

Staveley Corridor

Area Action Plan Feasibility Study
Vision and Options Report for Consultation

June 2009





1. Introduction

- 1.1. Taylor Young, in conjunction with AECOM (formerly Faber Maunsell), and BE Group have been commissioned by Chesterfield Borough Council to undertake a feasibility study for an area east of Chesterfield known as the Staveley Works Corridor. This is being prepared fully in accordance with both the generic guidance within the Regional Spatial Strategy 2008 and with The Town and Country Planning (Local Development) (England) Regulations 2004 so that its recommendations may be incorporated into an Area Action Plan and as such will eventually form part of the Council's Local Development Framework (LDF) in accordance with their Local Development Scheme (LDS).
- 1.2. A Baseline Report has been produced and has informed the development of the options as set out in this report. Also informing this report has been an interactive workshop, which involved various stakeholders from the Staveley Corridor area, including some of the landowners.
- 1.3. This report is divided into four sections. The **following section** details the emerging **Vision and key strategic objectives** for the future of the Staveley Works Corridor. These have derived from the baseline research and evidence gathering.
- 1.4. The **third section** sets out **options** for the area. There are plans and text describing each option. The **final chapter** sets out the **next stage** of the work and asks for comments on the options.



2.0 A Vision and Strategic Objectives for the Staveley Works Corridor.

2.1 It is important that the key messages coming out of the baseline are carried through into the Visions and Options stage of the process. The Vision for the Staveley Corridor is to...

“... create a small urban extension within a landscape setting....”

2.2 Emerging Strategic Objectives.

2.2.1 Taking into consideration the baseline report and its key messages along with a vision for the Staveley Works Corridor, key strategic objectives have been identified which will underpin the options development process. This approach results in the solid development of options which will enable the Vision for the area to be realised. The emerging key strategic objectives are directly relevant to the Staveley Works Corridor. All these key strategic objectives come together and contribute towards the creation of a sustainable neighbourhood. These key strategic objectives are as follows:

- Connecting Communities.
- Creating Employment Opportunities
- Providing a range of high quality house types and tenure mix
- Enhancing tourism and leisure opportunities
- Developing a range and mix of appropriate land uses
- Energy generation
- Providing the opportunities for an integrated transport network.
- Strengthening and enhancing the natural environment
- Creating something which is distinctive and unique

2.3 Connecting Communities.

The Issues.

2.3.1 The Staveley corridor has been identified as a potential sub-regional housing growth area. There is an overriding need to connect the community of Barrow Hill with the rest of the surrounding area. The new community should not act as a barrier to the area and it should be physically integrated into the surrounding neighbourhoods.

What the options need to do...

- Ensure that any regeneration of the area links Barrow Hill to the surrounding neighbourhoods.
- Stimulate community cohesion and recreate a new identity for the area. The Staveley Works Corridor has to blend in with the existing communities and not act as a barrier.
- Maintain and improve accessibility to facilities within the area and to places outside such Staveley town centre, Chesterfield, various community facilities and the surrounding countryside.
- Create a new community focus for local needs facilities

2.4 Creating Employment Opportunities

The Issues.

- 2.4.1 There is an overwhelming requirement to provide employment opportunities on the site. A significant amount of previously allocated employment land could be released for housing allocation but there will still be a significant amount of employment land remaining. There is a desire to attract employment which demands higher skills and therefore generates higher salaries. There is also a desire to provide employment space opportunities which could stimulate the demand for high quality start-up units. Again the location of employment land should not act as a barrier preventing access to green space, recreation or housing.

What the options need to do...

- Ensure that the relationship between the Staveley Works Corridor and areas of employment opportunities are maximised which means that access routes to the Chesterfield and other areas are safe, clear and convenient.
- Provide land which could be used for employment use
- Provide the environment which will encourage businesses suitable for “living in the green”

2.5 Developing a range of high quality house types and tenure mix.

The Issues.

- 2.5.1 This is imperative if the development is to be sustainable. The residential offer should meet local needs and demands as well as any potential new community. There should be an appropriate amount of affordable accommodation across housing type. The residential offer has to be suitable for “living in the green”.

What the options need to do...

- Ensure that the residential sites are on land which has been or can be suitably reclaimed and on land which is not subject to flooding.
- Ensure that the new residential areas link up with the existing neighbourhoods and provide support for existing community facilities as well as any proposed new community focus.
- Ensure that the new residential community has clear access to employment opportunities and the retained and enhanced green environment for leisure and recreation.

2.6 *Enhancing tourism and leisure opportunities.*

The Issues.

- 2.6.1 There are several opportunities already within the Staveley Works Corridor that are local if not national tourist attractions, particularly the Roundhouse at Barrow Hill. Poolsbrook Park and the Chesterfield Canal. The excavation of the Canal has been welcomed and its future extension and excavation beyond Staveley is eagerly awaited. There are lazy assets in and around the site which need to be exploited for tourism, local recreation and leisure.

What the options need to do...

- Provide adequate links to existing opportunities and make more of those opportunities by maximising the natural environment.
- Create new local recreational and leisure opportunities.

2.7 *Developing a range and mix of appropriate land uses*

The Issues.

- 2.7.1 This is imperative if the development is to be sustainable. Land uses should also include the provision of local needs retail facilities as well as other community facilities, recreational opportunities and ecological areas. This should involve the creation of a viable social infrastructure that serves both the existing and new settlements. The range and mix of land uses should, where appropriate, be compliant with the aspirations of the land owners and any regeneration funding required to stimulate development.

What the options need to do...

- Propose suitable land uses either dictated by the amount of reclamation finance which can reasonably be anticipated and the flood risk level on the site.
- Propose suitable land uses which will link settlements and provide opportunities for both the new and old communities.
- Ensure that the land uses can be phased in such a manner that benefits the area as a whole and responds to the availability of financial assistance.
- Propose land uses which exploit the maximum land value for the landowners.

2.8 Energy generation.

The Issues.

- 2.8.1 There could be the possibility that any proposal for the Staveley works Corridor satisfies its own energy needs either through biomass, methane gas, or water to generate electricity. Any proposal should make maximum use of the topography for solar gain.

What the options need to do...

- Explore the opportunity to create hydro-electricity generation using the weirs, old water courses and the River Rother.
- Use bio-mass to bring value to land which otherwise would offer no financial return, albeit would offer recreational value.

2.9 Providing the opportunities for an integrated transport network.

The Issues.

- 2.9.1 There is a need to open up the site through the construction of a new road which links into the existing road network; however this should not act as a barrier or a detractor to residents. Other more sustainable transport measures should be developed which make use of the existing natural features and encourage cycling, walking and public transport. These should add value to the existing networks. There is a need to greatly improve accessibility to and across the site and between settlements

What the options need to do...

- Relocate the proposed route of the Staveley regeneration route from the edge of the site into the site itself.
- Ensure that the realigned road maximises and services development sites.

- Ensure that the strategic nature of the route does not limit local benefits and act as a barrier to local connectivity.
- Enhance existing pedestrian links to and across the site and create new routes which could also be used for recreation.
- Cycle routes and public transport routes should be encouraged.

2.10 The strengthening and enhancement of the natural environment.

The Issues.

2.10.1 The natural environment should be capitalized upon and any development proposals should enhance the ecological setting. Rather than create an urban extension with landscaping around it, the proposal should start with the natural environment and develop a community within it.

What the options need to do...

- Build upon the existing natural environment and enhance any notable features.
- Create new areas of differing landscape character to encourage the further development of habitats and support the newly established nature reserve between Wittington and Brimington.
- Create areas of informal landscape for recreational use
- Exploit the potential to work with the constraints on the site such as land contamination, compaction and flood risk to create a "development within a landscape setting."
- Ensure that there are "green links or corridors" connecting the site to the surrounding communities.

2.11 The creation of something that is distinctive and unique

The Issues.

2.11.1 The final strategic principle is significant in that the master plan for the new development should contribute positively to and enhance the surrounding communities which have suffered from the decline in industry and subsequent dereliction and contamination. It should both improve the quality of life for existing residents whilst also creating a distinctive and unique development which sets the Staveley Works Corridor apart from other developments in the region.

What the options need to do...

- Ensure that the constraints on the site are used to positive effect.

- Exploit the canal and river setting.
- Ensure the green and rural feel to the site continues
- Ensure local needs facilities can be accessed by the existing community and any new development.

2.3 Emerging Strategic Constraints

There are however identified strategic constraints which are:

2.3.1 *Potential Flood Risk.*

Any development will have to be appropriate for the flood risk zone or help to alleviate potential flood risk downstream.

2.3.2 *Potential Land Compaction and Contamination Issues.*

Any development will have to be appropriate for the level of contamination and compaction on site unless relevant finances are available for remediation. Therefore, development proposals will have to have regard to financial and time constraints (see below).

2.3.3 *Planning Constraints.*

There are no significant planning constraints however the quality and range of development will be critical. Timing again will be important given the existence of the 500m hazard zone around the Chemical Works.


2.3.4 *Financial Consequences.*

As highlighted above, the creation of a sustainable urban extension on land previously developed for heavy industry, open cast mining and subsequent landfill, is possible but it will come at a price. Therefore the proposed development of the site will have to have regard to the potential amounts of money required and those realistically available for reclamation.

2.3.5 *Impacts upon the Utilities.*

Development of any vacant site will have impacts on the utilities and therefore any development should have regard to reducing the requirement for potential new infrastructure to a minimum

2.3.6 *Ownership Issues and Requirements.*



This is a key constraint since the land is not in public ownership and as a result any development proposals will have to take into account the commercial wishes of the land holders and leaseholders

2.3.7 *The Physical Constraints.*

Undoubtedly the site has serious topographical as well as man-made constraints such as the canal, the realigned river, ponds and the railway. The financial implications of these features should be kept to a minimum however; some physical constraints should be used to advantage.

2.3.8 *Demands of the Market.*

The impact of market demand on the physical delivery of the master plan is harder to judge however the master plan proposals should be commercially deliverable. This should involve flexibility in design and an appropriate phasing programme. At all stages of development the master plan should remain relevant or capable of change without compromising the overall vision for the area.

2.3.9 *Time Impacts.*

At all stages of development and at all levels of potential funding, the master plan should remain relevant or capable of change without compromising the overall vision for the area.

2.3.10 *Heritage.*

The area is pepper potted with industrial heritage linked both with the canal and past development. There are conservation areas at Staveley and Barrow Hill adjoining the site and there is a potential requirement to undertake industrial archeological investigations prior to further development of the site.

2.4 Options Development.

2.4.1 All of the above strategic principles have been weighted and scored in order to sift out the most relevant principles that meet the Vision. The weighting implies that *absolute key principles* scored 5 (the maximum score), with the relevant but least important principles scoring 1. The principles were then ranked in order of priority to guide the options development process.

Strategic Principle	Priority Level
<i>Creating employment opportunities</i>	higher
<i>Developing a range of high quality house types and tenure mix.</i>	higher
<i>The strengthening and enhancement of the natural environment.</i>	higher
<i>Connecting communities</i>	medium
<i>Developing a range and mix of appropriate land uses</i>	medium
<i>Providing the opportunities for an integrated transport network</i>	medium
<i>The creation of something that is distinctive and unique</i>	medium
<i>Enhancing tourism and leisure opportunities</i>	lower
<i>Energy generation</i>	lower

2.4.2 A similar exercise was undertaken with the key constraints. These were assessed as to their importance with a score of 5 given to the most important and 1 to the least.

Key Constraint	Importance Level
<i>Potential flood risk</i>	high
<i>Financial consequences</i>	high
<i>Potential land compaction and contamination issues</i>	medium
<i>Ownership issues and requirements</i>	medium
<i>Demands of the market</i>	medium
<i>The physical constraints</i>	low
<i>Time impacts.</i>	low
<i>Heritage implications</i>	low
<i>Planning constraints</i>	low
<i>Impacts upon the utilities</i>	low

3 The Options.

3.1 Four Options have been developed which if implemented would achieve the key strategic objectives and meet the vision. These are:

- Option One: Working with the Constraints.**
- Option Two: Landscape Pockets.**
- Option Three: Maximising Developments**
- Option Four: Radical Option.**

All options are accompanied by a plan form along with a brief discussion which highlights the key features.

3.2 Option One: Working with the Constraints.

3.2.1 The key features of this option are as follows:

The existing flood plain is established and positively managed as a wetland habitat.

Development is limited to the least problematic areas.

There is a wide range of uses including biomass and agriculture. These uses require the following land:

Central core of community facilities and high density residential uses – 10ha
Residential areas – 26ha
Employment areas – 17.5ha
Landscape – 145ha

It creates opportunities for tourism and leisure particularly around the canal and landscape areas.

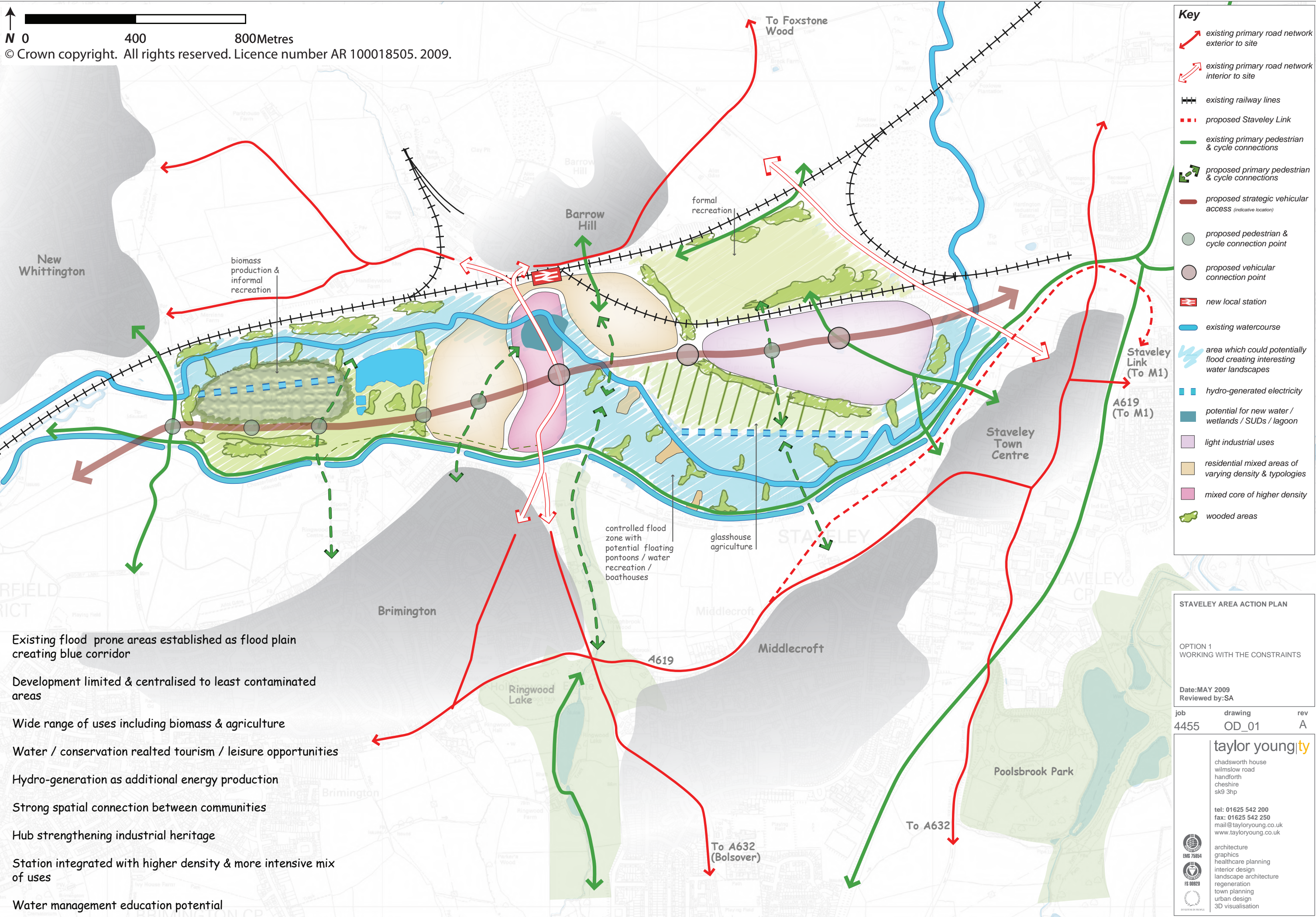
It explores the generation of hydro-electricity for local use.

It stitches together the existing communities with the new development.

A central “hub” is created which will provide community facilities and local retail provision for both new and existing communities.



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Key

- existing primary road network exterior to site
- existing primary road network interior to site
- existing railway lines
- proposed Staveley Link
- existing primary pedestrian & cycle connections
- proposed primary pedestrian & cycle connections
- proposed strategic vehicular access (indicative location)
- proposed pedestrian & cycle connection point
- proposed vehicular connection point
- new local station
- existing watercourse
- area which could potentially flood creating interesting water landscapes
- hydro-generated electricity
- potential for new water / wetlands / SUDs / lagoon
- light industrial uses
- residential mixed areas of varying density & typologies
- mixed core of higher density
- wooded areas

- Existing flood prone areas established as flood plain creating blue corridor
- Development limited & centralised to least contaminated areas
- Wide range of uses including biomass & agriculture
- Water / conservation related tourism / leisure opportunities
- Hydro-generation as additional energy production
- Strong spatial connection between communities
- Hub strengthening industrial heritage
- Station integrated with higher density & more intensive mix of uses
- Water management education potential

STAVELEY AREA ACTION PLAN

OPTION 1
WORKING WITH THE CONSTRAINTS

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Reviewed by: SA

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- landscape architecture
- regeneration
- town planning
- urban design
- 3D visualisation



3.3 Option Two: Landscape Pockets.

3.3.1 The key features of this option are as follows:

It works with the flood plain to create six strong landscape character areas with different identities and different uses.

The development is in part limited to the least problematic areas.

There is a wide range of uses including biomass and agriculture. These uses require the following land:

Central core of community facilities and high density residential uses – 12ha

Residential areas – 54ha

Employment areas – 24ha

Landscape – 115ha

It creates opportunities for tourism and leisure particularly around the canal and landscape areas.

It explores the creation of different water environments.

It explores the generation of hydro-electricity for local use.

It stitches together the existing communities with the new development.

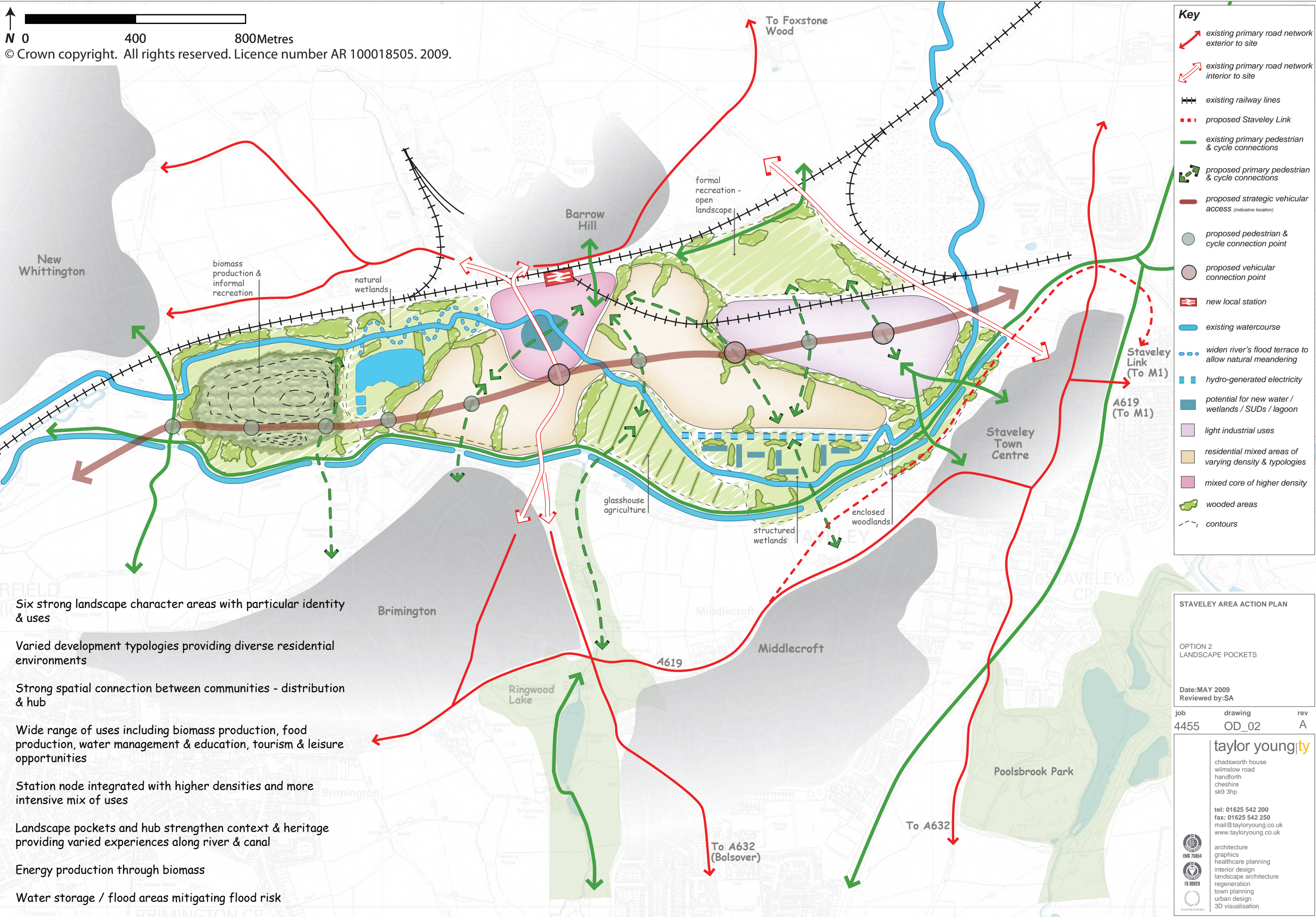
It proposes a train station close to Barrow Hill at a point where the density of development is high.

The canal and river are maximised both for land value and character.

The central “hub” of community facilities and local retail provision is centred closer to Barrow Hill.



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- Key**
- existing primary road network exterior to site
 - existing primary road network interior to site
 - existing railway lines
 - proposed Staveley Link
 - existing primary pedestrian & cycle connections
 - proposed primary pedestrian & cycle connections
 - proposed strategic vehicular access (indicative location)
 - proposed pedestrian & cycle connection point
 - proposed vehicular connection point
 - new local station
 - existing watercourse
 - widen river's flood terrace to allow natural meandering
 - hydro-generated electricity
 - potential for new water / wetlands / SUDs / lagoon
 - light industrial uses
 - residential mixed areas of varying density & typologies
 - mixed core of higher density
 - wooded areas
 - contours

- Six strong landscape character areas with particular identity & uses
- Varied development typologies providing diverse residential environments
- Strong spatial connection between communities - distribution & hub
- Wide range of uses including biomass production, food production, water management & education, tourism & leisure opportunities
- Station node integrated with higher densities and more intensive mix of uses
- Landscape pockets and hub strengthen context & heritage providing varied experiences along river & canal
- Energy production through biomass
- Water storage / flood areas mitigating flood risk

STAVELEY AREA ACTION PLAN

OPTION 2
LANDSCAPE POCKETS

Date: MAY 2009
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job	drawing	rev
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3.4 Option Three: Maximising Development.

3.4.1 The key features of this option are as follows:

This maximises the employment and residential land uses. More of the site is developed and as a result, may require more financial intervention.

It does not provide biomass or agricultural opportunities and the following land uses are proposed:

Central core of community facilities and high density residential uses – 4ha
Residential areas – 70ha
Employment areas – 19ha
Landscape – 112ha

There are strong links between existing and new communities.

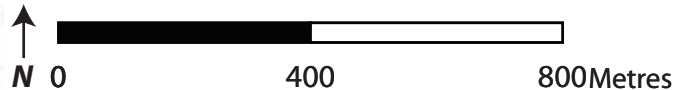
There is less informal recreational and landscape character.

It does work with the flood plain to provide varying wetland habitats.

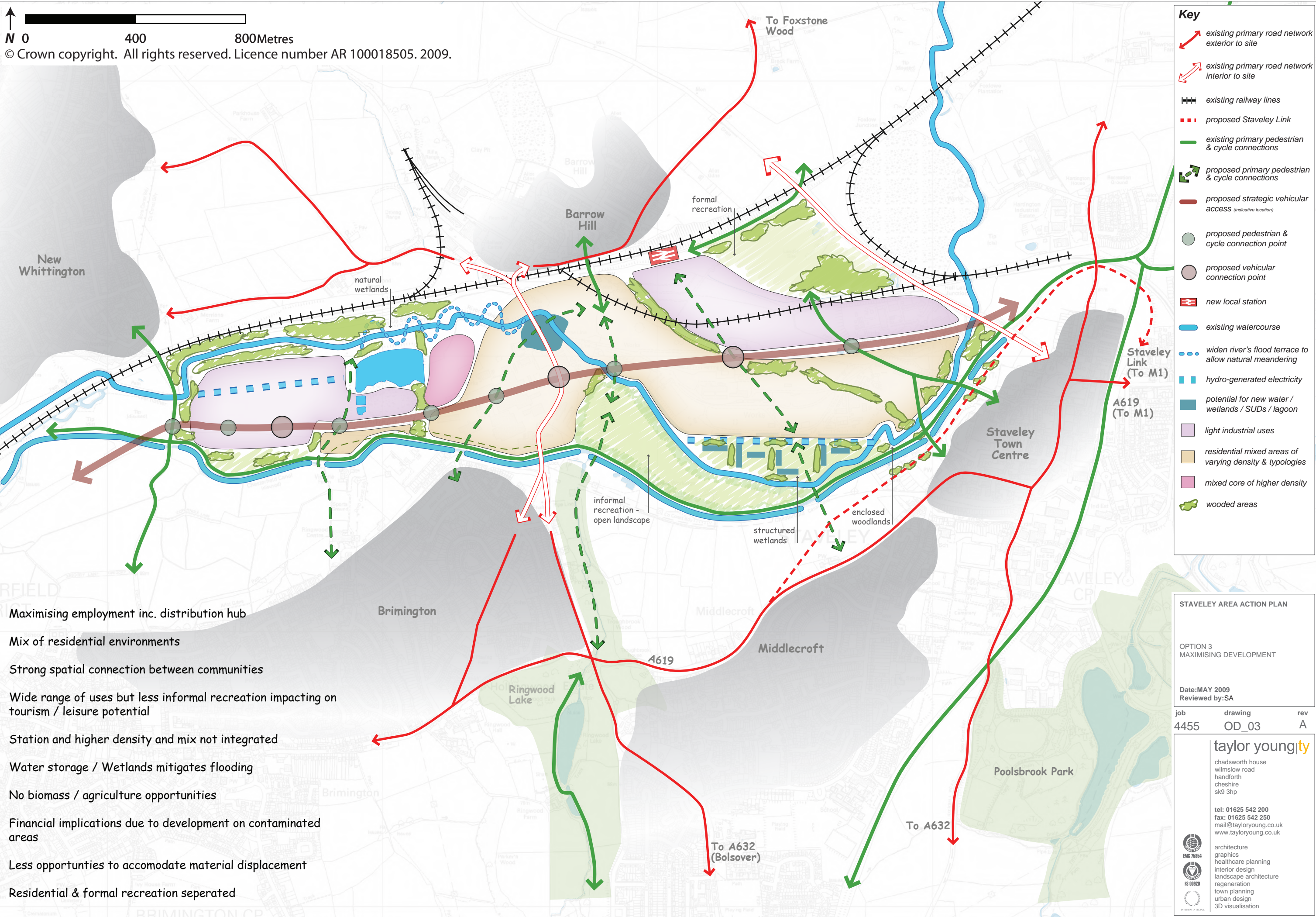
The community “hub” of community and local needs retail facilities is located near the lagoon.

Barrow Hill and Brimington are stitched together through new residential areas.

The proposed train station will be well connected to Barrow Hill and the new employment and residential areas.



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- Key**
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 - existing primary road network interior to site
 - existing railway lines
 - proposed Staveley Link
 - existing primary pedestrian & cycle connections
 - proposed primary pedestrian & cycle connections
 - proposed strategic vehicular access (indicative location)
 - proposed pedestrian & cycle connection point
 - proposed vehicular connection point
 - new local station
 - existing watercourse
 - widen river's flood terrace to allow natural meandering
 - hydro-generated electricity
 - potential for new water / wetlands / SUDs / lagoon
 - light industrial uses
 - residential mixed areas of varying density & typologies
 - mixed core of higher density
 - wooded areas

- Maximising employment inc. distribution hub
- Mix of residential environments
- Strong spatial connection between communities
- Wide range of uses but less informal recreation impacting on tourism / leisure potential
- Station and higher density and mix not integrated
- Water storage / Wetlands mitigates flooding
- No biomass / agriculture opportunities
- Financial implications due to development on contaminated areas
- Less opportunities to accommodate material displacement
- Residential & formal recreation separated

STAVELEY AREA ACTION PLAN

OPTION 3
MAXIMISING DEVELOPMENT

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- urban design
- 3D visualisation



3.5 Option Four: Radical Remodelling.

3.5.1 The key features of this option are as follows:

This option accommodates the possibility for mineral extraction, decontamination and the resultant displacement of soil..

This is used to create a new hill or mound which will connect with Staveley via a bridge link to the east and Barrow hill to the north west.

Development will concentrate in the east with the following mix of land uses and land take:

Central core of community facilities and high density residential uses – 4ha
Residential areas – 28ha
Employment areas – 17.5ha
Landscape – 155.5ha

This allows the rest of the site to become landscaped and put back into agricultural use.

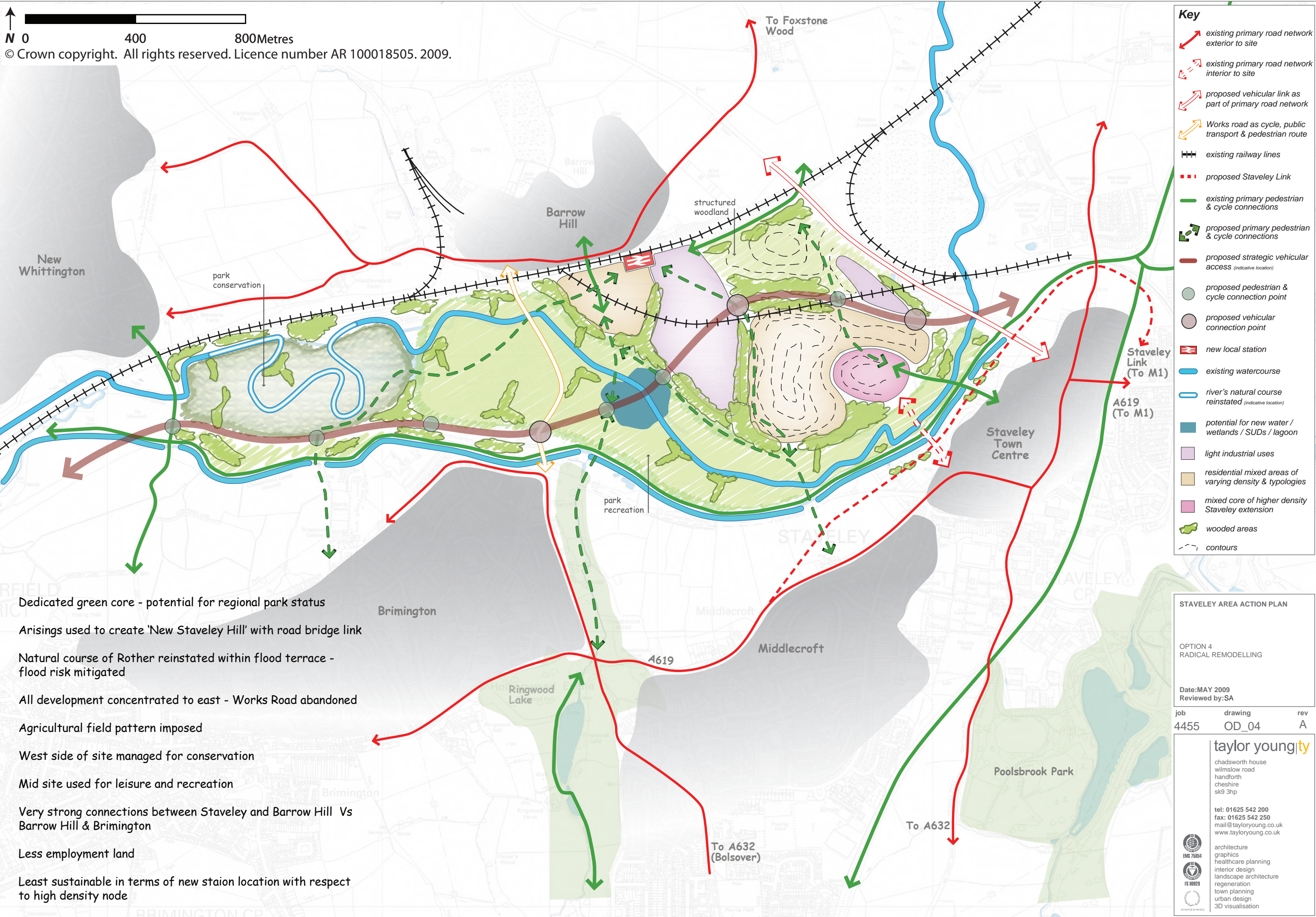
The west of the site could be managed for wildlife conservation.

The train station would serve the site and Barrow Hill and is located close to the new development.

The Staveley Regeneration Route would form the main vehicular access into the site since Works Road will be open for pedestrian, cycle and bus use.



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Key

- existing primary road network exterior to site
- existing primary road network interior to site
- proposed vehicular link as part of primary road network
- Works road as cycle, public transport & pedestrian route
- existing railway lines
- proposed Staveley Link
- existing primary pedestrian & cycle connections
- proposed primary pedestrian & cycle connections
- proposed strategic vehicular access (indicative location)
- proposed pedestrian & cycle connection point
- proposed vehicular connection point
- new local station
- existing watercourse
- river's natural course reinstated (indicative location)
- potential for new water / wetlands / SUDs / lagoon
- light industrial uses
- residential mixed areas of varying density & typologies
- mixed core of higher density Staveley extension
- wooded areas
- contours

- Dedicated green core - potential for regional park status
- Arisings used to create 'New Staveley Hill' with road bridge link
- Natural course of Rother reinstated within flood terrace - flood risk mitigated
- All development concentrated to east - Works Road abandoned
- Agricultural field pattern imposed
- West side of site managed for conservation
- Mid site used for leisure and recreation
- Very strong connections between Staveley and Barrow Hill Vs Barrow Hill & Brimington
- Less employment land
- Least sustainable in terms of new station location with respect to high density node

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OPTION 4
RADICAL REMODELLING

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4 Next Steps.

4.1 Your Involvement and Comment.

4.1.1 It is important that you read this document carefully and examine the four options plans. It is important that you make your comments known because they will be taken into account at the next stage of the process. You are not being asked to choose between one option at this stage. We would like to know what you think of the various options but more importantly we would like to know which are the priority features you think are the most important.

4.1.2 Extensive consultation will take place over the next six weeks so you will have plenty of opportunity to comment on the proposals. Please send your comments to:

forward.planning@chesterfield.gov.uk or **contact the web site.**

4.2 Options Appraisal.

4.2.1 During this time, an Options Appraisal Matrix will be developed so that each option can be scored against set criteria. This will lead to a preferred option that can be further refined in response to identified priorities. Once a preferred option is settled upon there will be another chance to comment on the proposals.