



Please ask for Rachel Appleyard
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The Chair and Members of Cabinet

17 June 2019

Dear Councillor,

Please attend a meeting of the CABINET to be held on TUESDAY, 25 JUNE 2019 at 10.30 am in Committee Room 1, Town Hall, Rose Hill, Chesterfield, the agenda for which is set out below.

AGENDA

Part 1(Public Information)

1. Declarations of Members' and Officers' Interests relating to items on the Agenda
2. Apologies for Absence
3. Minutes (Pages 3 - 4)

To approve as a correct record the Minutes of the Cabinet meeting held on 4 June, 2019.

4. Forward Plan

Please follow the link below to view the latest Forward Plan.

[Forward Plan](#)

5. Delegation Report (Pages 5 - 6)

6. Minutes of the Sheffield City Region Mayoral Combined Authority (Pages 7 - 14)

To note the Minutes of the meeting of the Sheffield City Region Mayoral Combined Authority held on 25 March, 2019.

Items Recommended to Cabinet via Cabinet Members

Leader and Cabinet Member for Economic Growth

7. HS2 Station Master Plan (Pages 15 - 32)

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Randy', written in a cursive style.

Local Government and Regulatory Law Manager and Monitoring Officer

CABINET

Tuesday, 4th June, 2019

Present:-

Councillor Serjeant (Chair)

Councillors Blank
T Gilby
Ludlow

Councillors Holmes
J Innes
Sarvent

*Matters dealt with under the Delegation Scheme

8 **DECLARATIONS OF MEMBERS' AND OFFICERS' INTERESTS
RELATING TO ITEMS ON THE AGENDA**

No declarations of interest were received.

9 **APOLOGIES FOR ABSENCE**

Apologies for absence were received from Councillors P Gilby and Mannion-Brunt.

10 **MINUTES**

RESOLVED –

That the minutes of the meeting of Cabinet held on 21 May, 2019 be approved as a correct record and signed by the Chair.

11 **FORWARD PLAN**

The Forward Plan for the four month period July to October, 2019 was reported for information.

***RESOLVED –**

That the Forward Plan be noted.

12 **PROGRESS ON THE COUNCIL PLAN - YEAR 4 - 201819**

The Assistant Director – Policy and Communications submitted a report informing Members of the progress made in delivering the Council Plan 2015-19.

The plan defined the Council's key priorities and aims over the four year period, providing focus and setting out activities that required a collective corporate effort. The plan had been reviewed and updated on an annual basis to take into account the latest community, demographic and performance data.

A report detailing the progress against each activity was attached at Appendix A of the officer's report.

***RESOLVED –**

That the progress in delivering the Council Plan 2015-19 be noted.

REASON FOR DECISION

To raise awareness of key outcomes and outputs against the Council Plan commitments and to challenge performance.

CABINET MEETING

25 June 2019

DELEGATION REPORT

DECISIONS TAKEN BY LEAD MEMBERS

Cabinet Member for Governance

Decision Record No.	Subject	Delegation Reference	Date of Decision
1/19/20	Representatives on Outside Bodies, Joint Committees, Other Bodies and Charities - 2019/2020	C000L	22 May 2019
<p>Decision</p> <p>That the schedule of appointments of representatives to outside bodies for 2019/20, attached at Appendix A to the report, be confirmed.</p>			
<p>Reason for Decision</p> <p>To confirm appointment of representatives to outside bodies for 2019/20.</p>			

Cabinet Member for Health and Wellbeing

Decision Record No.	Subject	Delegation Reference	Date of Decision
2/19/20	Hasland Toll Bar Public Conveniences	G260L	12 June 2019
<p>Decision</p> <p>(1) That it be determined that the land shown at Appendix 1 to the report, which had been vested in Chesterfield Borough Council for road improvement, can be appropriated for planning purposes as it is no longer required for the former purpose.</p> <p>(2) That an intention be indicated to appropriate the land shown at Appendix 1 pursuant to Section 122 of the Local Government Act 1972.</p> <p>(3) That consultation be authorised on the intention to appropriate the public conveniences at Toll Bar, Hasland on the terms set out in this report in accordance with Section 122 of the Local Government Act 1972.</p> <p>(4) That a further report be prepared and that the Cabinet Member considers any representations received and makes their final decision on whether or not to appropriate the land. In the absence of any unwithdrawn representations, the final decision to be delegated to the Local Government and Regulatory Law Manager.</p>			
<p>Reason for Decision</p> <p>To secure re-use of the property and a capital receipt for the Council in line with the previous Cabinet approval.</p>			

SHEFFIELD CITY REGION COMBINED AUTHORITY

**AMRC KNOWLEDGE TRANSFER CENTRE - ADVANCED MANUFACTURING PARK,
WAVERLEY, ROTHERHAM, S60 5WG**

MINUTES OF THE MEETING HELD ON 25 MARCH 2019

PRESENT:

Mayor Dan Jarvis MBE, Sheffield City Region (Chair)
Councillor Chris Read, Rotherham MBC (Vice Chair)

Councillor Jim Andrews BEM, Barnsley MBC
Councillor Graham Baxter MBE, North East Derbyshire DC
Councillor Julie Dore, Sheffield CC
Councillor Tricia Gilby, Chesterfield BC
Mayor Ros Jones CBE, Doncaster MBC
Councillor Ann Syrett, Bolsover DC
James Muir, SCR LEP

Councillor Chris Furness, Peak Park NPA (Observer)

Ruth Adams, SCR Exec Team
Steve Davenport, SYPTE
Fiona Boden, SCR Exec Team
Huw Bowen, Chesterfield BC
Andrew Frosdick, Monitoring Officer
Sharon Kemp, Rotherham MBC
Mark Lynam, SCR Exec Team
John Mothersole, Sheffield CC
Jo Miller, Doncaster MBC
Mel Dei Rossi, SCR Exec Team
Dave Smith, SCR Exec Team
Daniel Swaine, Bolsover DC / NE Derbyshire DC
Mike Thomas, SCC / SCR Exec Team
Diana Terris, Clerk / Barnsley MBC
Craig Tyler, Joint Authorities Governance Unit
Eugene Walker, S.73 Officer

Apologies for absence were received from Councillor S Greaves, Councillor S Houghton CBE, Councillor L Rose OBE, N Taylor and P Wilson

Chair's Announcements

The Chair provided Members with information regarding matters arising since the previous MCA meeting.

Regarding Devolution, it was reported that after negotiation, the Leaders had agreed the wording for a letter to be sent to the Secretary of State expressing how the SCR wishes to move forward with its proposed Devolution Deal. The Chair expressed his thanks to the Leaders and officers from all districts in helping achieve this position and noted a response from the government would now be expected.

Regarding Brexit, the Chair commented on the current phase of parliamentary impasse and the importance of the SCR being readied to act on whatever solution emerges to take Brexit forward. It was noted these plans are being developed in partnership with all appropriate district partner organisations including the Local Resilience Forums.

It was reported significant progress has been made on a number of transport related matters. Members were reminded the Transport for the North (TfN) board recently agreed its Strategic Transport Plan (STP) and informed a launch event for the Plan was recently held in Sheffield at the inaugural TfN Conference. It was noted the STP is significant as it's a clear plan on what we want to achieve for residents and businesses across the North.

It was reported TfN has also submitted the strategic outline business case for Northern Powerhouse Rail to Government for their consideration which, if adopted, will significantly improve connectivity across the North.

The Chair informed Members he had been leveraging his position as both Mayor and a Member of Parliament to keep pressing the Government on transport – and particularly on regional infrastructure investment, citing meetings with Ministers and government officials to advocate the cause for the North and the SCR.

It was reported the appointment of the SCR's first Active Travel Commissioner is due to be announced next Monday.

It was reported the first meeting of the SCR Youth Combined Authority was held in February and noted this had been a worthwhile undertaking and an important means of giving young people a voice on matters of local democracy.

1 SCRMCA 19/020 APOLOGIES

Members' apologies were noted as above.

2 SCRMCA 19/021 ANNOUNCEMENTS

Members were reminded of the launch of a major independent review of bus services across the region, to be led by the MP for Sheffield South East Clive Betts. The Chair asserted the importance of this work and the need to understand the reasons for declining passenger numbers and the changing patterns of what people want from bus services.

It was noted the Mayor would be provided with recommendations to identify areas where we can act to make the required improvements to provide sustainable services.

Members were reminded the MCA approved the plans and budgets to reconfigure the ground floor of the Sheffield City Region offices on Broad Street West and informed the newly refurbished ground floor would be opened later this week. It was suggested this is a really positive move because it will improve accessibility and enable webcasting in a location with good transport connections.

3 SCRMCA 19/022 URGENT ITEMS

None.

4 SCRMCA 19/023 ITEMS TO BE CONSIDERED IN THE ABSENCE OF THE PUBLIC AND PRESS

None.

5 SCRMCA 19/024 VOTING RIGHTS FOR NON-CONSTITUENT MEMBERS

It was agreed there were no agenda items for which the non-Constituent district Members should not have full voting rights.

6 SCRMCA 19/025 DECLARATIONS OF INTEREST BY INDIVIDUAL MEMBERS IN RELATION TO ANY ITEM OF BUSINESS ON THE AGENDA

Mayor Jones, Cllr Dore, Cllr Read and Cllr Andrews recorded declarations in respect of the schemes to be considered at items 13 (LGF Capital Programme) and item 17 (Transforming Cities Fund) by virtue of being the Leaders of the sponsoring authorities for the schemes under consideration.

7 SCRMCA 19/026 REPORTS FROM AND QUESTIONS BY MEMBERS

None.

8 SCRMCA 19/027 RECEIPT OF PETITIONS

None received.

9 SCRMCA 19/028 PUBLIC QUESTIONS

A question was received from Mr Nigel Slack who address the Authority as follows:

“At item 17 on today's agenda is a report on the proposal to accept the Government's offer of a grant of £4.2M from the competition half of the Transforming Cities Fund.

Whilst £4.2M is not to be sniffed at, this is less than half of the amount the SCR bid for and compared to Greater Manchester's £243M is a drop in the ocean.

The reason for this difference in monetary amounts is, in my opinion, down to the intransigence of local Leaders and their choice to penalise their populations for the sake of political hubris.

As we approach the first anniversary of the Mayor's election, is it now time for the Mayor to call a further vote on the SCR deal and to exercise a casting vote to push the deal through and to gain access, for the people of South Yorkshire and beyond to the monies they were promised by these same politicians in 2014 when this whole sorry process began?"

In response the Chair initially addressed the element of the question relating to the Transforming Cities Fund (TCF). It was noted the £4.2 million that SCR has been awarded is for Tranche 1 only and whilst this is half the amount that the SCR bid for officers are currently undertaking the development work on the wider programme. This will result in a further submission to government for Tranche 2 funding. For clarification, Members were advised the government has allocated a total of £2.45 billion to the Transforming Cities Fund - £600 million in Tranche 1 for small and early-delivery schemes and £1.85 billion in Tranche 2 for longer-term programmes.

Regarding the Devolution-related element of the question, the Chair referred Members to the matters raised in his introduction regarding the submission of a letter to the Secretary of State and reiterated that the SCR's Leaders remain committed to the Devolution Deal.

10 SCRMCA 19/029 MINUTES OF THE MEETING HELD ON 28 JANUARY 2019

At 'Chair's Introduction', it was confirmed the reference to:

"The Chair noted he had also tabled a debate on the future of the UK Shared Prosperity Fund and had met with", should be suffixed with "...the Chancellor of the Exchequer".

RESOLVED, that with the above clarification, the minutes of the previous meeting are agreed to be an accurate record.

11 SCRMCA 19/030 MCA LEP REVENUE BUDGET 2019/20

A report was received to set out the indicative proposals for the Sheffield City Region MCA/LEP Revenue Budget for financial year 2019/20.

The Chair issued a commitment to convene Leaders' meetings to further review the 2019/20 budget within the next 4 months, to identify where further savings can be made in-year, and to commence early work on the determination of the 2020/21 budget.

RESOLVED, that the SCR MCA:

1. Approves the proposed MCA/LEP revenue budget and revenue programmes for 2019/20;

2. Approves the proposed MCA Group reserves strategy and associated Section 73 Officer recommendations
3. Approves the proposed business rates rebate policy as set out in Appendix 4 to the report

12 SCRMCA 19/031 TREASURY MANAGEMENT STRATEGY 2019/20

A report was received to provide the proposed Annual Treasury Management Strategy for the financial year 2019/20.

It was noted this is a compliance paper which sets out how the Authority's debt and investment portfolio will be managed over the period

The report advised Members that like other public bodies, the Authority adopts an efficient approach to its affairs which seeks to mitigate risk above all else.

RESOLVED, that the SCR MCA:

1. Approves the annual treasury management strategy and associated prudential indicators
2. Approves the annual investment strategy
3. Approves the minimum revenue provision policy
4. Gives delegated authority to the Finance Director to provide a financial guarantee in favour of a wholly owned subsidiary of the MCA, the SCR Financial Interventions Holding Company

13 SCRMCA 19/032 LGF CAPITAL PROGRAMME 2019/20

A report was received requesting the approval of the Local Growth Fund Capital Programme for financial year 2019/20.

Members were informed the indicative 2019/20 LGF Capital Programme includes £34.5m of committed spend against an indicative LGF grant allocation of £29.9m, supplemented by additional resources of £30.6m, totalling £60.5m of available resources.

RESOLVED, that the SCR MCA:

1. Approves the current committed project profiles for next year as set out in the report
2. Approves the approach to continue to appraise projects from the pipeline seeking approval from the long list (but not to overcommit) throughout the year.

14 SCRMCA 19/033 REVISED ASSURANCE FRAMEWORK

A report was received to remind Members that each year the SCR (LEP and MCA) is required to update its Assurance Framework to ensure that robust, transparent and effective governance arrangements are in place. It was noted the draft Assurance Framework 2019 has been prepared in response to government guidance.

RESOLVED, that the SCR MCA:

1. Approves the updated Assurance Framework
2. Notes the Annual Assurance Statement from the Section 73 Officer

15 SCRMCA 19/034 ESTATES TRANSFORMATION STRATEGY

A report was received to presents the Draft Estates Transformation Strategy for consideration and endorsement.

RESOLVED, that the SCR MCA endorses the Sheffield City Region Estates Transformation Strategy and Delivery Plan.

16 SCRMCA 19/035 PROVIDER CAPACITY FUND

A report was received to seek approval for delegated authority to the S73 officer to approve applications received under the Provider Capacity Development Fund (which forms part of Skills Bank 2).

RESOLVED, that the board approves delegated authority to the S73 officer to approve applications to the Provider Capacity Development Fund.

17 SCRMCA 19/036 GRANT ACCEPTANCE - TRANSFORMING CITIES FUND

A report was received to seek authorisation to accept a £4.2m grant as a result of three successful bids to the Transforming Cities Fund Tranche 1.

RESOLVED, that the MCA accepts the £4.2m grant from Transforming Cities Fund and delegates authority to the SCR Managing Director to enter into agreements with the relevant local authorities who will be delivering the schemes.

18 SCRMCA 19/037 DELEGATED AUTHORITY REPORT

RESOLVED, that the Authority notes the decisions made under delegation in respect of MCA approved recommendations that have been acted upon in the last period.

19 SCRMCA 19/038 RESOLUTION RECORDS

RESOLVED, that the resolution records of the SCR Housing and Infrastructure Executive Board meeting held on 17th January and the SCR Skills Executive Board meeting held on 21st February are received and the recommendations endorsed.

Chair's Closing Remarks

The Chair noted this would be Diana Terris's last MCA meeting as BMBC Chief Executive and Clerk to the SCR MCA. The Chair led Members and officers in thanking Diana for her service and dedication to the MCA and wished her a long and happy retirement.

CHAIR

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For publication

Presentation on the Consultation Exercise for the Chesterfield Station HS2 Masterplan

Meeting: Cabinet

Date: 25th June 2019

Cabinet portfolio: Leader and Economic Growth

Report by: Assistant Director Economic Growth

For publication

1.0 Purpose of report

1.1 The report briefly summarises the background information and forward process and procedures required to ensure the Station Master Plan can become adopted through the Borough's Local Plan. A presentation will accompany the report. It is anticipated that through discussion Cabinet Members will help to finalise the key messages and content.

2.0 Recommendations

2.1 That Cabinet Members comment on the draft presentation on collateral to be used on the Council's HS2 Master Plan consultation programme.

3.0 Background

- 3.1 Cabinet has received periodic updates on the progress of the delivering the East Midlands (EM) HS2 Growth Strategy's local objectives. Side by side work to maximise the benefits of HS2's Infrastructure Maintenance Depot in Staveley and delivering growth in and around Chesterfield station remain the two key spatial objectives. Since the announcement that Chesterfield station will receive at least 1 stop per hour, (November 2016), the Council and its partners have been working on a Master Plan and Investment Strategy to maximise growth opportunities.
- 3.2 There have been previous town centre and planning specific policies that emphasised the economic significance and regeneration potential of Chesterfield Railway Station, which pre-date announcements about HS2. Chesterfield Waterside Master Plan and the 2009 and 2015 Town Centre Master Plans have been integral in the production of the current proposals.
- 3.3 Two government funding grants have been made available to support this work. This funding has been allocated at a regional level and as Chesterfield sits within both D2N2 and Sheffield City Region LEP areas the Council has been able to access both funding allocations to support our activity. The East Midlands funding enabled the appointment of consultants AECOM to research and produce a Development Vision in June 2017 to feed into the EM HS2 Growth Strategy World Class – Locally Driven. Sheffield City Region HS2 Growth Strategy funding has allowed partners to take this initial work further and produce a Draft Master Plan and Investment Strategy. This work was produced by Cushman & Wakefield and their associates and was completed in January 2019. A full copy of the Master Plan is available as a background document and runs to around 100 pages.
- 3.4 The Investment Strategy was presented to a partnership workshop in January 2019 and the Master Plan was presented to the Chesterfield & Staveley HS2 Delivery Board in February

2019. Both received their endorsement as a statement of ambition and vision. Parts of the Master Plan have also been socialised amongst partners and organisations such as Destination Chesterfield at a Chesterfield Champions event and Network Rail but it has yet to be fully tested in the process of a formal consultation exercise.

3.5 There are two reasons why the Council needs to now consult on the plan:

3.5.1 Produce a robust case for using its planning powers through the emerging Local Plan to safeguard land required for the masterplan proposals and to support future applications for development or use of other powers.

3.5.2 Generate public awareness and support for the Master Plan Vision.

3.6 The Council's emerging Local Plan (which was approved by the Council in December 2018) is to be submitted at the end of June to the Planning Inspectorate for Examination in Public later this year. The new Local Plan includes a proposed policy for the masterplan area (Policy SS7 - Chesterfield Railway Station) which would both be supported by, and give weight to, the masterplan in terms of planning application decisions if adopted as part of the new Local Plan (see Appendix One). Appendix Two shows the current red line boundary accompanying the Master Plan.

3.7 The work on the Master Plan and particularly the Investment Strategy continues to evolve. Grant applications have been made for D2 N2 Local Growth Funding,(LGF), Housing Infrastructure Forward Fund (HIF) and Future High Streets Fund. DCC are working at risk to deliver part of the Master plan's Station Link Road using their A61 LGF programme. All this has highlighted the need to undertake more work on the

development of the Master Plan and how these are to be delivered.

- 3.8 An important part of the recommendations of the Cushman & Wakefield report was the need to get in place an appropriate delivery structure and to have firm land and planning strategies. An HS2 Delivery Plan has been submitted to the EM HS2 Board which has the potential to be partially funded via the above grants.
- 3.9 Having a Master Plan tested through a formal consultation process will support the Local Plan examination process and allow the council to give greater weight to the masterplan proposals as a material consideration when determining planning applications, in advance of the adoption of a new Local Plan (programmed for early 2020).
- 3.10 In the absence of an adopted Local Plan policy or a masterplan that can be given weight as a material consideration it will be more difficult to resist planning applications that might compromise the delivery of key elements of the masterplan proposals such as the Hollis Lane Link Road or improvements to the pedestrian crossing over the A61. It would also be essential evidence should the Council need to consider the use of its land assembly powers to support development or deliver essential infrastructure.

4.0 **The Master Plan & Consultation Materials.**

- 4.1 The Master Plan contains an infographic on page 8, key objectives include:
 - 4.1.1 Developing a Station Link Road, (sometimes referred to as the Hollis Lane Link Road).
 - 4.1.2 Replacement or Improvement of A61 Footbridge
 - 4.1.3 Improvements to Station Forecourt to provide interchange

- 4.1.4 Redevelopment of the Chesterfield Hotel Site
 - 4.1.5 Rationalisation of Surface Car parking to create development parcels
 - 4.1.6 Maintain and or enhance walking and cycling links between Trans Pennine Trail and Hipper Valley Trail
 - 4.1.7 Create links to Chesterfield Waterside
 - 4.1.8 Framing the Spire and giving a sense of destination and impact on arrival.
- 4.2 There are impracticalities of presenting and communicating a Master Plan running into around 100 pages. Whittam Cox have been commissioned to produce a summary document with some annotations and key questions for consultees. The object of the presentation to Cabinet is to make this an iterative process.
- 4.3 Four pieces of collateral will be available for this exercise. There will be both on line and printed versions.
- 4.4 A 16 page **summary of the 2019 Master Plan** will be produced, explaining the key reasoning behind the Vision but also testing this with some questions. The document will be titled: "HS2 + You: Your Station Your Choice."
- 4.5 There will be a **Planning Statement for the Master Plan** area, summarising the current and emerging planning policies that affect the site. This document contains relevant planning and environmental information any developer would need to consider if they sought to develop a site within the Masterplan area. For example information on planning history, landscape assessment, heritage and conservation, movement schedule etc.
- 4.6 A **Computer Generated image, (CGi), flythrough** will also be created. There are three things that need to be noted about the CGi. As a concept the designers are trying to create a CGi that reflects what it will be like to step off an HS2 train in

2033 in Chesterfield. The images will need some time to be produced, therefore the CGI itself will not be available for this meeting. The images presented and agreed at the meeting, by Members will need to be “locked down” shortly after the meeting.

4.7 The final component will be **exhibition boards** to support the public events that are planned during the consultation period.

4.8 The drafts of these materials will form the substantive content of the presentation which Members are now asked to receive.

4.9 Appendix three is a draft consultation plan which will also be annotated through the presentation. If the discussion is favourable it is anticipated that final materials will be brought back in a report to Cabinet prior to the consultation taking place in mid- July.

4.10 One final point that must be noted is that Derbyshire County Council plan to conduct a statutory 6 week consultation on the Phase 1 Station Link Road, which will be determined by the County Council’s Planning Committee. It has already been agreed that the application and the publicity for it will be co-aligned and co-ordinated with this consultation.

5.0 **Financial Implications**

5.1 The funding for this work has been agreed from the remaining Sheffield City Region HS2 Growth Strategy funding allocated to the Council. The only additional costs to the Council would be staff and Members time to attend consultation events and promote them.

6.0 **Consultation**

6.1 The HS2 Project has been the subject of a Council Scrutiny Committee and the findings have been reflected in the final stages of the production of the Master Plan. Policy SS7 has been the subject of a Council Scrutiny Committee and the findings have been reflected in the final stages of the production of the Master Plan. Policy SS7 has been approved for submission to the Secretary of State as part of the submission Local Plan that was approved by the council in December 2018. The work of the Master Plan has been a joint endeavour with partners on the Chesterfield & Staveley HS2 Delivery Board and directly with agencies like Network Rail and HS2 Ltd.

7.0 Risk Management

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
The consultation does not take place or is delayed	Will increase the risk of Master Plan not being able to receive protection of Local Plan	Likely	Ensure all areas of the Council work together to generate a successful exercise	Very strong	Likely to succeed
The consultation throws up issues which are incompatible with the Master Plan vision and objectives	Could delay implementation beyond the timeline required and cause reputational damage	Likely	Regular review to ensure any critical issues are resolved during and not at the end of the period – clear and accurate communication	Moderate	Possible

Challenges emerge from land owners and organisations with a pecuniary interest	Will effect overall timescale	Possible	Identify any potential risks and discuss with legal services – communication in advance	Strong	Likely to succeed
There is confusion with Derbyshire County Council's planning application consultation on Phase 1 of the Station Link Road	Undermines Long term vision	Very Likely	Interlocking press releases from both organisations give a consistent message	Very Strong	Likely to succeed
Doubts emerge about HS2's future as a project due to national political situation	Will cause criticism of Borough Council in certain quarters/ possible reputation damage	Very Likely	There is a need to ensure the messages about the long term economic opportunities for Chesterfield Station are communicated and well understood	Moderate	Should succeed
Staffing or resources undermine the effectiveness of the programme	Will delay or possibly derail activities	Possible	Manage and resolve these by strong forward planning	Very Strong	Very Likely to succeed
The North Derbyshire	Subsequent modelling	Likely	Include a section in the	Very strong	Likely to succeed

Traffic model is currently being updated and will not be available before the consultation is complete	data suggests some aspects of the Master Plan are undeliverable would undermine planning credibility		consultation document on this issue to ensure the options are well understood and scenarios catered for		
Planning applications are received in advance of the Master Plan that may compromise its delivery.	Would increase the risk of curtailing the regeneration of the area	Likely	Communicate a clear resolve on behalf of all partners to see the project through – address all pre-application discussions refer to the Master Plan	Strong	Should succeed
Speculative land transactions could compromise delivery of the Master Plan especially once the plan becomes public	Would increase the risk and costs of curtailing the regeneration of the area	Very Likely	Communicate clear messages and resolve including use of CPO powers to deter activity	Strong	Should Succeed

8.0 Equalities Impact Assessment

8.1 A draft EIA has been prepared on the methodology for the consultation.

8.2 The aim of the Master Plan is to accelerate economic growth, creating more and better jobs that are accessible to local people. Improving work readiness and skills will be key to this approach, ensuring all local people can participate and benefit from the jobs which are created. An inclusive approach to growth will engage with the hardest to reach and target provision at the communities where it is most needed.

8.3 The Master Plan should also seek to improve access to the station especially for disabled members of the community.

9.0 **Alternative Options Considered**

9.1 The alternative for the Council is to delay the consultation until all resources are in place and all uncertainties are mitigated. Whilst this might lower many risks, the central goal of using the Council's Local Plan and planning powers to protect the Master Plan Vision could be lost.

10.0 **Recommendations**

10.1 That Cabinet Members comment on the draft presentation on collateral to be used on the Council's HS2 Master Plan consultation programme.

11.0 **Reason for Recommendation**

11.1 To ensure there is a full and thorough commitment to the process and that Members are given opportunity to input into this important vision to shape the future of the area around the Station.

Decision information

Key decision number	870
Wards affected	St Leonards
Links to Council Plan priorities	Making Chesterfield a thriving borough Improving the quality of life for local people

Document information

Report author	Contact number/email
Jonathon Little	Ex 5106 Jonathon.little@chesterfield.gov.uk
Background documents These are unpublished works which have been relied on to a material extent when the report was prepared.	
Chesterfield Town Centre Master Plan 2009, 2015 Chesterfield HS2 Master Plan 2019 AECOM Vision Document 2017 World Class Locally Driven EM HS2 Growth Strategy	
Appendices to the report	
Appendix A	Policy SS7 from Draft Local Plan
Appendix B	Red-Line Plan of Master Plan boundary
Appendix C	Consultation Programme

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Appendix One: Policies supporting HS2 Station Master Plan Policy SS7 Within the Local Plan

Proposed Local Plan Policy and Allocation

SS7 Chesterfield Railway Station

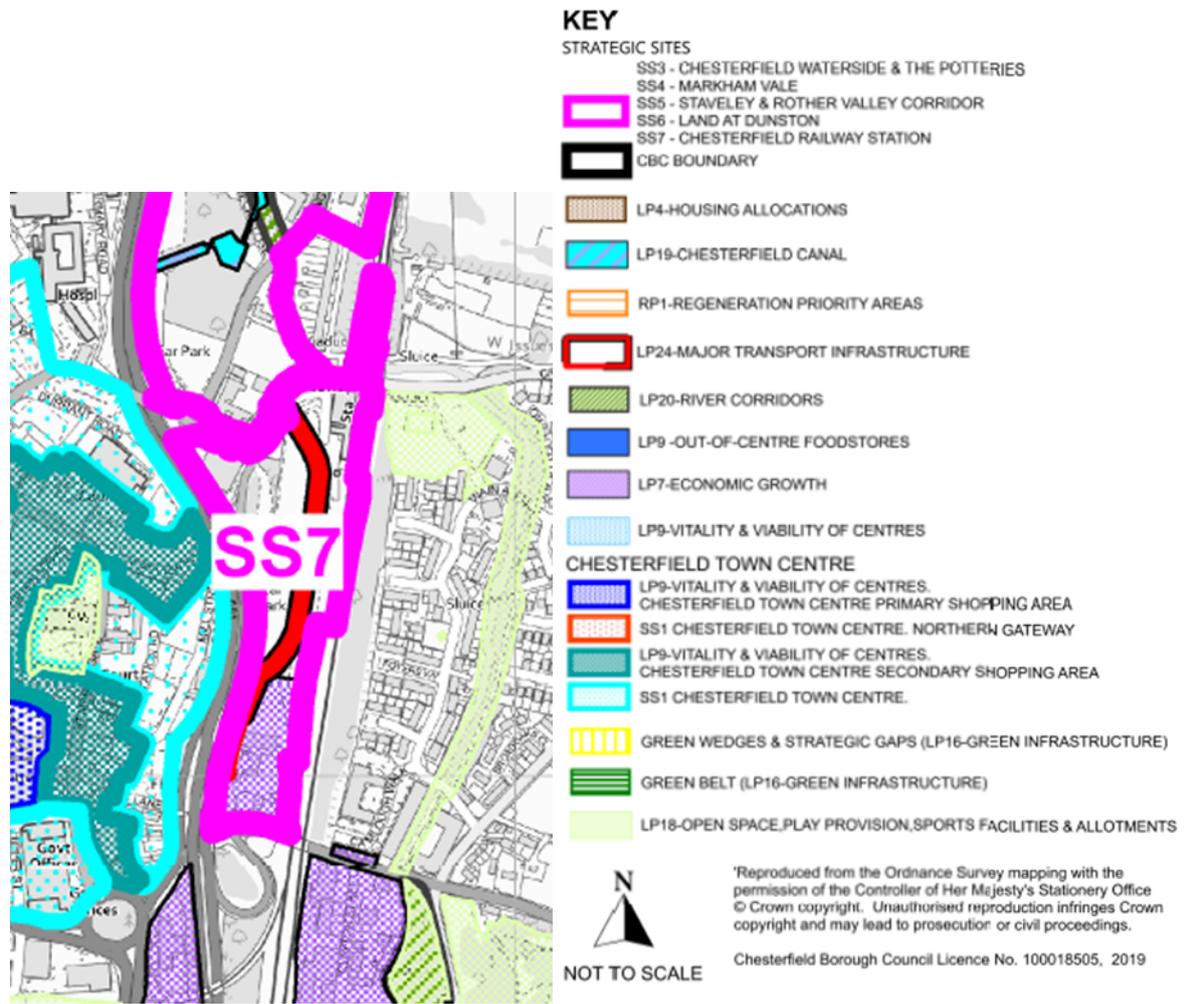
Within land between Hollis Lane and Crow Lane, as shown on the policies map, the council will prepare an approved masterplan/ development framework to maximise the regeneration benefits of future HS2 services and conventional rail services utilising the station. Within this area, and in accordance with the approved masterplan, planning permission will be granted for development that supports for:

- a) Improved access to Chesterfield Railway Station by all modes of transport including improved forecourt arrangements;
- b) Modernisation of Station facilities and electrification of the Midland Main Line through it;
- c) A new link road between Hollis Lane and Crow Lane and related road alignments;
- d) Improvements to the A61 Corporation Street footbridge, including its replacement with a new bridge;
- e) Mixed use development to include residential dwellings (C3), commercial office space (B1), car parking
- f) Limited retail and leisure uses (A1 to A5 and D1 and D2) in association with the Station;
- g) Pedestrian and cycle links to Chesterfield Waterside, Chesterfield Town Centre and the.
- h) Essential infrastructure required to deliver the improvements set out in the approved masterplan

Planning Permission will not be granted for development that would prevent the delivery of the above improvements.

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Appendix Two: Current Red Line Boundary for the Station Master Plan Area



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Appendix Three Draft Master Plan Consultation Programme

Activity	Date
Draft Final Master Plan consultation documents signed off (officers)	Mon 24/06/19
Presentation to Cabinet on the consultation collateral to be used	Tue 25/06/19
Changes following Cabinet discussion	Wed 26/06/19
Letters sent to property owners in and adjacent to the Red Line Boundary informing them of the process	Thurs 27/06/19
Final Preparation of Materials for Consultation	Mon 08/07/19
Cabinet Endorsement of the Formal Consultation Materials and Programme	Tue 16/07/19
Materials finalised and pdf delivered to CBC by	Wed 17/07/19
On-Line Consultation Commences	Thur 18 th July 2019
Formal Consultation Document release	Mon 22 nd July 2019
Letters and collateral sent to all statutory consultees and partners	Mon 22/07/19
Prescribed Events (e.g. Market Place/ Station/Town Hall)	TBC
Consultation CLOSES	9/09/19
Comments & Results Analysed by	Thu 20/09/19
Proposed Revisions to Master Plan – summary document produced	Mon/ 23/09/19
Circulated with Cabinet Report (Latest point)	Mon 23/09/19
Cabinet Endorsement & Availability to Submit	Tue 01/10/19
Final Revised Draft of Master Plan Available (no later than)	Thu 24/10/19

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