

From: Richard Bryant
Sent: 29 January 2013 11:30
To: Alan Morey
Cc: Alan Siviter; Louise Briggs; Paul Staniforth
Subject: FW: Amended comment on Staveley and Rother Valley Action Plan Preferred Option
Alan,

it looks to me as if this needs to be booked in as an additional representation on SRVCAAP.

Another question: is Bryan Thompson appearing in Session 8B tomorrow? Would it be to our advantage to have him there?

Rich

Richard Bryant
Principal Planner, Forward Planning
x5790

From: General Planning Enquiries
Sent: 28 January 2013 14:45
To: Paul Staniforth; Richard Bryant
Subject: FW: Staveley and Rother Valley Action Plan Preferred Option

Not sure which of you needs this.

From: bryan thompson [REDACTED]
Sent: 28 January 2013 14:40
To: General Planning Enquiries
Subject: FW: Staveley and Rother Valley Action Plan Preferred Option

I am sending my email to this address as the first was returned to me.

From: bryan thompson [REDACTED]
Sent: 28 January 2013 14:06
To: [REDACTED]
Subject: FW: Staveley and Rother Valley Action Plan Preferred Option

Dear Alan,

I have just looked at the HS2 route for north Derbyshire and Sheffield and as a consequence I would like to amend our comments on the Preferred Option para 4.18. I believe that HS2 now is a material consideration.

There would be local benefits if the Chesterfield to Rotherham line through Staveley has a connection to the proposed HS2 station at Meadowhall and then onto the main line. Along with a few additional suburban stations including Barrow Hill (for Staveley, there would be direct access to the HS2 station without the longer journey through Sheffield. The Society believes that this relatively modest change to the existing railway line to give a Meadowhall link would bring significant long term economic benefits to Chesterfield and north Derbyshire. Consequently, we feel quite strongly that the Staveley and Rother Valley Action Plan Preferred Option 2012 should be amended to include a station at Barrow Hill on the existing railway line and not the spur.

In addition the detailed plans show a service facility based at Staveley, which should be good for the local economy and may impact on the Action Plan and this ought to be acknowledged. It will need a mainline link, which presumably will be via the old trackbeds from Barrow Hill. That may be the opportunity for securing a park and ride station next to the M1 if a business were it ever warranted. I am sure political expediency will demand a Derby- Chesterfield loop to the north and south for by then the east midlands main line will be electrified which of course

Yours sincerely

Bryan Thompson
Chairman CDCS

From: bryan thompson [REDACTED]
Sent: 11 January 2013 16:23
To: [REDACTED]
Subject: FW: Staveley and Rother Valley Action Plan Preferred Option

Dear Alan

Staveley and Rother Valley Action Plan Preferred Option 2012

Thank you for consulting the Civic Society on the latest plan. The Society strongly supports the preferred option and considers that overall the plan is well balanced in its objectives. There are a few issues which amount to clarification and refinement. To help you the comments refer to page and paragraph.

P 8- 2.5 Barrow Hill was a very early example of the work by Parker and Unwin. It may have been their first attempt at a model settlement. This is worth researching because of their international influence in modern town planning as it raises the importance of the settlement (notwithstanding the damage done in the 1970s).

9-2.7 Error - The Parker and Unwin church is not listed. However it is a local heritage asset, which needs to be formally recorded as such.

9-2.8 The Chesterfield canal was built quite early in the industrial revolution. It is suggested that the third sentence adds *the historic* Chesterfield Canal. Also for completeness add to the last sentence-*to the River Trent*.

P11 What happens to the land around the plan area? This question needs to be answered as part of setting the context and helping developer confidence. Suggest a short paragraph after 3.3.

P13 Agree with statements in 4.8. In order to deliver an extended range of house types , it would be helpful to make it clear that some lower density housing could be considered. For example self build to a design code. Lower density housing is the most likely to produce leafy suburbs which would help assimilate the other developments into the landscape. It can be a catalyst for the desired socio economic changes.

p15-4.14/15 The northern loop road should not be allowed to dominate the valley either near views or from the nearby hillsides. This is a difficult task as DCC like to have light coloured tops to their green lighting columns an over abundance of large signs and clear verges (see Loundsley Green Road). Also vehicle movement will draw attention to the road. Please note that some of the traffic using the A31 Chesterfield town centre bypass is travelling from south Sheffield/Dronfield to the M1. This route could become a default choice.

p16-4.16 The spine road ought to be largely tree lined with good spatial segregation between carriageways and cycle routes and footways.

p16-4.18 To optimise potential use, the station ought to be on the diversionary route to Sheffield as it would serve two potential routes. The station would be best located within walking distance of Barrow Hill with good access for bus, cycle and car. For example off Whittington Road adjacent to the plan boundary. HS2 is unlikely to be a material consideration. Another option is to seek LRT rather than heavy rail for the link to the M1 and perhaps Bolsover.

p19 Strongly support the objectives for green infrastructure. Please remember lakes may bring unfortunate problems with midges, especially when new.

p21 4.32 Strong support

p21-4.33 Grass roofs are a little idealistic as there are underlying management and health and safety issues on domestic property. In Switzerland grass roofs are not uncommon as they help to hide buildings in the alpine landscape. However they are found on larger buildings such as covered car parks, railway sheds and business units. Houses tend be very traditional. Locally the best example is the grass roof is one of the display galleries at the Yorkshire sculpture park.

Generally, the plan rightly sees the valley as attractive and part of a rural landscape which is viewed over a wide area. Whilst the preferred option is supported, there are two longer term issues. Firstly addressing pressures for further development with the danger that what is a carefully planned delicate balance between town and country quickly becomes urban sprawl. Secondly, managing change to ensure compliance with the original aims. This is perhaps best addressed through landownership, management agreements and design codes and where necessary withdrawal of permitted development rights. Finally, it is important to emphasise that high standards of planning, design and landscaping are fundamental to the sustainable regeneration of this area. There must be a reasonable expectation that the valley will be a good place to live, work and visit for everyone.

Yours sincerely,

Bryan Thompson
Chairman CDCS