

**From:** Chesterfield Forward Planning

**Sent:** 01 February 2013 11:56

**To:** Alan Morey

**Subject:** FW: Staveley and Rother Valley Corridor Area Action Plan. W231

**Follow Up Flag:** Follow up

**Flag Status:** Red

**From:** John Church [REDACTED]

**Sent:** 01 February 2013 11:24

**To:** Chesterfield Forward Planning

**Subject:** Staveley and Rother Valley Corridor Area Action Plan. W231

W231

I refer to the Council's publication of the above and to the consultation period until 8 February 2013. I am instructed to submit representations jointly on behalf of Fitzwise Ltd and Suon Ltd.

## 1. HS2 Implications

Regrettably, at this late stage, it has been revealed that a substantial part of the Action Plan area is now the subject to proposals submitted to the Government by HS2 Ltd and the subsequent Command Paper "High Speed Rail: Investing in Britain's Future – Phase 2: The Route to Leeds, Manchester & Beyond". Ove Arup & Partners Ltd plan (HS2-ARP-000-RP-RW-00007), dated March 2012 forms part of the Engineering Options Report.

The Initial Preferred Route for HS2 from the West Midlands to Leeds shows the new line passing to the east of the Action Plan area between Staveley and Norbriggs, as shown on the Arup drawing entitled "Route HSL 13, Plan & Profile, Sheet 7 of 7 (HS2-ARP-LR0-DR-RT-55137)". The importance of this on the Action Plan Area is that the intention to develop a Staveley Infrastructure Maintenance Depot is shown by means of the triangular ingress and egress from the new route in a westerly direction into the heart of the Action Plan area.

Accordingly, it is considered that the implications of HS2 proposals for the Action Plan are so profound that considerable further work will need to be undertaken to assess the impact of the proposals on the Regeneration Masterplan, and the Council's intentions, reflected in the Capita Symonds documents dated March 2012.

## 2. Action Plan Boundary

Setting aside considerations with regard to HS2, it is considered that the Action Plan Area should be extended to include three additional areas:

1. The former Hartington tip, located immediately alongside the River Rother.
2. Land at Hall Lane, Barrow Hill lying immediately adjacent to the railway line and enclosed on its north-western and north-eastern sides by existing highways and
3. The premises of Fitzwise Ltd at Troughbrook Road, Hollingwood.

The justification for the incorporation of the additional land is linked, in the first instance, to representations submitted relative to the Chesterfield Core Strategy Examination. Representations under matter 7 are relevant and these are reiterated in the context of an objection to the chosen boundary of the Action Area.

It is considered that land at the former Hartington tip is intimately linked to the designated boundary of the Action Area Plan. The future of this site should be taken into account in this wider context. The objector's proposals, following remediation, are to secure an effective employment after-use of the site. Proposals in this regard will be designed to take into account the adjacent regeneration objectives.

Land at the former Hall Lane tip is, equally, intimately associated with the area. It is considered that it, likewise, should be included within the boundary so that due consideration can be given to future land use and its contribution to the area of regeneration, particularly its landscape setting.

As a third consideration, the premises of Fitzwise Ltd immediately adjoin the Chesterfield Canal and, correspondingly, the boundary of the Action Plan area. The enhancement of the setting to the Canal is one of the fundamental principles promoted by the Council. It is considered that the extension of the boundary to incorporate this area would enable due consideration to be given to its redevelopment and the contribution that such a development could make to the Plan's central objectives. Indeed, as a further consideration, it is conceivable that, pursuant to the grant of a planning permission for the employment development of the former Hartington Tip, the existing use on the Fitzwise Ltd site could be relocated successfully and in a manner that entirely supports the Council's other objectives.

### 3. A Comprehensive Approach

Having regard to the disposition of major ownerships within the boundary of the Action Plan and the accompanying understandable varied interests in the regeneration of the area, it is considered that a more robust approach is required to ensure, amongst other things, the adequacy of the highway network, an effective plan for the amelioration of dereliction and contamination and a proper approach to the programmed implementation of new uses.

Notwithstanding the impact of the HS2 proposals, these representations reiterate those submitted in respect of the Chesterfield Core Strategy Examination with regard to this area. It is emphasised that Suon Ltd and

Fitzwise Ltd do not seek to challenge the overall strategy of regeneration that is proposed but it is re-emphasised that current access to this area is regarded as wholly unsuitable for the proposed level of expansion of housing and employment uses. Since there is limited potential for the improvement of access onto the A619, there is a pronounced need for a more robust and comprehensive assessment of highways issues, including the Regeneration Route, its phasing and implementation. Again, there are uncertainties as to whether the infrastructure implications have been clearly identified and supported by a sustainable evidence base. A comprehensive and carefully programmed approach to the delivery of the required infrastructure is, therefore, essential.

Concern remains that an insufficiently robust investigation has been carried out in respect not only of transportation matters but the likely high level of contamination that will have both a major influence on the disposition of uses and the phasing of redevelopment. The landscape impact and interrelationship between adjacent sites in terms of the overall development in the Corridor has, it is considered, not been fully assessed and the potential benefits arising from the future development of this land has not, therefore, been made apparent.

As in the case of the representations made to the Inspector in respect of the Core Strategy Examination it is reiterated that resolution of all matters relating to the provision of this highway are fundamental to the successful implementation of the Action Plan.

I shall, of course, be happy, on behalf of my clients to have such further discussions with you as may be appropriate in the context of these representations.

With regards.

John Church

John Church Planning Consultancy Limited  
Victoria Buildings  
117 High Street  
Clay Cross  
Chesterfield  
Derbyshire  
S45 9DZ  
Tel: [REDACTED]  
Fax: [REDACTED]  
E-mail: [REDACTED]

This e-mail and files or other data transmitted with it are confidential and intended solely for the use of the individual to whom it is addressed. If you are not the intended recipient, disclosure, dissemination, forwarding, printing or copying is strictly prohibited and you must not take any action in reliance upon it. Please notify the sender immediately and delete the message. Thank you.

