

- Easy access to regional and local cycle routes – Trans-Pennine and Cuckoo Trail.
- Strong character and heritage – conservation areas and industrial buildings of value.
- Distinctiveness and sense of orientation due to the presence of landmarks – churches, clock tower and brickwork chimneys.
- Strong broader landscape setting.
- Valuable landscape assets – canal & river.
- Varied and potentially important habitats.
- Some good pedestrian routes.
- Interesting topographical variation at a local level.
- The development will include the redevelopment of a brownfield site.
- Remediation is likely to be required, and will result in the cleaning up of the site.
- Flood plains can be accommodated and used positively.
- Areas of poor ground conditions correspond with flood risk areas.

### Opportunities

- Good existing connections to strategic road network (M1 and A61) via A619.
- Good footpath connections to Staveley town centre from the west of the site.
- The site is adjacent to a well-used (albeit freight only) rail line with connections to Chesterfield, Sheffield and London via Midland Mainline.
- Transpennine Trail walking and cycling route follows alignment of Chesterfield Canal directly across the site.

## SWOT Summary

10.1 This section concludes the baseline findings of this report using a SWOT analysis approach – highlighting the strengths, weaknesses, opportunities and threats of the Staveley AAP, against relevant themes.

### Strengths

- Regeneration activity should be focused in those localities blighted by economic, social and environmental problems associated with the retracted coal industry.
- Staveley identified as an area to exploit the brownfield land opportunities for employment use.
- Protection and enhancement of biodiversity.
- Promotion of rural diversification.
- Heritage based tourism, countryside recreation, leisure activities and the diversification of land based industries as opportunities to revitalise the rural economy.
- Protection of the green belt and 'green pockets'.
- Trees and woodland planting sites identified by the Local Plan across the Study Area.

- The site is surrounded by settlement providing a ready-made local catchment for a variety of future land-uses.
- Strong/perceived industrial location, with good links to national transport network.
- Good industrial scheme occupancy in nearby areas.
- Limited landownerships to contend with.
- Rents holding up, particularly for industrial premises.
- Good level of demand for light industrial premises, particularly for mid-range premises (5-15000sqft) in borough.

### Weakness

- Some land allocated in the UDP for future employment development will only be permitted following the completion of the Chesterfield – Staveley Regeneration by-pass to provide new connections into this site.
- Flood Zones 2 and 3 exist across the site. Specific development will only be permitted where adequate mitigation can be provided.
- abrupt level changes creating barriers to movement
- The railway as a strong physical barrier
- Absence of facilities.
- Poor connectivity.
- Access generally to only one side of canal.
- General dereliction.
- Large areas of land exposed to elements.
- Absence of mature tree structure in most areas.
- Foundation solutions, the likely implementation of gas protection measures will be required to overcome the potential geotechnical and ground gas hazards at the site. These will incur higher than normal costs.
- Contamination is likely to be present at the site and is likely to require remediation, which will incur extra costs.
- Difficult and artificial levels changes.
- Some areas are flood prone.
- Some areas are poorly drained due to landfill or compaction.
- Poor management of existing water bodies.

- Poor traffic access into the site with only Works Road and Hall Lane providing any vehicular access routes.
- State of disrepair of Works Road and the large number of weight and height constraints limit the size of vehicle able to access the site via this link at present.
- Poor public transport penetration into the site with just 1 bus per hour passing through. This also finishes in the early evening providing no public transport access after hours.
- Long public transport journey times to key centres of Staveley and Chesterfield due to circuitous routing.
- Poor penetration of walking and cycling routes into most of the site north of the Chesterfield Canal.
- Congestion on the A619 at peak times at key junctions between Staveley and Chesterfield.
- The Chesterfield-Staveley Regeneration Route is not currently funded or programmed.
- Complex leasehold and sub leasehold interests.
- Different landowner and tenant aspirations for study area.
- Cautious/weakening office market locally and in borough.
- Housing predominantly social/lower value housing therefore potentially limited returns on investment.

### Opportunities

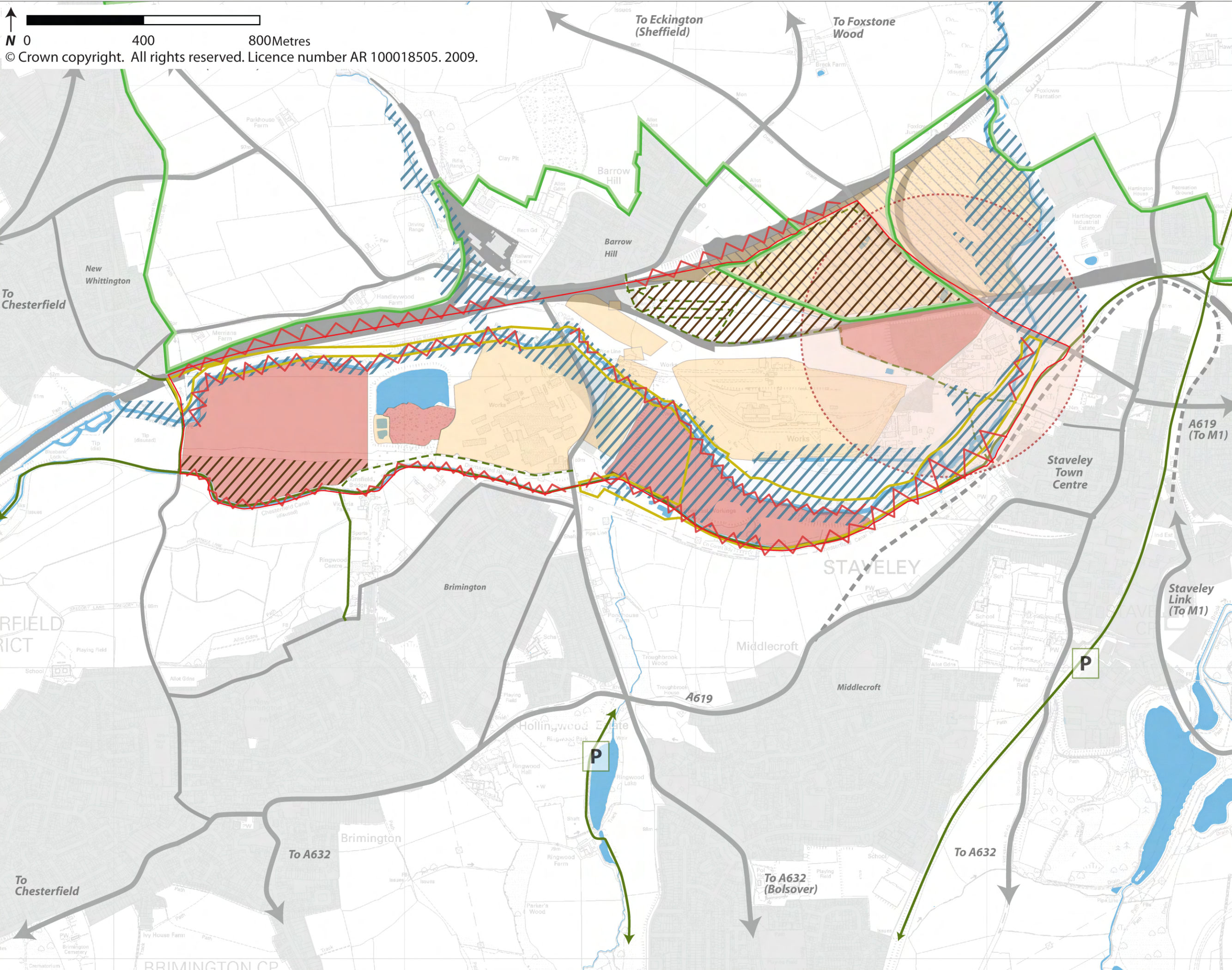
- New affordable and market housing can address need and extend choice in local communities.
- Chance to improve economic prosperity, employment opportunities and overall regional competitiveness.
- Regional policy encourages large scale habitat creation to mend the landscape character – opportunities for Green Infrastructure.
- Manage Flood Risk.
- Regional policy promotes enhancement of natural and cultural heritage.
- Regional Policy encourages improvement of accessibility to jobs, homes and services.
- Access to public transport if the new road linking Staveley to Chesterfield is strategically located with appropriate connections into the site.
- Opportunity to strengthen connectivity of the site with surrounding areas as part of new development.
- Water bodies and industrial buildings with the potential to become focal points.

- Use of the Canal as a transportation / recreational route which would suggest developing a basin and appropriate facilities.
- Vary the building typology to integrate with and connect with the existing context.
- Create a new character of 'living in the green'.
- Create new views and experiences of the site from the surrounding area.
- Create new frontages which open up the site. These could also be green frontages showcasing the potential green character of the site.
- Use the new development to improve physical and visual relationships with the existing settlements.
- Locate higher / lower buildings to fit with the topography and change in levels and to integrate with the surrounding settlements as well as ensure well lit green corridors.
- Create gateways to the site showcasing heritage and conservation areas of the site; strong landscape / green character; and new commercial character;
- Use the built form to improve micro-climate conditions (e.g. spaces protected from the wind).
- Use development and waste material / demolished material to bridge changes in level, increasing connectivity and strengthening physical relationships.
- Use changes in level to hide car-parking and integrate it within the development so that it does not dominate.
- Create a balanced pedestrian oriented environment.
- Provide a variety of development typologies to increase offer and diversity in terms dwelling types and interaction with commercial development.
- Devise flexible development typologies to deal with quick changing markets and demands.
- strong potential to create development in robust landscape setting.
- plenty of material for creative ground modeling.
- possibility of using landscape as energy resource.
- scope for development of leisure and recreational spaces.
- water bodies may be developed as dual conservation and amenity features.
- Increase sustainability by providing a nodal point with facilities for existing residents and ensure their sustainability through the increased resident population provided by new residential development.
- Explore possibilities for diversifying markets and potential users.
- Provide uses / facilities to target areas of deprivation / segregation.
- Develop urban agriculture.
- Consider the supply of renewable energy sources such as biomass.
- Consider the production of water-generated electricity from the River Rother.
- Consider the use of solar panels for electricity generation.
- Provide areas for sustainable drainage and water storage for future re-use.
- Consider water drainage as part of the development layout so as to maximise natural water flow and minimise flooding.
- As part of the redevelopment, pollution issues can be addressed.
- Redundant land can be put to use again.
- Define and enhance flood attenuation measures.
- Create new wetlands and 'blue corridors'.
- Use non-developable land for – informal recreation.
- Improved strategic access from the committed Staveley Northern Bypass and M1 link via Markham Vale development area.
- Opportunity for further improvements with Staveley / Chesterfield Regeneration Route running east / west across the site.
- Opportunities to introduce passenger rail services on the freight line skirting the northern edge of the site, connecting with Chesterfield to the south west and Sheffield / Lincoln to the north east.
- Opportunities for enhanced leisure and commercial activity on Chesterfield Canal as is currently planned.
- Potential for increased sustainable travel to work for local population by enhancing walking and cycle links from Brimington, Barrow Hill, Whittington and Hollingwood.
- Landowners may commit to joint development arrangement.
- Agent and developer support for industrial/distribution uses post Markham Vale.

- Potential to provide high quality housing which will improve the tenure mix and contribute to neighbourhood sustainability.
- Take advantage of rural and heritage aspects to bring forward a small, sustainable, urban extension.
- To expand Staveley town centre into the site.
- Add value to land which is currently unproductive, underused or derelict.
- Conflict potential between strategic demand and local needs within the site may be exacerbated by creation of a new through-route.
- Potential for increased car trip generation through site from local towns and villages if through-route connections are not carefully planned.
- Landowner aspirations, especially open cast mining.
- Leasehold constraints in terms of length of unexpired lease and exclusivity agreement.

### Threats

- The Regional Plan encourages LDFs to identify sites which hold future mineral extraction potential, and safeguarded them from development that would sterilise future exploitation; identify and where necessary safeguard sites suitable for facilities for the recycling, reprocessing and transfer of materials.
- Site ownership and management which may constrain movement.
- New road and junctions which may also inhibit movement.
- Open cast mining.
- Contaminated land.
- Badly planned new road.
- Uncoordinated approach to landscape development and management among various land owners.
- Loss of emerging habitat through development.
- The use of solar panels may provide an adverse visual impact.
- Disturbance of spoil may lead to slope stability issues, particularly if the groundwater table is changed.
- Lack of funding to enable decontamination/ appropriate ground compaction issues to be remediated.
- The levels of decontamination/compaction already undertaken is not of a satisfactory grade for a range of land uses.
- Existence of an Air Quality Management Area on A619 between Chesterfield and Staveley may limit trip generating development opportunities.
- The A61 / A617 / A619 junction in Chesterfield is approaching capacity and may constrain development.
- Large number of physical barriers on site including rail lines, Chesterfield Canal, and unfavourable topography.
- Loss of local small business tenants from study area.
- Open casting and mineral extraction approvals in and around the site.
- Uncertainty over the future of the Chemical works will prevent the expansion of Staveley town centre and the redevelopment of part of the site because of the 500m hazard zone.



**Key**

- existing railway & road network
- proposed route
- existing main connections (pedestrian & cycle routes)
- existing tertiary route (pedestrian route only)
- existing watercourse
- physical barrier limiting pedestrian movement
- 500 m buffer zone due to chemical works
- significant constraint (geo-tech)
- constraint (geo-tech)
- constraint (this could be remediated for development at a cost - currently remediated for agriculture) (geo-tech)
- flood prone areas (zones 3 & 3i)
- planning constraint (green belt)
- planning constraint (open countryside / other land)
- parking areas associated with walking trails
- Tree & woodland planting

**STAVELEY AREA ACTION PLAN**

EXISTING CONSTRAINTS

Scale: April 09  
Reviewed by: SA

job	drawing	rev
4455	10.1	A

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