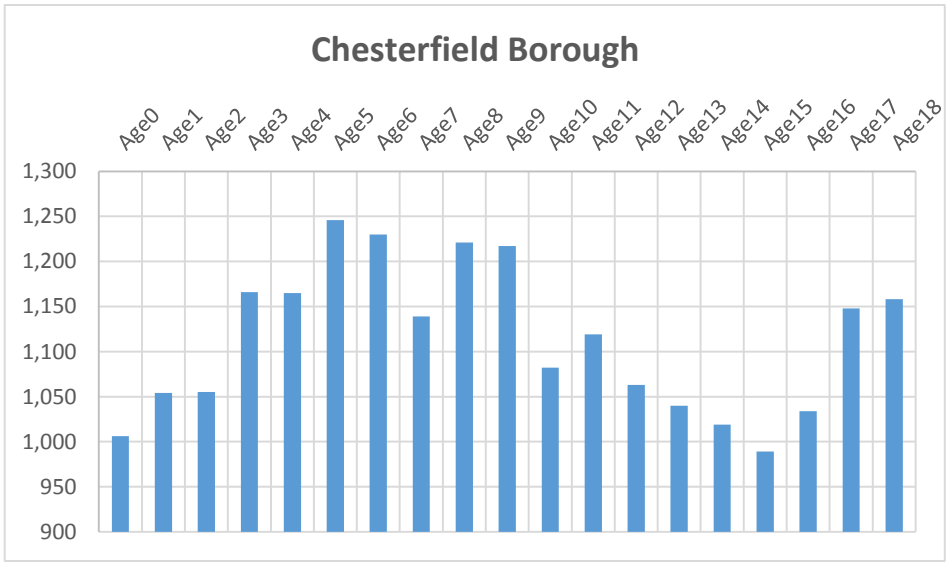
Figure 2: projected pupil population, Chesterfield Borough



Age-profile of Chesterfield pupil population

5.15 Figure 3 below shows the age profile of the pupil population in Chesterfield Borough. Note that there is currently a large cohort of pupils aged between 5 and 9 years old which will see pressure at primary level before moving through to secondary.

Figure 3: Age profile of pupil population, Chesterfield Borough



Executive summary

5.16 Part two of this section details school capacities across all planning areas within Chesterfield Borough and includes an initial analysis on the capacity available in relation to potential demands from Local Plan sites that fall within each normal area. These do not attempt to take into account yields from other

approved residential developments, which may take up any anticipated capacity. These detailed local analyses inform the Executive Summary below, the purpose of which is to highlight where mitigation is expected to be required. The analysis and Executive Summary will be reviewed annually to present the current situation.

Lead Organisation	**Derbyshire County Council**
Existing Provision	Primary phase: There are a total of 8,173 primary phase places across 36 primary schools in the borough, grouped into 9 planning areas. The total number on roll across all primary phase schools in the borough was 7,671 pupils in January 2018, indicating an overall occupancy rate of 94%. 13 individual schools were over-capacity in January 2018 and 3 had more than 25% surplus places. Secondary phase: There are a total of 7,847 secondary phase places across 8 secondary schools in the borough, grouped into 2 planning areas. The total number on roll across all secondary phase schools in the borough was 6,806 in January 2018, indicating an overall occupancy rate of 87%. 2 of the schools were over-capacity in January 2018 and 2 had more than 25% surplus places. Local capacity is considered within planning areas and these may include schools which fall within other districts. These are shown in italics and may have demand for places from other district/borough Local Plan sites which are not included in this document.
Planned Changes to Provision	There are no plans to close any schools in the borough in the foreseeable future. Agreed expansions to existing schools are listed in the individual Planning Area assessments. Any further plans, required in response to either natural growth or increased demand due to housing developments will be discussed with local schools as a need arises.
Key issues	Derbyshire County Council continues to respond to

relating to school capacity and demand for places.	residential planning applications as they arise. It is expected that future forward planning will be aided by timely and detailed analysis of Local Plan sites. Anticipated pupil yields from residential developments approved within the last 36 months are not included in the projections below, nor the analysis of whether mitigation is likely to be required. This is in order to prevent double-counting where Local Plan sites already have planning approval and to recognise that robust build rate information is not always available. Schools are continuing to convert to Academy status. Although Derbyshire County Council retains the statutory duty to ensure that sufficient local school places are provided in the County, the independent nature of the academies may impact on County's planned strategies.
Mitigation requirements for residential developments on Local Plan sites based on anticipated yields within years 1 – 5. With the exception of site 326, which will involve a request for a CIL contribution during years 1 -5, other sites identified here are likely to involve applications for CIL in years 6 – 10 of delivery.	Included here is a summary of mitigation likely to be required for which a contribution from CIL would be sought. Informed by this analysis, which will be updated annually, the agreed approach between Derbyshire County Council and Chesterfield Borough Council is to develop a strategic response for increasing education capacity. This will link clearly with the development and timing of a number of strategic Local Plan sites. Based on the information available and the need for additional capacity that can be evidenced using current projections, the following expansions have been progressed to feasibility stage, or are likely to be in the future: Primary phase: Site 68 (Waterside) – Yield of 310 primary pupils, 97 within years 1 – 5. S106 allows for contribution towards primary education provision. Individual phases of the wider development will be considered as they come forward in order to guide any necessary expansion. There is currently no capacity to expand the normal area primary school, so it will likely be necessary to explore the feasibility of expansion at other schools within the planning area, taking into account geography (e.g. transport links) and forecast capacity across the wider planning area at the time that the stages of development come forward. Site 63 (Walton Works) – Potential expansion of William Rhodes Primary School. Site 310 and 311 (Staveley Works) – total 1,240

	dwellings. 310 currently broadly fall within Barrow Hill normal area and 311 within Henry Bradley and Brimington Juniors. With a combined anticipated pupil yield of 248 primary pupils, an additional primary school will be required to serve this new community. At secondary level the sites fall within the normal area of Springwell Community College. This school has some scope for expansion, but projections will be reviewed once build timescales are known to determine the level of mitigation required to accommodate the 186 secondary pupils likely to be generated by this large strategic development. A CIL contribution is likely to be sought for expansion at secondary level. Site 326 (Varley Park). Derbyshire County Council will work with the Multi-Academy Trust at Poolsbrook Primary Academy to determine an appropriate expansion scheme, for which financial support via CIL will be sought. 242, 243 and 279 (Mastin Moor) Expansion at primary level will be required, which has yet to be agreed. Support will be sought from CIL. Secondary phase – general comment Further analysis will need to be undertaken closer to the build time of those sites due to yield significant numbers of secondary pupils beyond year 6 of the plan period. The need for additional places will be dependent on population projections and the level of residential development outside of the Local Plan. With further review it may be necessary in future to seek expansion in this sector, with support from CIL.
Sources of Funding	The principal funding source for the provision of additional education infrastructure to support residential development is Community Infrastructure Levy Funding. Potential supportive funding - Central government Basic Need Funding or direct funding from the Department for Education to support academies. It should be noted that Basic Need is intended to be used to respond to natural population growth.
Evidence Sources	School Census data – January 2018 School capacity information (May 2018) Ongoing liaison between Chesterfield Borough Council and Derbyshire County Council.

Education – Capacity Assessments

5.17 The information in the tables provided within Part Two show current and projected capacity in individual schools within their planning areas. The Department for Education recommends that a school should have at least a 5% surplus and this is taken into consideration when assessing the available places within a school. An indication of the capacity of the school has been given and this is represented in the tables by the following key:

Capacity status	Range of school places	Colour in table
Deficiency	Less than 5% surplus	
At capacity	With 5-10% surplus	
With capacity	More than 10% surplus	

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

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

Early Years Overview

5.20 Derbyshire County Council has a statutory duty to ensure sufficient early years and childcare places are available for parents and carers wishing to access their free early year's entitlement. Section 11 of the Childcare Act 2006 and the Education Act 2011 places a duty on the Authority to plan, commission and provide sufficient funded early years places for 2, 3 and 4 year olds. From September 2017, 3 and 4 year old children from working families who meet central government's eligibility criteria have been entitled to up to 30 free

hours of childcare. In addition, some two year olds are entitled to 15 hours funded childcare if they meet the eligibility criteria.

Childcare Sufficiency Assessment for Chesterfield Borough - Early Years Funded Places for 3 and 4 Year Olds

5.21 A comparison of population data with the number of early years places available and shows that there is an oversupply of early years funded places for 3 and 4 year olds across the Chesterfield District as a whole, however in some areas there are pockets of undersupply. A number of individual wards indicate a deficit in the number of places but many are offset by neighbouring wards which have a large oversupply.

5.22 The Barrow Hill and New Whittington ward has a pocket of undersupply and no oversupply in neighbouring wards to offset this. However despite this we have received no other evidence from parents to indicate that they cannot find a suitable place for their child in this locality. Parents often choose to access their childcare outside the ward or area in which they live for a number of reasons including their place of work, therefore some parents may be using childcare providers in the neighbouring local authority areas of North East Derbyshire, Sheffield or travelling into Chesterfield town centre where there is a greater number of childcare providers and a significant oversupply of places.

5.23 The Brimington/Hollingwood ward grouping also indicates a minor undersupply of places as does Staveley ward grouping but this is also likely to be offset by the large oversupply indicated by the centre of Chesterfield, therefore there is no particular concern about these areas as the undersupply in these areas is not necessarily large enough to warrant the creation of any new provision.

Early Years Funded Places for 2 Year Olds

5.24 Across Derbyshire an average of 71% of eligible 2 year old children are taking up a place, as not all parents will choose to access a place for their child.

5.25 The majority of childcare providers in the Chesterfield area take 2 year old funded children and we have received no feedback from parents to indicate they cannot find a suitable place for their child.

Wrap Around Care

5.26 The local authority's duty to secure sufficient childcare, so far is reasonably practicable, includes wrap around childcare for school age children. One of the main indications that there is insufficient childcare of this type in an area is the number of contacts received from parents who cannot find a suitable place

for their child. In Chesterfield Borough the County Council has identified no outstanding cases of this kind.

5.27 The County Council's Early years and Sufficiency Service will be undertaking a mapping exercise across the whole of Derbyshire in 2019 to establish what wrap around childcare is available and to highlight areas where there could potentially be gaps.

5.28 It should be noted that this sufficiency assessment is a snapshot and the data may change should providers open, close or expand their current provision and due to fluctuations in population. While Derbyshire County Council believes this information to be correct, it does not guarantee its accuracy, nor does the County Council accept any liability for any direct or indirect loss or damage or other consequences, however rising from the use of such information supplied.

Part Two:
Planning areas and Local Plan site analysis

Ashgate/Brampton/Stonegravels Planning Area

The Ashgate/Brampton/Stonegravels Planning Area are located around the town centre and each feed to either Brookfield Academy Trust, Whittington Green School or Outwood Academy Newbold.

The situation for primary phase education is as follows:

Name of school	Number on Roll (Jan 2018)	Net Capacity	Spare Capacity (no)	% Capacity	Projected Capacity 2023
Brockwell Nursery and Infant School	180	180	0	0	166 (8%)
Westfield Infant School	206	210	4	2	211 (0%)
Brockwell Junior School	255	238	-17	-7	244 (-3%)
Old Hall Junior School	262	231	-31	-13	256 (-11%)
Abercrombie Community Primary School	214	210	-4	-2	195 (7%)
Brampton Primary School	324	312	-12	-4	323 (-4%)
Christ Church C of E Primary School	179	178	-1	0	207 (-16%)
Highfield Hall Primary School	390	356	-34	-10	408 (-15%)
Holme Hall Primary School	145	234	89	38	143 (39%)
St Mary's Catholic Primary School (Chesterfield)	420	420	0	0	397 (6%)

This information illustrates a very tight capacity situation for primary phase education at the current time, with pupil numbers across the ten schools exceeding the number of places in January 2018. Projections indicate that this situation would remain until September 2021, however plans are in place to increase capacity at two of the schools within this period.

Existing Provision	There are currently 2,569 primary phase places provided within this large urban planning area. Provision is a mix of single phase (Infant/Junior) and Primary (Infant and Junior) schools. Six of the ten schools are currently overcapacity and this is projected to remain the case within the current 5-year forecast period. The numbers of schools within close proximity affords choice for parents and preferences can be seen.
Planned Changes to Provision	Expansions have been approved at two schools, which will result in the following increases to net capacity: Christ Church C of E Primary School – 210 (from 178) Highfield Hall Primary School – 420 (from 356)
Anticipated pupil yield from Local Plan sites	Abercrombie Community Primary School: Site 68 (Waterside) – Yield of 310 primary pupils, 97 within years 1 – 5. Site 94 (Timber Yard, Marsden Street) – Yield of 8 primary pupils all within years 11 – 15. Site 151 (Red House HOP) – Yield of 5 primary pupils, all counted within years 1 – 5. Site 407 (Commerce Centre) – Yield of 6 primary pupils, all within years 1 – 5. The demand within the first 5 years of housing delivery is expected to be able to be accommodated from sites other than Waterside. There is no capacity to expand this school. Demand from year 11 onwards will be considered against future projections and mitigation at alternative schools within the planning area will be agreed, if appropriate. Brampton Primary School: Site 17 (Catherine Street and Bank Street) – Yield of 2 primary both within years 1-5. Site 108 (Goldwell Rooms) – Yield of 5 primary pupils, all counted within years 1 – 5. Site 338 (Barker Lane) – Yield of 8 primary pupils, 5 within years 1 – 5. The demand within the first 5 years of housing delivery will see the school further over-capacity than projected. There is no capacity to expand this school and this would not be appropriate mitigation for these relatively small numbers. Demand from year 6 onwards will be considered against future projections and mitigation at alternative schools within the planning area determined, if appropriate.

	Site 63 (Walton Works) – see William Rhodes Primary School. Brockwell Nursery Infant/Brockwell Junior Schools: Site 91 (Ashbrooke Centre) – Yield 4 primary pupils, all within years 1 -5. Capacity to accommodate is marginal, but the relatively small numbers anticipated would not require mitigation using CIL. Christ Church CE Site 102 (Swaddale Avenue) – Yield of 5 primary pupils, all within years 1 – 5. Capacity will be in place to accommodate. Highfield Hall/Newbold CE (shared normal area) Site 150 (Derwent House HOP) – Yield of 4 primary pupils, all within years 1 – 5. Capacity will be in place at Highfield Hall to accommodate. Holme Hall Site 130 (Linacre Road) – Yield of 60 primary pupils, all as of year 10 for delivery. Timescales require this to be reviewed at a time closer to delivery. Westfield Infant/Old Hall Junior Site 23 (Heaton Court) – Yield of 3 primary pupils, all within years 1-5. The demand within the first 5 years of housing delivery will see the schools further over-capacity than projected. Need for mitigation at these or other schools may occur if other planning applications come forward. Brampton/William Rhodes (development spans 2 normal areas) Site 63 (Walton Works) – Yield of 30 primary pupils, 8 within years 1 – 5. Site is currently non-residential and falls partly within the Brampton Primary normal area and partly within William Rhodes. As expansion of Brampton Primary is not possible, DCC would look at adjusting normal area boundaries to bring the whole site within that of William Rhodes Primary.
Mitigation required to address education demand from residential development	Waterside – S106 – see summary in main document. Walton Works – see William Rhodes Primary School.

Barrow Hill Planning Area

The Barrow Hill Area is a single school Planning Area for the purposes of assessing Basic Need. The school is a feeder for Springwell Community College.

The situation for primary phase education is as follows:

Name of school	Number on Roll (Jan 2018)	Net Capacity	Spare Capacity (no)	% Capacity	Projected NOR and % Capacity 2023
Barrow Hill Primary Academy	71	90	19	21	84 (7%)

Existing Provision	This is a single school urban planning area which is projected to continue to have capacity before residential development is taken into account.
Anticipated pupil yield from Local Plan sites	Site 18 (Duewell Court) – Yield of 7 primary pupils within years 1-10, 5 of these within year 1 – 5. No mitigation expected to be required. The other sites falling within this planning area are large strategic sites which will be dealt with as part of the Staveley Works strategy. Site 310 (Former Staveley Works). Site 312 (Former Rhodia Works) – yield 52 primary pupils, all beyond year 15 for delivery. The strategy is likely to see an additional primary school being established and the removal of these sites from Barrow Hill's normal area.
Mitigation required to address education demand from residential development	New primary school associated with Staveley Works strategy.

Boythorpe/Birdholme Planning Area

The Boythorpe/Birdholme Planning Area is based on those schools within the general catchment area for Parkside Community School.

The situation for primary phase education is as follows:

Name of school	Number on Roll (Jan 2018)	Net Capacity	Spare Capacity (no)	% Capacity	Projected NOR and % Capacity 2023
Spire Infant and Nursery School	142	141	-1	0	146 (-4%)
Spire Junior School	165	200	35	18	201 (0%)
Whitecotes Primary Academy	198	352	154	44	174 (51%)
William Rhodes Primary and Nursery School	196	210	32	15	206 (2%)

This information illustrates localised pressure at Spire Infant School which is forecast to remain the case for the projection period to 2023. Across the planning area as a whole sufficient capacity is expected to remain, notwithstanding the potential impact of residential developments.

Existing Provision	There are currently 903 primary phase places provided within this planning area. Provision is a mix of single phase (Infant/Junior) and Primary (Infant and Junior) schools. None of the four schools are currently overcapacity, with surpluses projected to remain at three of the four schools. There is a current surplus of 22% across the planning area.
Anticipated pupil yield from Local Plan sites	Whitecotes Primary Academy: Site 192 (Walton Hospital) – Yield of 18 primary pupils, all within years 1 – 5. Site 193 (Walton Hospital) – Yield of 12 primary pupils, all within years 1 – 5. Sufficient capacity exists at the normal area school to accommodate.
Mitigation required to address education demand from residential development	See reference to William Rhodes for Walton Works.

Brimington/Calow Planning Area

The Brimington/Calow Planning Area is based on those schools within the general catchment area for the Springwell Community College.

The situation for primary phase education is as follows:

Name of school	**Number on Roll (Jan 2018)**	**Net Capacity**	**Spare Capacity (no)**	**% Capacity**	**Projected NOR and % Capacity 2023**
Brimington Manor Infant and Nursery School	75	88	13	15	70 (21%)
Henry Bradley Infant School	153	178	25	14	146 (18%)
Brimington Junior School	329	360	31	9	308 (14%)
Calow C of E (Voluntary Controlled) Primary School	*189*	*199*	*10*	*5*	*184 (8%)*

This information illustrates a general satisfactory capacity situation for primary phase education at the current time and the 5 year projection period.

Existing Provision	There are currently 825 primary phase places provided within this planning area. Provision is a mix of single phase (Infant/Junior) and one Primary (Infant and Junior) school. It is to be noted that Calow C of E (Voluntary Controlled) Primary School falls within the North East district. All schools in the planning area have some spare capacity, the level of each projected to increase in the next five years.
Anticipated pupil yield from Local Plan sites	Brimington Manor Infant/Brimington Junior Site 125 (Former poultry farm, Manor Road) – Yield of 5 primary pupils, all within years 1 – 5. Henry Bradley Infant/Brimington Junior Site 311 (Staveley Works) – see note. With the exception of Staveley Works, all Local Plan development is expected to be accommodated within existing capacity.
Mitigation required to	New school associated with Staveley Works strategy.

address education demand from residential development	

Dunston/Newbold Planning Area

The Dunston/Newbold Planning Area contains schools which feed to both Outwood Academy Newbold and Whittington Green School.

The situation for primary phase education is as follows:

Name of school	Number on Roll (Jan 2018)	Net Capacity	Spare Capacity (no)	% Capacity	Projected NOR and % Capacity 2023
Gilbert Heathcote Nursery and Infant School	109	114	5	4	97 (15%)
Cavendish Junior School	103	147	44	30	112 (24%)
Dunston Primary and Nursery Academy	252	270	18	7	238 (12%)
Newbold C of E Primary School	193	192	-1	0	187 (3%)

This information illustrates a general satisfactory capacity situation for primary phase education at the current time, although pressures are appearing at Gilbert Heathcote Nursery and Infant School and Newbold C of E Primary School.

Existing Provision	There are currently 723 primary phase places provided within this largely suburban planning area to the north of the borough. Provision is a mix of single phase (Infant/Junior) and Primary (Infant and Junior) schools. Whilst two of the four schools are effectively at capacity currently, all schools are projected to have surplus capacity in five years time, notwithstanding demand from housing developments.

Anticipated pupil yield from Local Plan sites	Dunston Primary Academy/Newbold CE Primary: Site 293 (Dunston Road – parcel 1) – Yield of 54 primary pupils, 34 of which within years 1 – 5. Sites 294 (Dunston Road – parcel 2) and site 295 (Dunston Road – parcel 3) – yield 94 primary pupils, all to be delivered beyond year 6. Site 336 (Dunston Road – Cammac) – Yield of 30 primary pupils, 21 of which within years 1 – 5.
Mitigation required to address education demand from residential development	Dunston Primary Academy: S106 has been secured against site 293 which will contribute, along with another secured S106 contribution, towards expansion of the school to 315 places. Further assessment will be required to for pupils resulting from delivery beyond year 6, based on the increased capacity at the school and projections at that time.

Hasland/Hady Planning Area

The Hasland/Hady Planning Area contains schools which feed to Hasland Hall Community School.

The situation for primary phase education is as follows:

Name of school	**Number on Roll (Jan 2018)**	**Net Capacity**	**Spare Capacity (no)**	**Status (%)**	**Projected NOR and % Capacity 2023**
Hasland Infant School	294	300	6	2	251 (16%)
Hasland Junior School	380	360	-20	-6	373 (-4%)
Hady Primary School	275	270	-5	-2	277 (-3%)

Existing Provision	There are currently 930 primary phase places provided within this planning area. Provision is a mix of single phase (Infant/Junior) and a Primary (Infant and Junior) school. At January 2018 pupil numbers across the planning area were in excess of capacity by 19 pupils.

Planned Changes to Provision	Additional school places are planned to be in place at Hady Primary school for September 2019, with the following increase to net capacity: Hady Primary School – 315 (from 270)
Anticipated pupil yield from Local Plan sites	Hasland Infant/Hasland Junior – Site 47 (Manor House Farm) – Yield of 2 primary pupils, both of which within years 1 – 5. Site 219 (Hollythorpe Close) – Yield of 3 primary pupils, all of which within years 1 – 5. Site 236 (White Bank Close) – Yield of 3 primary pupils, all within years 1 – 5. The cumulative yield from proposed Local Plan sites in the Hasland normal area is 8 primary pupils. There is no projected capacity to accommodate the yield of 5 pupils at Junior level. However, additional Junior phase places are being provided as part of a Basic Need funded scheme to increase capacity at neighbouring Hady Primary ensuring that sufficient local places are available.
Mitigation required to address education demand from residential development	None.

Inkersall/Staveley/Duckmanton/Poolsbrook/Arkwright Planning Area

Name of school	**Number on Roll (2018)**	**Net Capacity**	**Spare Capacity (no)**	**Status (%)**	**Projected NOR and % Capacity 2023**
Speedwell Infant School	118	118	0	0	102 (14%)
Staveley Junior School	153	180	27	15	158 (12%)
Arkwright Primary School	*101*	*119*	*18*	*15*	*116 (3%)*
Duckmanton Primary School	173	194	21	11	181 (7%)
Hollingwood Primary School	307	280	-27	-10	256 (9%)
Inkersall Primary Academy	379	420	41	10	297 (29%)
Poolsbrook Primary Academy	94	90	-4	-4	88 (2%)

St Joseph's Catholic and C of E VA Primary School	142	157	15	10	135 (14%)

The Inkersall/Staveley/Duckmanton/Poolsbrook/Arkwright Planning Area contains schools which feed to both Springwell Community College and The Bolsover School in the Bolsover district.

The situation for primary phase education is as follows:

Existing Provision	There are currently 1,558 primary phase places provided within this large predominantly urban planning area. Provision is a mostly in the form of Primary (Infant and Junior) schools. It is to be noted that Arkwright Primary School falls within the North East district. Two of the eight schools are currently overcapacity but all are indicating capacity at the end of the 5-year forecast period, notwithstanding future demand from residential developments. .
Anticipated pupil yield from Local Plan sites	Duckmanton Primary School: Site 247 (Tom Lane) – Yield of 80 primary pupils, all of which are beyond year 6 for delivery. Site 271 (Rectory Road) – Yield of 11 primary pupils, all within years 1 – 5. Please note that for secondary planning purposes sites 247 and 271 fall within Bolsover District. Current projections indicate sufficient capacity to accommodate the yield within years 1 – 5. Potential need for mitigation beyond year 6 will need to be assessed closer to the point of delivery of site 247. Hollingwood Primary School: Site 145 (Elm Street) – Yield of 5 primary pupils, all of which beyond year 11 for delivery. Site 146 (Sycamore Road) – Yield of 4 primary pupils, all of which beyond year 11 for delivery. Site 315 (Troughbrook Road) – Yield of 4 primary pupils, all within years 1 – 5. Current projections indicate sufficient capacity to accommodate the yield within years 1 – 5. Potential

	need for mitigation beyond year 11 will be assessed closer to the point of delivery of sites 145 and 146. Inkersall Primary Academy: Site 401 (Inkersall Road B) – Yield of 40 primary pupils, all beyond year 6. Potential need for mitigation beyond year 6 will need to be assessed closer to the point of delivery of site 401. Poolsbrook Primary Academy: Site 326 (Varley Park) – Yield of 35 primary pupils, 16 within years 1 – 5. The development site is very close to the school and expansion of the school will be necessary and appropriate in order to serve the development. Speedwell Infant/Staveley Juniors – Site 28 (North of Chesterfield Road) – Yield of 3 primary pupils, all within Years 1 – 5. Site 30 (Inkersall Road) – Yield of 40 primary pupils, all beyond Year 6. Site 35 (Staveley Canal Basin) – Yield of 7 primary pupils, 5 of which within years 1 – 5. Site 113 (Bent Lane) – Yield of 40 primary pupils, 6 of which within years 1 – 5. Current projections indicate sufficient capacity to accommodate the yield within years 1 – 5. Projections will be reviewed to re-assess situation for builds beyond Year 5. With significant yields expected from year 6 at sites 30 and 113, some expansion of the normal area schools may be necessary, towards which a CIL contribution may be sought.
Mitigation required to address education demand from residential development	Duckmanton Primary School: Additional accommodation likely to be required to accommodate growth from site 247. Derbyshire County Council will work with the school to determine an appropriate expansion scheme and seek financial support via CIL. Poolsbrook Primary Academy: Additional accommodation to support yield of site 326

	(Varley Park). Derbyshire County Council will work with the Multi-Academy Trust to determine an appropriate expansion scheme and seek financial support via CIL.

Mastin Moor Planning Area

The Mastin Moor Planning Area contains schools which feed to both Springwell Community College and Netherthorpe School.

The situation for primary phase education is as follows:

Name of school	Number on Roll (2018)	Net Capacity	Spare Capacity (no)	Status (%)	Projected NOR and % Capacity 2023
Norbriggs Primary School	184	210	26	12	192 (9%)
Woodthorpe C of E Voluntary Controlled Primary School	130	119	-11	-9	128 (-8%)
Existing Provision	There are currently 329 primary phase places provided within this small urban planning area. Provision consists of two Primary (Infant and Junior) schools. There are currently only 5% surplus places across the planning area, with this decreasing further over the 5 year projection period.				
Anticipated pupil yield from Local Plan sites	Norbriggs Primary School: Site 32 (Miller Avenue) – Yield of 3 primary pupils, all within years 6 – 10. Site 242 (South of Worksop Road) including site 279 (East of Bolsover Road) – Yield of 130 primary pupils, 20 of which within years 1 – 5. Site 317 (Edale Road) – Yield of 1 primary pupil, beyond year 6 of delivery. Projections indicate insufficient capacity being available to accommodate yields generated within years 1 – 5. Projections will be reviewed to re-assess capacity for builds beyond year 6. Woodthorpe C of E Voluntary Controlled Primary School: Site 243 (North of Woodthorpe Road) – housing numbers included in Site 242 and therefore referenced above.				

	Plans will need to be in place to deal with this strategic development at Mastin Moor across the planning area as a whole.
Mitigation required to address education demand from residential development	Options are currently being explored for expansion of provision within the planning area. With the sites yielding a total of 134 primary pupils, physical expansion will be required and a contribution from CIL will be sought once the strategy is agreed.

New Whittington Planning Area

The New Whittington Planning Area contains schools which feed to Whittington Green School.

The situation for primary phase education is as follows:

Name of school	Number on Roll (2018)	Net Capacity	Spare Capacity (no)	Status (%)	Projected NOR and % Capacity 2023
Mary Swanwick Primary Academy	209	210	1	0	177 (16%)
New Whittington Primary Academy	272	336	64	19	256 (24%)

Existing Provision	There are currently 546 primary phase places provided within this relatively small urban planning area. Provision consists of two Primary (Infant and Junior) schools. There is currently 12% surplus places across the planning area and this is expected to have increased by the end of the 5 year projection period.
Anticipated pupil yield from Local Plan sites	No Local Plan sites fall within this planning area and therefore no mitigation is required.

EDUCATION - PROVISION FOR 11-18 YEAR OLDS

There are eight Secondary Schools in Chesterfield Borough. For the purposes of school place planning these are considered within two Planning Areas. It is important to note that two of these schools fall within a secondary planning area which spans both Chesterfield and Bolsover districts.

Secondary Chesterfield Planning Area

Name of school	Number on Roll (2018)	Net Capacity	Spare Capacity (no)	Status (%)	Projected NOR and % Capacity 2023
Brookfield Academy Trust	1,184	1,090	-94	-9	1,202 (-10%)
Hasland Hall Community School	753	862	109	13	836 (3%)
Outwood Academy Newbold	880	1,139	259	23	1,034 (9%)
Parkside Community School	382	628	246	39	419 (33%)
St Mary's Catholic Voluntary Academy	1,299	1,238	-61	-5	1,323 (-7%)
Whittington Green School	332	800	468	59	366 (54%)

Existing Provision	There are currently 5,757 secondary phase places provided within this large urban planning area, with individual schools varying significantly in size. Two popular schools are over-capacity, but across the planning area as a whole there is currently a 16% surplus of places.
Anticipated pupil yield from Local Plan sites	Brookfield Academy Trust: Site 17 (Catherine Street and Bank Street) – Yield of 2 secondary pupils all within years 1 - 5. Site 23 (Heaton Court) – Yield of 2 secondary pupils, all within years 1 – 5. Site 94 (Timber Yard, Marsden Street) – Yield of 6 secondary pupils all within years 11 – 15. Site 108 (Goldwell Rooms) – Yield of 4 secondary pupils, all of which counted within years 1 – 5. Site 338 (Barker Lane) – Yield of 6 secondary pupils, 4 within years 1 – 5. The anticipated cumulative impact of the delivery in years 1 – 5

	between sites 17, 23, 108, 338 is 12 secondary pupils. The current numbers on roll and projections indicate in-sufficient capacity to accommodate this demand. However, sufficient capacity is expected to remain within the planning area as a whole over this timescale, including at the next closest school. Hasland Hall Community School: Site 47 (Manor House Farm) – Yield of 2 secondary pupils, all of which within years 1 – 5. Site 219 (Hollythorpe Close) – Yield of 3 secondary pupils, all of which within years 1 – 5. Site 236 (White Bank Close) – Yield of 3 secondary pupils, all within years 1 – 5. The anticipated cumulative impact of the delivery in years 1 – 5 between sites 47, 219 and 236 is 8 pupils. The current numbers on roll and projections indicate-sufficient capacity to accommodate this demand. Outwood Academy Newbold: Site 91 (Ashbrooke Centre) – Yield 3 secondary pupils, all within years 1 -5. Site 130 (Linacre Road) – Yield of 45 secondary pupils, all beyond year 10 for delivery. Site 150 (Derwent House HOP) – Yield of 3 secondary pupils, all within years 1 – 5. Site 293 (Dunston Road – parcel 1) – Yield of 41 secondary pupils, 26 of which within years 1 – 5. Sites 294 (Dunston Road – parcel 2) and site 295 (Dunston Road – parcel 3) – yield 94 secondary pupils, all to be delivered beyond year 6. The anticipated cumulative impact of the delivery in years 1 – 5 between sites 91, 150, and 293 is 32 secondary pupils. The current numbers on roll and projections indicate sufficient capacity to accommodate this demand. Further analysis will need to be undertaken closer to the build time of those sites due to yield a total of 154 secondary pupils beyond year 6. Dependant on population projections and the level of residential development outside of the Local Plan it may be necessary in future to seek expansion of the school. Parkside Community School: Site 63 (Walton Works) – Yield of 23 secondary pupils, 6 of which being within years 1 – 5. Site 192 (Walton Hospital) – Yield of 14 secondary pupils, all within years 1 – 5. Site 193 (Walton Hospital) – Yield of 9 secondary pupils, all within

	years 1 – 5. The anticipated cumulative impact of the delivery in years 1 – 5 between sites 63, 192, and 193 is 29 secondary pupils. The current numbers on roll and projections indicate sufficient capacity to accommodate this demand. Further analysis will need to be undertaken closer to the build time of site 63 which is expected to yield of a further 17 secondary pupils beyond year 6. Dependant on population projections and the level of residential development outside of the Local Plan it may be necessary in future to seek expansion of the school, although that is not anticipated. Brookfield and Whittington Green (development spans two normal areas) Site 68 (Waterside) – see note in main document. Outwood Academy Newbold and Whittington Green (development spans two normal areas) Site 336 (Dunston Road – Cammac) – Yield of 22 secondary pupils, 16 of which within years 1 – 5. The anticipated cumulative impact of the delivery in years 1 – 5 at site 336 is 16 secondary pupils. The current numbers on roll and projections indicate sufficient capacity to accommodate this demand. Further analysis will be undertaken but is unlikely to indicate a lack of capacity to accommodate the further 6 secondary pupils beyond year 6 from site 336. Whittington Green School: Site 102 (Swaddale Avenue) – Yield of 4 secondary pupils, all within years 1 - 5 Site 151 (Red House HOP) – Yield of 4 secondary pupils, all counted within years 1 – 5. Site 154 (Former Ash Glen Nursery) – Yield of 5 secondary pupils, 4 within years 1 – 5. Site 155 (Former Listers Car Sales) – Yield of 6 secondary pupils, 4 within years 1 – 5. Site 156 (Former Boat Sales) – Yield of 8 secondary pupils, 6 within years 1 – 5. Note that sites 154,155 and 156 fall within North East Derbyshire district for primary school place planning purposes. Site 407 (Commerce Centre) – Yield of 5 secondary pupils, all within years 1 – 5.

	The anticipated cumulative impact of the delivery in years 1 – 5 at the above sites is 25 secondary pupils. The current numbers on roll and projections indicate sufficient capacity to accommodate this demand. Further analysis will be undertaken but is unlikely to indicate a lack of capacity to accommodate the further 5 secondary pupils beyond year 6 from sites 154, 155 and 156.
Mitigation required to address education demand from residential development	None to mitigate yields from years 1 – 5.

Secondary Staveley/Bolsover Planning Area

Name of school	**Number on Roll (2018)**	**Net Capacity**	**Spare Capacity (no)**	**Status (%)**	**Projected NOR and % Capacity 2023**
Heritage High School	*753*	*1,019*	*266*	*26*	*872 (14%)*
Netherthorpe School	1,183	1,200	17	1	1,296 (-8%)
Shirebrook Academy	*808*	*960*	*152*	*16*	*858 (11%)*
Springwell Community College	793	894	101	11	866 (3%)
The Bolsover School	*825*	*850*	*25*	*3*	*890 (-5%)*

Existing Provision	There are currently 4,923 secondary phase places provided within this planning area which sits within both Chesterfield and Bolsover districts. It is to be noted that the schools in italics are within Bolsover, but share a common area in terms of distance from each other, giving rise to movements between the schools. There is significant development within the normal areas of these Bolsover schools and their impact is noted in the Bolsover Local Plan. The two Chesterfield schools provide a combined total of 2,094 places, with a total of 1,976 on roll in January 2018, indicating a surplus of 118 places across the two schools (6%). 5 year projections indicate this to reduce to 3% over-capacity at the end of the period, not including the impact of residential development.

Anticipated pupil yield from Local Plan sites	Springwell Community College: Site 18 (Duewell Court) – Yield of 5 secondary pupils within years 1-10, 4 of these within year 1 – 5. Site 28 (North of Chesterfield Road) – Yield of 2 secondary pupils, all within Years 1 – 5. Site 30 (Inkersall Road) – Yield of 30 secondary pupils, all beyond year 6. Site 125 (Former poultry farm, Manor Road) – Yield of 4 secondary pupils, all within years 1 – 5. Site 145 (Elm Street) – Yield of 4 secondary pupils, all of which beyond year 11 for delivery. Site 146 (Sycamore Road) – Yield of 3 secondary pupils, all of which beyond year 11 for delivery. **Site 310 and 311 (Former Staveley Works) – see note**. Site 312 (Former Rhodia Works) – yield 39 secondary pupils, all beyond year 15 for delivery. Site 315 (Troughbrook Road) – Yield of 3 secondary pupils, all within years 1 – 5. Site 401 (Inkersall Road B) – Yield of 30 secondary pupils, all beyond year 6. The anticipated cumulative impact of the delivery in years 1 – 5 between sites 18, 28, 125, 315 is 13 pupils. The school is indicating sufficient capacity to accommodate this demand. Further analysis will need to be undertaken closer to the build time of those sites due to yield a total of 107 secondary pupils beyond year 6. Dependant on population projections and the level of residential development outside of the Local Plan it may be necessary in future to seek expansion of the school. The development at the Former Staveley Works is outside of these figures and requires a strategic response. Netherthorpe School/Springwell Community College (shared area) The following sites are located on land which has a shared normal area and therefore capacity assessments are based on the combined capacity of the two schools. Site 32 (Miller Avenue) – Yield of 2 secondary pupils, all within years 6 – 10. Site 35 (Staveley Canal Basin) – Yield of 6 secondary pupils, 4 of which within years 1 – 5. Site 113 (Bent Lane) – Yield of 30 secondary pupils, 5 of which within years 1 – 5. Site 242 (South of Worksop Road) (and also including sites 243 North of Woodthorpe Road and 279 East of Bolsover Road) - Yield of 53 secondary pupils, 15 of which within years 1 – 5. Site 317 (Edale Road) – Yield of 1 secondary pupil, beyond year 6 of

	delivery. Site 326 (Varley Park) – Yield of 27 secondary pupils, 12 within years 1 – 5. The anticipated cumulative impact of the delivery in years 1 – 5 between sites 35, 113 and 326 is 21 secondary pupils. The school is indicated sufficient capacity to accommodate this demand, along with the 13 in Springwell's discrete normal area. Further analysis will need to be undertaken closer to the build time of those sites due to yield a total of 83 secondary pupils beyond year 6. When added to the 107 yield beyond year 6 delivery in Springwell's discrete normal area this indicates a longer term yield of 190 pupils. The need for places will be dependant on population projections and the level of residential development outside of the Local Plan. With further review it may be necessary in future to seek expansion of the school with support through CIL.
Mitigation required to address education demand from residential development	Potential expansion of Springwell Community College linked to Staveley Works.

National Guidance:
In May 2019 the Government published an update to the National Planning Policy Guidance on viability. Amongst other changes this introduced a new paragraph on how viability for education provision through developer contributions should be addressed. This reflects the guidance published by the Department for Education on how local education authorities can use developer contributions for education purposes.

6.0 HEALTH FACILITIES

6.1 This chapter covers the provision of health services including primary care (GPs, dentists and pharmacies) and secondary care (including hospital provision and community secondary care).

Background

6.2 Health care remains the responsibility of central government through the Department of Health (DoH).Clinical Commissioning Groups (CCGs) are clinically-led, statutory NHS bodies which replaced the Primary Care Trusts in 2013. Previously there were two Clinical Commissioning Groups (CCGs) operating within Chesterfield Borough; The North Derbyshire CCG covering the vast majority of the Borough area, with the Hardwick CCG part of the southern area of the Borough. Following a reorganisation, from April 2019, a single Clinical Commissioning Group, the NHS Derby and Derbyshire CCG, covers Chesterfield Borough. The responsibility of the CCG and the relationship with other governance structures is set out as follows:

 Clinical Commissioning Groups are responsible for implementing the provision of health care within the county and direct financial resources to primary and secondary care providers as well as regulate the primary care activities of General Practitioners (GPs), and for commissioning healthcare including mental health services, urgent and emergency care elective hospital services and community care.

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

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

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

Health Issues in Chesterfield Borough

6.4 The key health issues within the Borough are set out within the North East Derbyshire Health Strategy (2015-2019) and the Derbyshire County Council Joint Strategy Needs Assessment (2014), https://www.chesterfield.gov.uk/media/146382/chesterfield-health-profile-2015.pdf, and in the Chesterfield Health Profile 2015. https://www.chesterfield.gov.uk/media/146382/chesterfield-health-profile-2015.pdf

These generally comprise:

 Indicators of Health Deprivation:

The Borough is relatively deprived, ranking 91st out of 326 English local authority areas in the 2010 English Index of Multiple Deprivation (1 is the most deprived). Some 17 of the 68 Lower Super Output Areas in Chesterfield fall within the top 20% of most deprived areas in England. The health of people in Chesterfield is varied compared with the England average. Deprivation is higher than average and about 21.0% (3,700) children live in poverty. Life expectancy for both men and women is lower than the England average.

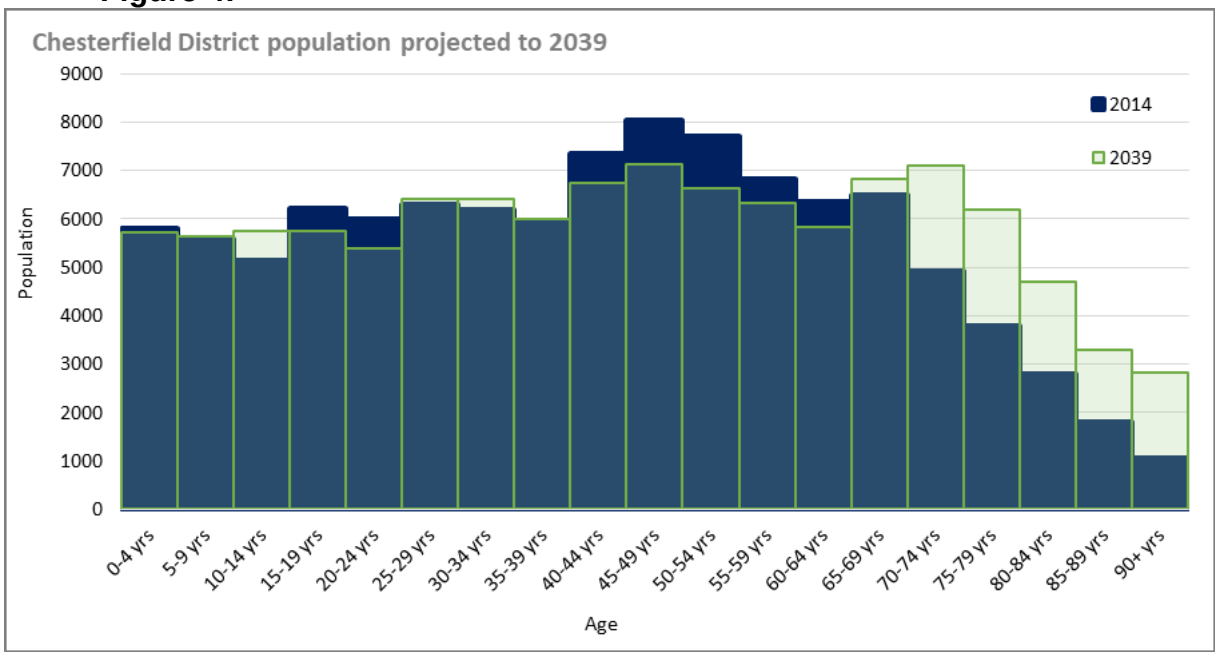
 Significant Disparities in Health across the Borough:

The North East Derbyshire Health Strategy sets out how there are significant disparities in the health of the population across the Borough. The health of people in Chesterfield is varied compared with the England average. Life expectancy is 10.1 years lower for men and 7.8 years lower for women in the most deprived areas of Chesterfield than in the least deprived areas. The main areas of worst deprivation are to the east around Staveley and to the west around Chesterfield itself. There are areas of lower deprivation in between and on the western edge of the Borough.

 Ageing Population:

We know that the population in general is aging. Figure 4 below provides a population projection for Chesterfield Borough; this suggests that the area will see an estimated 48% increase in over 65 year olds by 2039, up to and beyond the end of the plan period. In the shorter term, by 2021 22% (23,400) of the population will be aged over 65, 11% (11,400) over 75 and 3% (3,400) over 87. Even if it can become healthier this ageing population will require more in terms of health and social care than ever before.

Figure 4:



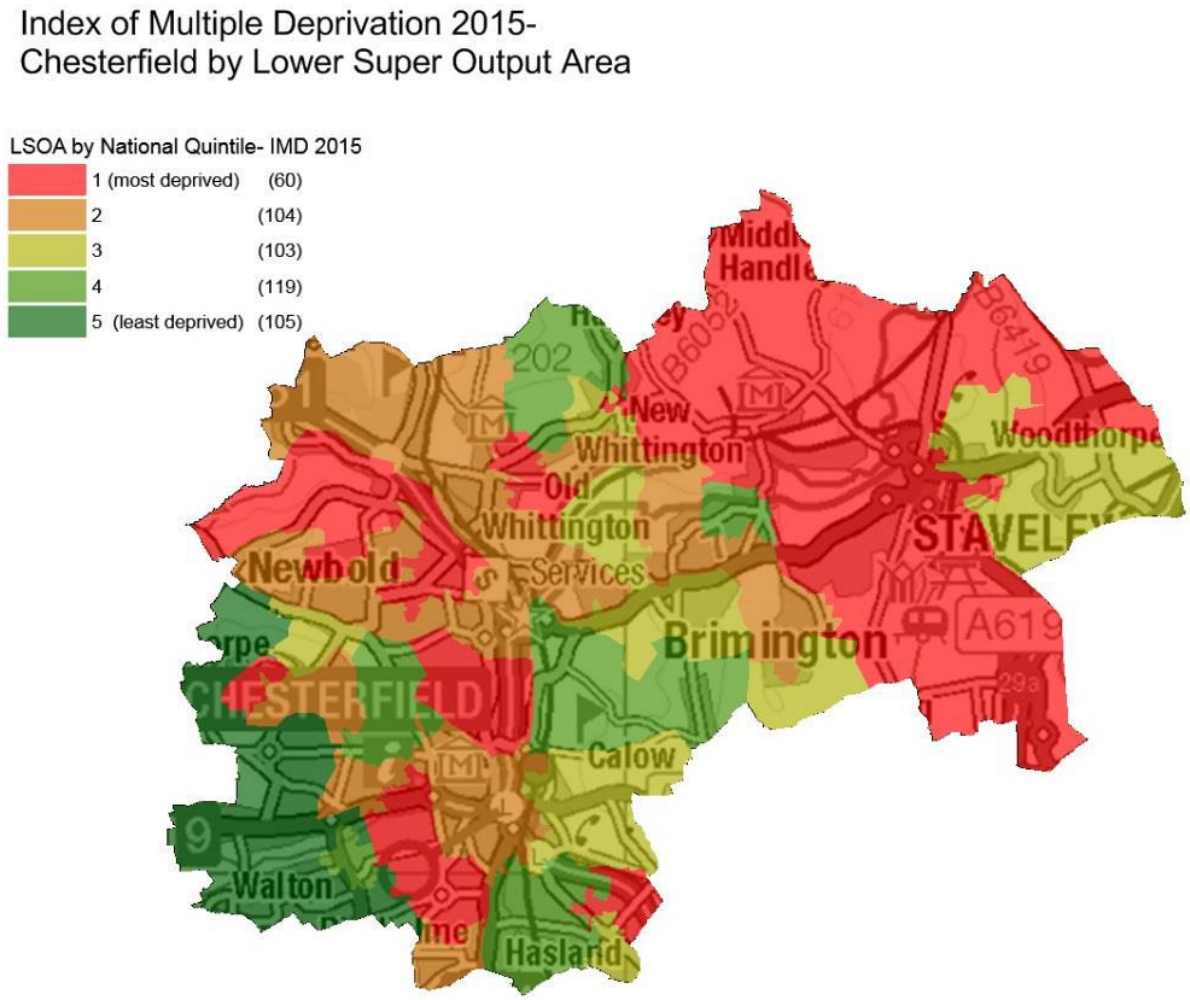


Figure 5: IMD – Chesterfield

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Source: Derbyshire STP: Place Alliance Insight Packs; Chesterfield Place Alliance

Health Provision in Chesterfield Borough

Key Issues

6.5 Chesterfield Borough is currently served by the following Primary and Secondary Healthcare facilities:

- 15 Doctors' surgeries (main and branch)
- 2 Hospitals and Community services provided by Derbyshire Community Health Services NHS Foundation Trust.
- 12 Dental Practices.

6.6 Chesterfield Royal Hospital Foundation Trust is located east of Chesterfield town at Calow. It is a principal hospital serving Chesterfield and North East Derbyshire. The local Community Hospital is south of Chesterfield town centre at Walton, specialising in elderly health care. DCHS NHS Foundation Trust provided services such as Nursing and Therapy in the community.

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

6.8 In overall terms, the CCG is satisfied that the borough has a reasonable distribution of primary and secondary health care and continued joint working and forward planning should ensure that the Local Plan spatial strategy is unlikely to have a serious impact on existing facilities. However, some GPs surgeries are currently at capacity where there are more numbers on GP patient lists that is recommended by government advice. The table below shows those GP surgeries most affected by the council's spatial strategy and identifies which surgeries would be most impacted as a result of the quantum of potential patients caused by new residential development.

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

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

6.11 It should be noted that since the Practice Choice Scheme was introduced in 2015, patients have been able to register for GP practices even where they live outside the practice boundary area. Therefore, it is not always the case that increased growth in one location will directly result in an increased list size at the nearest GP.

6.12 As part of a CCG strategy the contribution requested would support the development of primary care services in the area. In particular, Table 5 indicates the practices which are looking to expand/alter their surgery to provide additional patient space to meet the demands of the patients. Contributions requested from housing development would contribute towards the expansion. The amount requested is proportionate to the scale of the housing development proposed.

Funding & Viability

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

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

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

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

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

Primary Care
GP Provision

Broad Calculated Fee for Number of Dwellings

6.16 From discussions with the CCGs, it is possible to set out a high-level overview of potential impacts of growth at the following settlements. These are likely to change as the Plan progresses and therefore it will be necessary to gain an up-to- date position from the relevant CCG prior to any future applications.

Table 5: Summary of GP Capacity
(Source: North Derbyshire CCG, October 2018)

GP Surgeries serving Chesterfield Borough		
Staveley Works Corridor		
Nearest GP Surgery	**Concern over capacity?**	**Additional comments about capacity to extend**
Royal Primary Care Branch (Rectory Road, Staveley and Inkersall)	NO	Inkersall new building with capacity. Rectory Road Staveley is town centre premises and meets current demand and has potential capacity
Chesterfield Town Centre, Waterside & Chatsworth Road		
Nearest GP Surgery	**Concern over capacity**	
Wheatbridge Road Surgery (Wheatbridge Rd, Chesterfield)	NO	Practice cannot extend and have re-configured to full potential but can take on more patients.
Inspire Health Branch (Jepson Road, Hasland)	YES	Premises being extended and re-configured at present. This will meet demand currently so any further capacity demands will need to be funded from elsewhere.
Inspire Health Branch (St Philips Rd, Hasland)	YES	This will meet demand currently so any further capacity demands will need to be funded from elsewhere.
Inspire Health (Saltergate, Chesterfield)	YES	Premises being extended and re-configured at present. This will meet demand currently so any further capacity demands will need to be funded from elsewhere.
Chesterfield Medical Practice (Ashgate Road, Chesterfield)	YES	Practice have capacity and clinical room availability but have recruitment issues like the rest of Derbyshire.
Chatsworth Road Medical Centre (Chatsworth Road, Chesterfield)	YES	At capacity and no possibility of extension or reconfiguration.
Royal Primary Care (The Grange,	NO	New building with capacity.

Stubbing Road, Grangewood)		
Brimington parish		
Nearest GP Surgery	**Concern over capacity**	
Calow & Brimington Medical Practice (Foljambe Road, Brimington)	YES	Will reach capacity soon and are aware of new local developments. Brimington has room to extend but parking issues in area. Can reconfigure but would mean increasing staff numbers. Calow can reconfigure and increase opening hours.
Chesterfield Medical Practice Whittington Medical Centre Branch (High St, Old Whittington)	YES	Practice has capacity and clinical room availability but has recruitment issues like the rest of Derbyshire.
Brimington Surgery (Church St, Brimington)	YES	Creating 3 new parking spaces externally. Can re-configure to increase capacity and other rooms which would need minor alterations so that they can become available for clinical use. If major funding available, could possibly extend to another floor accepting potentially up to an additional 2000 new patients.
Whittington Moor Surgery (Scarsdale Rd, Whittington)	YES	Not at capacity but cannot build. Could have plans to re-configure rooms if funding available for work to be completed.
Eastern Villages (Duckmanton & Mastin Moor)		
Nearest GP Surgery	**Concern over capacity?**	
Welbeck Road, Bolsover	YES	At capacity, however do have room to extend Unfortunately there aren't any existing rooms that could be reconfigured to provide extra clinical capacity.
Barlborough Medical Practice, Barlborough	YES	Fast approaching saturation point as far as available clinical rooms is concerned, with almost no scope to re-configure existing space.

		This applies to both Main site and branch site.
Western Suburbs/Residential Neighbourhoods		
Nearest GP Surgery	**Concern over capacity?**	
Newbold Surgery (Windermere Road, Newbold)	YES	3 new consulting rooms and 2 new admin rooms currently being built but unless they build up another level with lift access, that is all the site will allow. Parking always an issue. GP recruitment an issue for more capacity.

Planned Schemes

6.17 The following programmes represent planned schemes which impact the type of service operated within Chesterfield Borough:

Sustainability and Transformation Plan: 'Joined-up Care'

6.18 A Derbyshire-wide Sustainability and Transformation Plan was agreed across Chesterfield Royal Hospital, CCGs, Derbyshire Community Health Services, Derby Teaching Hospitals and Derbyshire Healthcare Foundation Trust and Derbyshire Health United, amongst others. This Sustainability and Transformation Plan prioritises services within the communities, prioritises access to the right care and prioritises health and social care work seamlessly together.

6.19 The Sustainability and Transformation Plan has also moved to the 'Development of Places' as multi-organisational teams which will add an additional layer to CCG governance structures. To respond to the 'Place' based geographies, the Derbyshire STP considered that in relation to the estate: there will be increased investment in Primary Care premises and there will be an 'increased number of 'hubs' accommodating health and social care within a number of market towns134.

Better Care Closer to Home

6.20 CCGs are seeking to focus on older people receiving inpatient care at a community hospital or older people with dementia receiving services at a community hospital. Consultation proposals which impacted the physical estate comprised:

 Increase Community-Based Services: The setting up of local 'Community Hubs' to enable the teams to work closely together and to provide support to older people near to or in their own homes.;

 Community Hospitals: This proposal seeks to permanently close 84 community hospital beds at the Bolsover, Clay Cross, Newholme (in

Bakewell) and Whitworth (in Darley Dale) and replace with Integrated Care at Home teams. It was agreed that Bolsover and Newholme hospitals would close over time. This proposal would also seek to open 24 specialist rehabilitation hospital beds at Chesterfield Royal Hospital, establish a centre of excellence at Walton Hospital (in Chesterfield) where older people with the severest dementia symptoms will be admitted and provide Dementia Day Units at Walton Hospital.

Chesterfield Royal Hospital

6.21 Within the Chesterfield Royal Hospital Strategic Plan (2014- 2019), strategic objectives relate to providing infrastructure to support delivery. For the Hospital, this comprises a Site Development Plan and Information Management and Technology Strategy. The Site Development Plan focuses on investment in facilities, such as operating theatres, to support improved service delivery. Whilst there are plans to deliver an Urgent Care Village and a new cancer centre, the Strategic Plan indicates that these are likely to take place on site.

One Public Estate

6.22 The One Public Estate Initiative is a pioneering initiative funded by the Cabinet Office and the Government Property Unit and delivered in partnership with the local Government Association. The purpose of the One Public Estate is to use its combined assets to create economic growth, deliver integrated services, generate capital receipts and reduce running costs. Chesterfield Borough Council is a partner in the North Midlands ONE programme.

Dentists

6.23 There is no standard provision for dental surgeries, and no catchment areas associated with user or provider choices. Patients are able to access dental service anywhere within or outside the Borough, and therefore it is not possible to model required dental surgeries for the increase in number of dwellings. It is likely that the additional population growth and increase in number of households will be absorbed by the existing provision of dental services, along with any additional services provided by the market.

6.24 Provision of dental services is often predominantly commercial, highlighted by the large number of providers within the centre of Chesterfield. Limited funding streams therefore exist to commission new dental practice; indeed, dental services are often provided by independent practitioners, with the addition of NHS funding to subsidise provision.

Pharmacies

6.25 The Derby and Derbyshire Pharmaceutical Needs Assessment (2015) set out that the projected housing plans within Chesterfield Borough are not expected to ‘add appreciably to the population within the next 3 years’ and the largest developments are already supplied with pharmacies. https://www.derby.gov.uk/media/derbycitycouncil/contentassets/documents/adultsocialcare/jointstrategicneedsassessment/derbyandderbyshire-pharmaceutical-needs-assessment.pdf

6.26 The Derby and Derbyshire Pharmaceutical Need Assessment (2015) identifies that there are 12 pharmacies within the Borough. This equates to 12 per 100,000 population which matches the County average. . All proposed allocations fall within the 1 mile radius buffer as identified by the Derby and Derbyshire Pharmaceutical Need Assessment (2015).

Secondary and Tertiary Care

6.27 Discussions will continue to take place with NHS England and the CCG regarding the need, demand and provision of secondary and tertiary care within Chesterfield Borough. Both parties will continue to be consulted as the Local Plan progresses..

Funding Mechanisms, Delivery and Responsibilities

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

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

 Estate Technology and Transformation Fund: This is a fund that is accessible
to CCGs to allow for extension and transformation of surgeries. Continued funding into future years is however uncertain.

 Better Care Fund

7.0 GREEN INFRASTRUCTURE

Key Issues

7.1 As originally highlighted in the council's Green Infrastructure Study (2009), a key aim of council planning policy remains to ensure that major development is planned properly and opportunities are taken to extend or enhance the borough's green infrastructure network.

7.2 The council's large-scale regeneration projects at Waterside, Staveley Works Corridor and South of Chatsworth Road are all located next to river or canal corridors. Masterplanning will ensure that water corridors are protected or improved and that green infrastructure is considered at the outset of any development proposals.

7.3 In addition to these strategic regeneration sites areas are identified for housing growth where the provision of green infrastructure will be critical to ensuring sustainable development. Such sites will be brought forward by masterplanning and have full regard to green infrastructure principles, particularly the requirement that proposals fit into the landscape and that the scale, siting, design, materials are such that the visual effect of proposals is minimised and buildings are in keeping with their surroundings and reflect local character[10].

7.4 In respect of green infrastructure provision in the urban area of Chesterfield Town Centre, Staveley Town Centre and Chatsworth Road, it is more important to consider how existing green infrastructure assets, such as parks and areas of open space, might be enhanced via developer contributions/CIL. This is because available development sites are likely to be too small to incorporate green infrastructure on-site.

Funding & Viability

7.5 Unlike other types of service delivery such as education or transport, the provision, maintenance and management of green infrastructure tends to be the responsibility of a range of various bodies and organisations. Furthermore, ownership will be under a mix of public sector bodies and private land owners. This makes it difficult to identify one type of funding stream or system that can be relied upon when trying to coordinate the funding, improvements or delivery of the GI network.

7.6 The main funding for existing key green infrastructure assets, such as borough and community parks, will be through the council's existing revenue funding. While the council can access funding from its capital reserves, this is rare as capital funding tends to be prioritised for other service areas. This puts some pressure on the council when new areas of open space or play provision are put forward, particularly as a result of major housing proposals because resources struggle to meet an increase in management and maintenance

[10] *Strategic Housing Sites and Green Infrastructure Assessments* have been carried out by Derbyshire County Council for potential housing areas.

costs. Consequently, the provision of areas of open space or green infrastructure in the borough tend to be reliant on developer contribution or various streams of grant and match funding

7.7 Regeneration projects in the borough have sought to find new management models of GI. The public realm improvements at Waterside for instance will be managed and maintained via a management fee on residential properties. The aim here is to ensure that the river and canal is managed effectively and that the waterside environment is key to the development's identity.

7.8 Another example of an alternative management model is the restoration and extension of Hollingwood Lock House to a waterway hub close to the Station Road area managed through a Community Interest Company to generate income to support the building and secure the canal's long-term future.

7.9 However, notwithstanding these alternative management models, the main mechanism for the funding and delivery of open space and green infrastructure is via the Community Infrastructure Levy.

7.10 The Council has recently completed a draft Open Space Assessment Report (2018) https://www.chesterfield.gov.uk/media/810085/draft-open-space-assesment-report.pdf

7.11 This provides detail on what open space provision exists in the area, its condition, distribution, and overall quality. This will help to inform a better understanding of the community needs, and priorities for investment, including use of CIL. This is accompanied by an Open Space Standards Paper https://www.chesterfield.gov.uk/media/810082/draft-open-space-standards-paper.pdf. This papers acts as a bridge between the Assessment Report and the open space Strategy to be delivered. Together the documents provide an evidence base to help inform the current quantity, quality and accessibility of open spaces and the future provision across Chesterfield.

7.12 Table 6 identifies the key issues for green infrastructure for strategic sites and sub-areas.

Table 6. Green Infrastructure: Key Issues	
Area	**Green Infrastructure Requirements**
Staveley Works Corridor	The Staveley Works Corridor is an important green infrastructure asset and the Staveley and Rother Valley Corridor Area Action Plan recognises the importance of the canal and river and this will be reflected in masterplanning which will show areas of wildlife and potential recreation (including walking and cycling – the former canal towpath forms part of the Trans Pennine Trail).
Chesterfield Waterside	The masterplan for the site includes a number of core design principles including those relating to public open space and landscape. The masterplan indicates that the provision of open space will exceed normal open space standards. This will ensure that the river and canal setting are enhanced (based on flood mitigation measures) and Waterside is an important aspect of the River Rother/Chesterfield Canal Corridor.
Chesterfield Town Centre	Development sites within the town centre (excluding the regeneration areas of Waterside and South of Chatsworth Road) will be scattered and relatively small in size. Therefore, resolution of the deficiencies in open space via development will be dependent upon opportunities arising. If development proposals are close or near to existing parks or areas of open space, there will be opportunities to enhance existing or provide new facilities.
Brimington Parish	As well as being areas of attractive landscape, open countryside around Brimington is adjacent to a number of existing GI assets such as pathways, woodland, rural lanes, hedgerows and waterways. Any development within these areas will be guided by development briefs and masterplanning to ensure that council policy is adhered to and that existing GI assets are an integral part of any development proposals.
Eastern Villages	Opportunities exist for an enhanced GI network, including access connections to the wider network and biodiversity connections to the Pools Brook (possibly as part of a SUDS scheme). Any major residential development within these areas will be guided by development briefs and masterplanning to ensure that council policy is adhered to and that existing GI assets are an integral part of any development proposals.
Western Suburbs/ Residential Neighborhoods	There is potential to significantly extend the borough's western suburbs in an area of open countryside to the west of Ashgate/Loundsley Green. While the site is not rich in GI assets, there is potential to enhance the existing network, particularly regarding connections to the adjacent junior

	school. The area is also close to Ashgate Plantation Wildlife Site, meaning any development proposals should consider potential impacts. A development brief or masterplan for the area could integrate GI assets at the outset.
Chatsworth Road (Gateway to the Peak)	Potential development sites in The Chatsworth Road area are scattered throughout the urban framework to the west of the town centre. The largest development sites reside south of Chatsworth Road, an area which is subject to an existing masterplan. This identifies existing GI assets which should be integrated into any development proposals, including opening up the river Hipper, improving the public realm and improving connections, particularly in relation to the enhancement of the Hipper Valley Trail.
Staveley Town Centre	As development within Staveley Town Centre will be scattered on smaller sites within the urban framework, opportunities to create new areas of green infrastructure will be limited. However, Staveley has very good access to existing key green infrastructure assets such as the Trans Pennine Trail and Chesterfield Canal. The Staveley Town Centre Masterplan sets out proposals to take advantage of these assets and create better linkages, including links to the proposed Canal Basin and nearby Poolsbrook Country Park. There may be opportunities over the Local Plan period to use developer contributions or potential grant funding streams to carry out these proposals.

8.0 Sources of Information:

The following sources of information have been used to inform the Study:

Type	Source
General	• Derbyshire County Council (2011) Local Transport Plan 3 • Sheffield City Region (2015) Strategic Economic Plan • Sheffield City Region and Arup (2016) Sheffield City Region Integrated Infrastructure Plan • D2N2 (2016) Annual Review 2015/2016 • D2N2 (2015) Strategic Economic Plan and D2N2 Strategic Economic Plan Implementation Plan • SCR Strategic Economic Plan (2014)
Highways	• Derbyshire County Council (2012) North Derbyshire Highway Assignment Model Traffic Forecasting Report
Rail	• Department for Transport (2016) High Speed Two: From Crewe to Manchester, the West Midlands to Leeds and Beyond • East Midlands HS2 Growth Strategy: Emerging Strategy Fast Track to Growth (September 2016)
Walking & Cycling	• Chesterfield GI Study • Derbyshire Cycling Plan 2016-2030 • D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP) (emerging)
Health	• Derbyshire Sustainable Transformation Plan:
Green Infrastructure	• Open Space Assessment Report (draft) (2018) • Open Space Standards Paper (2018)

Appendix 1: Infrastructure Delivery Plan

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

TRANSPORT							
Key Local Plan Policy	**Implementation**	**Critical/ Necessary/ Complimentary**	**Lead Bodies**	**Infrastructure Requirements**	**Estimated Infrastructure Costs**	**Potential Funding Sources**	**Phasing & Delivery**
LP1, LP24	Local Plan identifies corridor to be reserved	Critical for delivery of SRVC strategic site, and other Local Plan sites	• Chesterfield Borough Council • Homes & Communities Agency • Derbyshire County Council • Sheffield City Region • D2N2	Chesterfield-Staveley Regeneration Route	Staveley Spur estimated at £4,635,760 (2017). Remaining costs to be determined through ongoing development work	Regeneration agencies/SCR ; Private sector; Housing Infrastructure Fund CIL; £2 million funding set aside for construction of Northern Loop Road no longer required (see below) would form DCC financial contribution.	Medium term: 2020 – 2026:
LP1, LP24	Dependent on provision of Chesterfield – Staveley Regeneration Route)	Scheme likely to be superseded by provision of Chesterfield – Staveley Regeneration Route (see above))	• Chesterfield Borough Council • Derbyshire County Council • Sheffield City Region • D2N2	Northern Loop Road Phase 2* (*N.B. scheme likely to be superseded by provision of Chesterfield – Staveley Regeneration Route (see above))	£6.5m (DCC, 2016)	Regeneration agencies/SCR ; developer contributions	Medium term: 2020 – 2026:*

LP23, LP24, SS7	Local Plan identifies transport scheme	Critical for delivery of Local Plan sites along the A61	• Chesterfield Borough Council • Derbyshire County Council • NEDDC • D2N2,	A61 Growth Corridor improvements, including Whittington Moor Roundabout improvements, Sheepbridge junction improvements, A61/St Augustines Road junction improvements, provision of new and upgraded pedestrian cycle routes, and technological solutions, including bus real time information, urban traffic management system, and variable message signs	£16million (£12.8m Local Growth Fund and £3.2 Local Contribution)	Local Growth Fund and Local Contribution, (plus developer contributions and Local Transport Plan allocations where identified)	Short term (to 2021)
SS1	Local Plan identifies transport scheme	Critical for delivery of Town Centre Local Plan sites, and HS2	• Chesterfield Borough Council • Derbyshire County Council • Sheffield City Region • D2N2	Chesterfield Station Masterplan; Hollis Lane Link Road; Lordsmill Roundabout remodelling (linked to A61)	£1.65m (Design and costs being prepared by DCC)	D2N2 (LGF) Sheffield City Region; CIL; HS2 (in connection with proposed Chesterfield HS2 station)	Medium term: 2020 – 2026

SS7	Local Plan identifies developer's preferred route; Implementation tied to developer's programme	Necessary to support HS2 proposals	HS2 Ltd	HS2 Station masterplan; & provision of HS2 Infrastructure Maintenance Depot at Staveley	Costs associated with overall HS2 programme, /A61 Growth Corridor (LGF)	HS2 Ltd	Medium to Long term
LP23, LP8, LP16, SS1, SS2, SS7	Local Plan identifies opportunities linked to walking & cycling strategies	Necessary to support new development where gaps in services are identified	• Derbyshire County Council • private providers	Improvement of walking and cycling routes, identified on Key Cycle Network/Local Cycle Network, including delivery of Standard Gauge for Sustainable Travel (A61 Growth Corridor improvements-see above) • Whittington Moor to Sheepbridge cycle route. • A61 Hornsbridge roundabout to Storforth Lane cycle route upgrade • Wayfinding strategy.	A61 improvements included in overall projects cost for D2N2 LGF. Costs of individual projects developed through detailed design	DCC and developer contributions / CIL	Throughout plan period

FLOOD MITIGATION							
Key Local Plan Policy	**Implementation**	**Critical /Necessary/ Complimentary**	**Lead Bodies**	**Infrastructure Requirements**	**Estimated Infrastructure Costs**	**Potential Funding Sources**	**Phasing & Delivery**
SS5	Staveley and Rother Valley Corridor masterplanning and working with landowners	Critical for delivery of SRVC strategic site,	• Chesterfield Borough Council • Derbyshire County Council • Environment Agency	Flood mitigation & defence works associated with regeneration of former Staveley works site	Overall costs: £7M *Source: Options Report, Taylor Young (2010)*	Developer contributions	Medium-term: 2020 – 2026:
SS2	South of Chatsworth Road Masterplan	Necessary to support new development	• Chesterfield Borough Council • Development industry • Landowners • Environment Agency.	Chatsworth Road Corridor Bridge works (Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.	£ 135,204 *Source: Arup, 2010*	Environment Agency & Trent RFDC. Included as part of developer costs	Plan period
SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	Necessary to support new development	• Chesterfield Borough Council • Derbyshire County Council • Environment Agency	River Hipper Flood Improvement Works – Tin Mill Storage Reservoir	£6m	Environment Agency, SCR, CIL & Developer contributions	Medium to Long term

SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	Necessary to support new development	• Chesterfield Borough Council • Derbyshire County Council • Environment Agency	River Rother Flood Improvement Works, including Horns Bridge.	Not currently estimated	Environment Agency, SCR, D2N2, CIL & Developer contributions	Long term
SS1	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	Necessary to support new development	• Yorkshire Water • Derbyshire County Council	Horns Bridge Sewer Flooding	Not currently estimated	Yorkshire Water	Plan period
LP24	Co-operation with neighbouring authorities	Necessary to support new development	• North East Derbyshire District Council • Development industry • Landowners • Environment Agency	Flood mitigation measures beyond Chesterfield Borough administrative boundary; including in association with remediation of The Avenue; and upper Hipper Valley	Not currently estimated	Environment Agency, SCR, D2N2, CIL & Developer contributions	Plan period

WATER

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

SS5		Critical for delivery of planned housing numbers at SRVC strategic site,	• Yorkshire Water	Increased capacity required at Staveley Waste Water Works	Not currently estimated	Developer contributions + utility providers' capital programmes	Long-term: 2026 – 2031

EDUCATION

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5	Staveley and Rother Valley Corridor masterplanning and working with landowners	Critical for delivery of planned housing numbers at SRVC strategic site,	• Derbyshire County Council • Chesterfield Borough Council • Development industry	Staveley – new primary school required to support SRVC regeneration	Not currently estimated	• CIL • Derbyshire County Council • DfES	Medium to Long term
LP1	Development proposals	Necessary to support new development	• Derbyshire County Council • Chesterfield Borough Council • Development industry	Potential capacity issues at Brookfield Secondary School	Dependent on local school capacity at the time housing proposals come forward	• CIL • Derbyshire County Council • DfES	Local Plan period: 2016 – 2033
LP1	Development proposals	Necessary to support new development	• Derbyshire County Council • Chesterfield Borough Council • Development industry	Potential primary school capacity issues at Brimington	Dependent on local school capacity at the time housing proposals come forward	• CIL • Derbyshire County Council • DfES	Local Plan period: 2016 – 2033

LP1	Development proposals	Necessary to support new development	• Derbyshire County Council • Chesterfield Borough Council • Development industry	Brockwell Primary school at capacity	Dependent on local school capacity at the time housing proposals come forward	• CIL • Derbyshire County Council • DfES	Local Plan period: 2016 – 2033
LP1	Development proposals	Necessary to support new development	• Derbyshire County Council • Chesterfield Borough Council • Development industry	Potential capacity issues at Netherthorpe Secondary School & Woodthorpe Primary School	Dependent on local school capacity at the time housing proposals come forward	• CIL • Derbyshire County Council • DfES	Local Plan period: 2016 – 2033
HEALTH							
Key Local Plan Policy	**Implementation**	**Critical /Necessary/ Complimentary**	**Lead Bodies**	**Infrastructure Requirements**	**Estimated Infrastructure Costs**	**Potential Funding Sources**	**Phasing & Delivery**

LP1	Development proposals	Necessary to support new development	• Chesterfield Borough Council • Care Commissioning Group	Brimington GP Surgery and Whittington Medical Centre are approaching capacity Potential capacity issues also identified Barlborough Medical Practice, and Newbold Surgery (Windermere Road, Newbold)	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS request £512 per dwelling. *NB: Contributions will depend on the location of proposed development and its distance from existing surgeries.*	Developer contributions	Local Plan period: 2016 – 2033

GREEN INFRASTRUCTURE

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP16	Borough-wide	Complementary to maximise the benefits of sustainable growth for local communities, including provision of a green link	CBC Leisure, DCC, private developers	Greenways improvements	unknown	CIL + matched funding	Local Plan period: 2016 – 2033

DIGITAL INFRASTRUCTURE

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

LP12	Borough-wide	Complementary to maximise the benefits of sustainable growth	Broadband Delivery UK; partnership led by Derbyshire County Council and BT,	Continuation of Digital Derbyshire roll out	£34 million Derbyshire wide,	Funding Committed; supported by Government, D2N2 & European Regional Development Fund	Years 1-5

STAVELEY AND ROTHER VALLEY CORRIDOR

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS5: Staveley & Rother Valley Corridor	Staveley and Rother Valley Corridor masterplanning and working with landowners	Critical for delivery of SRVC strategic site,	• Chesterfield Borough Council • Staveley Town Council • Chatsworth Settlement Trust (landowner) • Saint Gobain (landowner) • Homes & Communities Agency • Derbyshire County Council	Land decontamination and remediation	Overall costs: £60M - £70M *Source: Options Report, Taylor Young (2010)*	Regeneration agencies and developer contributions ; + HS2	Medium term: 2016– 2020
		Critical for delivery of SRVC strategic site,		On-site road infrastructure	Overall costs : *see above*	developer contributions/CIL	Medium term: 2020 – 2026:
		Critical for delivery of SRVC strategic site,		Flood mitigation and defence works	Overall costs: £7M *Source: Options Report, Taylor Young (2010)*	Regeneration agencies and developer contributions or CIL	Medium-term: 2020 – 2026:
		Critical for delivery of SRVC strategic site,		Masterplanned green infrastructure provision (incl proposed greenways)	Not currently estimated	Included as part of development costs or CIL	Long-term: 2026 – 2033:

		Critical for delivery of SRVC strategic site,		Potential capacity issues at Springwell Secondary School	Dependent on local school capacity at the time housing proposals come forward	CIL; SCR skills agenda	Long-term: 2026 – 2033
		Critical for delivery of SRVC strategic site,		New single form entry primary school *(evidence from DCC)*	Estimated by DCC	CIL	Long-term: 2026 – 2033

CHESTERFIELD WATERSIDE

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS3: Waterside & the Potteries	Waterside Masterplan	Critical to enabling planned development to come forward	• Urbo Regeneration (which includes Bolsterstone and the main landowner, Arnold Laver) • Chesterfield Borough Council • Chesterfield Canal Partnership	Off-site road improvements; provision of bridge for site access; completion of canal infrastructure, preparation of development platforms	Up to £5M *Source: Planning application legal agreement*	Developer contributions; SCRIF funding of £2.7m secured to deliver site infrastructure in relation to Basin Square.	Short-term: 2013- 2020

		Necessary to support new development	• SCR/D2N2	Masterplanned green infrastructure provision	Not currently estimated	Included as part of development costs. *NB: Ongoing management of green infrastructure will be funded via a management fee on residential properties*	Medium-term: 2020 – 2026

CHESTERFIELD CANAL

Key Local Plan Policy	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP8; LP22; SS3; SS5 LP1 & LP2	Local Plan protects canal corridor as a major asset for sustainable transport, recreation & wildlife	Complementary to maximise the benefits of sustainable growth for local communities, including provision of a green link	• Chesterfield Borough Council • Derbyshire County Council • Chesterfield Canal Partnership • SCR/D2N2	Restoration of whole route to a navigable state along whole length in the Borough; Specific transport infrastructure requirements.	£7m (DCC 2016)	• Developer contributions/ CIL; • Chesterfield Canal Partnership	Restoration of whole route across Local Plan period: 2016 – 2033

CHESTERFIELD TOWN CENTRE

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

SS1: Chesterfield Town Centre	Town centre development projects highlighted in Chesterfield Town Centre Masterplan (2015)	Necessary to support new development	• Chesterfield Borough Council • Development industry • Landowners • SCR/D2N2 • Derbyshire County Council	Enhancement of the town centre walking and cycling network (based on the network put forward by Derbyshire County Council, 2010)	No current estimates (costs will vary according to types of infrastructure required for the various routes)	Developer contributions and Local Transport Plan allocations, CIL	Local Plan period: 2016 – 2033
		Necessary to support new development		Health capacity at town centre medical facilities- as identified by NHS Derby and Derbyshire CCG: Hasland Medical Centre; Avenue House Branch ; Avenue House Surgery; Chatsworth Road Medical Centre.	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling *NB: Contributions will depend on the location of proposed development and its distance from existing surgeries*	Developer contributions	

				Chesterfield Town Centre Masterplan: - Northern Gateway road infrastructure proposals - West Bars roundabout improvements - Hollis Lane link road - Lordsmill Roundabout improvements	Not currently estimated	Developer contributions, CIL, LEPs.	

BRIMINGTON PARISH (LOCAL CENTRE)

Key Local Plan Policies	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
LP1	Future masterplanning	• Necessary to support new development	• Chesterfield Borough Council • Brimington Parish Council • Development industry • Derbyshire County Council	Foul sewerage provision	£190,000 *Source: Design Services, CBC*	Included as part of developer costs	Long-term: 2026 – 2033

LP1		• Necessary to support new development	• NHS Derby and Derbyshire CCG	Capacity issues identified at Calow & Brimington Medical Practice (Foljambe Road, Brimington), and Whittington Moor Surgery (Scarsdale Rd, Whittington)	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling *NB: Contributions will depend on the location of proposed development and its distance from existing surgeries*	Developer contributions	

EASTERN VILLAGES (DUCKMANTON & MASTIN MOOR)

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

LP1	Future masterplanning	• Necessary to support new development	• Chesterfield Borough Council • Development industry • Derbyshire County Council	Upgrades to the sewer network likely to be required at both Duckmanton and Mastin Moor (i.e. Bent Lane Sewage Pumping Station & Staveley Wastewater Treatment Works)	Not currently estimated	Included as part of developer costs	Long-term: 2026 – 2033
				Potential capacity issues at Netherthorpe Secondary School & Woodthorpe Primary School	Dependent on local school capacity at the time housing proposals come forward	Included as part of developer costs/CIL	

LP1		•	• NHS Derby and Derbyshire CCG	Barlborough Medical Practice is approaching capacity.	Only applicable to residential development of 10 dwellings or over. Derbyshire NHS currently request £512 per dwelling *NB: Contributions will depend on the location of proposed development and its distance from existing surgeries*	Developer contributions	

CHATSWORTH ROAD CORRIDOR

Key Local Plan Policies	Implementation	Critical /Necessary/ Complimentary	Lead Bodies	Infrastructure Requirements	Estimated Infrastructure Costs	Potential Funding Sources	Phasing & Delivery
SS2	South of Chatsworth Road Masterplan	Necessary to support new development	Chesterfield Borough Council Development industry Landowners Derbyshire County Council (Highways & Education). Environment Agency.	Bridge works (Hipper Street West, Hipper Street South, Hipper House and Alma St) to mitigate flood risk along the River Hipper.	£ 135,204 *Source: Arup, 2010*	Environment Agency & Trent RFDC. Included as part of developer costs	Local Plan period: 2016 – 2033

		Necessary to support new development		Enhancement of the walking and cycling network	Not currently estimated	Included as part of developer costs	
		Necessary to support new development		Development and enhancement of the GI network	Not currently estimated	Included as part of developer costs	
		Necessary to support new development		Improvement of Dock Walk to an adoptable standard, and adopt, incorporating dedicated cycle facilities	Not currently estimated	Delivered as part of new development to improve site accessibility	
		Necessary to support new development		Improvement of Hipper Valley Corridor	Not currently estimated	Delivered as part of new development to improve site accessibility	
		Necessary to support new development		Improvements to Old Hall junction	Not currently estimated	Delivered as part of new development to improve site accessibility	

STAVELEY TOWN CENTRE

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

LP1- LP21	Staveley Town Centre Masterplan *NB: Whilst not part of the Local Plan programme the masterplan does set out the long-term development options for Staveley Town Centre. These options have not been costed and specific delivery arrangements are not yet in place.*	• Complementary to maximise the benefits of sustainable growth for local communities.	• Staveley Town Council • Chesterfield Borough Council • Regeneration agencies • Development industry	Whilst the Staveley Town Centre Masterplan provides a framework for new development in the town, development is mainly focused on public realm improvements. Therefore, development is unlikely have a significant impact on existing infrastructure capacity	There are no cost estimates for proposals in the Staveley Town Centre masterplan	• Regeneration agencies • Developer Contributions or CIL	Local Plan period: 2016– 2033