



Ref: PT.D5703P.Reg.18 Rep
Date: 27th April 2026

Planning Policy and Environment Team
North East Derbyshire District Council
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Chesterfield
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Local.plan@ne-derbyshire.gov.uk

Dear Sir / Madam,

Re: Representation to North East Derbyshire District Council's Reg. 18 Issues & Options Consultation on the Strategic Approach to the Location of Development and Refined Sites (March/April 2026); Remainder of Former Coalite Site, Chesterfield Road, Bolsover

DLP Planning Ltd, on behalf of St Francis Group submit this representation to the Reg. 18 Issues and Options Consultation 2026 to promote the Remainder of the Former Coalite Site, Chesterfield Road, Bolsover (the 'Submission Site') as a housing allocation in the forthcoming Local Plan Review. The Submission Site includes both the central side of the site as submitted to the Council in a full planning application (ref. 24/00786/MFL) and the remainder of the site to the southeast.

The current Reg. 18 Consultation follows last year's Issues & Options Consultation and focuses on the strategic approach to the location of development and refined sites. It is our understanding that the refined sites were further assessed as part of the Council's Housing Land Availability Assessment (Housing LAA). This consultation, however, does not propose any site allocations and we note that the current Green Belt review in support of the draft Plan will only be finished by June this year.

The abovementioned parties would welcome a discussion with Planning Officers to consider the most effective way to deliver the Submission Site over the period of a new Local Plan.

Proposed Approach to the Location of Development/Spatial Distribution

The Council's previous consultation included questions on the overall approach to the spatial distribution of development, and an analysis of the findings informed their proposed approach to the location of development. The Council identified Priority 1 Locations which now include Edges of Chesterfield/Sheffield; New Settlement/Strategic Sites; and Level 1 Settlements – Main Towns.

The Submission Site is the remainder of the Coalite Priority Regeneration Area and is allocated in the adopted Local Plan as a Strategic Site (Local Plan Policy SS6). In this regard, the remainder of the Coalite Priority Regeneration Area is part of the identified Priority 1 Locations. It is assumed that the Council intend to allocate a meaningful level of sites within Priority 1 Locations and the Submission Site is already allocated and identified as part of a Strategic Site and available and

should be part of this.

The Coalite Priority Regeneration Area comprised the former Coalite Chemical Works Site which was a large area of previously developed land. The Council produced a Masterplan for the former Coalite site and approved an outline planning application for the wider area. Therefore, the principle of residential development on the former Coalite site including the Submission Site has been established through the granting of outline planning permission (ref. 14/00145/OL) for the development of 660 dwellings, plus associated ancillary uses. Hence, development of the Submission Site is aligned with the original outline planning permission and the Masterplan for the wider area.

During the last few years, the wider area has been remediated and 2no. new large-scale warehouses have been built in the northwest side of the Priority Regeneration Area. In addition, Harron Homes applied for planning permission for up to 202 dwellings with associated landscaping, public open space and means of access (under ref. 24/00786/MFL) for the central part of the Submission Site. This application is currently pending. Adjacent to this, further warehouses have recently been built within the Bolsover administrative area and as part of the Coalite Priority Regeneration Area.

The Submission Site is a large field which is now the only land that is left over. When the last Local Plan was prepared, the east side of the Submission Site was constrained by the proposed HS2 running through this area and the HS2 Safeguarding Zone 2019; however, since adoption of the Local Plan, HS2 has been cancelled by the Government, and hence the safeguarding land restriction has been lifted.

A collaborative approach with all stakeholders has been taken to meet the common goal of the remediation and regeneration of the wider area, and maintain momentum following the proposed HS2b route through the site. The Submission Site – the final piece of the allocation – could not be progressed until remediation was complete on the main Coalite processing areas, as covered in the D2N2 agreements and North East Derbyshire's consent, and the final HS2 constraint being lifted in 2025.

This is the rationale and plan for this land coming forward now for residential development as always envisaged under the adopted Coalite Priority Regeneration Area Strategic Site Allocation.

Given the above, the Council should assess the full extent of the remainder of the former Coalite site. There is no reason why the southeast side of the Submission Site should not be part of their assessment and allocated again in the upcoming Local Plan.

Housing Delivery

The current housing requirement of the adopted Local Plan is 330 dwellings per annum; however, the Council acknowledges that they need to make provision for more than 600 dwellings per annum based on the Government's revised standard method.

According to the Council's Five Year Housing Land Supply Statement 2025, the projected completions from 2025/26 to 2029/30 average at 368 dwellings per year, which is considerably lower than the latest figure of the revised standard method.

The Council will therefore need to increase housing delivery across the district if they were to meet the minimum requirement of more than 600 dwellings annually. The Submission Site is readily available and can help deliver additional houses in the east of the district. It is anticipated that the Submission Site could deliver up to 270 dwellings on-site, and should, therefore, be positively considered as it would make a substantial contribution to the Council's housing land supply.

Sustainability

The Submission Site lies to the northwest of Bolsover and is ca. 1.6 kilometres away from the town centre but there are several local services and facilities including pubs, restaurants, shops, and a post office which are closer to the Submission Site.

Very recently, land to the northwest was developed for a wide range of employment generating uses, whilst land to the east forms open spaces, walkways, with further employment uses. Proposals for localised retail facilities are also being actively promoted in the area.

Leaholme Estate bus stop is located opposite the Submission Site, along the A632. This bus stop is served by the Number 1 and 2 bus which arrives every 30 minutes between Langwith and Scarcliffe, enabling arrival in Bolsover within 15 minutes and Chesterfield within 30 minutes. This existing bus service will be used to serve the development. Chesterfield Train Station, served by National Rail, provides access to trains heading towards London, Edinburgh, Liverpool, and Sheffield.

The Submission Site is also well connected by road and is approximately an 11-minute drive to Chesterfield and a 5-minute drive to Bolsover town centre. Turning off the A632 at Duckmanton is the M1, connecting the Submission Site to main urban areas of Sheffield, Leeds, Nottingham and Derby.

In this regard, the Council should revisit their 'Red' score LAA rating for sustainable communities.

Suitability matters

- Principle of Development – The principle of residential development on the Submission Site has been established through the granting of outline planning permission 14/00145/OL for the development of 660 dwellings, plus associated ancillary uses (on a wider area of which the Submission Site forms part of).
- Access & Sustainable Transport – Within the Council's Housing LAA, the automated transport rating scores 'Red' for the central side of the Submission Site without any Officer's comments provided. This is even though the full planning application ref. 24/00786/MFL is supported by a Transport Assessment (TA) and the Submission Site is directly to the north of the A632-Chesterfield Road, a two-way single carriageway road with an adjacent 3-metre-wide footway/cycleway. As outlined above, bus stops are located just opposite from the Submission Site, and it is very well connected to the M1 via the A632. The TA therefore found that *"there are numerous opportunities for sustainable travel to and from the proposed development site, which is compliant with the objectives of local and national transport planning policy. It is considered that the site is well located to promote trips on foot and cycle to local amenities and employment opportunities, and the high-quality pedestrian and cycle infrastructure in place along the site frontage will help to promote these trips."*

Further to this, access to the Submission Site will be taken by creating a new priority T-

junction arrangement with the A632 Chesterfield Road which will be located approximately 350 metres west of the Intake Roundabout Junction. The new access road is broadly in accordance with the original residential consented access and will lead into the central area circulating through proposed internal estate roads, as well as an eastward onward access to facilitate future development to the southeast side of the Submission Site.

As part of the introduction of the access, it is proposed that the existing 30mph limit, located just 150 metres to the east of the access would be extended westwards so to incorporate the sight lines from the new access.

In addition, the TA further found that for approx. 200 dwellings in the central area the proposals under ref. 24/00786/MFL are anticipated to generate 108 two-way trips in the morning peak hour and 109 two-way trips in the evening peak hour. This would increase for up to 270 dwellings for the Submission Site.

The TA also examines potential impact on existing local highway including the A632 Chesterfield Road / A6192 Markham Lane /B6418 Buttermilk Lane 4-arm roundabout and the Staveley Road/A632 Chesterfield Road signalised T-junction. The TA found that *“they required mitigation for the approved industrial units’ development and were predicted to operate above capacity in the approved Vectos Consulting TA even with the mitigation in place. The results seen in the BGH assessment predicts that these junctions would operate better than that predicted in the mitigated scenarios for the consented scheme. These apparent discrepancies in the results are most likely to be due to updated 2024 (post Covid) surveys being undertaken, as the junction geometry adopted within the analysis is the same. Given the above and the fact that the results presented representing the impact of the residential development considered as part of this report, are better than those previously accepted, it is considered that there is no need to consider further mitigation as a result of the development traffic.”*

The Enterprise Way / A632 Chesterfield Road signalised T-junction and the Hardwick Drive/A632 Chesterfield Road /Sutton Road 4-arm roundabout were the other two junctions modelled. The TA predicted that they *“operate within capacity with the development related trips added.*

It is therefore concluded that the proposed development will not have a significant detrimental impact on the operation of the local highway network, and there is no need for further mitigation measures beyond what has recently been implemented at two of the junctions under consideration.”

Overall, the TA has demonstrated that *“the proposed development is in accordance with national and local planning policy and guidance. It is therefore concluded that there are no justifiable highways or transport related reasons why the proposed development should not be granted planning permission.”* It is considered that an assessment of the potential impacts of the wider Submission Site would support a similar conclusion.

- Flooding & surface water flooding – The Council’s assessment found that the central area of the Submission Site overlaps slightly with Flood Zone 2 & 3. The planning application ref. 24/00786/MFL is supported by a Flood Risk Assessment (FRA) which found that the central area of the Submission Site is identified to be partly within a Functional Floodplain Flood Zone 3b, and a medium risk Flood Zone 2; however, these areas are confined to the soft landscaping areas of the site, and the sequential approach to design has been undertaken

with all roads, buildings, and footways located in the low-risk Flood Zone 1.

Additionally, by raising the finished floor levels of the buildings by 300mm above the 1 in 1000-year flood level, it is ensured the properties remain dry during a flood. Based on the proposed site layout of 24/00786/MFL, flood compensation is not required, as there are no proposed buildings in the high-risk flood zone that will displace flood waters, and there are no proposals for ground raising within the high-risk Flood Zone.

The FRA concluded that *“the proposed development can be safely drained through the implementation of mitigation measures, without increasing the risk of flooding on-site and /or to downstream/ surrounding properties. In light of this, the proposal accords with Local Plan Policy SDC11 in respect of flood risk and drainage.”*

- Coal Mining/landfill – The Council found that the central area of the Submission Site overlaps with an existing landfill site (within 250 metres buffer). The Submission Site ~~as part of the Former Coalite site carries a legacy of contamination from its prior activities, as noted earlier,~~ but was in agricultural use and is therefore not contaminated unlike the rest of the form Coalite site. The former Coalite site was used for many years to produce Coke, together with the development of a wider range of chemical and other associated materials. Soil tests of the surrounding area indicate the presence of diverse complex hydrocarbons, including chlorinated phenols, phenolic compounds, fuels, oils, coal tars, pitch, and localised dioxins. However, the former Coalite site has been comprehensively ~~cleared up~~ remediated over the last years, and the Submission Site is devoid of such material and hence suitable for residential use.
- Historic Environment – The Council found that there is an overlap between the central area of the Submission Site and an historic environment record (100 metre buffer); the LAA Housing scores historic and cultural heritage ‘Amber’ but does not provide any explanation and there are no comments from Historic England nor an Archaeology Officer. It is considered that the Council’s automated assessment refers mainly to the setting of Bolsover Castle. A Heritage Statement (HS) was prepared in support of the current application ref. 24/00786/MFL which found that *“there may be limited harm to the nearby Bolsover Castle, a Scheduled Monument (NHLE: 1012496), a listed building, listed at Grade I (NHLE: 1108976), and a Registered Park and Garden, registered at Grade 1 (NHLE: 1000674), and to the Bolsover Conservation Area. Any harm would be less than substantial in nature and at the lower end of this scale.”* Further to this, the HS concluded that *“the proposed development is very likely to impact upon below ground remains, likely to represent remains of late Prehistoric and/ or Roman date, as well as traces of medieval and later agricultural activity, and be of low to medium significance. The remains would not be of sufficient significance to require preservation in situ.”*

Summary

The representation demonstrates the following:

- The principle of residential development on the Former Coalite Site including the Submission Site has been established through the granting of outline planning permission 14/00145/OL.
- During the last few years, the Former Coalite Site has been cleaned up and since adoption of the Local Plan, HS2 has been cancelled by the Government, and hence the safeguarding land restriction in the southeast side of the Submission Site has been lifted.



- The Council should assess the full extent of the remainder of the Former Coalite Site.
- The Former Coalite Site is allocated as Coalite Priority Regeneration Area in the adopted Local Plan (LP Policy SS6) and the remainder of the Coalite Priority Regeneration Area as a strategic site is identified as Priority 1 Location, hence aligns with the Council's proposed approach to the location of development and spatial distribution.
- The Submission Site is readily available and can help with delivering additional houses in the east of the district and would make a substantial contribution to the Council's housing land supply.
- Other issues raised including access / sustainable transport, flooding, coal mining, and the historic environment have already been investigated in detail as part of the current planning application ref. 24/00786/MFL.

Given the above, the Submission Site should be allocated for housing in the emerging Local Plan.

The aforementioned parties would welcome a discussion with Officers to consider the most effective way to deliver the Submission Site over the period of a new Local Plan.

Yours faithfully,

Philipp Tschavoll-Selenko Ing.-Maître MRTPI
Associate Director
DLP Planning Limited

Enclosed: Redline boundary/site plan