

Staveley Town Centre Masterplan Report, December 2021

Contents

1. Summary	3
2. Introduction	3
3. Questionnaire results	4
Which of the following describe your connection to Staveley?	4
How often do you currently visit Staveley Town Centre?.....	4
About the Town Centre	5
How satisfied are you with the town centre at the moment?.....	5
How satisfied are you with the proposals in the masterplan for the Market Square (including the Market House, library, new shops, apartments and a new public space)?	5
What do you like best about the proposals in the Masterplan for the Market Square?.....	5
Do you have any comments about the proposals in the masterplan for the Market Square? ...	5
About the High Street	6
How satisfied are you with the proposals in the masterplan for the High Street (upgraded streetscape, building and shop front improvements, new wayfinding signage and new cycle parking)?	6
What do you like best about the proposals in the masterplan for the High Street?	6
Do you have any comments about the proposals in the masterplan for the High Street?	6
About the development projects	7
How satisfied are you with the development projects in the masterplan (Regal Cinema, former Elm Tree PH, Devonshire Close housing, new employment units on Duke Street)?	7
What do you like best about the proposed development projects in the masterplan?	7
Do you have any comments about the development projects in the masterplan?.....	7
About movement and connectivity.....	8
How satisfied are you with the movement and connectivity proposals in the masterplan (Duke & Market Street, canal links, Porter Street)?.....	8
What do you like best about the movement and connectivity proposals in the masterplan?	8
Do you have any comments about the movement and connectivity proposals in the masterplan?	8

About the whole masterplan	9
Which three proposals in the masterplan do you like the most?.....	9
If the masterplan was implemented, would you be more or less likely to visit the town centre?9	
Events.....	10
If social or community events were held in the town centre more often, would you be more or less likely to visit Staveley?.....	10
What kind of events would you like to see in the town centre?.....	10
What would be your preferred day of the week and timing for events in the town centre?.....	11
Please use this space for any other feedback, ideas or suggestions	11
Feedback and comments from individual discussions	12
Feedback from Derbyshire County Council	12
Detailed responses to the Masterplan	12
Equalities Monitoring Questions	13
What is your gender?	13
Is your gender identity the same gender you were assigned at birth?.....	13
How old are you?	13
The Equality Act defines a disability as a physical or mental impairment that has a substantial and long-term adverse effect on the ability to carry out normal day-to-day activities. Do you consider yourself to have a disability?	14
What is your ethnicity?	14
Appendix A	15
Appendix B	25
Appendix C	27
Appendix D	43

1. Summary

Questionnaire format: Web/online/paper
Responses: 65 Total (57 online, 8 paper)
Date range: 5th November 2021 to 12th December 2021

2. Introduction

The Staveley Town Centre Masterplan has been subject to a six-week public consultation during November and December 2021.

The proposals in the Masterplan set out a vision for the future development of Staveley's town centre, including improvements to the look, feel and flow of Market Square and High Street, and are designed to harness the opportunities presented by wider investment in the town.

The draft plan has been brought forward as part of an ambitious regeneration package being delivered under the Staveley Town Deal programme, which has created a 'golden opportunity' to breathe new life into the former mining town for generations to come.

3. Questionnaire results

Which of the following describe your connection to Staveley?

Respondents were asked to tick all that apply.

Which of the following describe your connection to Staveley?	No.	%
I live in Staveley	39	61.9%
I work in Staveley	10	15.9%
I visit Staveley for shopping or other reasons	34	54.0%
I have a business in Staveley	8	12.7%

Respondents were given the opportunity to detail any other reasons they may be connected to Staveley. 12 replies were received. These are listed below:

Leisure
I also have a rental house in Staveley and grew up there
Live nearby
Staveley is the nearest town to me
We operate a Charity from Staveley Methodist Church (Edge Ministries) working alongside the disadvantaged across the UK, but with a specific local focus in the Staveley.
Born in Staveley, now live Chesterfield town centre and own a business on Markham Vale
Live just outside of it
I am the Secretary of the Chesterfield Canal Trust.
Walking by canal
I believe in Staveley as a market town, passionate about its now demise
Family connection. Financial and development officer speedwell TT club
We run a table tennis academy in the speedwell rooms and local schools

How often do you currently visit Staveley Town Centre?

How often do you currently visit Staveley Town Centre?	No.	%
Every day	14	22.2%
A few times a week	23	36.5%
About once a week	17	27.0%
A few times a month	3	4.8%
Once a month	4	6.3%
About once every three months	1	1.6%
About once every six months	0	0.0%
Once a year	0	0.0%
Never	1	1.6%

About the Town Centre

How satisfied are you with the town centre at the moment?

How satisfied are you with the town centre at the moment?	No.	%
Very satisfied	1	1.4%
Fairly satisfied	9	14.3%
Neither satisfied or dissatisfied	11	17.5%
Fairly dissatisfied	26	41.3%
Very dissatisfied	16	25.4%

How satisfied are you with the proposals in the masterplan for the Market Square (including the Market House, library, new shops, apartments and a new public space)?

How satisfied are you with the proposals in the masterplan for the Market Square (including the Market House, library, new shops, apartments and a new public space)?	No.	%
Very satisfied	20	32.3%
Fairly satisfied	28	45.2%
Neither satisfied or dissatisfied	4	6.5%
Fairly dissatisfied	7	11.3%
Very dissatisfied	3	4.8%

What do you like best about the proposals in the Masterplan for the Market Square?

Respondents were asked to select their top three. Choices were weighted according to whether respondents indicated their choice as being 1st (3points), 2nd (2 points) or 3rd (1 points). The Mean scores are detailed below.

What do you like best about the proposals in the Masterplan for the Market Square?	Total responses	Mean	1st choice	2nd choice	3rd choice
Market House	27	2.3	13	8	6
New library	9	2.0	4	1	4
New shops	35	2.2	16	10	9
Apartments above shops	6	1.8	2	1	3
Market square (improved public space)	41	2.2	18	14	9
New pavilion building	12	1.8	0	9	3
New building for shops	18	1.8	3	8	7
Removing the toilet block (toilets will be re-provided)	18	1.4	2	3	13
None	6	2.3	4	0	2

Do you have any comments about the proposals in the masterplan for the Market Square?

37 comments were received. These are detailed in Appendix A.

About the High Street

How satisfied are you with the proposals in the masterplan for the High Street (upgraded streetscape, building and shop front improvements, new wayfinding signage and new cycle parking)?

How satisfied are you with the proposals in the masterplan for the High Street (upgraded streetscape, building and shop front improvements, new wayfinding signage and new cycle parking)?	No.	%
Very satisfied	25	39.1%
Fairly satisfied	22	34.4%
Neither satisfied or dissatisfied	8	12.5%
Fairly dissatisfied	6	9.4%
Very dissatisfied	3	4.7%

What do you like best about the proposals in the masterplan for the High Street?

Respondents were asked to select their top three. Choices were weighted according to whether respondents indicated their choice as being 1st (3points), 2nd (2 points) or 3rd (1 points). The Mean scores are detailed below.

What do you like best about the proposals in the masterplan for the High Street?	Total responses	Mean	1st choice	2nd choice	3rd choice
Upgraded streetscape	53	2.3	22	25	6
Building and shopfront improvements	53	2.4	26	21	6
New wayfinding signage	25	1.4	2	5	18
New cycle parking	16	1.6	3	3	10
Town centre Wi-Fi	23	1.7	5	5	13
None	8	2.5	6	0	2

Do you have any comments about the proposals in the masterplan for the High Street?

24 comments were received. These are detailed in Appendix A.

About the development projects

How satisfied are you with the development projects in the masterplan (Regal Cinema, former Elm Tree PH, Devonshire Close housing, new employment units on Duke Street)?

How satisfied are you with the development projects in the masterplan (Regal Cinema, former Elm Tree PH, Devonshire Close housing, new employment units on Duke Street)?	No.	%
Very satisfied	22	36.1%
Fairly satisfied	25	41.0%
Neither satisfied or dissatisfied	8	13.1%
Fairly dissatisfied	2	3.3%
Very dissatisfied	4	6.6%

What do you like best about the proposed development projects in the masterplan?

Respondents were asked to select their top three. Choices were weighted according to whether respondents indicated their choice as being 1st (3points), 2nd (2 points) or 3rd (1 points). The Mean scores are detailed below.

What do you like best about the proposed development projects in the masterplan?	Total responses	Mean	1st choice	2nd choice	3rd choice
Regal Cinema	50	2.5	31	13	6
Former Elm Tree Public House	50	2	12	26	12
New housing Devonshire Close	22	1.9	6	7	9
New employment uses on Duke Street	46	1.6	9	11	26
None	5	2.2	3	0	2

Do you have any comments about the development projects in the masterplan?

27 comments were received. These are detailed in Appendix A.

About movement and connectivity

How satisfied are you with the movement and connectivity proposals in the masterplan (Duke & Market Street, canal links, Porter Street)?

How satisfied are you with the movement and connectivity proposals in the masterplan (Duke & Market Street, canal links, Porter Street)?	No.	%
Very satisfied	18	28.6%
Fairly satisfied	29	46.0%
Neither satisfied or dissatisfied	8	12.7%
Fairly dissatisfied	4	6.3%
Very dissatisfied	4	6.3%

What do you like best about the movement and connectivity proposals in the masterplan?

Respondents were asked to select their top three. Choices were weighted according to whether respondents indicated their choice as being 1st (3points), 2nd (2 points) or 3rd (1 points). The Mean scores are detailed below.

What do you like best about the movement and connectivity proposals in the masterplan?	Total responses	Mean	1st choice	2nd choice	3rd choice
Duke and Market Street	50	2	13	24	13
Canal links	50	2.7	36	11	3
Porter Street	37	1.4	1	11	25
Town centre Wi-Fi	20	1.9	6	6	8
None	7	2.6	5	1	1

Do you have any comments about the movement and connectivity proposals in the masterplan?

23 comments were received. These are detailed in Appendix A.

About the whole masterplan

Which three proposals in the masterplan do you like the most?

Respondents were asked to select up to three from the list below. Choices were weighted according to whether respondents indicated their choice as being 1st (3 points), 2nd (2 points) or 3rd (1 points). The Mean scores are detailed below.

Which three proposals in the masterplan do you like the most?	Total responses	Mean	1st choice	2nd choice	3rd choice
Market House	13	2.3	6	5	2
New library	2	2.5	1	1	0
New shops	24	2.4	15	4	5
New apartments above shops	2	2.5	1	1	0
Market Square (new public space)	30	2.2	14	7	9
Upgraded streetscape on High Street	18	1.7	3	6	9
Building and shopfront improvements on High Street	16	2.0	4	8	4
New wayfinding signage	5	2.0	1	3	1
New cycle parking	3	2.0	1	1	1
Regal Cinema	23	2.1	9	8	6
Former Elm Tree Public House	6	2.2	2	3	1
New housing Devonshire Close	6	1.3	1	0	5
New employment uses on Duke Street	4	1.5	0	2	2
Duke and Market Street	3	1.7	0	2	1
Canal links	23	1.6	3	8	12
Porter Street	0	0.0	0	0	0
Town centre Wi-Fi	6	2.0	2	2	2

If the masterplan was implemented, would you be more or less likely to visit the town centre?

If the masterplan was implemented, would you be more or less likely to visit the town centre?	No.	%
Much more likely	23	43.8%
More likely	21	32.8%
No change	13	20.3%
Less likely	1	1.6%
Much less likely	1	1.6%

Events

If social or community events were held in the town centre more often, would you be more or less likely to visit Staveley?

If social or community events were held in the town centre more often, would you be more or less likely to visit Staveley?	No.	%
Much more likely	27	42.9%
More likely	30	47.6%
No change	6	9.5%
Less likely	0	0.0%
Much less likely	0	0.0%

What kind of events would you like to see in the town centre?

Respondents were asked to tick all that apply.

What kind of events would you like to see in the town centre?	No.	%
Markets	54	84.4%
Arts and culture	43	67.2%
Sport and recreation	26	40.6%
Seasonal events	54	84.4%

Respondents were given the opportunity to suggest other kinds of events. 11 replies were received. These are detailed in Appendix A.

What would be your preferred day of the week and timing for events in the town centre?

Respondents were asked to tick all that apply.

What would be your preferred day of the week and timing for events in the town centre	No.	%
Monday (daytime)	17	28.8%
Tuesday (daytime)	17	28.8%
Wednesday (daytime)	18	30.5%
Thursday (daytime)	20	33.9%
Friday (daytime)	29	49.2%
Saturday (daytime)	51	86.4%
Sunday (daytime)	42	71.2%
Monday (evening)	13	22.0%
Tuesday (evening)	15	25.4%
Wednesday (evening)	14	23.7%
Thursday (evening)	15	25.4%
Friday (evening)	32	54.2%
Saturday (evening)	35	59.3%
Sunday (evening)	25	42.4%

Please use this space for any other feedback, ideas or suggestions

30 comments were received in response to this question. These are detailed in Appendix A.

Feedback and comments from individual discussions

In addition to the Masterplan survey, a number of one-to-one conversations took place. CBC officers spoke to approximately 10 representatives of local businesses / stakeholders. The Masterplan was discussed and participants were encouraged to follow up their conversations by completing the questionnaire. In addition, some individuals submitted their thoughts and comments. These are detailed in Appendix B.

Feedback from Derbyshire County Council

Chesterfield Borough Council has also consulted with Derbyshire County Council and shared the Masterplan details. The response from DCC can be found in Appendix C.

Detailed responses to the Masterplan

Two detailed responses were received to the Masterplan. These can be found in Appendix D.

Equalities Monitoring Questions

The following questions were optional.

What is your gender?

What is your gender?	No.	%
Male	22	40.0%
Female	32	58.2%
Prefer not to say	1	1.8%

Is your gender identity the same gender you were assigned at birth?

Is your gender identity the same gender you were assigned at birth?	No.	%
Yes	55	100%
No	0	0.0%
Prefer not to say	0	0.0%

How old are you?

How old are you?	No.	%
16 to 17 years	0	0.0%
18 to 24 years	1	1.8%
25 to 34 years	4	7.3%
35 to 44 years	10	18.2%
45 to 54 years	10	18.2%
55 to 64 years	11	20.0%
65 to 74 years	13	23.6%
75 years and over	6	10.9%
Prefer not to say	0	0.0%

The Equality Act defines a disability as a physical or mental impairment that has a substantial and long-term adverse effect on the ability to carry out normal day-to-day activities. Do you consider yourself to have a disability?

The Equality Act defines a disability as a physical or mental impairment that has a substantial and long-term adverse effect on the ability to carry out normal day-to-day activities. Do you consider yourself to have a disability	No.	%
No	42	76.4%
Yes – affecting mobility	7	12.7%
Yes – affecting hearing	3	5.5%
Yes – affecting vision	3	5.5%
Yes - a learning disability	2	3.6%
Yes – affecting mental health	3	5.5%
Yes – another disability	1	1.8%
Prefer not to say	1	1.8%

What is your ethnicity?

What is your ethnicity?	No.	%
White British	50	92.6%
Other White Background	2	3.7%
Black or Black British	1	1.9%
Asian or Asian British	0	0.0%
Mixed ethnic group	1	1.9%
Other ethnic group	0	0.0%
Prefer not to say	0	0.0%

Appendix A

Do you have any comments about the proposals in the Masterplan for the Market Square?

The Morrisons supermarket HAS to integrate more into the Square and the High Street. At the moment it is independent and the square and high-street have nothing to offer to draw the public in.
All looks very professional and interesting
Looks massive improvement
Indoor market for thriving stallholders. Have a look at Barnsley indoor market. Good selection of stalls. Affordable food in market environment
No need for WIFI, expensive when considering how cheap data is becoming for those people who want it.
You mention 3,500 new houses but do not say where these will be. Can you let us know please
Fully support the idea of it becoming a central hub, night time security will be required so as to minimise effects of Anti-Social Behaviour, as in any focussed town centre.
A community space would be beneficial besides just commercial benefits. For example a community garden and a community space for everyone, even those who are not necessarily as affluent can enjoy the benefits of the regeneration.
A market hall is old fashioned and even the Chesterfield one is barely used, Staveley centre has been poor since pedestrianising the high street, opening the market area so it's visible from Morrisons side is better, demolish wise buys block/ old market shops is good
We moved to Staveley December 2020 and we are really pleased with the new proposals. We particularly think the revival of the Regal cinema will be a fantastic edition to Staveley and will help bring the town centre back to life. We also think the new bypass will help bring Staveley into a new era, we live off the A619 and welcome the easing of traffic along this busy road. A new more attractive town centre will also attract people to come from neighbouring towns as well as Staveley.
The Market Square is currently hidden away by buildings from both the main road and the large Morrisons car park. It needs the redesign to make it both visible and attractive.
You may want to consider more CCTV and some more places for 12+ so they have places to go instead of walking on streets
There needs to be better parking for residents of porter street and rectory road especially if you are bringing more people in to staveley. People visiting the doctors surgery and the shops on duke street already take up parking outside our houses so we end up using the car park at the bottom which on some days can be full too. It's not ideal at all.
Happy with all aspects
It needs better policing and removal of anti-social people that put you off visiting the area as you don't feel safe
Looks very good but no mention of a safe park or playing area for children.
We definitely do not need more accommodation
A proper market area with guaranteed traders would be nice
You spend money like it is not yours, why not refurb the original buildings saving money for other areas, i.e. cinema will not pay, waste of money, library we have one lovely building, yet you waste money again and again, you get consultations and waste money no wonder we are where we are, why do you not listen to the people whom use the area whom new Staveley years ago very very prosperous and vibrant, you are not on this plant to help Staveley you are here to spend other people's money and waste money, think you should all go back to basics.
Pleased with the proposals in the plan... but please retain the Market square central historical centre piece with cast plaques...
Need to attract more businesses
I support the revitalisation of the Market Place as it feels dull, empty and lifeless at present.
Worried about high vandalism

I wouldn't like to see the current library closed as it is a beautiful space.
Make the traffic from Chesterfield One Way along the High street this will let more people see the town as they can't see much at the moment. Then make Duke street One Way from Worksop towards Chesterfield this will make traffic safer and make a smoother flow
Waste of money
I like Staveley because it hasn't been so called 'improved', please don't mess it up of course there is scope for improvement such as decent toilets lots of planting but ultra-modern rainbow buildings...no thanks
I just hope the shop rents don't increase afterwards to reflect the higher quality buildings
I hope existing shops will still be there - possibly rehoused. Seating areas for street food would be nice.
I would love to see an information panel about the canal giving directions, history etc. The Chesterfield Canal Trust would provide the artwork and Cllr Hayes would provide the finance. There could be similar information panels about the history of the town.
There is very little wrong with the current surface and memorial in the square, however markets for everyday items are out of fashion and do not provide me with a great shopping experience
The floor and street architecture is current very good. The shops around the market square are poor and could be renovated e.g. slate/pitch roof. The current proposal for painted building will date extremely quickly and the present library is excellent. There is not a demand for shops other than charity, betting and fast food and all shops are struggling at the moment. The plan appears to be generic as if the designers and never visited Staveley as the Market and High surfaces are good as is the street furniture
Love the whole plan it's beautiful. Family seating area/little playing area, whilst others shopping. Safe play area/sensory play. Have trees. Needs to be bright bold and cheerful. Involve the businesses on projected proposals. Keep the square a centre of pride for locals. Businesses in staveley square are the heart of its community. It's a lovely place to be but forgotten. I love the plans, let's get together to give something for everyone.
Why do we need a new library? What is wrong with the current library? Need a good mix of indoor (permanent) stalls and outdoor stalls for occasional traders
What help are the existing businesses getting
Knock down old miners welfare and build an Aldi or Lidl

Do you have any comments about the proposals in the Masterplan for the High Street?

There needs to be a VIEW of the high-street and its offerings from the main chesterfield road so that passing traffic can see what is on offer and want to stop
Hope this will happen as per plans.
Make it pedestrian only except for disabled parking. Upgrade car park at bam of shops. Encourage food outlets. Greggs/costa.
Not so concerned about wi-fi, however seating and social spaces important.
Ensure that the designs are not just to the taste of the artist but involves and reflects all the local community in the process - ideation, design, testing, and final production.
Needs passing traffic, been poor since pedestrianised, dead at night so antisocial behaviour area, Eckington or Bolsover centres better with through traffic.
Yes to new shop frontage and market area. Bigger yes to the cinema!
Anything would be an improvement on the depressed state of the south end of High Street.
Again better policing and removal of anti-social elements especially when dark
Would like the new additions to be in keeping with staveleys rich heritage and lovely old buildings
You waste money, you have no idea as to what the staveley people want or require, spend on silly ideas and projects, just listen to the person talking you through your video, they are sales people, yes sales people who are programmed to say the words, no heart, look at what staveley looked like in the 1960 and you see a town built around people of the area not a fancy xmas tree, you cannot even get the market back to what it was because you again lost the plot.
The artist impression in the plan look just right...
To many charity shops
Support proposals for refurbishment of tired buildings, shopfronts etc. Feel that High Street has seen better days.
It would be a pity to put new things in that can easily be graffitied or vandalised, such as big signs or seats, as this unfortunately is quite likely to happen in the area and it will immediately bring down the tone of the town.
No
Yes staveley has history and this should be recognised, the clock in the market needs to stay, upgrades should be sensitive and in keeping with the area for the people of the area Staveley should not become a toytown to pull in the millennials
I prefer a village look. Too much splashing colour around will soon look dated. Think how nice a village setting looks at Christmas and with snow on it.
Signage to the canal is very important if the town is going to make the most of this wonderful asset.
Please do not paint our high street bright colours, it will date quickly. You mention about heritage so why not look at improving on the lovely building we have and having a vintage feel?
Traffic flow needs addressing as High Street needs to be a one way. No 2 way traffic on Porter Street passed the entrance to the car park behind the shops.
The high street needs to be hugely upgraded. Brightened up and made more noticeable from the market place. It needs to flow on a route to the hall/church/gardens, it seems lost.
It is no good having upgraded streetscape if the council do not carry out maintenance i.e. cleaning streets, maintaining flower beds, pruning bushes and trees
Open up through road that killed the main road through Staveley town centre

Do you have any comments about the development projects in the Masterplan?

I believe the old Regal Cinema should be re-purposed. An independent 1 screen cinema is not going to be a viable business in Staveley
Make elm tree pub into costa coffee. Bringing additional meeting places to high street.
The cinema could be a great community resource and I think if gained through a CPO could really enhance the area
Regal cinema could be a great attraction to the town, with well-lit access routes to the town centre.
We have just moved into the area and visited Staveley for the first time not that long ago. It was obviously in need of some TLC. We come from Essex where it is very busy and has recently all been done up so it's quite a contrast. What we liked the most about Staveley was its character near Regal cinema and said how it would be a great place to visit if re done!! I would also like more places to eat for lunches and evening meals. There was a cafe near cinema but definitely a restaurant or two near there would help increase custom at cinema. I love the sound of the library too it would be ideal if I wanted to pop in with my little one and if my eldest was at swimming it would be somewhere I could take my other child. Of course clean, new toilets are important too.. last point would be to try and blend old and new well as top end has lots of character near cinema so it would be nice to design something that will complement that. Excited to see the outcome!
Affordable housing and public spaces
Redevelopment of the Elm tree instead of low quality flats is a good idea, stop allowing plans for bedsits and HMO to be passed, got plenty of poor residents in town centre already, promote better housing for families and jobs
Yes please to cinema, we will go there. The church opposite the Regal is beautiful, so it will be nice if it's surroundings are easier on the eye.
Could the old Regal cinema be made available for theatre productions including AmDram as well as films?
The cinema should be high priority, but instead of more houses build bowling place, and go-cart and similar places
Again more parking needed so as not to put out local residents
There needs to be something for children and young people of Staveley. Cinema didn't work a few years ago, an ice rink would bring visitors & lots of money to the town.
The cinema was a cinema and never paid its way so how can this do it, tell us what we will place a cafe inside, what rubbish
The plan proposals look great !....
Probably too much money wasted on red tape before a bricks even laid.
Longer term I feel that the council flats need to be replaced with higher quality mixed private / housing association, or refurbished. Major problems relating to problem tenants should be dealt with by the council.
I think hubs and offices are better than housing in these areas personally.
No
The cinema and pub sound ok to be fair, don't see any mention of improved bus station? It is really cold standing there
If the cinema reopened people would spend more money in staveley town
The Elm Tree should be a Pub with Restaurant and outdoor seating for gatherings on sunny days - possibly BBQ. Cinema restoration is very important. The two venues could work together - Meal & Movie.
The Elm Tree is being allowed to rot, I can only assume so they can pull it down. We do not need more flats in this area and there will be insufficient parking. I also worry the same it happening to the Regal.
The Elm Tree should be made a feature of the High Street, relating to the history of the town. Current plan for it appear to ignore its history, current legislation on parking spaces and the owners appear to want the building to fall into disrepairs and I can only assume they want to knock it down. Staveley needs affordable quality housing not more flats.

To bring more jobs is more important than to encourage the housing issues on Devonshire, to give them to those that don't appreciate anything (unlimited issues drugs violence etc). Money better spent on things that people will look after.

The sooner the Elm Tree is developed the better. It's an eyesore to the area. Good idea to develop the regal cinema as a cinema again but do wonder if the local people will support this as this was tried previously.

Is the Elm Tree and garage on Duke Street owned by the council, as well as the bingo hall which is used to store motorbikes

The cinema would be best made into a sport community centre. You only see cinemas near McDonald's or kfc. It was opened as a cinema a few years ago and that didn't work

Do you have any comments about the movement and connectivity proposals in the masterplan?

The high-street should be part of the bus route so that buses ONLY go up the high-street one way from the Miners Welfare up to the Parish Church. This would bring passing traffic into the centre of Staveley
Do timescales for road route (bypass) match development of this area?
Green spaces to link different elements together.
As mentioned, Wi-Fi is not needed, will get outdated quickly, be expensive and be used by only a few people
All routes needed and valuable, need to be well lit, and safe for children, kept as separate from vehicular traffic as possible, ideally with kerbs separating cycle lanes and not just white lines .
Opening up the town centre to through movement of people and passing traffic from the canal and outlying areas is good, reverse the high street pedestrianisation to at least allow buses through,
Really looking forward to the bypass and downgrading of A619 (our car was driven into on this road). We love the canal and when friends visited we cycled along here to Rother Valley Park, so connectivity to the canal from the town centre being created/revamped is welcomed.
Improvements to access to Mill Green and via Constitution Hill would be very good. The canal and town basin are potentially great assets if only development could proceed.
Not enough parking on porter street for residents of here and rectory road - we end up leaving our cars in the car park which can fill up quickly too. Visitors to the shops on duke street and the doctors surgery park wherever which is fine until you're trying to navigate your two kids, their school bags and packed lunches through a car park and across a busy road. I think working with the residents on these issues first would be more helpful.
I think these plans need re looking at as they aren't going to be any use for anyone passing through staveley
Rubbish
Again, the plan proposals look about right...
Support the town centre / canal links.
I think the bypass is a good idea.
No
Are they planning a safe walking route from Barrow Hill into Staveley, I'd love to walk to Staveley but there is no safe route there is also no mention of a circular route for a bus even if there is one an hour which could run from Staveley, to Barrow Hill, to New Whittington through Eckington and back down into Staveley with a stop being created close to Supermarket/Vets
Connection to the canal is very important, as is Wi-Fi. Accommodation for groups (scouts / walking groups) should be provided near the canal.
The signage to the canal links is very important. Currently it is almost impossible to find your way to Mill Green for the first time. There should be a wheelchair friendly link between the bottom of Constitution Hill and Mill Green on the off bank below Morrisons because Constitution Hill has steps.
The High Street needs making one way and traffic being stopped from turning right from Porter Street onto High Street.
see previous comments on traffic flow. Once again it appears the consultants have not been to Staveley and no mention is made of improving the access from the High and Church Street and Staveley Hall down Constitution Hill. This access to the canal is over grown, poorly surfaced and uninviting yet leads to the footbridge and tow path of the canal. This is where good street furniture and signage should be installed.

The connectivity has to be key, flow from one to another. At moment there isn't any but that is not all down to the shops/businesses, it's down to priority I'm afraid, which needs addressing in council meetings. Businesses need more involvement.

Concerns re taking traffic off Duke Street, surely this is not encouraging visitors. How will visitors access staveley centre? Or have I missed something on the plans? This will make staveley a ghost town.

By blocking off the main road it killed businesses on this road. Will making these areas into walking areas do the same to this area

What kind of events would you like to see in the town centre?

Anything really that would attract more visitors and residents to Staveley.
Would it be possible to allow street entertainer licences as well ? Buskers etc are amazing at generating footfall.
Something Christmas related we'd love in the future - like traditional Christmas market and family child friendly events
Community garden
Events for families
The Market Square is wasted, I'd like to see a Weekly car boot, craft/xmas markets, outdoor cinema/picnics in summer, local bands playing for locals
Licensed street musicians - like in London
The town planners need to think outside the box, we live in an age of internet shopping but there is little that locals think is for them due to the social deprivation, this needs addressing. Has the consultants ever been to Staveley? This feels like we have been given an off the shelf town centre revamp.
Craft fairs
Square is hub but has nothing to offer as play for the reason to visit. Food, space, sunshine, natter
Get local groups involved

Please use this space for any other feedback, ideas or suggestions

The Market Square should be turned around so that it integrates into the Morrisons carpark area and creates a green open space with links through to the high-street. The high-street should be open to buses only, travelling from the Miners Welfare up towards the Parish Church and joining Chesterfield Road again at Duke Street. This will bring traffic and people to the centre of Staveley. The high-street HAS to look inviting to passing traffic, at the moment the high-street is obscured to passing traffic from Chesterfield Road because of the bus stops!

Seating in market square. Undercover market. Reduced or free rent period to encourage new buds to come to area.

I believe staveley has incredible untapped potential and would like to see more higher quality food and drink establishments as well as culture and arts events

If you are having events make them so they are for everyone not just families

what will happen to the businesses that are currently in the market area while this work is carried out?

Edge ministries have moved into Staveley Methodist Church and have opened a new free community Cafe on a Thursday pm (including housing / debt and benefits advice) . We have many projects in the pipeline, but central to it all is the development of a Community garden on the land to the rear of the Methodist Church. This will be a true community project involving schools, older folk, those with mental health issues, and would love to be able to include this as part of the regeneration package as an opportunity for social inclusion and development. There will be significant costs attached to this, including hard landscaping, security, hut etc etc. We are also launching a bingo session for older folk in conjunction with Morrisons in Feb 22. We have plans to develop all sorts of work in the town (addiction recovery courses, parenting, school uniform etc. Longer term we are looking at 'men in sheds' project. We have had meetings with Gina and Lindsay but would love to be included in any discussion particularly regarding the Community Garden. Many thanks !!! Very exciting.

We at Edge ministries are developing a substantial community garden for all. To help schools, community groups, those with mental health struggles, veterans, OAPs etc. We would love to present this to you. We have 1.8 acres by the Methodist church under development. We are a registered charity

Lots of space makes it more child friendly.

Community garden, with a peaceful space to sit would really bring people together in a non-expensive way

Integrate events with Staveley hall

The widening of the pavement along the A619 (where the e-cig shop is) is very welcomed. We live in St Joseph's court and like to cycle along the canal path but have to walk the bicycles down with the children as the A619 is dangerous for them but it is also quite dangerous walking along the pavement when large lorries come past.

Poor old Staveley needs all the help it can get. Many have tried in the past with little success. It needs expert planning & development. Hope it happens. Good luck!

Consider places for kids aged 12+ as there is hardly anything for them to do

There needs to be a community hub to provide people with courses like they do in Bolsover

Get rid of all the anti-social elements first do people feel safe

Please bring something to the town for the younger generation.

Firstly I think the proposed ideas are wonderful, it would be lovely to see staveley bustling and looking more up to date. My main concern is that in bringing people to this area will put pressure on an already existing issue for the residents which is parking. I appreciate that there is the free car park at the bottom but some days this gets very full and residents don't like to leave their cars in their overnight away from their houses. The people on duke street have no parking as the small Lay-by is for use by the shops in the day, rectory road is always full of people Using the doctors surgery and even at night there are more cars than spaces, porter street has a small lay-by outside our row of terraces which is always full and there is some Space in front of the flats which is usually occupied too. While this doesn't cause issue for most of us in the day time as we are at work at weekends or after school pick up times it can be horrendous. My concern is

that if people Travel here by car there needs to be space for them or more resident parking. I know the garages are all occupied too so if these were to come down that's 5 more people trying to find parking. I am 100 percent all for making staveley better but I just want to make sure that the lives of the people who live in the centre of it all won't be affected.

The idea is rubbish and you are as usual wasting good money again and again

Staveley is a hidden gem...The lack of signage on the main road about what is 'round the corner' has caused me to only discover the delights later in my life...

Need to find a new major employer to bring to the Staveley area.

Longer term, I feel that the council flats at Duke Street need to be replaced / upgraded as they look run down and unwanted except by those with no alternative, a bit like Park Hill in Sheffield before its renovations.

Please don't destroy the library!!!!!!

A circular bus to encourage folk in perhaps a low set ticket price 'ride all day' would encourage folk to see what else is in the area, decent toilets, I keep seeing mention of a 'new library' leave the old one alone! Improved planting and cared for planted areas, bird/bat boxes in hard to reach places so kids don't mess with them, new seating round large trees, a 'hub/cafe/picnic seating' by the canal, areas of Staveley are beautiful these spots should be highlighted so people realise they are there and use them such as the beautiful hidden walk down to the canal between the church and the mechanics place, I think Staveley would also benefit from a small playground, a defibrillator installed somewhere, wildflowers in areas which can't be planted easily(they like rough ground) and possibly a community garden/allotment I'll probably think of other things

Medical Services, including dentists and opticians should be considered (especially NHS) with a plan of where to find them.

I have several times been in the Market Place with the Chesterfield Canal Trust's promotional trailer and have been saddened by the number of local people asking how to get to the canal. Our Festivals at Staveley Town Basin have attracted lots of people to the area, many of whom have been delighted by what they have seen. The canal is key to attracting visitors, but signage is fundamental to establishing a proper, well-used link.

Then Market House would need to attract something and I am not sure we are the community for something different. We travel to visit Artisan markets and Christmas markets, is Staveley the right place for these? Very few people shop in markets for everyday items, this is apparent by the reduction in use of Chesterfield Market. If you chose to ignore those of us who live on the High Street please just take into account one thing, do not use those 1980's shop front colours, you could make it look so much nicer by getting the buildings to blend in with out lovely stone, honey coloured building and show off Staveley's heritage and history.

There needs to be a link with Staveley Hall and the Market Square and improve the maintenance of the existing street furniture and planters. Morrisons need to improve their site as it is an eyesore.

Listen to those who give the passion before politics. It's politics that get in the way of getting things done because nobody agrees

No one was available to answer any questions on how to understand the boards and plans

It's a poor display. We need someone here to ask them questions about the boards. As a lifelong resident in Staveley and business owner, we were not contacted about any of this. Poor communication

Appendix B

In person discussions:

Local Shop – phone call with the Manager and met Deputy Manager in the shop – staff concerned about job security. The manager has requested an extensive refurbishment and therefore budget from her Area Manager – this could be in jeopardy now. Shop rent the building from the property owner, I'm not sure if CBC have spoken with them.

Local Shop – a couple of meetings – in general very down beat about the young people of Staveley and not having anything positive for them to do. He asked about the Market Hall – to ensure it had walls to avoid young people loitering at night and ASB. He proposed some aesthetics on the existing buildings a mural perhaps on the wall opposite Morrisons – it has a zoo picture and if improved this could make a great change. Rather than huge investment in new buildings – repurpose existing.

Local Service – met in person – general concerns as another shop owner has been spreading rumours “you're all going to the CPO'd” and then pointing to shops he said “you're moving in there” – owner looking to sell her shop and retire. Very concerned.

Local Shop – met with positivity when we took the letter round. Very hopeful of improvements in signage to draw footfall to the heritage area and welcomed ideas to open up more line of sight for the canal. Her comment being “no one really knows we are here” and she and her mum run shops there for the last decade or so.

Representative from the Friends of King George V Park and keen to explore the reuse of the Pavilion building. They say they have got some funding to do this.

Emails received:

“I'm really pleased that you'll be listening to what the local people have to say. I have filled in the questionnaire now thank you.

I really don't want it to sound like people will be against the changes as that's not the case at all but while it sounds amazing for surrounding areas to have Staveley as this lively busy hub, they need to remember that elderly and young families still need to live within this lively busy hub.

I do honestly think the hardest part will be parking. There's so much unused parking in amongst the flats that always seems empty so perhaps some of that could be made visitor parking? For example this morning I've had to park in the car park after dropping my kids at school because porter street is full of people parking up to use the new sandwich shop on the corner, or the doctors surgery as that car park is tiny or just to head up to the charity shops etc. Which is fine when it's just me but if I'd come back with my weekly shop I'd have to do 10 trips to the car park and back just to carry it to my home.

Again thanks so much for taking the time to listen to the residents of the area. We really want to bring Staveley back to what it could be as much as anyone else without it impacting on our daily lives.”

“Please could you advise me why Harleys Inn, which is a 9 en-suite inn/public house on Market Street at the side of the Healthy Living Centre and across from the Miners Welfare has been excluded out of the Master Plan area? I have some concerns regarding the master plan deal, i.e. the old picture house on Church Street which is privately owned and in disrepair, how is this going

to be funded to bring back some sort of business which will enhance Staveley, if the private owner doesn't want to participate. I have also seen on the master plan, that there is talk of it being a cinema again, this has been tried before and was unsuccessful.

The Elm Tree which is situated across from the Beechers Brook on the corner of Porter Street which looks like something from Beirut, yet again this is owned by a private individual and please again could you advise me how you are going to persuade these people to participate in the master plan?

I have noticed on the master plan that you are going to demolish the shops around the perimeter of the market place and incorporate the factory shop unit. I feel that the Miners Welfare should be included in the demolished. This building blocks off all the view to the Market Place and is financially struggling. It would be more economical to have a new working men's club built and the building be up to new building standards and eco-friendly.

If the privately owned shops on the high street have to be upgraded, if the owners cannot afford to do these upgrades, then are there going to grants available to help to assist in the refurbishments?

Also, I have noticed that on the towns board, you state that there are business men involved. Could you please advise how many of these business men have actually got businesses in the Master Plan area marked in red and are on the board?"

Staveley Christmas Market 4th December:

Representative talked with a group of older ladies (5) who enjoyed looking at the boards in the café, they were impressed with planned improvements. A little sceptical and hoped that everything will come to fruition. The ladies liked the idea of marketplace.

Two elderly men were chatting about how Staveley looked in the past, they found it hard to see what the 'new' Staveley would look like as they have fond memories of the past. They also found it helpful to have the display boards. They liked the motto of start, stay and grow on the post cards.



Chris Henning
Executive Director Place
County Hall
Matlock
Derbyshire
DE4 3AG

Alan Morey
Strategic Planning and Key Sites Manager
Chesterfield Borough Council

Email: planningpolicy@derbyshire.gov.uk
Telephone: (01629) 539808
Our Ref: Chesterfield Consultations
Your Ref:
Date: 10 December 2021

Dear Mr Morey,

Staveley Town Centre Masterplan

Thank you for consulting Derbyshire County Council on the Staveley Town Centre Masterplan. Derbyshire County Council welcomes the opportunity to comment on the Masterplan and its proposals as set out below.

General Comments

Derbyshire County Council fully supports the preparation of the Masterplan and fully recognises its importance in delivering the key elements of the successful Towns Fund bid by the Staveley Town Deal Board to support the delivery of regeneration projects in Staveley town centre. It is noted in the Masterplan that some of the proposals will need further consideration before they can be delivered, but the aim is that it will act as a catalyst for the wider regeneration of the town centre for at least the next 10–15 years.

Derbyshire County Council considers that the red line boundary of the Masterplan (shown on the map in section 1 – 'Introduction') appears to have been well-conceived and appropriately defined to deliver the Masterplan's key aims and outputs. The County Council also supports the main focus of the Masterplan on improving the quality of the retail offer and creating more reasons to visit the town centre; and improving the physical environment and connections between places and people. In this context, it is noted that the Masterplan focuses on four key opportunity areas within the town centre that includes the Market Square; the High Street; Development Projects; and Movement and Connectivity. These opportunity areas are supported by the County Council as being likely to deliver the maximum regeneration benefits for the town centre, subject to further consideration of the Council's more detailed comments as set out below.

From a content and presentational point of view, the Masterplan appears to be very generalised and lacking in detail and appears more of a statement of principles at this stage. Given that the Masterplan is a draft version for consultation, the County Council would have expected more detail in the Plan or the provision of additional supporting quantitative and qualitative data and analysis. The promotional video has slides that are not included in the PDF version of the Masterplan and it would be beneficial to have this information in one place along with both the quantitative and quantitative

data. There are a number important issues that it would be useful to have a steer on in the Plan such as whether Chesterfield Borough Council is considering land purchase or compulsory acquisition of land to deliver key elements of the Masterplan, particularly any of the specific regeneration projects.

Derbyshire County Council's comments below are, therefore, framed in this context recognising that the proposals that are being consulted on do not include any level of detail at this stage, particularly about the development of the individual opportunity areas within the Masterplan area. Accordingly, the comments below include suggestions and recommendations, where appropriate, for how various elements of the Masterplan could be improved or where further consideration and detail is required.

Local Plan Context

It is considered that the Masterplan would benefit from an additional section early on in the document that links the Masterplan's proposals to the broader development and growth strategy and planning policy context for Staveley town centre set out in the Chesterfield Borough Local Plan, which was recently adopted on 15 July 2020.

Paragraph 4.19 of the Local Plan indicates that the town, district and local centres of the Borough lie at the heart of local communities and their primary role is to provide shopping and community services. These are critical to the future prosperity, quality of life and sustainability of the Borough. A key aim of the Local Plan is to promote the vitality and viability of the Borough's town, district and local centres, of which Staveley is classified in the Retail Hierarchy as a Town Centre. The Local Plan indicates that the Borough Council will achieve this by focusing uses including retailing, leisure, entertainment, offices, arts, culture and tourism facilities within town centres. The outcomes of this focus will be to encourage variety, choice and quality of retail provision in the town centres and other district and local centres; support healthy, competitive and successful town centre provision; and enhance town, district and local centre environments as a focus for community and civic activity. These aims and intended outputs are all consistent with the vision and aims of the Masterplan and should be referenced in the document.

Paragraph 4.22 of the Local Plan, in particular, indicates that Staveley town centre will have an increasingly important role as a centre in terms of supporting further growth within the Staveley and Rother Valley Corridor and the eastern villages of Poolsbrook, Barrow Hill, Mastin Moor and Duckmanton. This key role for Staveley town centre should also be appropriately reflected in the Masterplan.

In terms of Local Plan policies, Policy CLP8: Vitality and Viability of Centres, should be set out in the Masterplan which states that:

The council will support the role of the town, district, local service centres and local centres in providing shops and local services in safe, accessible and sustainable locations. New development within centres shown on the Policies Map should make a positive contribution to the centre's viability and vitality, and be of an appropriate scale.

To ensure the vibrancy, inclusiveness and economic activity of the borough's centres, main town centre uses including health, leisure, entertainment, community facilities, sports, offices, art, food and drink, cultural and tourism facilities will be supported.

In terms of wider regeneration proposals, the Masterplan indicates very broadly that *'Staveley will be a major focus for regeneration and growth over the next 15 years. With a growing population and more people working in Staveley there is potential for the town centre to have an increasingly important role as a service centre, which will help to drive town centre footfall and investment'*.

However, it is considered that the Masterplan would benefit from more detail in this respect, particularly to reflect the major proposals for regeneration and growth in the Staveley and Rother Valley Corridor set out in the Local Plan, particularly for large-scale housing and employment development and new large-scale infrastructure provision, which will have a major bearing on the future prosperity of Staveley town centre.

Paragraph 11.20 of the Local Plan indicates that the Staveley and Rother Valley Corridor is the largest regeneration opportunity within Chesterfield Borough (covering approximately 150 ha) and its regeneration is a key aspiration for the borough council as a whole.

Policy: SS5 Staveley and Rother Valley Corridor, indicates that the Borough Council will support the comprehensive redevelopment of the Staveley and Rother Valley Corridor to create a sustainable urban extension in a landscape setting through a masterplanned approach. The overall objectives of the masterplan will be to:

- a) deliver approximately 1500 new dwellings through a range of new housing opportunities focused on the centre and western end of the corridor;
- b) create employment opportunities focused on the Hall Lane end of the corridor and around Works Road;
- c) deliver the section of the Chesterfield to Staveley Regeneration Route between Bilby Lane and Hall lane, connected to the route safeguarded under policy CLP23 and the existing Staveley Northern Loop Road Phase 1;
- d) accommodate an Infrastructure Maintenance Dept to serve the eastern leg of HS2.

All of the above are major development and infrastructure proposals in the immediate area to Staveley town centre and will be likely to have a major impact on the future growth and development prospects of the town centre and on its vitality and viability and be likely to have beneficial impacts on the likelihood of delivery of the Masterplan's key regeneration proposals. It is considered important, therefore, that details of the above are set out in the Masterplan.

Impact of Legislative Changes

It is considered that the Masterplan would benefit from reference to the Town and Country Planning (General Permitted Development etc.) (England) (Amendment) (No. 2) Order 2021, which came into effect on 1st August 2021. The Order introduced

a wider range of permitted development rights for town centre uses, particularly allowing properties in commercial, business and service uses (i.e. the new Use Class E, including retail, cafes/restaurants, offices, light industrial, research and development, financial services, health centres and gyms) to change to residential without the need for planning permission but subject to a prior approval process that enables local planning authorities to consider a limited number of potential planning impacts.

This legislative change could be seen as a key challenge to the delivery of one of the Masterplan's key aims and aspirations of improving the quality of the retail offer and creating more reasons to visit the town centre. The legislative changes have been controversial since their introduction and seen as a considerable threat by experts to the future of the UK's town centres. Consideration should be given, therefore, to this challenge in the Masterplan and how this could be addressed or managed to ensure that the retail, service and leisure offer of Staveley town centre is not impacted adversely by increasing numbers of conversions of these important town centre uses to residential use.

Place Shaping and Transport Comments

The following comments encompass the overarching place shaping implications of the Draft Masterplan and incorporate elements such as transport and the public realm.

As noted above it is considered that the consultation material is not sufficiently detailed to allow a proportionate review of a draft masterplan which is due to be finalised at the next stage. Therefore, the following comments and questions are better read as a review of the consultation material rather than a draft masterplan.

i. General Comments

While there are positive individual masterplan elements, other than a list of overarching objectives there does not seem to be cohesive, distinctive place shaping narrative that knits the individual elements in Staveley together. Consequently, it is unclear how the objectives will be achieved through the proposed design interventions.

It is unclear how the proposed interventions will help to create distinctive places that interact with each other. It could be argued that there are three distinct areas around the High Street (see Appendix A) but it is difficult to understand, for example, how as an emerging civic node the Market Square might interact with the Healthy Living Centre. In addition, how might the Market Square complement and relate to the Morrison's development?

In terms of delivery, are the masterplan physical interventions based on land ownership plots? If not the masterplan's proposed interventions/buildings are more difficult to deliver particularly if they are not owned by the Council. Will these plots be purchased through CPO? Likewise, how does this relate to the Local Plan as a basis for the CPO process justification? Will the Masterplan be adopted by the Council?

ii) Market Square

The layout of Market Square could be improved. It needs a greater sense of enclosure and more definition if it is to work as a place where people want to congregate. The artist's impression on page 3 of the consultation PDF is slightly misleading because it shows the northern edge of the Pavillion and if introduced presents a narrower more enclosed space than would exist in actuality. A more defined, consistent southern edge is needed to counterbalance the development on the northern side which in its current form is over 30m in width.

Based on the PDF's birds eye view image a better sense of enclosure might be achieved if Market House is shifted slightly further towards Market Street. The permeable link to Chesterfield Canal would still remain and it would leave greater scope for Market Green to be developed.

The Pavillion's shape and forms seems out of place. It seems isolated in its location and detrimentally impacts on the amenity of the Market Square and creates a significant amount of negative space. It looks like the type of building you might see in a park.

An alternative might be to introduce a building that helps to enclose/define the Market Square rather than project into it. Another consideration might be to locate the Pavillion's café and retail uses on the ground floor commercial level of the mixed use building on the northern side of the square. Positioned on this side its leisure type uses would be further away from the busy Market Street road and would be south facing. It is also noted that the crossing point and viewing corridor from the Healthy Living Centre seems to be obstructed by the end wall of the Pavillion

Might the aspirations for Market Square be better served by decluttering and creating a more accessible space where people can sit and congregate? It would also have more potential to host flexible uses such as events etc. The row of trees opposite the new mixed use building in this instance create a barrier to movement and sight. Opening up the square would allow greater scope for the introduction of good quality seating. In terms of the central public square area of Market Square less is more.

With relation to the retail opportunity comments below, a significant amount of additional commercial space is being introduced through the masterplan. Care has to be taken that this new space does not undermine the existing High Street shops which itself is a regeneration area in the masterplan. Has a retail capacity assessment been undertaken to understand the area's commercial capacity?

Some of the surfacing in the Market Square seems to be of good quality. Do you intend to keep or replace the better, more granular paved elements?

Introduction of a sheltered market within Market House is welcomed and will help to create more activity in this area. It offers a point of difference to the other areas in the town centre.

The attractiveness of the Market Square as a place which '*creates a buzz and draws people into the town*' is detrimentally impacted on by its frontage onto Market Street. The bus stops act as a barrier to entry rather than an attractor as do the blank frontages. Consideration of these issues will impact on the extent of the building line on this side and the function of the square. If the intent is to make the Market Square area a thriving place this area needs to be addressed as does its linkages and relationship with the Healthy Living Centre. See potential ideas for consideration in Appendix A.

In terms of the Market Green the consultation images don't seem to match. It is unclear what is trying to be delivered here. Is it a place of transition to the Market Square? To create a useable green space can an element of the Morrison's car park be acquired? At present the Masterplan seems to turn its back on Morrison's.

The roof structure of the Market House compliments the aspirations for the Market Square. The roof of the new mixed use block could reflect this design concept. Will design codes be introduced/suggested through the masterplan process?

Pedestrian and Cycle Routes

The pedestrian/cycle route between Market Square and the Canal will need significant intervention if it is to be as commodious as implied by the artist's impression of Market Square. The consultation mentions widening of footpaths to facilitate this route, which would be required at least as far west as the Morrison's car park entrance but looks difficult to achieve given the need to retain both customer and delivery access to Morrison's. There will also be a need to be consider how to address the crossing of Barnfield Close; ideally this would give some form of priority to pedestrians and cyclists, although the proximity of junctions may make this difficult.

The northern route to/from the Canal (from the corner of Church Street) carries a public right of way but over private land, so may involve negotiation with landowners over any proposed improvements.

With regard to both of the above, it will be essential to establish the budget available from the Town Investment Plan and also to clarify the role which the Borough Council is seeking for the County Council to take in the delivery of improvements.

Improved permeability in the masterplan area is indicated through a new east west route along Devonshire Street connecting into the High Street. Would it be possible to improve the north/south route from Porter Street to this new access route as it would further enhance the connectivity, efficiency desirability of the street network.

Public Realm

The proposal incorporates a connecting route between two public spaces, Market Square and Market Green. It is difficult from the published plans to make a fully-informed comment on the attractiveness of this to users. Both the mixed use block (to the east) and the market hall (to the west) appear, though, to present hard edges to it,

and it is difficult to see from the published material whether this is creating a 'canyon' or whether the connection is sufficiently open and overlooked to be attractive.

Wayfinding

It is encouraging to see reference to this in the consultation. There will be a need (in order to minimise clutter and confusion) to coordinate this with proposed bus information screens (under the separate Wheels to Work project) and with any separate proposals for signing of cycle routes.

Retail Opportunity Comments

It is of concern that the Masterplan makes little reference to the importance of the existing Morrison's foodstore on Barnfield Close in helping to shape future plans for the town centre. Morrison's is the largest national retailer and anchor store in the town centre that attracts high volumes of trade and customers to the centre. The store also has an adjacent large surface level car park. Together they cover a large part of the land area of the centre. Given the importance of Morrison's, it is considered that the Masterplan should include a clear focus on the store and car park as an opportunity area to significantly enhance pedestrian linkages between the store and the High Street area, which would be more likely to generate linked shopping trips by customers of the store on foot with other town centre businesses and generate significant levels of spin-off trade to the benefit of the vitality and viability of the town centre overall.

Morrison's was one of the first large supermarkets to open in the County and so the store is now somewhat dated compared to many other large modern supermarkets that have opened in the County in recent years. There is no mention in the Masterplan of any engagement the Borough Council may have had with Morrisons about the Plan and particularly to ascertain its future plans for the store, such as any planned new investment in modernising or upgrading the store, which could have a beneficial impact on attracting more visitors and trade to the store and act as a further catalyst for additional new investment in the town centre. It is considered that the Masterplan would benefit from the inclusion of such further detail.

Sustainable Travel Comments

Overall comment

The Masterplan is a bold and innovative initiative and should be supported. Staveley town centre should become an attractive and desirable destination, characterised by both traditional retail and 'experiential' activities. The use of low traffic neighbourhoods have been shown to encourage visitor numbers, visit duration and frequency, and hence boost the local economy. Any initiative which can boost activities including markets, events and other such activities, and the street layout to enable these, should be encouraged.

Design and layout considerations:

The Masterplan should encourage walking and cycling as far as possible as the primary means of travel to and within Staveley town centre. It should ensure walking

and cycling routes are at the forefront of any design, providing attractive, safe, direct and traffic free routes between the town centre and neighbouring residential areas, and other journey attractors.

Secure covered cycle storage should be integrated within the design, not as an 'add on'. Options could include the use of an existing or new shop unit as a cycle storage and servicing facility, perhaps combined with a café, or a similar secure cycle storage facility incorporated within the proposed redevelopment, e.g. in the market hall. Outdoor cycle storage should be provided in areas with a degree of natural surveillance.

Consideration should also be given to the provision of a cycle hire / e-bike hire scheme as part of the cycle offer outlined above, to facilitate cycle visits to and from the nearby trails, and between the town centre and Poolsbrook Country Park.

Links to neighbouring network, and enhancement of the visitor offer

Staveley is close to a number of existing and proposed active travel routes, notably the Trans Pennine Trail, the Chesterfield Canal, the Derbyshire Key Cycle Network and the [Sustrans National Cycle Network route 67](#). Given appropriate signage and infrastructure, potential exists to encourage users of these trails into Staveley town centre, and vice versa.

Any design should enhance the links to these facilities as appropriate, and hence the use of active and sustainable travel to Staveley. Consideration should also be given to the provision or enhancement of existing signage or wayfinding in the locality (if not already in place) to ensure that routes to the town centre can be easily navigated by locals and visitors.

Consideration should be given to the provision of an integrated cycle and walk route wayfinding / signage scheme, showing travelling times to / from local destinations. E.g. To Town centre - 'x mins cycle' / 'y min walk' etc. if not already in place or planned.

Any such provision should be aware of, and tie in to, existing regeneration proposals in the vicinity, as highlighted above.

Cycle storage should conform to the Cambridge guidelines:

<https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf>

Public Transport

Consideration should be given to undertaking an audit of the current bus facilities and their fitness for purpose in the town centre. Consideration should be given to upgrading and enhancement wherever appropriate, including raised bus kerbs, lighting and real time information where not already provided.

Consideration should also be given to the provision of real time bus information at other high-profile locations, including the refurbished market hall or other areas, including the existing superstore.

Further comments on public transport are set out below.

Electric vehicle infrastructure

Any design proposals should be 'future proofed' regarding the potential uptake of electric vehicles. In practice, this should mean that any car parking plans should incorporate, where appropriate:

- (i) the provision of a number of electric vehicle charge points, to facilitate and encourage visits by electric vehicle drivers, and hence footfall to local businesses, and
- (ii) the provision of suitable cabling / ducting infrastructure to enable provision of further charge points at suitable locations in the future.

Public Transport Comments

The comments below are, in general, related to bus based public transport operations and the infrastructure provided for passengers. The wider aspirations for investment and the development of the town are welcome and the County Council is confident that public transport can be a significant element in achieving these aims.

Within the red line boundary (shown on the map in section 1 – 'Introduction') there are 9 bus stops although 1 of these does not see regular use. Of these, 4 are provided with shelters, all of which are in the ownership of Chesterfield Borough Council.

It is of concern that Section 6 'Movement and Connectivity', is relatively silent on what is the primary (only) means of public transport for the town – buses. It should clearly be acknowledged the important role which buses provide in connectivity and how the passengers using them contribute to the town's economy. This should be built upon in the Masterplan.

The main bus stops for access to the town centre are those on Market Street; on the north side of the road there are two stops located in an area off the main carriageway. This constricted area was re-constructed in 2009 to make better operational use of the space available and to enhance passenger facilities. While still fulfilling the designed purpose well there is currently no possibility for expansion and new or enhanced service levels would be difficult to accommodate. This should be factored into the wider Masterplan were there to be any opportunity for new facilities within the Market Square offer.

The existing bus shelters are or are reaching the end of their design-life and should be considered for replacement through the Masterplan. Building on this should be consideration for increasing the shelter estate along with the comprehensive application of real-time-information (RTI) provision to help enhance connectivity. A small number of the secondary bus stops do not yet meet current accessibility expectations, and this should be an essential requirement in considering the movement and connectivity agenda.

The suggested freeing-up of Duke Street and Market Street as a consequence of the Chesterfield to Staveley Regeneration Route (CSRR) is an opportunity in contributing to bus service reliability and enhanced passenger infrastructure. In Section 6, there is

comment regarding “highway narrowing, pavement widening with cycle infrastructure” but no mention of anything bus related. This should not be a missed opportunity and bus operations along with associated enhanced infrastructure should be considered as a key component here.

RTI should be incorporated in any and all ‘Wayfinding’ units which are located away from the bus stops themselves. It is important that the bus service offer is widely communicated away from the bus stops themselves.

The existing bus network provides good connectivity to the immediate and wider area with regular services to Chesterfield for access to National Rail services. Proposed residential developments around Inkersall Road and Mastin Moor will create new opportunities for the bus network to facilitate local connections.

Overall, the Masterplan has a very positive vision which is supported and one in which bus based public transport could and should make a significant contribution.

Highways Comments

As noted above, the Masterplan makes brief reference to the likely opportunities that could be afforded to the town centre by the delivery of the CSRR indicating that the new road would take through-traffic off Duke Street and Market Street, creating the potential to enhance this route for walking and cycling. Whilst this aspiration is fully supported it will require close liaison and cooperation between the Borough Council and the County Council regarding the delivery of the CSRR to ensure that both schemes are closely coordinated and fully integrated to ensure optimum benefit for the town centre.

Libraries Comments

Section 3 of the Masterplan mentions the rationale for investment in the Market House, an area that would provide a new landmark for the town centre, capable of housing an indoor market, food court, *a town centre library* and a flexible space for businesses.

The County Council’s Library Service has been involved in discussions with colleagues from Chesterfield Borough Council about the Masterplan proposal that aims to relocate the library from its current location to the town centre. The Masterplan proposal is favourable, however, the Library Service would want to be part of any future discussions to determine library relocation costs, available space and service provision before any decision takes place. A greater understanding of the timeframe and costs involved when the Market House phase is to take place would be helpful to inform strategy moving forwards.

Chesterfield Canal Comments

Derbyshire County Council’s Countryside Service owns and manages the sections of Chesterfield Canal already restored and the Trans-Pennine Trail running adjacent to the town centre. The Countryside Service fully supports the Masterplan and notes and welcomes the Chesterfield Canal’s recognition as a key asset. The canal and TPT are a key element in improving access to outdoor space for leisure and health, promoting alternative modes of transport, connectivity to communities south of Staveley and in

revealing the town's rich heritage. The County Council supports the continued restoration of the canal northwards which in time will provide further connectivity to the town and the creation of a visitor destination in Staveley will benefit the whole canal corridor from Killamarsh to Chesterfield.

Climate Change Comments

The Masterplan makes reference to wanting “to improve the physical environment and connections between places and people” but there is very little mention of potential environmental benefits or how they are being included in the plan/vision. Things like improving air quality and green space should ideally be central to the Masterplan's aspirations.

For movement and connectivity, as noted in the comment above, there is no mention of public transport links and public EV charge points. The ideas for improving walking and cycling routes and facilities are welcomed but public transport and reduction in private car use cannot be forgotten in the context of climate change mitigation.

It would have been expected that sustainable and low carbon design, construction and operation would have been featured more in the Masterplan. There are some real opportunities to use the redevelopment as a chance to demonstrate and showcase sustainable approaches and new innovative technologies and solutions. Small scale renewable energy installations would be a good addition to the plan too.

Although included in the information for the Market Square and High Street, it is considered that green space, open space and areas for socialising and relaxation could perhaps be enhanced further.

Flood Risk Comments

The County Council, as Lead Local Flood Authority, has considered that Masterplan proposals and has made the following comments.

In the absence of any significant level of detail in the Masterplan, the LLFA can only really respond with standard advice as set out below that could be referenced in the Plan. However, it is noted that the Masterplan proposes to introduce traffic calming measures within the town centre and this would be an ideal opportunity to retrofit SuDS into the design proposals. The link below includes examples of traffic calming measures integrated with SuDS.

[Traffic calming \(susdrain.org\)](https://www.susdrain.org)

Surface water, fluvial and groundwater flood risk general comments

Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate (as per National Planning Policy Framework para165), and also apply the hierarchy of drainage options to ensure that surface water is directed to the most appropriate outfall.

The applicant is advised to review the Planning and Development Guidance Notes available on Derbyshire County Council's website(<https://www.derbyshire.gov.uk/environment/flooding/strategy/local-flood-risk->

[management-strategy.aspx](#)) should any guidance on the drainage strategy for the proposed development be required.

The LLFA requires that site surface water drainage is designed in line with DEFRA's Non-statutory technical standards for sustainable drainage systems (March 2015), including restricting developed discharge of surface water to greenfield runoff rates, making suitable allowances for climate change (in line with the latest guidance from DEFRA) and urban creep (allowance of 10%).

Note: The Greenfield runoff rate which is to be used for assessing the requirements for limiting discharge flow rates and attenuation storage for a site should be calculated for the whole development area (paved and pervious surfaces - houses, gardens, roads, and other open space) that is within the area served by the drainage network whatever size of the site and type of drainage system. Significant green areas such as recreation parks, general public open space etc., which are not served by the drainage system and do not play a part in the runoff management for the site, and which can be assumed to have a runoff response which is similar to that prior to the development taking place, can be excluded from the greenfield analysis.

Details of how and by whom, the on-site surface water drainage systems will be maintained and managed after completion and for the lifetime of the development to ensure the features remain functional, will also be required prior to commencement of the works.

The LLFA also strongly encourages that the developer should take into account designing drainage systems for exceedance working with the natural topography of the site, utilising natural mini sub-catchments.

As part of the Drainage Strategy or Flood Risk Assessment for the site, the applicant should always investigate all possible sources of information on past flooding, as the LLFA cannot guarantee that every record of previous historic flooding is accounted for.

Due to the historic mining and mineral extraction operations in Derbyshire, networks of old stone soughs and adits may exist beneath the ground surface in parts of the county (particularly North East Derbyshire District, High Peak Borough, Derbyshire Dales District and the Peak District National Park area). The applicant is therefore advised to investigate the potential for hidden watercourses existing on the land prior to any works being undertaken.

Other Relevant Information and Comments

The County Council does not adopt any SuDS schemes at present (although may consider ones which are served by highway drainage only). As such, it should be confirmed prior to commencement of works who will be responsible for SuDS maintenance/management once the development is completed.

Any works in or nearby an ordinary watercourse may require consent under the Land Drainage Act (1991) from the County Council. For further advice, or to make an application please contact Flood.Team@derbyshire.gov.uk.

No part of the proposed development shall be constructed within 5-8m of an ordinary watercourse and a minimum 3 m for a culverted watercourse (increases with size of culvert). It should be noted that DCC have an anti-culverting policy.

The LLFA is currently formulating Local Guidance for planning applications for major development with surface water implications. In the interim period, and as this information may be used to inform an application for major development to which the LLFA is a statutory consultee, it should be noted the minimum details required on all major planning applications are as follows:

- *Site plan and impermeable area*
- *Topographic survey of the site*
- *Appropriate evidence to support how the site will drain (photographs / maps / a confirmation letter from a water company)*
- *Basic calculations of the greenfield/brownfield runoff and discharge rates*
- *A quick storage estimate to show the required storage volume of surface water on site and an indication of the likely location*
- *Calculations should include allowances for the current Environment Agency guidance for climate change and urban creep.*
- *Basic ground investigation (desktop survey as a minimum)*
- *Major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate (as per National Planning Policy Framework 165).*

These details are required at the early planning stage to demonstrate that the proposed site is able to drain and that due consideration has been given to the space required on site for surface water storage.

I hope these comments are assistance in progressing the Masterplan.

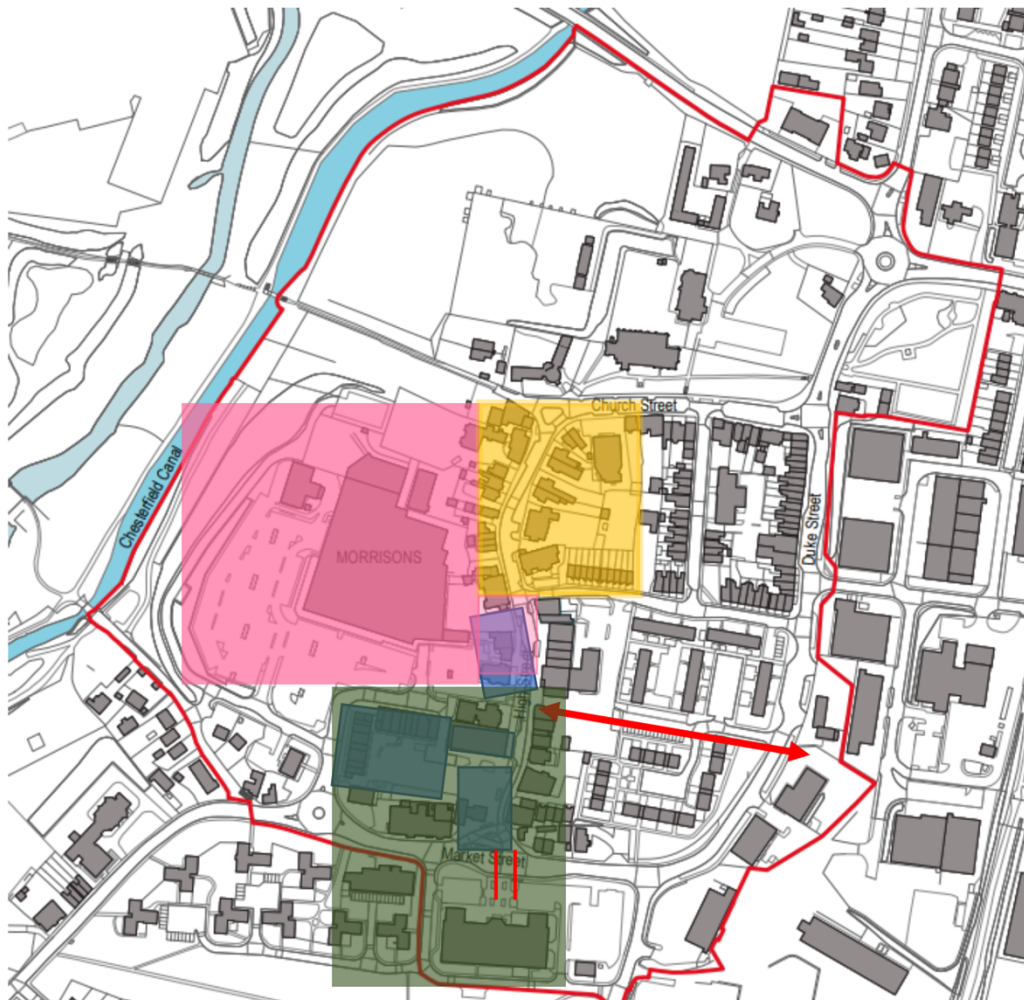
Yours sincerely,

A handwritten signature in black ink that reads "David Arnold". The signature is written in a cursive, slightly slanted style.

David Arnold

Head of Planning Services

Appendix A



3 distinct areas? (Functional, Community, Functional)



CONTROLLED

Aspects of axis from Healthy Living Centre through bus station to Market Square.



CONTROLLED



CONTROLLED

Appendix D

Response 1:

Preliminary comments:

1. As the document provided to the public consists of just 6 boards and a video, detailed observations by the general public are difficult.
2. Hopefully the revised Masterplan to be released in 2022 will be a comprehensive Document- although it will of course be too late for the public to influence that document.
3. The Masterplan as issued seems to display a very limited vision. Staveley deserves a bold vision at this stage in its history. Confidence and pride should be the watchwords.
4. There are no timelines for delivery nor of exactly who is responsible. Potential external developers need this information if they are to invest.
5. There are no details of funding currently available, or of any costings, or of any potential funding that the planners are aware of. What amount of money is available immediately? What is the estimated cost of the proposals in the Masterplan?
6. There needs to be an estimate of the number of new residents, on a timeline and with details of the expected ages and socio economic make-up of the new residents.
7. The document has been overtaken by the recent decision of the government to halt the new tracks of HS2 at East Midland Parkway station. A document produced by CBC (Don't Cut Here!) stated that most of the developments proposed for Staveley were dependent upon HS2 building its new tracks past Staveley and building the Infrastructure Maintenance Depot on part of the Staveley Works site. The developments for Staveley were "unlikely "to go ahead if HS2 was cancelled, it stated- but did not clarify exactly which developments. HS2 it should be noted has not said that it will never build tracks beyond East Midland Parkway: so Staveley is as blighted as other communities by the continued uncertainty caused by HS2. It is the worst possible outcome.
8. Importantly: who will drive the Masterplan? It will need dedicated staff if it is to succeed.

BOARD ONE: INTRODUCTION:

This delineates the Town Centre. No comments.

BOARD TWO: TOWN CENTRE VISION:

1. This Board gives some, but by no means all, of the projects that are either taking place or are proposed for the Staveley Town Council area.
2. It does not mention the current number of empty shops, offices and commercial premises in Staveley as a baseline to measure success. This would reveal that Staveley has not suffered the fate of many high streets- in part because it currently has a low number of shops, offices and commercial premises.
3. Turning to the Projects detailed:
 - a) DRIVe (Derbyshire Rail Innovation Centre) in Barrow Hill. Will this now go ahead in the light of HS2 currently proposing to stop new tracks at East Midlands Parkway? "Don't Cut Here!" would seem to indicate that it will not go ahead. It could be argued that there will be more rolling stock and the need for more staff if the Midlands Main Line is electrified and the proposals to reopen other lines in England come to fruition. This looks

like it will happen sooner than HS2 was scheduled to be built. The Midland Main Line should be upgraded, including electrification, by 2030. HS2 trains appear unlikely to serve Chesterfield until 2045.

If DRIIve does go ahead when will it be delivered?

- b) Barrow Hill Memorial Hall: This should be unaffected by the HS2 “cancellation”. When will it be delivered?
- c) Barrow Hill Regeneration: there is no explanation of what is meant by this. What additional regeneration of the village is proposed, by whom and when will it be delivered? Is it a reference to Talgo and their UK HQ? What is the current position of this development and will it be affected by the HS2 “cancellation”?
- d) HS2 Depot: this has now been “cancelled” and so the land should be available to be developed as set out in the original plans agreed by the community. Or, since HS2 has postponed at present (rather than definitely cancelling) the new tracks, is this part of the site set to be blighted for decades? Have the planners ascertained if HS2 will now be building an IMD between Birmingham and East Midlands Parkway- as logic would suggest they will have to? I understand from HS2 that they do not have a location for an IMD-R for the Eastern Leg of HS2 Phase 2B at this stage. If that is the case that they will be locating one elsewhere then again logic would suggest that HS2 will not need to build an additional one at Staveley. That means that HS2 could be persuaded to confirm that that portion of the Staveley Works site could be immediately released for development. Around 200 jobs on that portion of the site were proposed- roughly equivalent to the number of jobs proposed at the IMD. If the IMD did not go ahead, that makes the rest of the site far more attractive (-it would not have a site with noise and light pollution 24/7 as a neighbour). The restoration of the Chesterfield Canal could go ahead without the problems brought about by HS2, at a reduced cost. If HS2 eventually decided to extend the tracks north of East Midlands Parkway then, in the event they needed a second IMD on the section Birmingham to Leeds, they could build this for a far lesser cost at Seymour Junction. That site is nearer the HS2 line and is near Junction 29a for road transportation.
- e) Staveley Hall Conference Centre: This should be unaffected by the HS2 “cancellation”. When will it be delivered?
- f) Chesterfield Canal Restoration: This project would be affected by a definite cancellation of HS2 because it will not need to lock down to the proposed extent. It will save money. However unless the actions are taken as set out at d) this will be blighted by the uncertainty of HS2 being essentially permanently postponed, rather than cancelled. It will have to assume HS2 will go ahead at some unknown date in the future and be obliged to waste public money by catering for HS2- despite it being highly likely that will never be built.

- g) Mastin Moor: This should not be affected by the “cancellation” of HS2. What are the details of the development- including the number of new homes, the projected number of new residents, the other proposed facilities and when will it be delivered? As mentioned earlier it is essential to provide details of how many people will be moving in, expected age ranges and socio-economic make up.
 - h) Barrow Hill Station: This should be unaffected by the “cancellation” of HS2. Assuming that the Old Road receives funding for reopening for passenger trains, when will this be delivered? What are the proposed facilities such as Park and Ride and the links to Staveley Town Centre in the form of bus routes, cycle paths and footpaths? It is important to provide this as many residents currently assume it will be connected only by Hall Lane.
 - i) Staveley Miners Welfare Football Club: This should be unaffected by the decision to “cancel” HS2. When will it be delivered? As a personal aside I believe now would be a good time to change the name of the club to Staveley Trojans Football Club to reflect the changes in Staveley.
 - j) Inkersall Road: It is unclear what development this refers to. If it refers to the proposed housing developments in Inkersall can details be provided of these, as with the Mastin Moor development? When will it be delivered?
 - k) Pools Brook Country Park: It is again unclear what development in Pools Brook Country Park this refers to. Can the details be provided? When will they be delivered?
 - l) Poolsbrook: It is again unclear what development in Poolsbrook this refers to. If it is the housing developments can details be provided of these, as with the Mastin Moor development? When will they be delivered?
4. MISSING: there are a large number of developments missing from the diagram. If the final document is to be used, amongst other things, to lever in external funding then it needs to be as comprehensive as possible.
- Amongst the projects not mentioned on the diagram:
- a) The Chesterfield Staveley Regeneration Route: This is referred to at Board Number Six. However it is a vital component in opening up the former Staveley Works site- including the proposed Staveley station at Barrow Hill.
The Master Plan needs to have details of the route, the size of the road, the junctions, the associated cycle path and how it will affect traffic flows including bus routes following its completion. When will it be delivered?
It presents an important opportunity to improve conditions for residents. For example: if the signage were to be altered on the M1 at Junction 30 to remove the A619 being signed as the main route for vehicles from the north to get to Chesterfield, then potentially traffic flows could be reduced through Mastin Moor, Lowgates, Staveley Town Centre and Middlecroft. The signage on the M1 at Junction 29A could then direct traffic from the north wishing to access Chesterfield onto the A6192 and the CSRR. Vehicles wishing to get to Chesterfield would get there more speedily, with less pollution

and the quality of life in the areas the A619 passes through would be improved immensely.

It should be noted that currently the A619 is used as the diversion route when the M1 is closed- a not infrequent occurrence.

For those vehicles using the A619 from the north then the junction outside Staveley Hall will need redesigning to give priority to those travelling down Hall Lane .

- b) Staveley Hall Walled Gardens: this is an important part of the history of Staveley and includes the Listed Ramparts. Along with the adjacent Wilderness it represents a vital opportunity to improve the green spaces of the Town Centre. Green spaces open to the public have been shown to be of great importance during the pandemic. They are also vital in the fight against Climate Change. The Town Council put forward a plan at the start of the Town Deal and I would urge that this plan be carried out, in partnership with Chesterfield Borough Council. It also provides an excellent link to Staveley Waterside and to the canal towpath for walkers and cyclists.
- c) Staveley Waterside: The Master Plan should contain details of this development given there will be housing, retail, pub, café and recreational facilities on the canal. It is a development within easy reach of Staveley Town Centre by walking and cycling. When will it be delivered?
- d) Utilities: Clearly the amount of development proposed will have an impact on the utilities serving the town. The Master Plan makes no mention of this. There appears to be a shift to electricity as opposed to gas although a hydrogen grid may be an option. The current sewage facilities will not be able to cope. Climate change will result in sudden rainfall storms and the drains will need to cope. There may be spells of intense heat requiring shading.
- e) Markham Vale: The document needs to contain details of the development and when it is expected to be completed.
- f) Duckmanton: there are a number of housing projects due to be delivered in the village. We need details of these, as mentioned for Mastin Moor. When will they be delivered?
- g) Hartington Industrial Park: This is a very large site being supported by funding from the Town Deal. The document should contain details of the proposals and the date they will be delivered.

Many residents have mentioned that they would like to see a Retail Park in Staveley- similar to those in Clay Cross and Clowne. The current Town Centre is relatively small and could not easily contain such a development. Chesterfield Borough Planners have, I understand, been opposed to such a development in the Town preferring them to be built in Chesterfield. Is this still the case? If so it should be noted in the Masterplan so residents are aware why a retail park cannot be delivered.

- h) Wheels 2 Work: This is another project supported by funding from the Town Deal. The document should provide details of what it will consist of, its location and when it will be delivered. Potentially it is a very important project. It obviously will help those seeking employment but it is an opportunity to serve a wider purpose. If it was a base for cycle hire not only for tourism/recreation, it could additionally loan Ebikes, cargo bikes etc. for a number of weeks so people could see if that mode of transport worked for them. A shop selling cycle related items, a repair shop and a cycling themed café would be useful in creating employment, in encouraging tourism and in the fight to reduce carbon emissions. It could also be a base for training cyclists in particular schoolchildren. Additionally it could be responsible for the operation of the cycle lockers. These could be operated via a mobile phone like Amazon lockers rather than a key needing to be

issued. It may be possible to provide a charging device such as can be found with mobile phone chargers in shopping centres, within the locker.

It would be useful for the document to provide figures for the numbers currently cycling and walking along the trails surrounding the Town Centre. These obviously represent a potential market for the Town Centre.

- i) Chesterfield Borough Housing: The previous Town Centre Masterplan referred to the demolition of many of the poor quality flats in the Town Centre. These are system built and so are poorly insulated and have noise issues. Is there a reason for this omission?
- j) Constitution Hill: The previous Masterplan set out details of housing along Constitution Hill. These could fund the proposed improvements to make this an access for cyclist and walkers to reach the Town Centre. It could also potentially fund the cycle ramps that need to be added to the bridge over the Chesterfield Canal.
- k) Staveley Works: There are extensive proposals by Saint Gobain and Chatsworth Settlement Trust/The Devonshire Group to build lots of new homes, a pub, a marina, a school, retail and employment opportunities plus many acres of public open green spaces. This will be made possible by the CSRR and made more attractive by the proposed Staveley Station at Barrow Hill. Details of these developments need to be provided along the lines of the details requested for the Mastin Moor development and including delivery dates.

BOARD THREE: MARKET SQUARE

1. Currently this is an obvious area for improvement. The existing buildings are extremely tired and unattractive. They do not face Morrison's.
2. The Market is a failure, despite repeated attempts to revive it.
3. Concerning outdoor markets; there is a lot of nostalgia for traditional markets. However the Staveley market is situated just a short walk from Morrison's. Morrison's has a Market Street inside it where shoppers may buy those items usually found on a traditional market in terms of foodstuffs.
4. Morrison's has a large car park in front of it- around 350 spaces I believe. This car park is, I believe, owned by CBC and is there to serve not just Morrison's but the Town Centre. It needs to be clarified who is responsible for this car park and any potential expansion and improvements. The Masterplan does not mention it, but given the increase in population predicted, will this be large enough? There is a crime and anti-social behaviour issue currently in this car park. Existing town centre CCTV systems were recently upgraded using Town Deal money, yet Morrison's car park has no CCTV cameras- contributing to the current problems.
5. Shoppers visiting Morrison's can park, get a shopping trolley and do a shop in the store- warm, dry, well lit, smooth surface and so on. They then can leave the store and push their shopping back to their car and drive away. This contrasts with shopping at a traditional market where shoppers are exposed to the elements and have to carry their shopping around before walking back to their car or bus. This may explain why traditional markets are in decline nationally.
6. The authors of the Masterplan do not state if they have engaged with Morrison's. I accept that engaging with Morrison's has, in the past, been far from easy: it is a very centralised

organisation with most of decision making taking place in Bradford. This may change now the ownership is changing.

7. Morrison's is blamed for the death of Staveley Town Centre, together with the partial pedestrianisation of the High Street.
8. That may well be true. However Morrison's is a major employer. Given the projected increase in population talks need to be taking place with Morrison's regarding expanding and improving the store to make it as attractive as, say, the branch at Halfway- a Training Store for Morrison's.
9. Morrison's currently attracts thousands of shoppers into Staveley per week. The document needs to provide the numbers. Just using national figures for Morrison's this will currently be at least 22,250 per week. That figure needs substantiating and clarifying: is it counting the bill payer only or the total number of people entering the store?
10. The Masterplan needs to see shoppers at Morrison's as an opportunity. The vast majority leave Staveley as soon as they leave Morrison's. How do we make this audience explore Staveley and spend elsewhere in the town?
11. Could the Masterplan encourage Morrison's to buy the former Elm Tree pub? They could expand the store using the ground floor for their café and have outdoor seating behind. Upstairs could be used as offices- for non-Morrison's tenants if preferred. A new entrance and exit to Morrison's could be built on the High Street to lead customers to explore the rest of the town centre. Given the recent planning application by the owner of the Elm Tree this needs to be a priority.
12. Another issue is a potential opportunity to make Staveley an exemplar. This is over the issue of bus passengers and supermarkets. We need to encourage the use of public transport. Yet bus passengers are treated very much as second class citizens when it comes to access to supermarkets, certainly in Chesterfield where car owners are given far better access. In this instance the nearest bus stops to Morrison's are on Market Street. Bus passengers then have a walk to Morrison's far longer than car users. Surely this is an opportunity for Staveley to lead the way and enable buses to stop immediately outside the entrance to Morrison's to drop off and pick up passengers? This proposal fits with the government's Bus Back Better proposals.
13. It could be achieved by redesigning the existing car park and Barnfield Close or by using the proposed entrance/exit on the High Street (a less expensive option).
14. The proposals in the Masterplan for the Market Square are good but they need to connect to Morrison's. The Market House looks an attractive proposition . It is an excellent proposal to build a replacement terrace of shops behind the Staveley Miners Welfare building so that existing shops could move there to make trading for them continuous.
15. There is no mention in the Masterplan of Markham Hall which presents a tremendous opportunity for being repurposed. Staveley Town Council could use it for example to replace The Speedwell Rooms and the site of that building could be redeveloped. The rear of the building could be improved to connect to the proposed terrace of replacement shops.
16. More details of the proposed Market House should be provided; the size and cost. Who would be the partners? When would this be delivered? Is it proposed to bring together all the current DCC offices for Social Services and the existing Library? Has this the support of DCC? What are the proposals for the existing Library building on Hall Lane?
17. Mention is made of the Market House being the home for local voluntary organisations. Consideration should be given for these moving to Staveley Methodist Church, given the current plans of the Edge Ministries, including the proposed Community Gardens.

BOARD FOUR: THE HIGH STREET

1. These proposals are extremely limited. They are all good ideas- in particular upgrading the existing shop fronts. Residents like the Victorian style with canopies to provide shade and shelter from the rain.
2. In the illustration there is a pedestrian walking on the High Street. Most local people believe, as stated earlier, that pedestrianisation killed the High Street.
3. With the construction and opening of the CSRR and the reduction of through traffic there is a golden opportunity to transform the fortunes of Staveley Town Centre by converting the current road system into a circulatory system in a clockwise direction with enhanced pavements, cycle paths and greenery. It would enable people to see the offer in the Town Centre. A useful by product of fewer hold ups would be a reduction in pollution. It fits the criteria of the Active Travel Fund.
4. The existing toilets and “bus station” on Market Street should be removed and traffic directed down the High Street. The road should be a 20 mph zone and a shared place layout could be considered.
5. As mentioned previously if a dedicated bus route to Morrison’s via Barnfield Close serving buses in both directions was not viable then the bus stop outside the former Elm Tree pub if it became a new entrance to Morrison’s would serve bus passengers travelling in this direction.
6. Church Street would be one way to a junction with Duke Street. Traffic could turn left to the Staveley Hall roundabout or turn right down Duke Street which would be one way clockwise to the junction with Inkersall Road.
7. The current width of Duke Street means that the provision of a single carriageway leaves plenty of room for a tree lined boulevard with wide pavements and a dedicated cycle path, delineated by promenade planters that could be planted with fruit trees, flowers and herbs etc. for residents to harvest. This would reduce traffic pollution taking up carbon dioxide and releasing oxygen and looking beautiful. There would be room for parking alongside shops.
8. Huntsman Road would remain a two way street. The Staveley Community Fire Station has 2 engines and seems to be used by the Ambulance service too. It was envisaged that the emergency services would be able to access the A6192 via a dedicated slip road. This would be highly desirable so that the emergency services could speedily get on the A6192 and be able to use that to travel to incidents.
9. Porter Street should be one way from Duke Street to the High Street allowing for a wide pavement and cycle path, and one way up Rectory Road to Church Street as at present.
10. Market Street would be one way as far as High Street where it would revert to the existing two way street.
11. The roundabout at Barnfield Close needs redesigning to make it attractive as one of the main gateways to the Town Centre. It is extremely ugly at present. Pedestrians walking from Middlecroft need a pedestrian crossing here.
12. The other outstanding opportunity for Staveley Town Centre is to liaise with Lidl and build a Lidl in the Town Centre. Lidl have Staveley as potential store labelled No 81 on their map for the Yorkshire Area-although Staveley is in Derbyshire Lidl have it as being in their Yorkshire region.

13. Lidl need a site with high vehicle and /or pedestrian flow. If the High Street is reopened to one way traffic and the pavements and cycle paths are also improved then this will be satisfied.
14. Lidl need a site for a store between 14,000- 26,500 square feet. That means 1.5 acres for a stand-alone store. Morrison's existing store is some 60,000 square feet for comparison purposes.
15. Securing a Lidl should be a major priority for the Town Centre Masterplan. It would bring in substantial private funding. It would create additional well paid employment. It would provide a rival for Morrison's. If sited appropriately it would serve as another magnet store for Staveley, encouraging movement and additional visitors.
16. Given Lidl's criteria I would suggest a new Lidl store be located in a rectangle of land with the western front being where the ugly and tired former Fine Fare building is. This fronts on to the High Street and the demolition of the former Fine Fare building and erection of a new Lidl store would help revitalise it.
17. The former Fine Fare building is owned by a London based landlord and may need a CPO. At the rear of the store would be a car park extending to Duke Street and having Porter Street as a northern boundary and a newly extended Devonshire Street built as a two way street from the High Street, with the Barnardo's shop on one corner, to Duke Street. This means the Lidl car park can be easily accessed by cars from the High Street and Duke Street. Buses would also be easily able to serve the new store.
18. A new Lidl store could be a green building with solar PV, solar hot water, a green roof and green walls. In the car park there could be EV charging points and cycle lockers with Ebike charging sockets.
19. This scheme would mean demolition of the current CBC flats as well as the privately owned Porter House. These are currently not of a particular high standard.
20. New housing could be provided. For example along the south side of Porter Street a row of terrace houses could be built, in keeping with the existing housing including the Listed Ebenezer Row. These terraces could be as green as possible with small front gardens, and at the south facing rear conservatories and south facing gardens with car ports accessed from the new Lidl car park.
21. Other buildings on the High Street would be improved. As an example a small square could be created at the rear of Curry Leaf to include al fresco dining.
22. There is another opportunity for Staveley Town Centre. To respond to climate change, to the pandemic and to Building Back Better by creating an architectural style that, if applied to new builds and some existing buildings, would give Staveley an extra appeal. The new style would be to provide arcades that would run over the pavement network. That would provide shade in hot weather and enable people to keep dry in the event of torrential rainfall- both conditions likely to be experienced far more frequently as a result of climate change. It provides an opportunity for hanging baskets and floral displays. The roofs of the arcades could be utilised as Green Balconies by apartments above shops and offices.
23. Renewable energy is vital- rainwater harvesting, Solar PV, solar hot water, ground source heat pumps and heat pumps using the mine water that Staveley has in abundance. Building design is also important to try and use good design rather than air conditioning units which add to heat emitted into the atmosphere. Colour and materials can play a major part in reducing the need for mechanical methods of heating and cooling.
24. There needs to be a major piece of artwork in the Town Centre to continue Chesterfield Borough Council's very successful Per Cent for Art scheme, along with fountains. These could be computer controlled and illuminated. This could be a huge improvement for the

public realm in Staveley. There is an example in Keel Square in Sunderland as well as a number of examples in Sheffield including the Peace Gardens, the rill on Howard Street and the fountain at the railway station. In addition could Staveley partner with Banner Box and erect lots of banners to make it stand out from other towns, together with sails where appropriate.

BOARD FIVE: DEVELOPMENT PROJECTS

1. If the previous projects are achieved there will be a need to provide replacement shop and office units.
2. Locations could include the south side of a newly created Devonshire Road- in the new style with apartments above.
3. Where the Master plan suggests potential business units where the car wash on Duke Street is I would suggest this could be an ideal location for a Stack style development (The Stack is a development in Newcastle upon Tyne with an additional development in Sunderland. It uses shipping containers and has proved immensely popular).
4. It would mean that new shops and entertainment facilities could be provided very speedily. They could be built with canopies and balconies in the style mentioned previously. The units could be low rent and enable entrepreneurs to test their retail ideas easily in a development that could also improve the current image of Staveley.
5. The former Regal Cinema is also identified for redevelopment. The building is not empty. It is used by Sheffield Classic Motorcycles.
6. Is there a business wanting to invest in making this a cinema once again? Without going into detail this would be a project that would need sensitive handling to bring to fruition. The owner may be unwilling to sell without alternative accommodation being provided. There is the potential for a win/win result- but only if it is handled sensitively.
7. Devonshire Close: could all the housing be cleared to the south of Devonshire Road and this be used for a retail park? Residents have expressed a desire for a Wilko's, M and S Food Hall, B and M, Iceland. Do these retailers want to come to Staveley? Is this a potential location?

BOARD SIX: MOVEMENT AND CONNECTIVITY

1. I have covered the CSRR, Duke Street, Market Street and Porter Street previously.
2. The digital connectivity proposal is excellent.
3. Regarding canal links:
 - a) A route up Mill Green needs to be designed to ensure it is as cycle and walker friendly as possible given the hilly nature of this approach. Footpaths need to be provided to Morrison's. The current steps from Mill Green to Chesterfield Road could be changed to a ramp to assist cyclists who could then utilise the pedestrian crossing previously suggested and link to the path leading to Inkersall Road. Signage is important to tell walkers and cyclists along the TPT that the Town Centre is worth visiting for refreshments, shopping and entertainment. Cycle lockers with Ebike charging sockets need providing. The Chesterfield Cycle Campaign should be invited as partners on this aspect.
 - b) I have mentioned access from Constitution Hill previously

- c) I have mentioned access from Staveley Waterside/ Hall Lane/the CSRR cycle path and The Wilderness previously.
- d) Access from the branch of the TPT leading to Inkersall needs to be improved including signage linking with the improved Town Centre cycle paths proposed.
- e) All these should link with the Wheels 2 Work project.

Response 2:

I'm writing with regards to the Staveley Town Deal which has recently been awarded. I was unaware that a previous consultation has taken place, so as a long-time resident I would like to offer some comments as I have seen what has happened to Staveley over fifty years.

As a general comment I would say that there are some key fundamental issues which need to be addressed to rehabilitate and refresh Staveley:

- The general lack of employment opportunities replacing the pits, iron and chemical works which closed decades ago. Markham Vale is a start, but we have a vast area of brownfield land where the iron and chemical works stood which has not been touched for years. I note the proposed HS2 Depot (if it goes ahead) and the Talgo R&D facility (if they win contracts). Its very much "jam tomorrow". On an associated note Talgo basing train manufacture in Scotland is not 'levelling up' for us. How come Scotland get it, where I assume government were involved in the decision.
- The excessive amount of social housing within Staveley generally means that people have less disposable income to support the local economic development. It's worth saying that Chesterfield in general has a disproportionate amount of social housing for a town of its size when compared to others, according to official figures. We need high quality private housing to drive economic growth.
- The use of the social housing by Chesterfield Borough Council (CBC) to relocate "troubled families" to use the current jargon. It brings crime and anti-social behaviour to the streets and communities.
- The general appearance of Staveley, particularly in the centre is not a positive one where much of it looks tired and dated. In my opinion this should be one of the priorities.
- The access into Staveley via junction 29a is an absolute disgrace with piles of litter from the fast-food outlets at Duckmanton and its rarely cleaned by CBC. This leads others to just fly tip there. A sofa has been at the side of the road near the new pumping station for around 18 months to my knowledge and nobody has moved it.

Based on these general comments there are specific tangible things that could be done. However, it's worth saying what we don't need before doing so. We do not need:

- Money to be frittered away on some short-term pet politically influenced projects of CBC. You can only call so many things "community" before it wears thin.
- Wasting money on "community events" which has been done in the past.
- Using it to prop up some local charitable causes.
- Anything related to our past industrial age. How many times must we hark back and play on our "mining heritage". Time to move on.

With this in mind I make some suggestions on what could be done:

- Staveley needs quality private housing, and this should be a priority to reinvigorate the local economy. There is plenty of brownfield land in Staveley and the proposed developments by Chatsworth / St Gobain, Woodthorpe and the canal basin development should be prioritised and pushed through planning immediately. Other land should be made available to developers at low cost to encourage them to develop. Most of all CBC should not put restrictions on developments in terms of having some houses as social or low-cost rental.
- In order to encourage people back to the centre of Staveley it needs a huge facelift and measures put in place which may include:
 - Increased policing to prevent anti-social behaviour. Young men can be seen walking around from early morning with cans of beer, gangs of youngster's roam around damaging property, and I have witnessed on occasions drug deals being done in various places quite openly.
 - Removing pedestrianisation of the High Street leading to Church Street. This move by CBC many years ago, although well intentioned, killed off businesses and took footfall away. It should be reinstated for two way traffic and removal of the silly bus stops and turning circle.
 - Overhauling the market square and surrounding shops which look tired and dilapidated particularly on the rear facing Morrison's, which have been overpainted by various businesses and shop tenants. Put some restrictions on what they can do and blast off current over painting.
 - The blocks of flats on the left-hand side of Duke Street at the Inkersall Road junction when travelling north through Staveley are a disgrace. Some effort was made to improve the look several years ago, but this made them look worse. They seem very poor quality and probably should be replaced with something that belongs in the 21st century.
- Staveley should have some 'special status' assigned around economic and social development and a plan developed not for the next 20 years, but for actions that can be taken now and within the next 5 years. CBC needs to realise that the economic circumstances of Staveley at present do not encourage investment. Maybe using economic incentives to encourage growth and expansion in both business and private housing is a way forward i.e. council tax, business rents and rates etc.

I could go on and on, but I assume you have had feedback from many others in a similar vain.

Over the years I believe Chesterfield Borough Council has treated Staveley as the dumping ground for problems that they don't want elsewhere in the borough. The recent proposed locations of Traveller sites tells you all you need to know about their attitude, and I would also say that before you became an MP they tried the same thing, proposing a traveller site off Bent Lane in Lowgates next to Riverdale. This proposal was to accommodate travellers who had relatives in Hasland, and yet they proposed Staveley for the site !

CBC say they have a 'Staveley Plan' but as far as I can see it's remained a plan for many years which makes no progress. Admittedly they do make updates and changes to the plan, but it still doesn't make any progress afterwards. Projects and proposals seem to be mired in planning application stage for this, that and the other, and its one step forward and three backwards.

The fact that CBC have a great deal of money to spend worries me considerably as I fear they will not use it wisely. However, before spending any money we have to have a clear plan based on priorities and where fundamental issues have been or are being addressed. Otherwise it will be a wasted opportunity for everyone.