



Please ask for Rachel Appleyard
Direct Line: 01246 34 5277
Email committee.services@chesterfield.gov.uk

The Chair and Members of Cabinet

25 January 2021

Dear Councillor,

Please attend a meeting of the CABINET to be held on TUESDAY, 2 FEBRUARY 2021 at 10.30 am, the agenda for which is set out below.

This meeting will be held virtually via Microsoft Teams software, for which members of the Cabinet and others in attendance will receive an invitation. Members of the public will be able to access the meeting online by following the link [here](#).

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 - 8)

To approve as a correct record the Minutes of the Cabinet meeting held on 12 January, 2021.

4. Forward Plan

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

[Forward Plan](#)

Items Recommended to Cabinet via Cabinet Members

Leader and Cabinet Member for Economic Growth

5. Chesterfield Railway Station Masterplan (Pages 9 - 180)
6. Exclusion of the Public

To move “That under Regulation 21(1)(b) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part I of Schedule 12A to the Local Government Act 1972.”

Part 2 (Non Public Information)

7. Hollis Lane Link Road Phase 1 Delivery (Pages 181 - 204)

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, 12th January, 2021

Present:-

Councillor P Gilby (Chair)

Councillors Serjeant
Blank
Ludlow
Holmes

Councillors

J Innes
Mannion-Brunt
Sarvent
D Collins

Non-Voting P Innes
Members

*Matters dealt with under the Delegation Scheme

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

No declarations of interest were received.

33 **APOLOGIES FOR ABSENCE**

No apologies for absence were received.

34 **MINUTES**

RESOLVED –

That the minutes of the meeting of Cabinet held on 15 December, 2020 be approved as a correct record and signed by the Chair.

35 **FORWARD PLAN**

The Forward Plan for the four month period 1 January to 30 April, 2021 was reported for information.

***RESOLVED –**

That the Forward Plan be noted.

36 DELEGATION REPORT

Decisions taken by Cabinet Members during November, 2020 were reported.

***RESOLVED –**

That the Delegation Report be noted.

37 COLLECTION FUND REVISED ESTIMATES

The Acting Chief Finance Officer presented the Collection Fund revised estimates for 2020/21 which predicted an estimated deficit of £704,062 on the Council Tax elements of the Collection Fund.

The report noted that the deficit would usually be recovered in the following financial year (2021/22) from all precepting authorities. However, due to the Covid19 pandemic, billing authorities were being allowed to spread the deficit over the next three financial years from 2021/22 to 2023/24. Therefore £260,830 would be recovered in 2021/22 and £221,616 in each of 2022/23 and 2023/24.

***RESOLVED –**

That the estimated deficit on the Council Tax Collection Fund of £704,062 for the financial year 2020/21 be agreed and allocated to the major precepting authorities as detailed in Appendix A of the officer's report.

REASON FOR DECISION

To fulfil a statutory requirement and to feed into the budget setting process for 2021/22.

38 COMMEMORATIONS REVIEW OUTCOMES AND CONSULTATION APPROVAL

The Service Director – Corporate presented a report on the findings of the commemorations review that had been undertaken to develop a broader understanding of the borough's monuments, statues, plaques and street names.

In June 2020, the Leader made a commitment to review the appropriateness of commemorations on public land within Chesterfield Borough. As part of the review, residents were asked to identify any monuments, statues, plaques and street names that they would particularly like to be considered. Two street names were identified due to concerns about potential links to a British Crown colony, however the review revealed that it was most likely that the streets were named after a former Freeman of the Borough.

Phase 2 of the review would involve a public consultation on the potential for further commemorations including how best to commemorate key figures, organisations, historical events and communities. The review would also look at how to improve access to information about the monuments, statues, plaques and street names already in place across Chesterfield Borough.

***RESOLVED –**

1. That the findings from phase 1 of the commemorations review, and the work undertaken to develop a broader understanding of the borough's monuments, statues, plaques and street names, be noted.
2. That phase 2 of the review, including further public consultation to inform future commemoration activity, be commenced.
3. That information on the Chesterfield Borough Council website regarding street naming and re-naming be improved, and that Derbyshire Building Control be requested to also review and improve information on their website.
4. That Chesterfield Borough Council works with Derbyshire County Council and Chesterfield Civic Society to seek to improve the information listed about current and future blue plaques to provide more historical context and support educational opportunities.

REASON FOR DECISION

To improve access to information about current commemorations within Chesterfield Borough and to help to shape future plans.

TECHNICAL GUIDANCE DOCUMENT

The Senior Environmental Health Officer presented a report seeking approval for the East Midlands Network (Chesterfield) Air Quality Technical Guidance document, which was attached at Appendix 1 of the officer's report.

The document had been developed in partnership with the Council's Environmental Health and Planning teams, and set out guidance for dealing with planning applications where air quality needed to be addressed. The document also aimed to help developers provide the information needed to demonstrate that proposed developments would protect and improve the environment and promote health.

***RESOLVED –**

That the East Midlands Network (Chesterfield) Air Quality Technical Guidance document, attached at Appendix 1 of the officer's report, be approved.

REASONS FOR DECISION

1. The East Midlands Network (Chesterfield) Air Quality Technical Guidance document has been developed in partnership with the Council's Environmental Health and Planning teams and will support ongoing joint working on how best to improve air quality through the planning process.
2. In addition to the above and to address the part relating to the wider impacts of air quality across the East Midlands area, the Technical Guidance document has been produced in collaboration with other local authorities in the East Midlands region including Derbyshire County Council Public Health.
3. The document provides technical guidance and supports Policy CLP14 ('A Healthy Environment') of the Chesterfield Borough Local Plan. The Local Plan 2018 - 2035 provides a framework for determining planning applications following its adoption in July 2020.

The Service Director – Housing presented a report recommending the Council house rent and service charge levels for 2021/22 for approval.

Social housing rents were set according to the Government's national social rent policy and the Welfare Reform and Work Act 2016. In accordance with the Government's National Social Rent Policy, which came into effect on 1 April, 2020, the report recommended that council house rents increase by CPI plus 1% which equated to a real increase of 1.5% in 2021/22. This would give an average social rent in 2021/22 of £79.36 per week and an average affordable rent of £98.25 including services per week.

A detailed summary of the proposed service charge levels for 2021/22 was attached at Appendix A of the officer's report. It was noted that the proposed charges had been devised to ensure that as far as practicable services break even on costs.

***RESOLVED –**

1. That, for 2021/22, individual social rents be set based on the current National Social Rent Policy, giving a rent increase of 1.5% with effect from 5 April, 2021.
2. That, for 2021/22 and onwards, where a social rent property is re-let to a new or transferring tenant the rent level be increased to the target rent for that property.
3. That, for 2021/22, individual affordable rents be set based on the current National Social Rent Policy giving a rent increase of 1.5% with effect from 5 April, 2021.
4. That, for 2021/22, and onwards, where an affordable rent property is re-let to a new or transferring tenant the rent level be set by reference to 80% of the market rent (including service charges where applicable) for a similar property at the time of letting or the formula rent for the property, whichever is the greater.
5. That the Housing Revenue Account service charges for 2021/22 be increased as set out in Appendix A of the officer's report.

REASONS FOR DECISIONS

1. To enable the council to set the level of council house rents in accordance with Government guidelines and the Rent Standard.
2. To enable the council to set service charges for 2021/22 and to ensure the cost of delivering services moves towards a break-even position.
3. To contribute to the council's corporate priority 'to improve the quality of life for local people'.

For publication

Chesterfield Station Master Plan – Approval of draft for Consultation

Meeting:	Cabinet
Date:	2 nd February 2021
Cabinet portfolio:	Leader Economic Growth
Directorate:	Economic Growth

1.0 Purpose of report

- 1.1 To seek approval for the Draft HS2 Chesterfield Station Master Plan (The Master Plan) and supporting material for consultation.
- 1.2 To seek approval to commence a public consultation on the Draft HS2 Chesterfield Station Master Plan from Monday the 8th February 2021 for a four week period.
- 1.3 To seek approval for the Director of Economic Development to amend the Draft Chesterfield Station HS2 Master Plan (The Master Plan) following consideration of responses to public consultation and finalise it with a view to bringing it back to Cabinet for consideration as a revised final version with a view to it being adopted.

2.0 Recommendations

- 2.1 That Cabinet agree the draft Master Plan and the associated supporting material for public consultation.
- 2.2 That the Director of Economic Development has delegated authority, in consultation with and with the agreement of the Executive member for Economic Growth, to make minor amendments and corrections to the Draft Master Plan and associated supporting material to make it ready for public consultation.
- 2.3 That following consultation the Director of Economic Development has delegated authority to review the draft masterplan in the light of

comments received and amend it with a view to reporting back to Cabinet on the consultation with a finalised masterplan for adoption.

2.0 **Background**

- 2.1 *The draft Master Plan is attached to this report as Appendix A and the draft consultation plan is attached at Appendix B.*
- 2.2 Since the proposals for a HS2 route which include at least a one hourly stopping service at Chesterfield Station the Chesterfield Council has been working to try and make the most of the likely economic benefits of HS2.
- 2.3 Regionally work has also been carried out to this end and the East Midlands HS2 Growth Strategy published in 2017 sets out how HS2 could benefit the economy of the region and what needs to be done to realise such benefits. Two key elements of the EM HS2 Growth Strategy are the construction of an Infrastructure Maintenance Depot at the former Staveley Works site and the regeneration of Chesterfield station and an area around the station, with the provision of a Link Road between Hollis Lane and Brimington Road.
- 2.4 Chesterfield Borough Council has been actively seeking to achieve the aims and objectives of the East Midlands HS2 Growth Strategy since 2017, including through the preparation of a station masterplan to help co-ordinate public and private investment in the station area.
- 2.5 Funding for regeneration at and around the Station and the preparation of a masterplan has been obtained by Chesterfield Borough Council and Derbyshire County Council through both the Sheffield City Region (SCR) and East Midlands (D2N2) Local Economic Partnerships. The element of this funding which is being used to create a masterplan has a spending deadline of the end of March 2021.
- 2.6 A masterplan for the station area has been under development since 2017, when consultants AECOM were appointed to prepare a 'Development Vision' which in turn led to the production of an Investment Strategy by the consultants Cushman and Wakefield alongside a more detailed draft masterplan by their associate Whittam Cox Architects in 2019 with a view to securing further funding. The draft master plan was endorsed by the Chesterfield and Staveley HS2 Delivery Board in 2019. However, concurrently with the adoption of new statutory Local Plan the assumptions made in the 2019 draft masterplan were

reviewed early in 2020 in a process involving key stakeholders and this identified a need for further evidence. Local Plan Policy SS7 sets out the Council's intention to prepare a masterplan or development framework to maximise the regeneration benefits of future HS2 services and conventional rail services utilising the station, and sets criteria against which new development should be assessed

- 2.7 Since September 2020 Chesterfield Council has progressed necessary further evidence for the masterplan and also at the same time prepared a draft masterplan for consultation, working in collaboration with Derbyshire County Council using the consultants AECOM and Whittam Cox Architects. It is now at the stage where public consultation is necessary before the masterplan goes any further. The funding deadline has meant a rapid production of a draft masterplan document over a period of six weeks, a process that ideally take several months. However, Derbyshire County, Network Rail, East Midlands Railway and HS2 Ltd have been involved in the preparation of evidence for the draft masterplan.
- 2.8 There is now a need to undertake public and wider stakeholder consultation to get a broader range of input, with a view to considering responses and preparing a final version for adoption before funding expires at the end of March 2021.
- 2.9 It is not intended for the masterplan to be part of the statutory development plan (the legal plan against which town and country planning decisions are made). However, the masterplan will carry weight in planning decisions including those relating to land assembly and planning applications, should it be adopted following consultation and finalisation. It will also provide the basis for planning guidance and will show how public and private investment can be co-ordinated in the area.
- 2.10 **Master Plan**
- 2.11 The following includes summaries of elements of the draft masterplan but is not a substitute for reading the masterplan as a whole and its supporting evidence.
- 2.12 Main Drivers of Change
- 2.13 Whilst the economic growth anticipated by HS2 has been a significant driver and is the reason behind funding to create and implement a

masterplan, the draft masterplan seeks to co-ordinate public and private investment in a way that tries to achieve a broad range of economic, social and environmental aims and objectives working within the parameters set by the Local Plan. It sets out proposals that could be implemented independently of HS2 if necessary.

- 2.14 The station area is recognised to have the potential for positive physical change to bring not just wider benefits to the economy of the borough but also to improve other aspects of how the place functions environmentally and is experienced. The draft masterplan is intended to show how the opportunities identified by past and present town centre masterplans and Local Plans can be taken, within the context of an anticipated growth in passenger numbers and enhanced rail services and the challenge posed by climate change.
- 2.15 The Masterplan Evidence
- 2.16 The masterplan uses an evidence base which includes work dating from 2017 to current date and this encompass work carried out to directly deliver the East Midlands HS2 Growth Strategy. Most recently in autumn/winter 2020 further evidence has been developed within the parameters set by a draft masterplan framework (vision, aims, objectives and design principles), this framework having been created by a scoping exercise involving a range of stakeholders.
- 2.17 The further evidence developed in late 2020 includes an Integrated Transport and Accessibility Study and Public Realm Strategy. Given tight timescales this evidence work has been produced to a greater degree concurrently with the development of a draft masterplan by Whittam Cox Associates, with co-ordination being carried out between the consultants tasked with each element of work.
- 2.18 This recent evidence underpins the masterplan by providing a recommended layout for walking, cycling and motorised transport infrastructure, combined with an indicative design. The draft masterplan for consultation builds on this recommended layout and design and reflects the consultant's recommendation as to how best improve accessibility for all modes of transport whilst meeting the operational requirements of Network Rail and East Midlands Railway
- 2.19 Derbyshire County Council Highway Officers have been involved in the preparation of the integrated transport and accessibility study and to

date at an officer level have raised no fundamental concerns at the layout and design recommended by the transport consultants.

2.20 The Draft Masterplan

2.21 The draft masterplan sets out the strategy and policy context within which it has been prepared, and describes how the plan has been developed from the draft vision, aims, objectives and design principles and underpinning evidence, in light of an urban design analysis of the area which includes the identification of constraints and opportunities.

2.22 Key notable suggested proposals in the draft masterplan upon which views are sought during consultation include:

- New developable plots to accommodate a mix of uses with the potential to generate at least 853¹ jobs.
- Closure of the A61 on-slip road
- A new station link road (a through route) between Brimington Road and Hollis Lane with a new lay by bus stop (north bound).
- A new public 'boulevard' for pedestrians and cyclists (with an element of segregated cycle lanes) leading from the station to Corporation Street, crossing over the new link road via a 'toucan' crossing.
- Replacement of the existing A61 bridge between the station area and corporation street with a new wider bridge (positioned to the south side of the existing bridge which would be demolished) incorporating a segregated cycle route.
- Limiting vehicular access to Corporation Street to improve accessibility for pedestrians and cyclists.
- A 'travel hub' including a 550 space multi-storey car park and space to accommodate a new cycle hub.
- A layout that has the potential for bigger, better natural habitats including more tree planting than existing.
- A new station forecourt to accommodate buses, coaches, taxis and a drop off/collection point.
- A repositioning of the cycle link from the south and its continuation to Crow Lane.

2.23 The masterplan also includes an outline phasing plan which in summary shows:

¹ Calculated as part of successful funding bids for the East Midlands Local Growth Fund

- 2.24 Phase 1: Provision of the new link road and associated cycle infrastructure.
- 2.25 Phase 2: New station forecourt and removal of the A61 on-slip road.
- 2.26 Phase 3: Public Realm (plot A) outside the station, Travel hub (including MSCP) and new pedestrian and cycle bridge to Corporation Street.
- 2.27 The phasing plan is by necessity outline at this stage for consultation and serves to assist in understanding how and when the broad components of the masterplan can happen in a reasoned order. Following consultation, a more detailed phasing plan can be developed around the need to maintain the continuity of operations at the railway station and meet public funding obligations.
- 2.28 Some parts of the masterplan area could be developed outside of this phasing, for example the Chesterfield Hotel site could be developed independently and the Jewsons Builders' yard (subject to allowing space for the approved layout of the first phase of the Link Road). The remaining plots to the southern end of the site, identified for predominantly commercial development, could be brought forwards following construction of the Link Road and re-provision of relevant parking.
- 2.29 Next Steps following consultation
- 2.30 The responses from the consultation will be summarised and used to review the masterplan. The intention is to carry out this process as soon as is possible during March 2021 with a view to creating an amended final masterplan, which can be reported back to Cabinet alongside a consultation statement with a view to adoption.
- 2.31 Once the masterplan is adopted the process of preparing a Supplementary Planning Document (SPD) containing planning guidance which builds on the masterplan, can begin. However, in light of the Government's intentions to change the planning system there is currently a degree of uncertainty as to whether or not the option of an SPD will be available or most appropriate, and it may be that other new options will exist to provide planning guidance.

Strategic Environmental Assessment and Appropriate Assessment

2.32 The masterplan has been prepared as a non-statutory document and has been subjected to a Strategic Environmental Assessment screening (SEA). The screening concluded that SEA is not required. The masterplan has also been subjected to a screening against the Habitats Regulations to see if an 'Appropriate Assessment' (AA) is necessary. The screening concluded that Appropriate Assessment is not necessary.

3.0 **Human resources/people management implications**

3.1 Additional staff and member time will be needed to assist with the consultation and following this the review and finalisation of the masterplan.

4.0 **Financial implications**

4.1 The council has already in place external funding to carry out the proposed consultation, post consultation review and finalisation of the masterplan. This funding has been provided by the East Midlands Local Economic Partnership (D2N2) and expires at the end of March 2021.

4.2 The D2N2 funding being used for the masterplan is linked to other related work and projects for which the Chesterfield Borough Council and Derbyshire County Council are under contractual funding obligations to show that the following has been completed by the date specified:

- Indicative design for phase 2 of the station link road (Hollis Lane Link Road) by March 2021
- Design of a new bridge over the A61 by March 2021
- Completion of a public realm strategy for the station area by March 2021
- Construction of phase 1 of the station link road (Hollis Lane Link Road) by early 2022.
- Design (indicative) of phase 2b of the station link road (Hollis Lane Link Road) by March 2021
- Provision of 553 jobs through the development of plots C1, C2 and G by 2028.
- Provision of 100 jobs on plot E by 2026 and a further 200 jobs within the station masterplan area by 2030.

5.0 **Legal and data protection implications**

- 5.1 The masterplan has been screened and neither a full Strategic Environmental Assessment nor Appropriate Assessment are considered necessary at this stage. The screening statement must be consulted upon alongside the masterplan document.
- 5.2 The masterplan is a non-statutory document and so it means that the land affected will not fall within the specified descriptions of 'blighted land' in Schedule 13 Town & Country Planning Act 1990 as amended by the Planning & Compulsory Purchase Act 2004.
- 5.3 Those providing comments on the masterplan during public consultation will be made aware that their names and comments will be publicly available. However, information such as email addresses, signatures and addresses will be redacted on any documents made visible online. The details of those making comments and responses made will be retained by the Council for no more than 3 years after which they will be destroyed.

6.0 **Consultation**

- 6.1 The draft Master Plan will be the subject of a minimum of four weeks public consultation between the 8th February and the 8th March 2021.
- 6.2 Appendix 2 contains an outline consultation plan. The consultation will take place between the 8th February and the 8th of March 2021.
- 6.3 The intention is to seek the opinions of a range of people including the public, business owners, station users, landowners and statutory bodies such as Historic England and Derbyshire County Council on the suggested proposals in the masterplan. Key stakeholders will be notified of the publication of the cabinet report and papers and this includes nearby residents, landowners and those previously engaged in reviewing the masterplan and its underpinning evidence.
- 6.4 Given uncertainty over the likely risk posed by the COVID19 pandemic, currently the plan is to carry out an online consultation using a 'virtual' exhibition room hosted by the consultants AECOM. The Council will provide a webpage with an introduction and explanation of the consultation process, and a link to a 'virtual' exhibition room. A link will also be provided to a webpage containing the supporting evidence base for the masterplan.

- 6.5 The virtual exhibition room is depicted on screen with exhibition boards to browse, and when these exhibition boards are 'clicked' a document or image will open. A frequently asked questions sheet will be available and a response form with fixed questions and an open text response box. An email address will be provided by the Council to allow people to ask questions and received a response from the project team.
- 6.6 Requests for hard copies will be dealt with as and when these come in through the CBC customer contact centre to ensure that the digitally excluded and those needing reasonable adjustments can view the documents and respond.
- 6.7 Responses will be collected and summarised by the consultants AECOM in line with data protection regulations and provided to CBC so that these can be used to review the draft masterplan and also be reported back to Cabinet.
- 6.8 Members may be aware that Derbyshire County Council intends to consult on proposals for enhancing the cycle network within Chesterfield at a similar time to the masterplan consultation. This includes the retention of highway restrictions on Crow Lane as part of a project receiving funding from the national Active Travel Fund.

7.0 **Equalities Impact Assessment (EqIA)**

- 7.1 An EqIA has been undertaken. The report indicates that there are mostly no anticipated negative impacts of the plan with the exception of disabled parking spaces being further from the station. However, likely mitigation includes increased amount of disabled parking provision and improved approaches to and from the station especially in relation to the town centre. It should also be borne in mind that the masterplan will not be a statutory plan and so any specific development proposals within the station area will need to meet the requirements of Local Plan policies including policy CLP 20 which requires development to be designed to be adaptable and accessible to all users.

8.0 **Health Impact Assessment (HIA)**

- 8.1 A desktop health impact assessment has been carried out using a rapid health impact assessment tool published by the NHS London Healthy Urban Development Unit. Given the non-statutory status of the masterplan it is not thought to be necessary to carry out a more in-depth

assessment. Although the high level nature of the masterplan means that not all areas can be assessed at this stage, the overall outcome shows a positive or neutral outcome in most areas of assessment. The only potential negative relates to disabled parking, which is addressed further in paragraph 7.1, above.

9.0 Risk Management

Description of the Risk	Impact	Likelihood	Mitigating Action	Impact	Likelihood
Objections received to masterplan through consultation	Medium	High	Objections assessed, considered and reported in preparing revised plan	Low	Medium
Masterplan is not approved for consultation – council does not meet D2N2 funding deadlines.	High	Low	The masterplan has been prepared using evidence, involving key stakeholders and is a non-statutory document.	High	Low
HS2 phase 2b does not proceed – reduced investment prospects	Medium	Medium	The masterplan is a relevant and appropriate vision for co-ordinating regeneration and private and public investment in the station area regardless of the success or otherwise of HS2.	Low	Low

10.0 Recommendations

- 10.1 That Cabinet agree the draft Master Plan and the associated supporting material for public consultation.
- 10.2 That the Director of Economic Development has delegated authority, in consultation with and with the agreement of the Executive member for

Economic Growth, to make minor amendments and corrections to the Draft Master Plan and associated supporting material to make it ready for public consultation.

10.3 That following consultation the Director of Economic Development has delegated authority to review the draft masterplan in light of comments received and amend it with a view to reporting back to Cabinet on the consultation with a finalised masterplan for adoption.

11.0 **Reasons for recommendations**

11.1 To allow consultation to be undertaken on the draft Master Plan in accordance with the Council's published Statement of Community Involvement and Communications and Engagement Strategy.

11.2 To allow for minor amendments in the event of further information coming forwards.

11.3 To allow the production of a final version of the masterplan following consultation with a view to bringing it back to Cabinet for adoption.

Decision information

Key decision number	870
Wards affected	All

Document information

Report author	
<i>Antony Wallace – Principle Planning Officer, Strategic Planning and Key Sites Team, Economic Growth</i>	
Background documents	
These are unpublished works which have been relied on to a material extent when the report was prepared.	
<i>This must be made available to the public for up to 4 years.</i>	
Appendices to the report	
Appendix A	Draft Chesterfield HS2 Station Masterplan
Appendix B	Outline Consultation Plan
Appendix C	Preliminary Equalities Impact Assessment
Appendix D	SEA and HRA Screening
Appendix E	Desktop Health Impact Assessment
Appendix F	Schedule of supporting evidence to be published during the consultation

HS2 Masterplan **Chesterfield**

Public Consultation Report

December 2020 | 190133 | Rev C

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2	VAODP <ul style="list-style-type: none">VisionAimsDesign PrinciplesApproach	6	Development Plots <ul style="list-style-type: none">Plots A-G including:<ul style="list-style-type: none">- Existing Location/ Proposed Site Plan- Overview- Design Strategy- Objectives Achieved- Design Drivers- Landscaping Approach and Plan- Perspectives
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Project Team:



CHESTERFIELD
BOROUGH COUNCIL

Whittam
ARCHITECTS / Cox

AECOM

01
Introduction and Strategic Framework

Introduction And Strategic Framework

Document Purpose

Whittam Cox Architects have prepared this masterplan consultation document in co-ordination with AECOM and Chesterfield Borough Council to illustrate a plan and vision for the HS2 vision area in Chesterfield. This masterplan document has been produced to provide an indication of how the area around the station and surrounding areas may come to fruition. The indicative vision proposals seek not to be prescriptive in how future developments should be formed in the built environment and consequently stifle any alternative proposals; but give a picture of how a holistic vision of a series of spaces can contribute toward a successful regeneration and promotion of the area. As described and agreed through initial co-ordination with key stakeholders the vision is:

“To reinvent the train station and rail travel as an integral part of the town centre.”

This masterplan has been developed in co-ordination with key stakeholders and decisions on infrastructure has been aligned to evidence based decisions wherever possible. The HS2 masterplan site tackles some key development sites in the town centre including the existing station forecourt and the current Chesterfield Hotel site. The masterplan will also seek to strengthen connections to the town centre, the Waterside site and Northern Gateway character area. Integral to the strengthening of connections will be accommodating a new link road, cycle routes and pedestrian permeability throughout the study area. Sustainability factors will be inherent throughout the masterplan and will be demonstrated in a variety of different ways in considering environmental, societal and economical impacts of developing this part of Chesterfield.

The document will analyse the study area, test the site opportunities and constraints; then show an aspiration for development in the area. This vision document will conclude by showing how the proposed built environment and public realm works can cohesively respond within this vision.

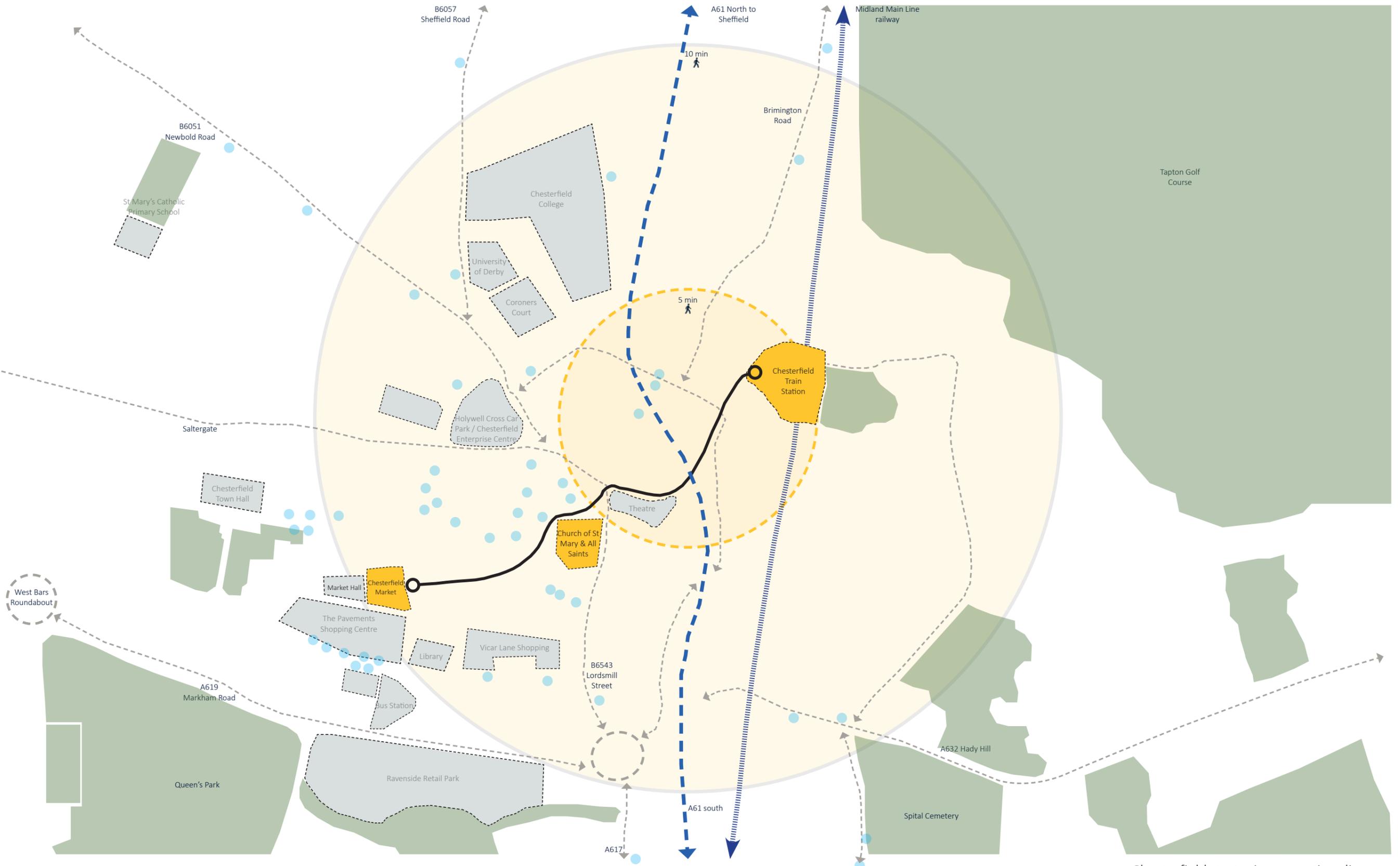


Chesterfield satellite overview

Introduction and Strategic Framework

Strategic Connections

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Chesterfield strategic connection diagram

Introduction And Strategic Framework

Introduction

Since the introduction of the railways in the late 19th Century they have played a significant role in the history and economy of Chesterfield. They still do, and Chesterfield Station's importance for the borough remains to this day, with growth in passenger numbers predicted. The announcement of the High Speed 2 (HS2) route with a stop at Chesterfield has only served to heighten this importance and the likelihood of growth in passengers. It also brings with it the potential for significant positive change in the station area and the borough.

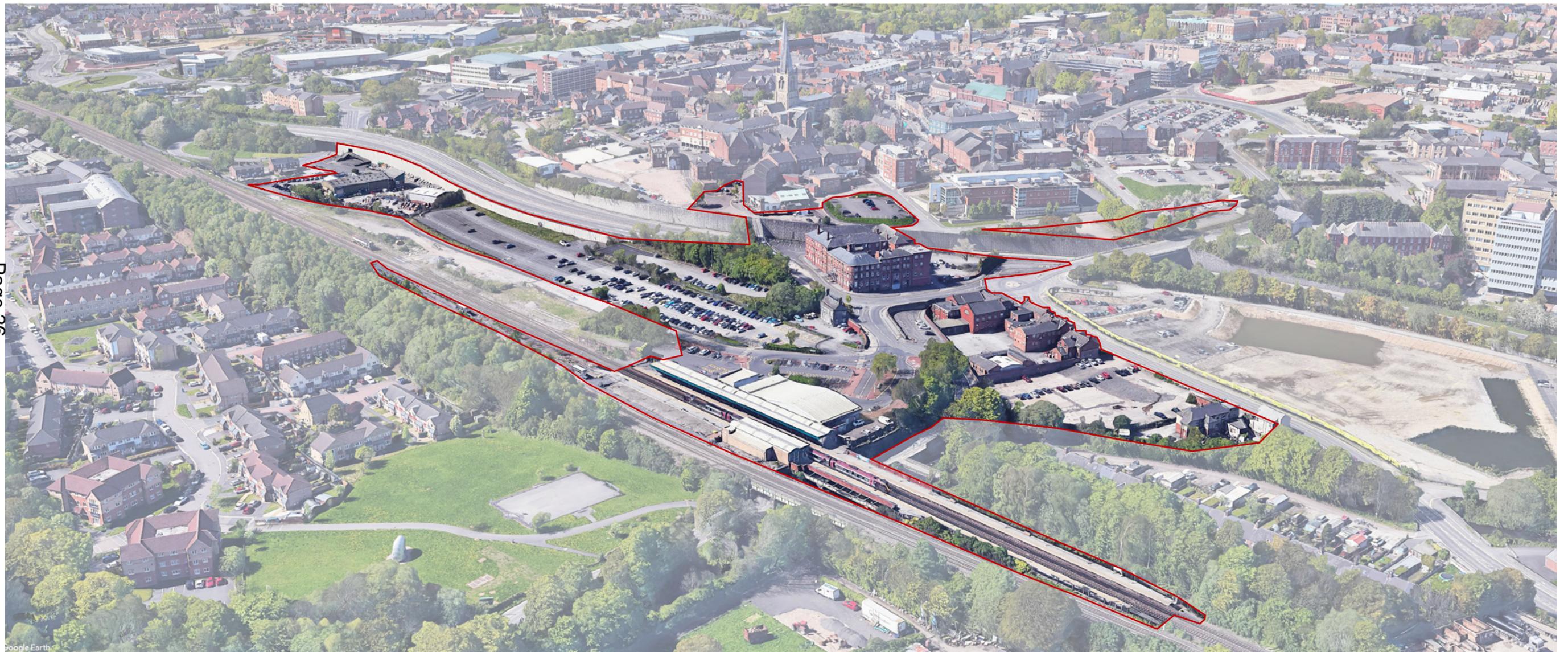
Chesterfield Borough Council has worked with other stakeholders to understand the potential of the station and its surroundings for regeneration in light of HS2 and other moves to improve the northern

rail network. The station's location is tantalisingly close to the town centre and it could feel much more a part of it with the right changes, whilst the experience of the area around the station could be better in many ways for the variety of people using it. There are also opportunities for development to boost the local economy with new jobs and provide a vibrant mix of uses.

In recognition of the area's potential for positive change Chesterfield Borough Council has progressed a masterplan vision. In doing so it has involved stakeholders early in its preparation and has commissioned Whittam Cox Architects and AECOM to further develop and produce a masterplan document for wider consultation. The work is set against a

background of on-going public funding opportunities and projects, and whilst the masterplan will ultimately not be part of the statutory town and country planning framework the Council's intention is for it to show how both private and public investment in the area can be best co-ordinated to make the most of the station areas potential.

Aside from its ability to help co-ordinate investment, progressing the masterplan through the stages of consultation, review and finally approval by full council, is a first step which will support the production of planning guidance for managing development in the station area through the statutory planning system.



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Chesterfield satellite overview- study area

Introduction And Strategic Framework

HS2 Background

HS2 is the Government's proposed high-speed rail network to link London with major cities in the Midlands and the North. A preferred route was published in 2013 which envisaged a Y shaped route north of Birmingham with a western leg to Manchester and an eastern leg to Leeds with intermediate stops in the East Midlands and South Yorkshire. A first phase of HS2 is currently under construction between London and Birmingham, whilst parliament has yet to authorise the construction of the second phases of HS2 between Birmingham and Crewe (phase 2a), and onwards in two separate branches to Manchester and Leeds (phase 2b). However, the proposed route of HS2 phase 2b includes a loop off the new line using an existing route which would connect Chesterfield Station and Sheffield to the high-speed network. This loop would require modifications including the electrification of the Midland Mainline and when completed should provide a highspeed stopping service for Chesterfield.

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The scheme being developed by HS2 Ltd is still anticipated to serve the region by 2033. Two services per hour are expected to serve Chesterfield in each direction, with journeys to London taking 1 hour and 15 minutes and connections providing improved journey times towards Sheffield and points further north such as Leeds.

Chesterfield Borough Council believes that HS2 will provide a once in a century opportunity to enhance the UK's rail connectivity and accelerate the country's economic growth potential. A HS2 service for Chesterfield will place the town on the UK and European High-Speed Rail Map.



HS2 railway line map

Introduction And Strategic Framework

Economic Strategy

The proposed HS2 has over the last 8 years increased the existing significance of Chesterfield Station to the borough and region's economic, social and environmental prospects. Whilst HS2 is not without controversy Chesterfield Borough Council and the Local Economic Partnership (LEP) have sought to make the most of its anticipated positive economic impact, by developing strategies and seeking funding. These strategies seek to maximise the regeneration benefits of the HS2 infrastructure and service regionally and locally.

The HS2 East Midlands Growth Strategy 2017, written by the East Midlands Local Economic Partnership (D2N2), believes that HS2 will have a transformational impact on the Derbyshire economy and it identifies a 'North Derbyshire Growth Zone' that includes the former Staveley Works site and Chesterfield Station as locations that are key to maximising the benefits of a future HS2 service.

The D2N2 strategy suggests making the station area a gateway to the Peak District; and also change in the station area to 'provide a modern and attractive route across the A61 with well-designed public realm that will bring the station into the town centre, as well as allowing far greater accessibility to public transport. Unused and under-used land around the station will be developed and linked to the adjacent Waterside development to provide a mixed use 'urban village' fit for future generations to live, work and play. The strategy views the provision of a new link road between Brimington Road and Hollis Lane through the station area as key to early development and growth in the North Derbyshire Growth Zone.

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The Chesterfield Borough Council's Growth Strategy 2019-2023 complements the East Midlands strategy and sees the council playing a key role in the successful development of areas such as Chesterfield Station in order to realise the opportunities it poses for growth of the economy. The growth strategy sees the arrival of HS2 services at Chesterfield as being a catalyst for significant change in 'growth prospects' as HS2 should boost the attractiveness of Chesterfield as a residential and business location, and as a hub for visits to the Peak District. The growth strategy sees a station masterplan as a way of establishing the station and its environs as a vibrant gateway with improved connectivity to the town centre and unlocking significant commercial and residential development.

Whilst economic strategies are by nature aspirational, these aspirations attract funding opportunities for infrastructure and development. Currently funding is being provided by the East Midlands Local Economic Partnership for infrastructure within the station area, with a requirement for this to deliver new jobs in Chesterfield.



Chesterfield and surrounding area images (l-r) The Crooked Spire, the Peak District, Chesterfield Market, Chesterfield Town Hall

Introduction And Strategic Framework

The Local Plan

The driving force for a station masterplan comes from economic strategy but changes through new development must happen within the legal framework set by the statutory planning system. The Chesterfield Borough Local Plan provides this legal framework and it came into effect in 2020. The Local Plan factors in not just economic strategy but also social and environmental considerations. The Local Plan shows what new development the council is planning for in the borough, up until 2035.

The Local Plan sets a series of strategic objectives to be achieved through new development in the borough, and these are relatively broad in scope, ranging from enhancing the health and wellbeing of the borough's residents, providing sites for at least 4080 homes, providing at least 50 hectares of land for employment development, minimising greenhouse gas emissions, and promoting a net gain in biodiversity. The Local Plan also seeks improvements in accessibility and the highway network alongside improvements in air quality, enabling healthier and more sustainable transport choices whilst also supporting the vitality and viability of the town centre. However, it may not always be possible to meet these objectives to the same degree on all sites and so the Local Plan seeks to balance and prioritise them, providing specific strategic policies for sites such as the station area.

For Chesterfield Station area the Local Plan has a specific policy called SS7 Chesterfield Railway Station which states:

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, the council will support development based on the extent to which it delivers:

- 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 and Chesterfield Town Centre;
- h) essential infrastructure required to deliver the improvements set out in the approved masterplan;
- i) appropriate assessment, evaluation and, if necessary, recording of archaeological remains;
- j) improved inclusive accessibility to Chesterfield Railway Station and within the masterplan/development framework area.

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

SS7 Policy Extract



Chesterfield Borough Local Plan

Adopted July 2020

Chesterfield Borough Local Plan- Front Cover

Introduction

Strategic Policies

The station area sits next to two other strategic sites in the Local Plan which calls them Spire Neighbourhood and Waterside, where it is envisaged that new development will create more homes, alongside commercial uses in an accessible central location that could reduce the need to travel by car. Whilst the Local Plan shows boundaries to these two strategic sites, the station masterplan can factor in sites beyond the Local Plan strategic site boundary to a degree. For instance, where such sites are needed to meet funding obligations for new infrastructure within the station area, or if there is a need to show how the station area will link into the wider transport network and relate to nearby planned development such as Waterside.

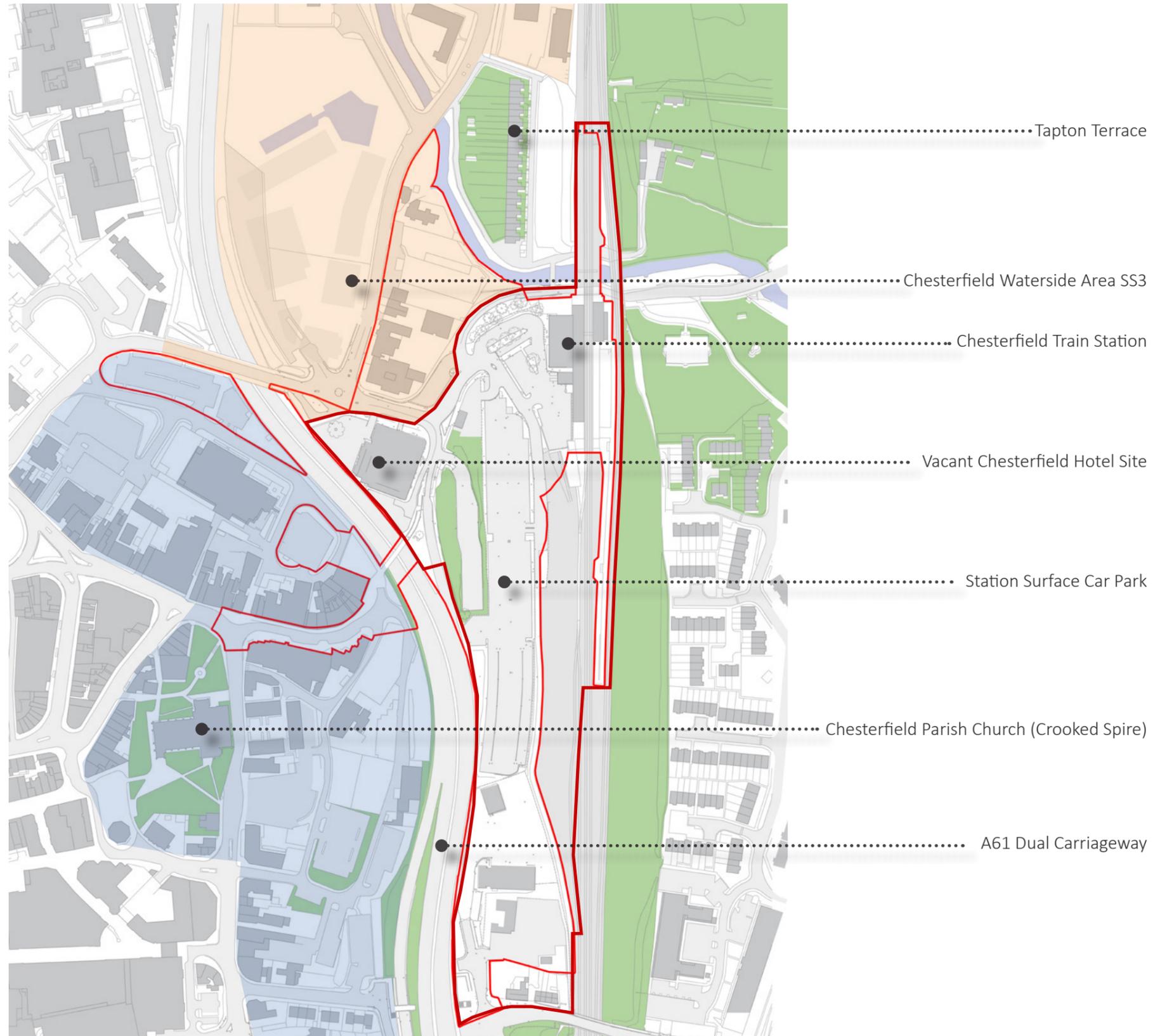
Alongside the provision of a link road between Brimington Road and Hollis Lane the Local Plan seeks to prioritise pedestrians, cyclists and public transport in terms of how the area works. The link road is planned to run through the station area and the Local Plan contains a policy which safeguards an indicative route (policy CLP24). It is labelled as the Hollis Lane Link Road in many documents but there is scope to refer to it as the Station Link Road for the purposes of understanding its contribution to the station masterplan.

The station area sits within a wider walking and cycling network with existing and proposed routes identified at a county and borough level. The Derbyshire County Council Local Transport Plan 3 (LT3) sets out a strategy for all modes of transport and Derbyshire County Council are actively pursuing improvements to the network. Currently work is ongoing to secure enhancements to a route which passes through the station area from the south and leads to the north then east up Crow Lane and also to provide a cycle hub. The masterplan should recognise the station area's importance within the walking and cycling network and prioritise walking and cycling as much as is reasonable when balanced against other potentially competing operational considerations for the station.

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Key

- SS1 Spire Neighbourhood
- SS3 Chesterfield Waterside
- SS7 Chesterfield Railway Station



Strategic policies map

Introduction

The Railway and Station

The station and associated car parking lies on the Midland Main Line, with four tracks passing through three platforms and is operated by the East Midlands Railway franchise but owned by Network Rail. The station is currently served by trains operated by East Midlands Railway, Cross Country Trains and Northern Trains and a significant proportion of passenger demand is for shorter trips to the Sheffield area and second to this London.

The Sheffield City Region Integrated Rail Plan 2019 acknowledges that there are opportunities to deliver additional services in the next two-three years as new timetables and franchise arrangements emerge, and that the Local Authority is working on options to improve infrastructure within the station and the wider rail network to deliver HS2 and maximise rail connections.

Whilst the introduction of HS2 could affect existing services, current forecasts suggest that the introduction of a one or two hourly HS2 service would be likely to significantly increase the number of passenger journeys to London, combined with an increase in demand for Sheffield, Leeds and York. This would be against an overall significant increase in use of Chesterfield Station. Such an increase in use combined with changes near the station building have the potential to warrant enhancements to the station building itself.

The sub national transport body 'Transport for the North (TfN) published a proposed network called Northern Powerhouse Rail (NPR). It contains a programme of rail investment with the aims of improving journey times and service frequencies between some of the major cities and economic areas in the North of England. Sheffield is seen as a key 'hub station' and Transport for the North recommends connecting Sheffield to HS2, which currently would be via Chesterfield.

Within the wider context of HS2 and the Northern Powerhouse Rail programme, Network Rail currently sees a proposed station masterplan as an opportunity to create a safer and more secure station environment and also to enhance revenue and commercial return within the context of their Rail Network Enhancement Pipeline (RNEP). East Midlands Railway who operate the franchise for the station and car parking, have requirements to expand parking provision at the station area to accommodate anticipated growth in demand and are also actively involved in developing a cycle hub within the station area. The Council has been engaging with the railway stakeholders including Network Rail and East Midlands Railway with a view to exploring any opportunities for enhancing the station building and platform facilities and will take this forward through a separate detailed piece of work.

Given the large extent of Network Rail and East Midlands Railway interests in the station area any proposals within this vicinity are highly dependent on their collaboration and need to factor in such considerations as operational requirements such as track access points, maintain station operations (including pedestrian access and facilities) throughout any development, meeting specific design, accessibility, operational and safety standards and guidelines. Network Rail will require that any enhancements to the station, which include not just the platforms and station buildings but also car parking, must obtain stakeholder acceptability in terms of station users, service providers and operating companies.



Chesterfield Masterplan 2015 Extracts- Station Arrival

Introduction

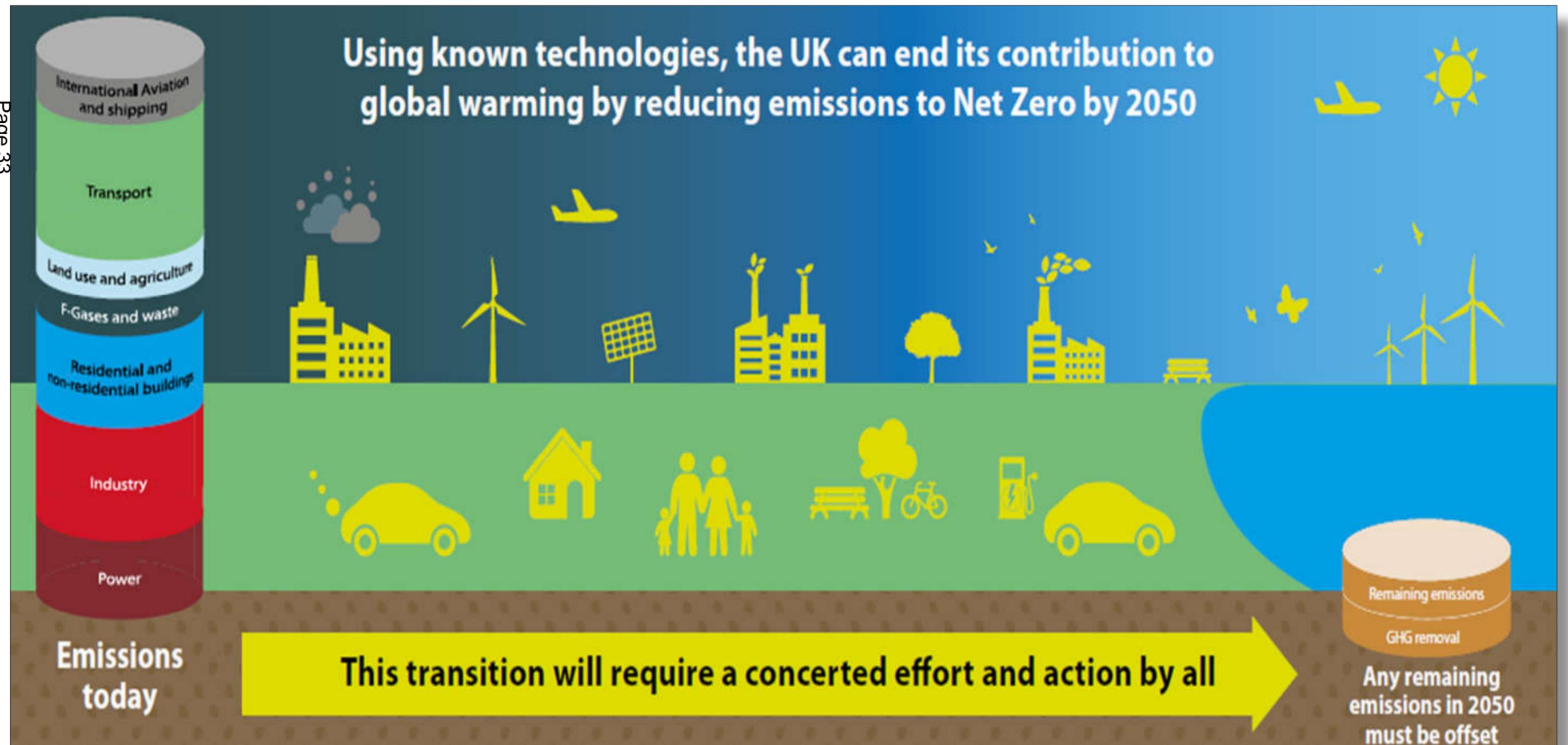
A Changing Context

Work on the masterplan and its evolution has been in the context of significant change globally and locally, with the announcement of a climate emergency by Chesterfield Borough Council in 2019, the progression towards BREXIT and the emergence of a global pandemic. What is certain is that things will continue to change and a masterplan should show some flexibility to avoid becoming obsolete at least within the next five years.

However, it is likely that the need to recover and grow the economy and reduce carbon emissions will be strong themes at least over the next five years, as will the prospect of a HS2 line and changes in rail services. Whilst there is already in place a relatively well developed strategy and policy context from an economic perspective, and the prospect of a HS2 service is a key part of that, the strategy and policy context for climate change is still emerging in terms of its nature and its prioritisation. It is also early days in understanding what any long-term effects of the global pandemic are likely to be.

The council's first Climate Change Action Plans was published in 2020 following the announcement of a Climate Change Emergency by Chesterfield Borough Council and it seeks to both mitigate climate change and increase resilience to it. The adopted Local Plan also seeks to reduce carbon emissions, create resilience to climate change and increase biodiversity.

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Introduction

Key Stakeholders

Co-ordination with stakeholders has been key in developing this masterplan, ensuring that we considered opportunities and constraints of existing users and operators of the area is vital in providing a vision that is relevant and realistic. Engaging the stakeholders is critical to the project's viability as it is these people who will most frequently use the infrastructure and developments in question; consequently co-ordination events as below have helped steer the masterplan as identified in this document.

- 24th April 2017 HS2 North Derbyshire Growth Strategy Workshop
- 24th May 2018 Stakeholder workshop
- Summer 2020 MP scoping workshops
- Autumn 2020 collaboration with Derbyshire County Council and discussions on the emerging highways and access layouts with EMR, NR and HS2.

It is anticipated that a formal (virtual) consultation event will be held in February 2020 in which both stakeholders and the wider public will be able to provide comments for consideration of the HS2 masterplan project team. Following receipt of all comments arising from the consultation the masterplan will be revisited and a final iteration of the masterplan will be published in March/ April 2020.

The following Stakeholders (as a minimum) will be consulted as part of the development of the Final Masterplan:

- Chesterfield Borough Council
- Derbyshire County Council
- HS2 Ltd.
- Network Rail
- East Midlands Railway
- Public
- D2N2 LEP
- Sheffield City Region
- Department for Transport
- Midlands Connect
- Major Landowners
- Environment Agency
- Historic England
- Natural England
- Stagecoach
- Chesterfield Waterside
- East Midlands Chamber of Commerce
- Destination Chesterfield
- Transition Chesterfield
- Chesterfield Cycle Campaign
- Trans Pennine Trail
- Chesterfield College
- Chesterfield Civic Society
- Organisation Representing Taxi Companies



Introduction

Study Area

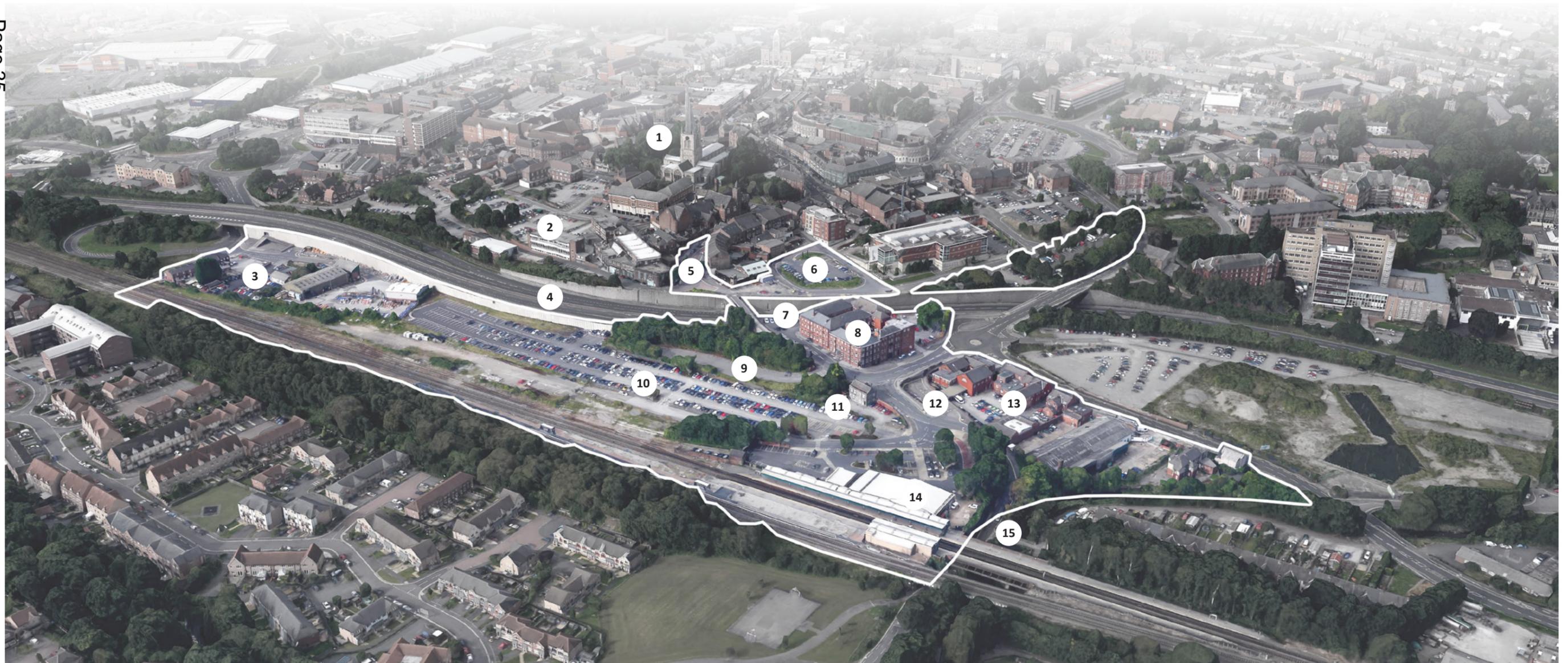
The HS2 masterplan study area perimeter is primarily bound by the A61 dual carriageway and the railway lines to the east. The station building is situated to the north east of the study area and sits alongside a comprehensive amount of car parking that serves the station. The southern end of the masterplan site narrows on approaching the A632 from the station, in anticipation of providing a connection to the existing Spa Lane junction.

In accordance with the 2015 masterplan document the majority of the study area is addressed as the Station Arrival character area. The

vision statement addresses the need to reinvent the train station and rail travel as an integral part of the town centre and consequently it is imperative that the masterplan proposal isn't just developed as the Station Arrival character area but in connection with the Spire Neighbourhood/ Historic Core via Corporation Street, the Northern Gateway via Malkin Street and the Waterside development via Crow Lane. Although sparse in existing developments, the study area contains important assets that will be considered further in this document. These include but are not limited to the station building, the Grade II Listed former station building, the link bridge from Corporation Street and the prominent Chesterfield Hotel site.

Key

- | | |
|--|----------------------------------|
| 1 St Mary and All Saints Church | 8 Chesterfield Hotel Building |
| 2 St Marys Car Park | 9 Malkin Street Private Car Park |
| 3 Hollis Lane Private Car Park and Builders Yard | 10 Long Stay Station Car Park |
| 4 Rother Way | 11 Old Station Ticket Office |
| 5 Corporation Street | 12 Crow Lane Car Park |
| 6 Theatre Lane Car Park | 13 Brimington Road Properties |
| 7 Felkin Street Car Park | 14 Chesterfield Station |
| | 15 River Rother |



HS2 Masterplan study area (satellite view)

02
VAODP

(Vision, Aims, Objectives and Design Principles)

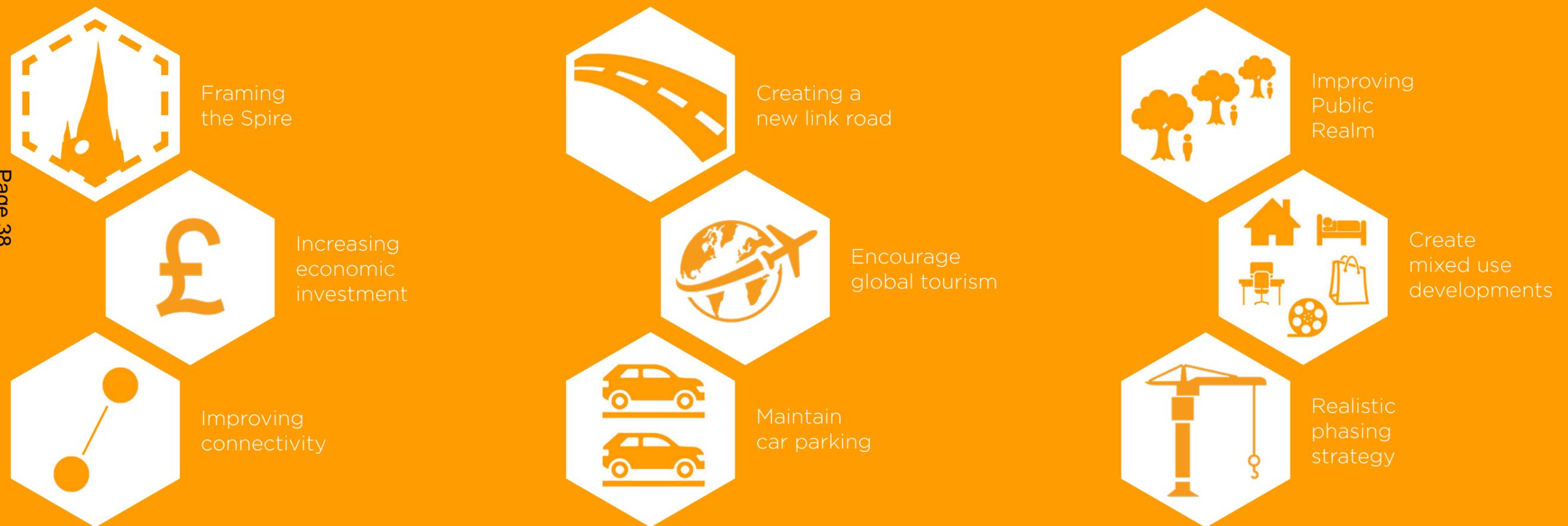
“To reinvent the train station and rail travel as an integral part of the town centre”

VAODP

Aims

- Create a station environment centred around passenger needs.
- Create a positive first impression (‘wow factor’) of Chesterfield.
- Provide a ‘step-change’ in connectivity to the station; and
- Enhance the station’s role as a gateway to North Derbyshire and the Peak District National Park.

Objectives



VAODP

Design Principles and Approach

Design Principles

(as co-ordinated by AECOM and agreed with key stakeholders):

- A connection hub including taxi rank, MSCP, drop off point, bus / coach stops, and cycling facilities which are to be located as close as possible to the station.
- Modern station facilities capable of accommodating passenger growth.
- Key links to the existing town over the dual carriageway including a key pedestrian / cycling route linking the site to Corporation Street and enhancing the existing link Waterside and to the Northern Gateway area via Brewery Street.
- To improve north-south pedestrian and cycle links through the masterplan area (connecting to Waterside and the Trans Pennine Trail).
- Development that protects key views to the Crooked Spire.
- A Station Link Road (currently named Hollis Lane Link Road in the Local Plan) being a vehicular connection that links Hollis Lane and Brewery Street that can be utilised by various modes of transport.
- A multi-storey car park that hosts a similar amount of spaces as the current surface car parking and that can accommodate growth.
- A mixture of development plots that include a variety of uses.
- A sustainable development that achieves carbon reduction strategies, and climate change targets.
- A development that supports Chesterfield to be a healthy place to live and work.

Approach

The vision, aims, objectives and design principles (VAODP) have been co-ordinated by AECOM and agreed with the key stakeholders on this project. The 'vision' articulates the Chesterfield HS2 masterplan in a single statement. The 'aims' are derived from the draft 2019 HS2 station masterplan and HS2 Growth Strategy. The 'objectives' have been developed from the draft 2019 masterplan and the D2N2 Strategic Sites Business Case. The 'design principles' directly relate to the draft Local Plan Policy SS7.

These statements have provided the project team with a steer and brief to test the proposals against. This document will seek to demonstrate a balanced approach to achieving the vision, aims, objectives and design principles. Whilst the project also aims to test the capacity, urban strategy and spatial arrangement of each development plot, all of the objectives and principles will be referenced in developing a strategy that is right for Chesterfield. This document will also seek to demonstrate how design drivers (as denoted in the development section) that have been influenced by the VAODP's will inform the direction of the masterplan and the established development plots.

03
Analysis

Analysis

Approach / Delivery

To produce a vision that successfully accounts for the area's opportunities and constraints an examination of the existing conditions is imperative. The analysis will help inform the architectural and urban design drivers required to produce the vision and will cover the following factors:

Chesterfield Character Areas- Understanding the Station Arrival and how the masterplan proposals will relate to the surrounding character areas such as the Spire Neighbourhood and Waterside site.

Conservation and Heritage- Analysing conservation zones and heritage assets in and around the masterplan area.

Figure Ground- Demonstrating the density of built developments.

Key Views- Identifying current views toward the centre (primarily toward the St Mary and All Saints-Chesterfield Parish Church).

Highway Infrastructure- Maps demonstrating roads, cycle and pedestrian routes in the area.

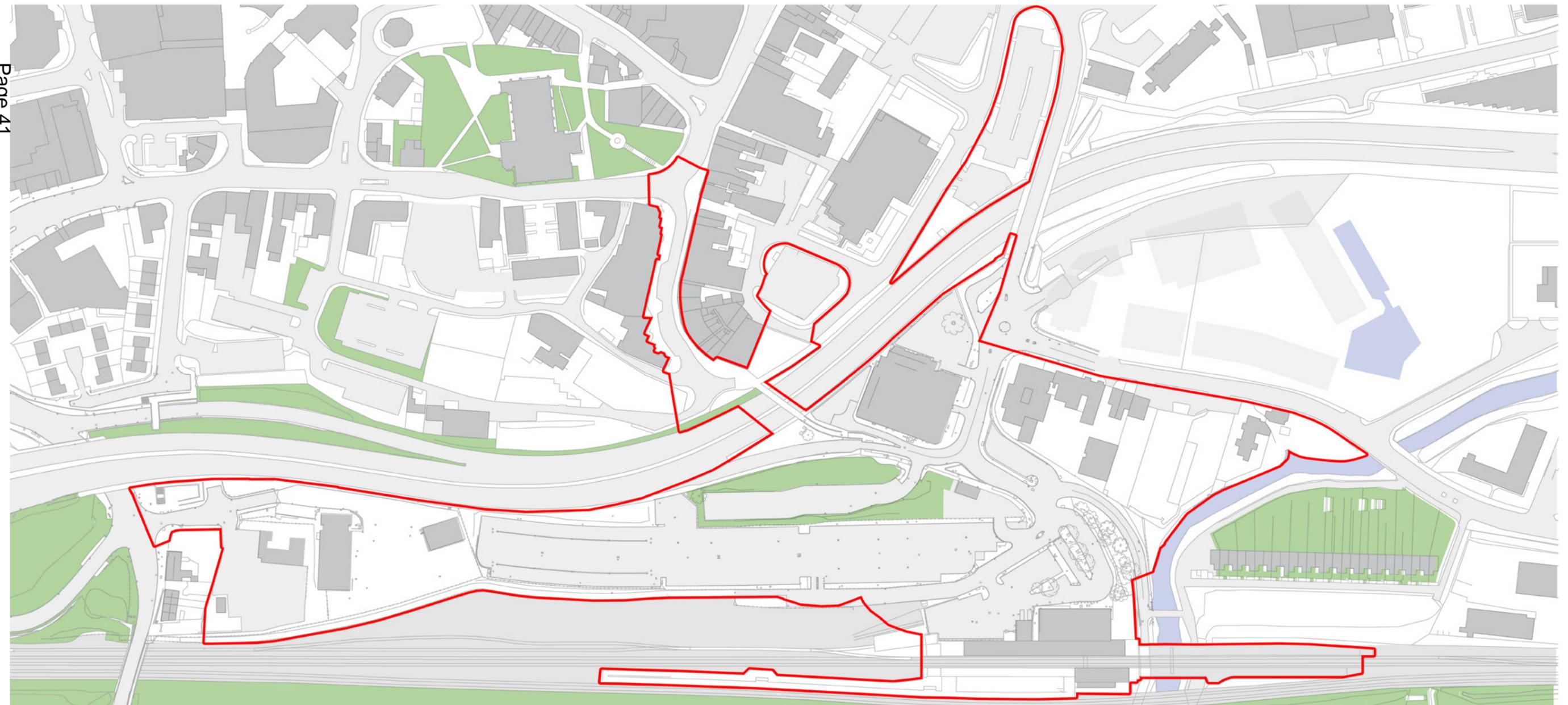
Surrounding Proposals- Identify development sites that may potentially come forward in the future.

Building Uses- identifying building uses within the study area and immediate surroundings.

Topography and Building Heights- This will primarily demonstrate the level difference between the masterplan study area and the town centre.

Chesterfield Architectural Character- This will show the architectural typology in Chesterfield Town Centre.

Photographic Study- This will give the reader a visual account of the existing site and its context.



HS2 Masterplan study area- existing site (OS plan)

Analysis

Chesterfield Character Areas

The Chesterfield Town Centre masterplan identified eight key areas of town centre regeneration (including two outer-centre locations). Four of these are within close proximity of the development area and have individual defining characteristics. The proposal generated in the HS2 masterplan should not only benefit the immediate Station Arrival area, but seek to enhance and forge links to the surrounding character areas, acting as a catalyst for potential future developments.

Spire Neighbourhood

Concentrated around the famous Spire, the Neighbourhood contains many local landmarks. Key aspirations for the Spire Neighbourhood include extending the amount of residential premises located within close proximity to the town centre. Part of this area contains Corporation Street which falls into the demise of our study area.

Educational Quarter

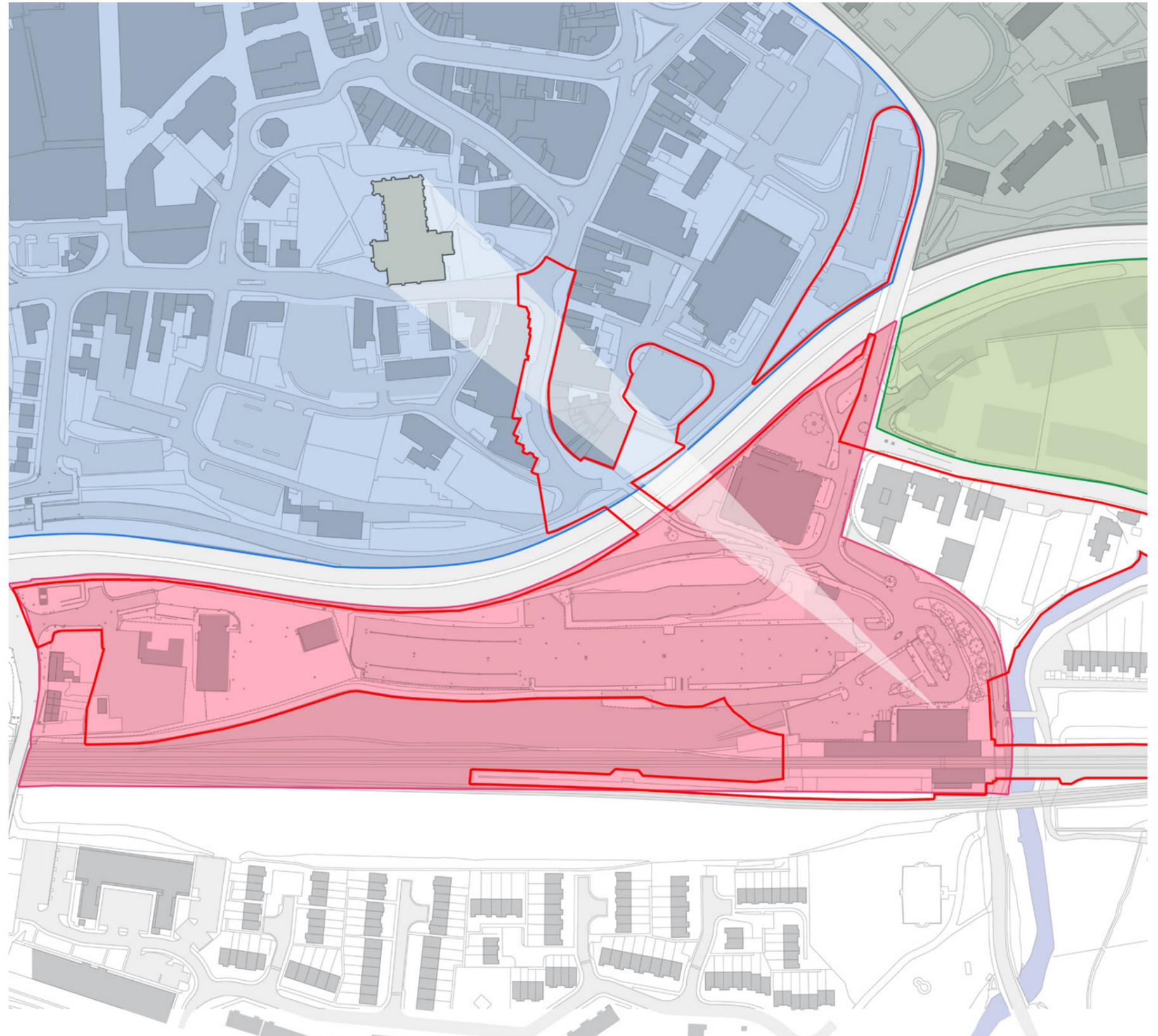
The Education Quarter around Chesterfield College is burgeoning with the establishment of a Derby University Campus. The study area has been extended toward the north to tie in with the Educational Quarter and the Northern Gateway.

Waterside

A new destination for Chesterfield providing up to 1,500 homes, over 30,000 sqm (322,900sqft) of business space, ancillary shops, bars, cafés, galleries and hotels.

Station Arrival

Deemed 'a critical project to reinvent the train station as an integral part of the town centre', the HS2 masterplan vision seeks to improve on the strategy set out in 2015, and create a new arrival gateway in to Chesterfield.



Character area plan (study area shown red)

Analysis

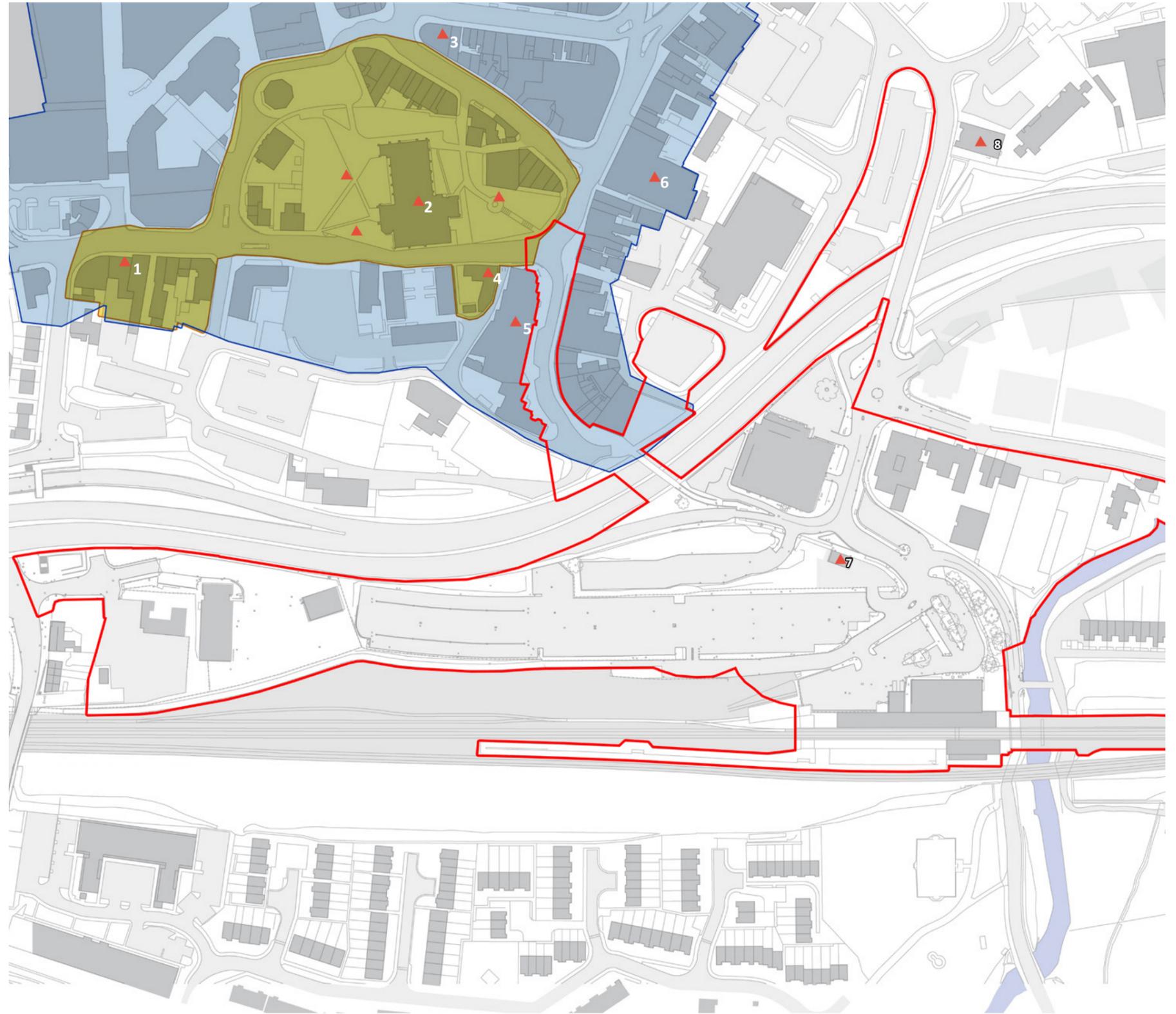
Conservation and Heritage

To the west of the site, towards Chesterfield Town Centre lies two conservation areas. These conservation areas are deemed 'of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. With the western section of the proposed area falling within these areas, it will be an important aspect to respect the surrounding history and character.

Existing surrounding details and heritage should be taken into consideration with regards to materials and design. Any proposal within proximity to listed buildings or conservation areas should respect the area and seek to enhance the area's character. One key consideration will be how the masterplan can incorporate the Engineer's Offices Grade II Listed Building as it is located in the centre of the study area.

Page 43 Surrounding the development area are the following listed buildings:

1. 42 St Mary's Gate Grade II
2. Church of St Mary and All Saints Grade I
3. William and Glyn's Bank and Bank Chambers Grade II
4. 2 St Mary's Gate Grade II*
5. Stephenson Memorial Hall Grade II
6. Winding Wheel Grade II
7. Engineer's Offices at Goods Yard, British Rail Station Grade II
8. Physiotherapy Department of Royal Hospital Grade II



Key
The Town Centre conservation area
The Church Close conservation area

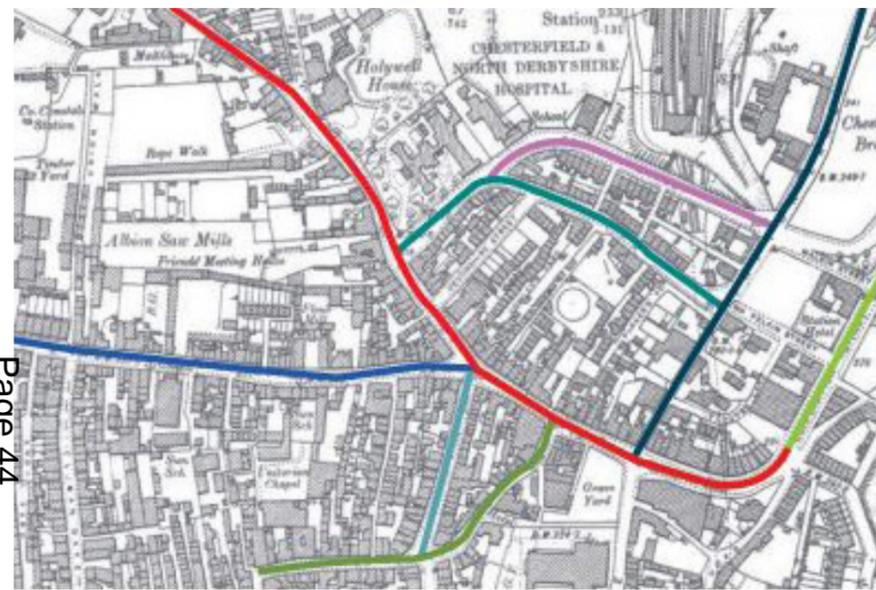
Conservation zone and heritage assets plan (study area shown red)

Analysis

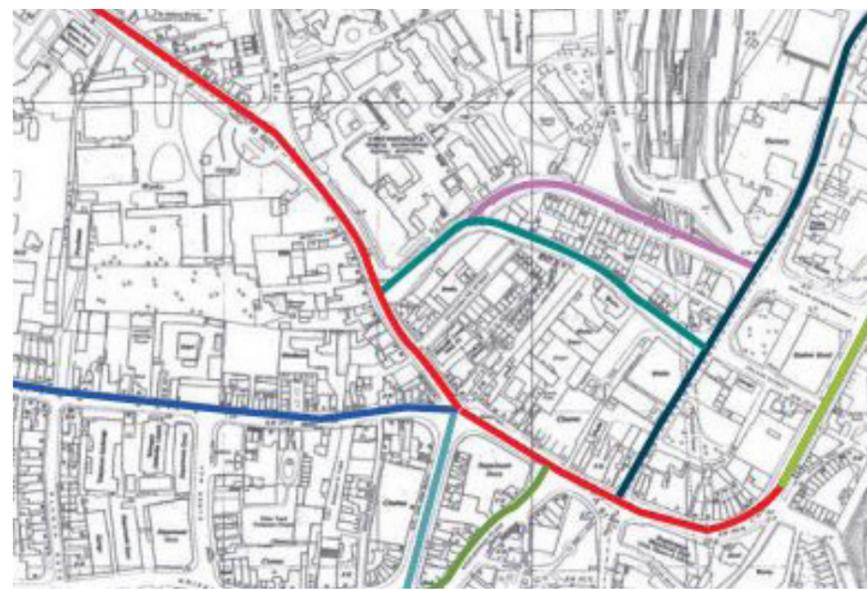
Heritage Routes

Chesterfield is known for being a historic market town with a rich heritage. The town centre has historic character in abundance and it is imperative that the forthcoming masterplan strikes a connection with the town centre. The diagrams below show heritage routes from 1890 and how they have evolved over time. With the construction of the Rother Way dual carriageway, many heritage routes lost their dominance and hence why the connection from the station to the town centre has been weakened. The key historical route along Corporation Street still exists as a pedestrian route, though the presence of the slip road means that the direct route to the station is fragmented.

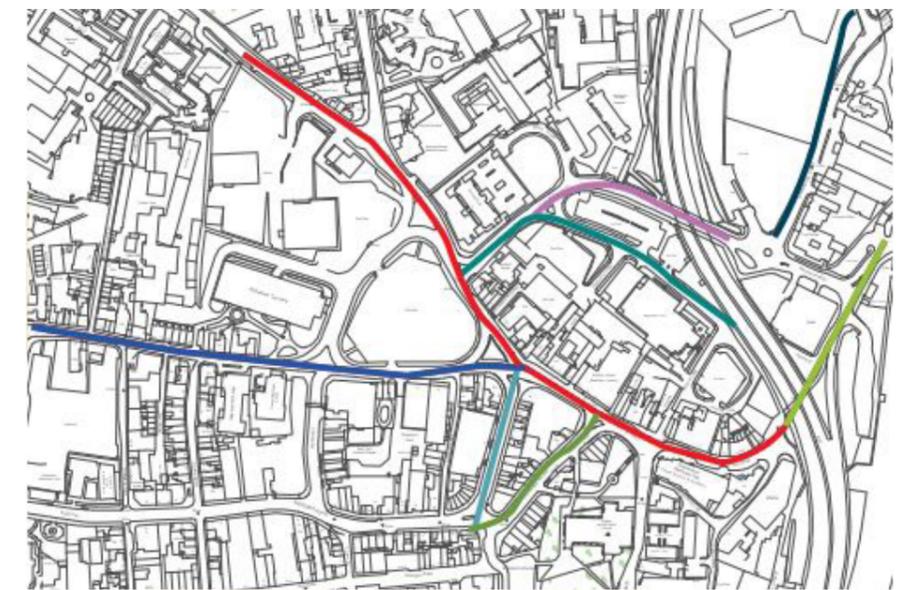
This masterplan will present the project team with an opportunity to reconnect the station and surrounding area with the town again through developing links to Corporation Street, Brimington Road, Brewery Street and Cavendish Street.



1890- Historical map



1960- Historical map



2020

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Key

- Holywell Street
- Saltergate
- Cavendish Street
- Stephenson Place
- Corporation Street
- Durrant Road
- Brewery Street
- Brimington Road

Analysis

Chesterfield Architectural Character

Chesterfield hosts a wealth of architectural character in the town centre and the range of architectural types demonstrates a town that has evolved and committed to developing buildings of longevity throughout the last century (and beyond). The town centre hosts the majority of listed buildings and buildings of character, the study area is primarily occupied by surface car parks and it is this masterplan that will seek to demonstrate how a balance can be struck between developing a contemporary series of developments alongside the historic character of the town centre. The HS2 masterplan presents an opportunity to develop aspirational contemporary buildings, though the masterplan urban strategy should be respectful to the low-lying historic character of the town centre.

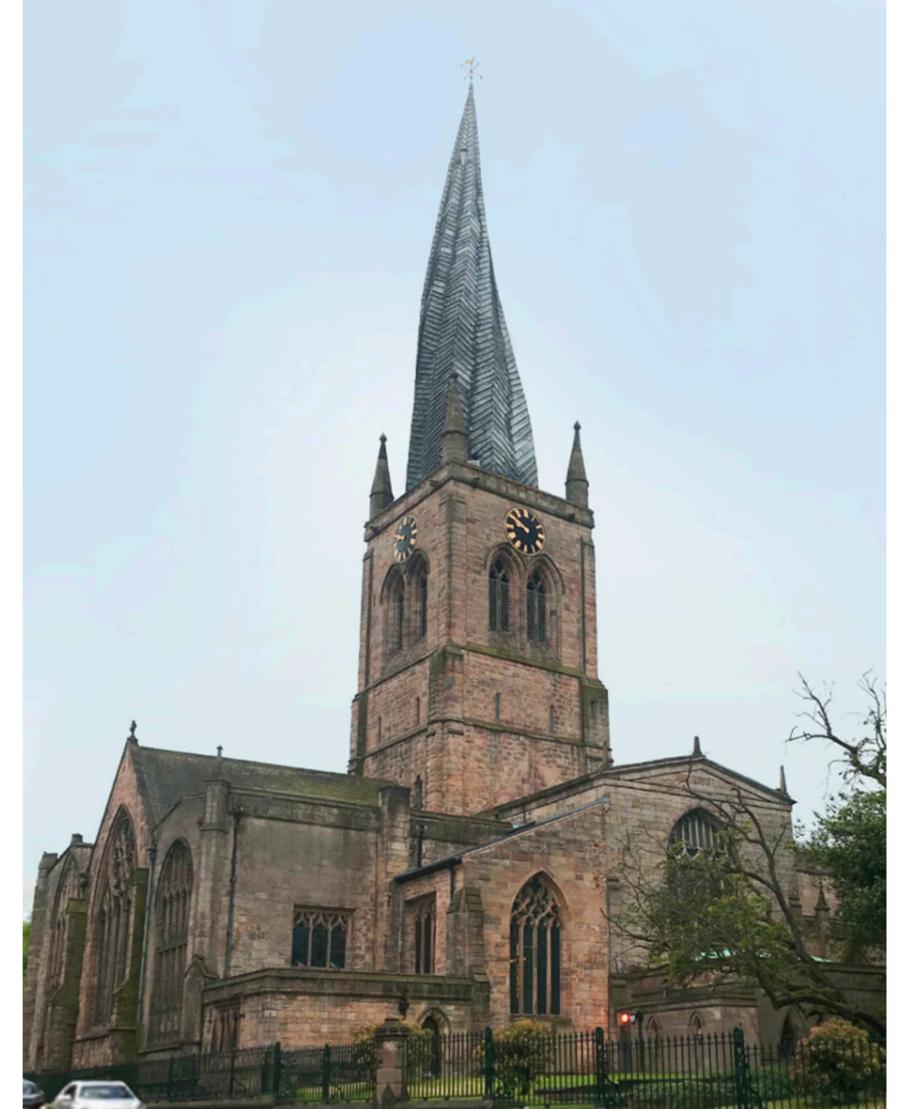
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Holywell Street



Knifemithgate



The 'Crooked Spire'



Hollis Lane



Pomegranate Theatre



Vacant Chesterfield Hotel Site



The Market and Market Hall



Chesterfield Town Hall



Vicar Lane

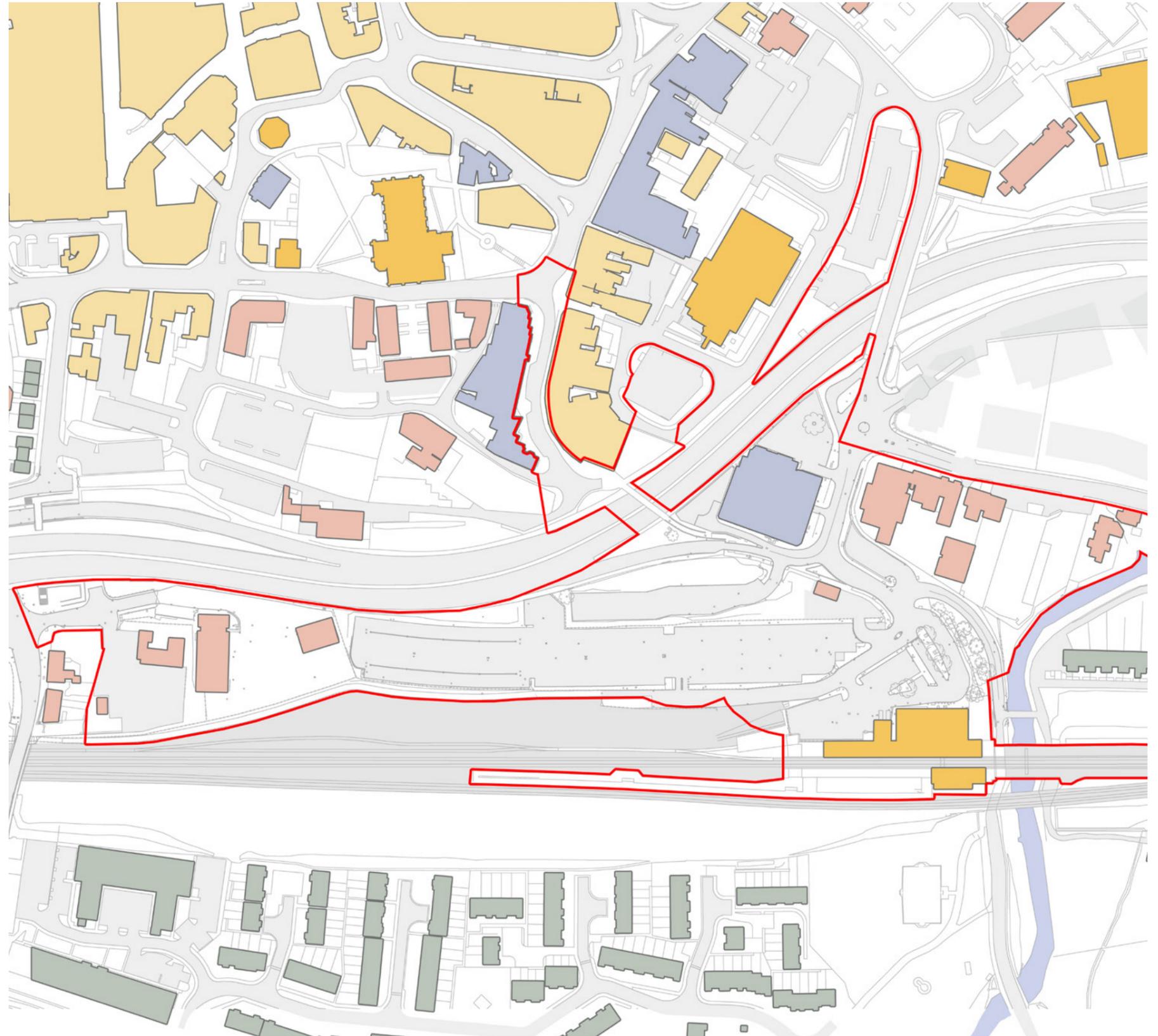
Analysis

Surrounding Building Uses

The study area hosts a sparsely arranged series of buildings but this changes toward the town centre to the west and to the residential area to the east. Small scale commercial/light industrial works and a builder's yard are located in the study area.

The three key buildings located within the study area include the vacant Chesterfield Hotel, the station building itself and the former station building which is now occupied as offices. The residential area to the east and the future mixed use development of the Waterside development area will mean that the masterplan site sits within a catchment area of a continually growing population, which demonstrates why the vision is critical in creating a link to the town centre. A successful connection of these areas may act as a catalyst to a successful neighbourhood and extension of the town centre.

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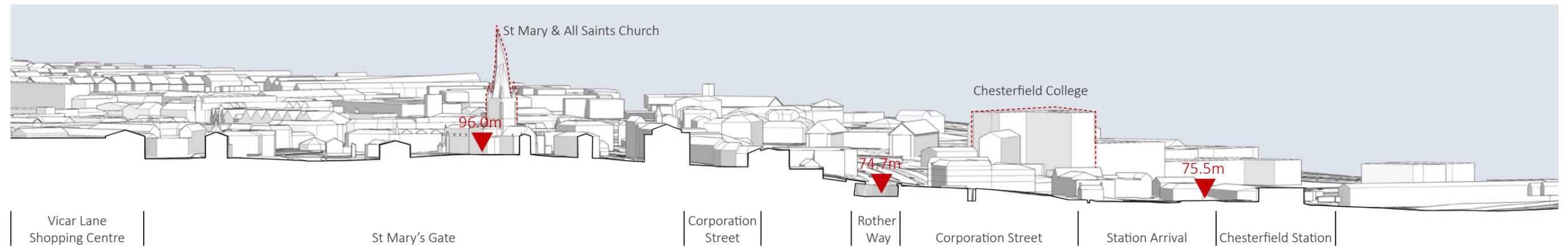


Building uses plan

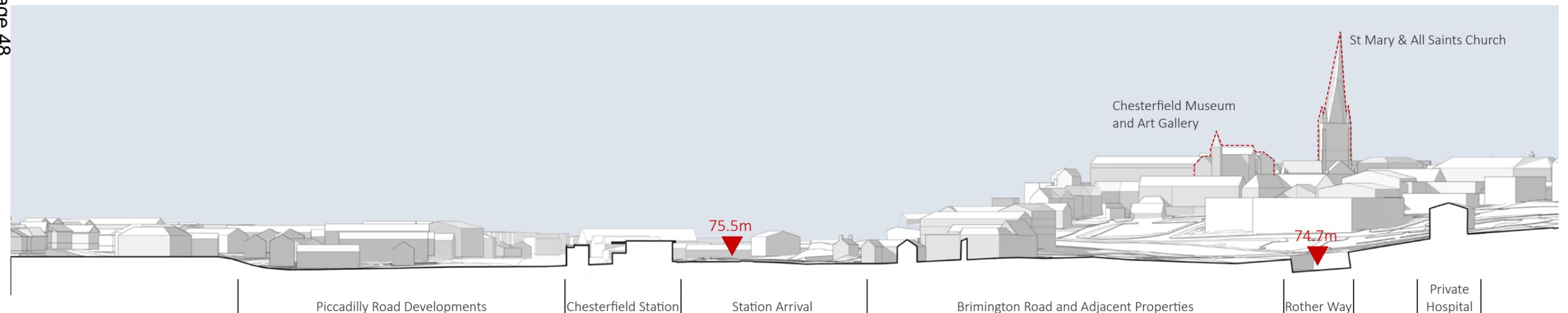
Analysis

Topography and Building Heights

These diagrams demonstrate the general trend in gradients from the town centre to the study area. The study area is particularly low lying as it is situated immediately adjacent to the River Rother. There is approximately 20m level difference from the town centre to the Station Arrival area. With the development area lying comparatively lower than the town centre, there is an opportunity to propose significant development height without overpowering any town centre landmarks (subject to critical views being retained). The building height 3D visual on the following page indicates the low lying nature of the centre.



Site Section from Vicar Lane through to Chesterfield Station



Site Section from the Educational Quarter through to the Piccadilly Road Residential Premises

Analysis

Topography and Building Heights



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3D building heights diagram

Analysis

Movement and Connectivity

The study area is most accessible at its northern end.

By road - the station forecourt is accessed by car and buses from Brewery Street and Crow Lane with vehicles having direct access to the south bound slip road of the A61.

By bicycle and foot – cyclists can access the area from Brewery Street and Crow Lane with links to the Trans Pennine Trail but also along a dedicated cycle route along the eastern boundary. There is also access from the town centre down Corporation Street and over the A61 using a footbridge to the station.

On exiting the station the experience is of one disorientation and conflict with vehicles.

From the south the study area is only accessible by the dedicated shared footpath and cycleway as vehicular access is constrained by the existing retail land ownerships. The shared route is enclosed by fencing and is unlit and screened by vegetation in parts and therefore not always overlooked.

*Movement and connectivity information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)



Movement and connectivity diagram as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Key

- Pedestrian Routes
- Trans Pennine Trail
- Cycle path along railway sidings
- River Rother
- Pedestrian Access to River Rother and Hady Hill
- - - Site boundary

Analysis

Existing Vegetation

A tree survey was undertaken in July 2019 which identified no high-quality trees but a few that fell into the moderate category of arboricultural and landscape value with the remaining categorised as low quality.

There are several specimen trees with the station forecourt and groups of mixed deciduous trees along the edge of Crow Lane, adjacent the slip road to the A61, between the two areas of car parking, on level changes within Jewson's site and along the western edge of the shared footway and cycleway.

However, whilst there is a general lack of tree cover in the area and there is a significant opportunity to increase tree cover.

There are two areas of open space adjacent to the site, the grounds of St Mary's Parish Church and the green space east of the railway accessed via Crow Lane. Views east towards the countryside are important to the character of the area and contribute to the verdant character of Chesterfield.

*Existing vegetation information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

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Existing vegetation diagram as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

- Key**
- Existing trees
 - Open Space
 - Buffer woodland
 - River Rother
 - Tapton Golf Course

Analysis

Ecology/ Biodiversity/ Microclimate

Ecology

A survey across the study area undertaken in 2019 survey confirmed that most habitats are of low ecological importance with no notable habitats recorded. Suitable potential habitat for notable fauna was recorded, including roosting bats, hedgehog and nesting birds. It also provides a habitat assessment plan for most of the station area and suggests what new habitat might be suitable to enhance biodiversity.

The report suggested that the opportunities afforded by the design of the proposed development's green infrastructure to achieve significant ecological enhancement could include the following:

- The establishment of wildflower grasslands; and
- The planting of new hedgerows, stands of native woodland and roadside or street tree planting.

Therefore, there is significant opportunity to improve the biodiversity across the study area.

The planting plan should comprise native species of local provenance, where possible. Ideally, the design of planting should also seek to achieve new habitat connections across the site and/ or between the site.

Biodiversity:

The site falls under the Lowland Derbyshire Local Biodiversity Action Plan 2001. This has been taken to the local level through the Chesterfield Greenprint identifying the need for green infrastructure -a network of accessible natural greenspace, to maintain and enhance biodiversity. Key actions include increasing wildflower rich grassland, increase hedgerows and hedgerow trees, and planting of native species around new developments.

One key requirement of the GI study is for 'Improved connectivity to increase the opportunities for car free transport and access to green infrastructure assets'.

Microclimate

The prevailing wind is from the west, which is partially sheltered in the valley bottom, and exposed to cold winds from the north in winter. There are no known wind tunnelling effects. There is little shelter to the elements as the site is low lying in the river valley, covered in parking and lacks vegetation cover.

*Ecology/ Biodiversity/ Microclimate information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

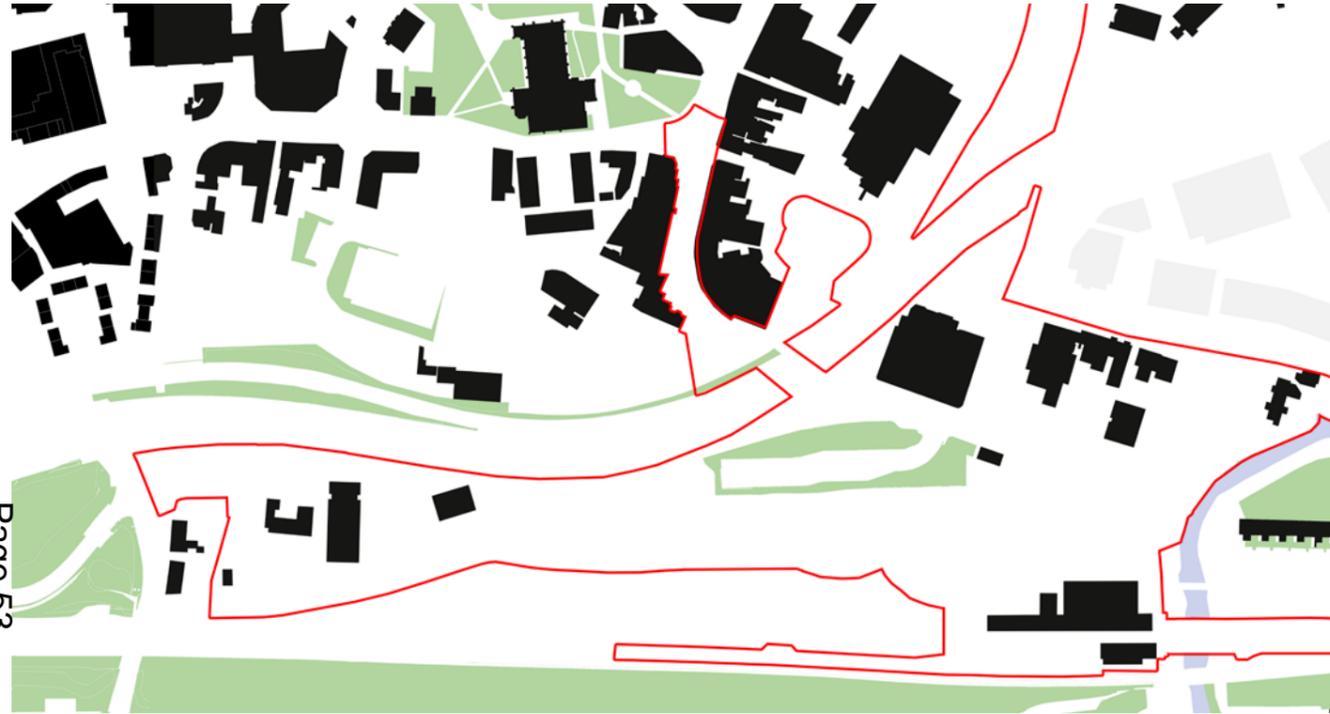


Ecology/ Biodiversity/ Microclimate images as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Analysis

Opportunities and Constraints

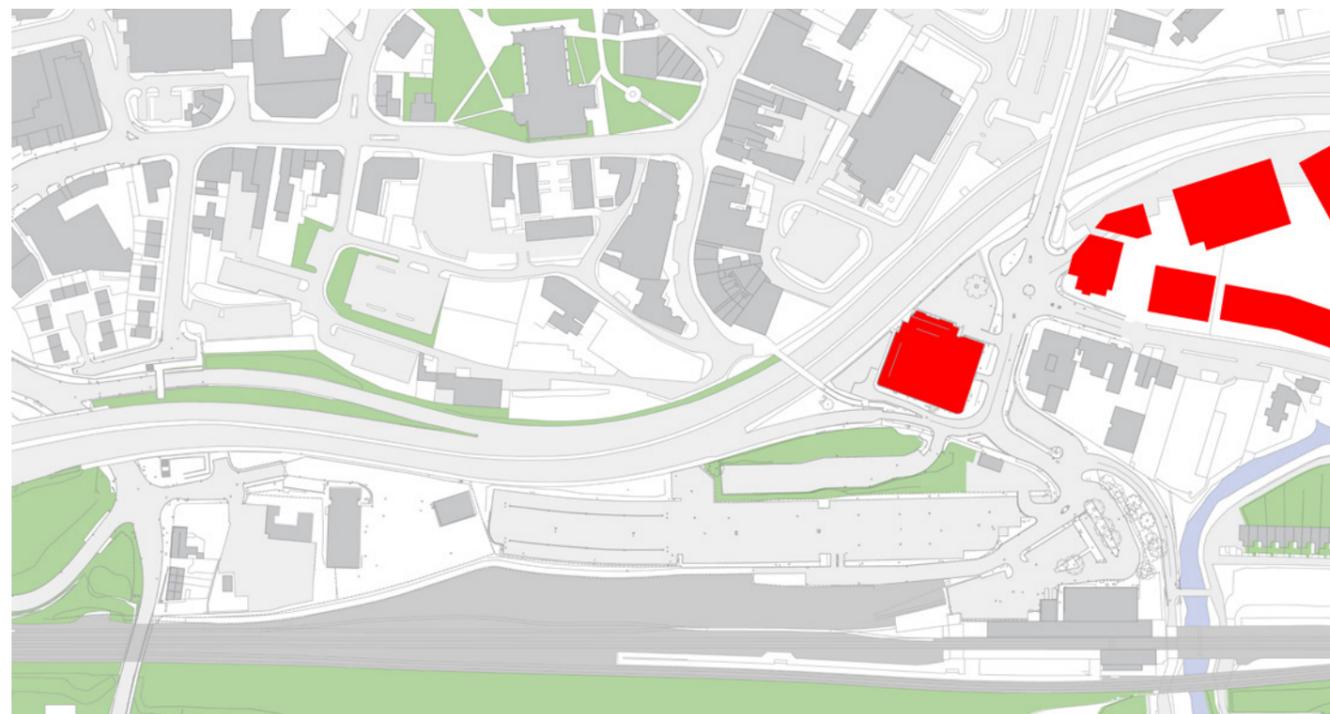
Page 53



1 | Figure Ground Plan and Green Space- Sparse density and arrangement of buildings in the study area



2 | Key Views



3 | Surrounding Proposals- Waterside and Chesterfield Hotel Site (Outline Planning Consent Granted)



4 | Considering Daylight and Sun Path

Analysis

Photographic Study

This photographic study aims to give the reader a visual understanding of the study area. It demonstrates the key views across the site toward the centre as well as views from the surrounding areas into the site. Whilst it is important to consider the relationship to the town centre it is imperative to also consider the perception of Chesterfield for a commuter arriving by train.

The photographs build upon the analysis work and demonstrate how fragmented and sparsely arranged the urban grain is in this location. The extent of surface car parks serve the station well however it contributes toward a sense of vehicular prominence. The extent vehicular prominence is also realised as the link toward Corporation Street is particularly hard to navigate. In walking to the station there is no less than 3 roads to cross including the junction to the A61 slip road. There are trees and pockets of landscaping within close vicinity to the station but there is currently no dedicated public realm space.



View on exiting the station looking toward the Spire



View toward Chesterfield Hotel on exiting the station



View toward Corporation Street from current pedestrian bridge



View along Corporation Street toward the centre

Analysis

Photographic Study

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View of the station from the vacant Chesterfield Hotel site



View toward the Spire from Spa Lane



View of the dual carriageway from Hollis Lane cycle path



View along Brewery Street toward the A61 slip road



View from the station surface car park toward the centre



View north along the dual carriageway

04
Development

Development

Developing the Masterplan

The masterplan seeks to deliver a vision in accordance with the VAODP's as set out previously in the document. The masterplan study area will extend as far north as Brewery Street toward the Northern Gateway and as far south toward Spa Lane, however the primary focus of the masterplan will be centred around the development of the area immediately outside the station. The need for an improved environment around this area, in part, relates to limitations on the existing forecourt arrangement which include:

- Poor visibility for those crossing Crow Lane;
- Lack of pedestrian / cycle connectivity with Waterside;
- No provision for coach parking;
- Poor provision for bus circulation.

Page 57
As shown on the following page the project team has reviewed the VAODP's and assumptions and prepared a series of design drivers which will help formulate the approach to the design of the buildings proposed in the masterplan. The development plots will demonstrate the design drivers used further in the document.

Assumptions

In developing the VAODP's masterplan the project team has also needed to take certain assumptions to deliver the vision which include:

A New Station Link Road

The station access road is being developed in phases. The first phase runs from the existing A632 / Spa Lane / A61 Southbound off-slip junction to the southern edge of the existing Network Rail surface car park. Phase 1 obtained planning permission separately from the station masterplan work. Phase 2 (designed as part of this study) takes the route through the existing surface car park and connects to Crow Lane, Brewery Street and Brimington Road. The Station Link Road seeks to:

- Take traffic further away from the main station building (thereby reducing environmental impacts, and reduce the risk of informal passenger drop-off and collecting on the HLLR (Station Link Road) itself);
- Allow for better accommodation of public transport (service buses and coaches), taxis and waiting in an enlarged forecourt;
- With taxi, public transport and private vehicle movements in the same locality, AECOM's concern was suitable safe visibility to the toucan crossing and the required standards of forward visibility to the traffic signals. (which will still need to be checked, once the MSCP location is determined.)
- Take the route away from land required by Network Rail / HS2;

Removing the A61 Slip Road

The removal of the A61 slip road is to rationalise the general arrangement of the Station Link Road and form a more permeable pedestrian and cycle transition toward Corporation Street. Traffic currently using the slip road will take other routes, including the new Station Link Road to the A632. Transport modelling has been undertaken and the results are currently being considered by Derbyshire County Council, the local highway authority.

Crow Lane Realignment

Crow Lane will be re-aligned to provide a junction with the Station Link Road which complies with local highway design standards. A crossing has also been provided into the Former Magistrate's Court site (part of the Waterside development) and a footpath has been provided on Crow Lane's south side to better serve those arriving on foot from the East (Wain Avenue and Piccadilly Road).

Improved and New Pedestrian/ Cycle Routes- The core of the cycle provision is arranged around segregated provision for cyclists as per LTN01/20. It is noted, however, that there are existing cycle provision around the station and therefore the scheme transitions into each of

these; whether this existing provision is segregated (to the south), shared (across the Brewery Street bridge) or advisory (along Brimington Road).

A New Bridge Across Corporation Street- The existing footbridge carries a shared-use path (pedestrians and cyclists) across the A61 into Chesterfield. The width of path effectively available for users is 2.5 metres. It is generally agreed that the current structure is too narrow (especially when also serving cyclists) and aesthetically displeasing. For comparison, the minimum width for a shared pedestrian / cycleway bridge in the new DMRB (CD353) is 4.0m if the routes are segregated by white lining and / or differing surfacing colours, or 3.5m if unsegregated.

A 550 Car Space Capacity Transport Hub- There are 425 spaces in the current car park, and EMR have a franchise commitment to increase this by 100 spaces. A 550 space car park allows for some pick-up spaces within the transport hub building, and future flexibility.

Utilities

The extent of utilities in the existing site is comprehensive and this service infrastructure is generally aligned to the current road network. There are also services that are incorporated in to the current pedestrian bridge to Corporation Street. It is acknowledged that this masterplan will seek to comprehensively reimagine both the highways infrastructure and building landscape in the Station Arrival area, consequently at this stage there are no notable restrictions on the design of the masterplan driven by the location of utilities. The extent of services realignment will be subject to further co-ordination as the project develops.

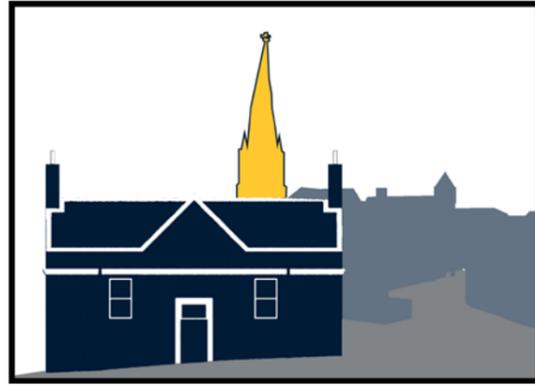
Further consideration has also been given to putting passenger's first and in developing the proposal the following will be taken in to account:

Putting Passenger's First:

- More legible pedestrian / cycle links to and from the town centre, including a new bridge over the A61, as well as improved links to Waterside, Chesterfield College and residential areas to the east.
- A more connected cycle network, allowing people to travel off-road all the way from Storforth Lane in the south to Dunston in the north, and across to Queen's Park.
- A cycle hub to cater for the needs of cyclists.
- Improved facilities for those arriving and departing by bus and coach.
- Scope to plan new bus routes (particularly serving Hasland), and provide better connection by bus to the town centre.
- The ability for drivers to reach the station without having to route through the town centre.
- A new travel hub, with provision for electric vehicle charging.

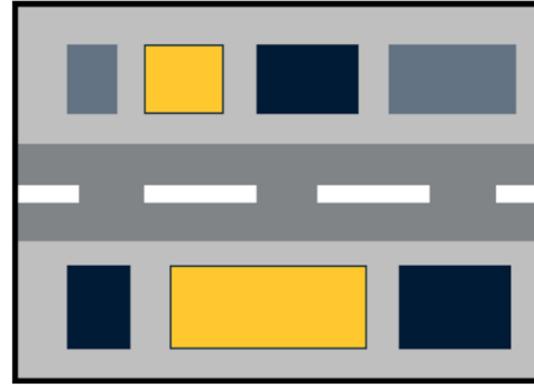
Development

Design Drivers



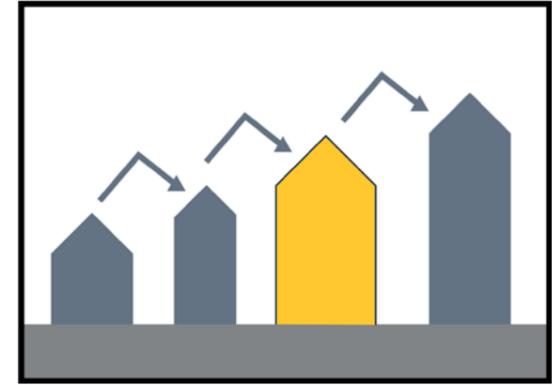
Protecting Heritage Assets

The study area slightly overlaps the conservation zone on Corporation Street and the amount of listed buildings (2) within the masterplan is comparatively low compared to other parts of the town centre. It is part of the masterplan strategy to protect heritage assets wherever possible. The strategy for protecting these assets will be based on, but not limited to: protecting views to the Spire, respecting the scale of existing heritage buildings with an appropriate massing approach and developing the external environment to compliment the character of the buildings.



Stronger Urban Grain

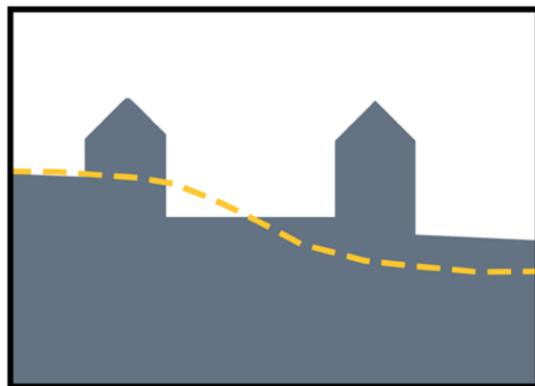
As identified in the analysis, the study area is currently sparsely populated with buildings. The majority of the existing site is occupied by large surface car parks and therefore regeneration will need to carefully consider how building footprints are positioned to help direct both pedestrian and vehicular footfall.



Appropriate Scale and Form

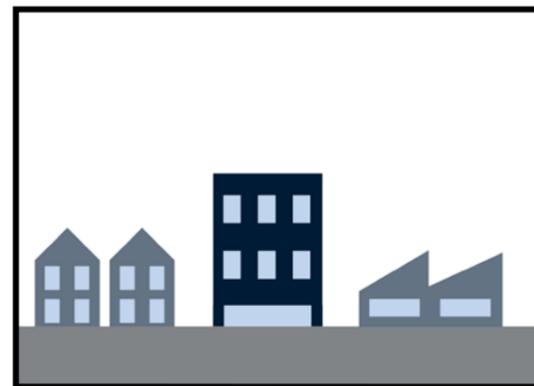
New developments need to demonstrate how they contextually respond to the existing scale and massing of Chesterfield. Form, roofscape and the way heritage assets are approached should be considered as part of an urban design strategy going forward.

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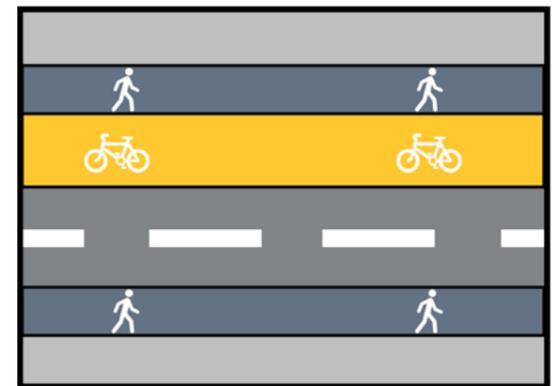
Addressing Difficult Topography

The study area will aim to improve the existing terrain through the use of public green space, public squares and multi-level buildings; thus benefiting the accessibility and usability of existing and proposed buildings whilst providing much needed quality public realm space. As identified in the analysis work the level difference between Corporation Street and the existing station building is circa 8.5m high.



Promoting Mixed use Environments

The development of mixed use plots provides a base for stronger neighbourhood character, enhancing the areas unique identities and development potentials whilst promoting a sense of place, vibrancy and community.



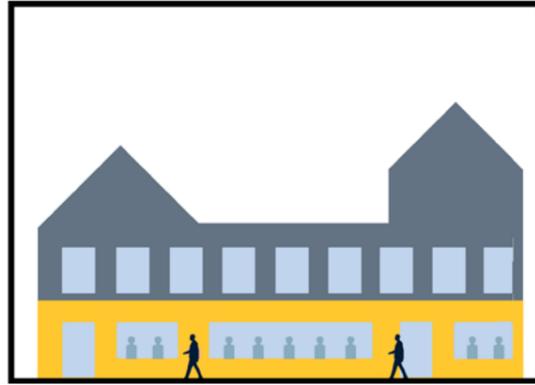
Improving Pedestrian Permeability + Improving Cycle Infrastructure

Improving the highways, pedestrian and cycling infrastructure to promote the use of walking and cycling is a critically important design driver. Along with the formation of cycling routes that tie into the existing infrastructure the proposal will seek to create a strong pedestrian link to the town centre.

Development

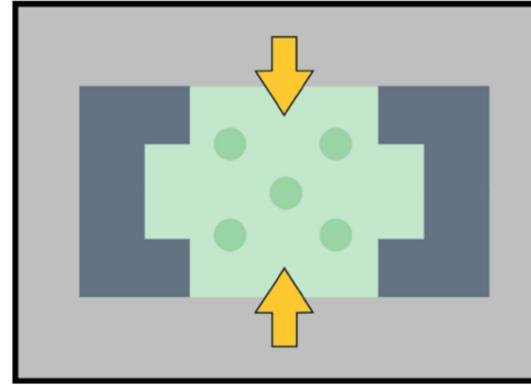
Design Drivers

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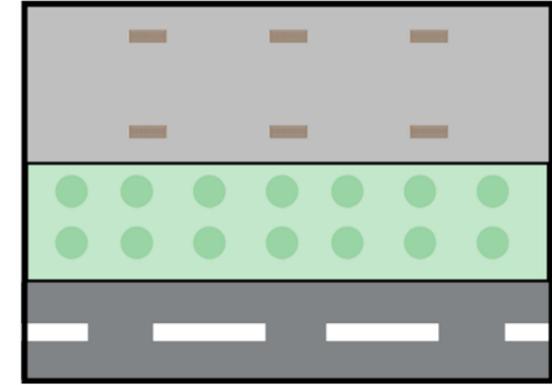
Active Frontage

Where key routes are formed and developments re-establish urban grain, the use of active frontage at ground floor can help promote a sense of activity in the area.



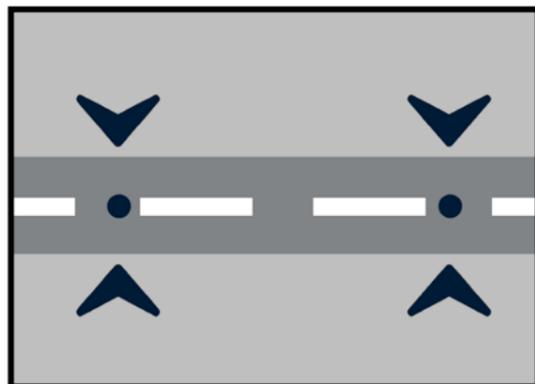
Creating New Public Spaces for People

In creating the public realm space it is critical to consider the importance of its role in creating a sense of place. Promoting a quality streetscape aesthetic and the development of a strong sense of local character will be inherent in the landscaping design. In developing the pedestrian and cycle infrastructure, an inviting environment should be proposed outside the station to reclaim the forecourt from the dominance of the car.



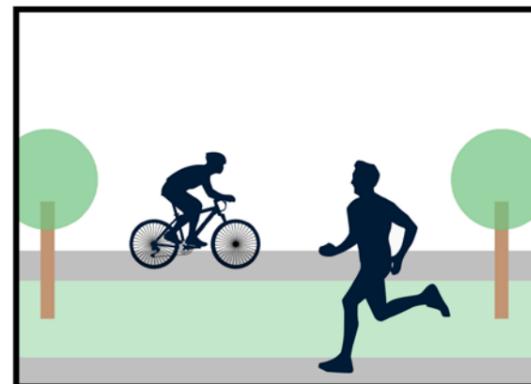
Improving Green Infrastructure

The existing study area hosts a significant surface car parking area. Improving the quality of the street scene through the introduction of street trees and improved green spaces will improve the aesthetic of the street, provide softening to any of the developments, improve air quality and boost wellbeing.



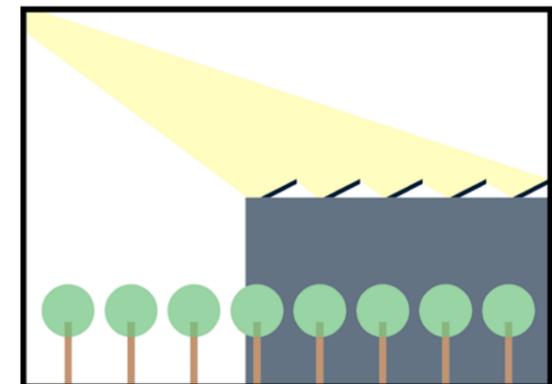
Creating Gateways and Landing Points

The masterplan will seek to achieve clear and prominent gateways through the formation of building footprints and the incorporation of realm spaces. Strategically placed landing points with well designed public realm spaces will help promote a sense of direction and encourage opportunities to dwell. A wayfinding strategy that proposes totems, fingerposts and street name plates will help define the identity of the area.



Opportunities to Promote a Healthy Lifestyle

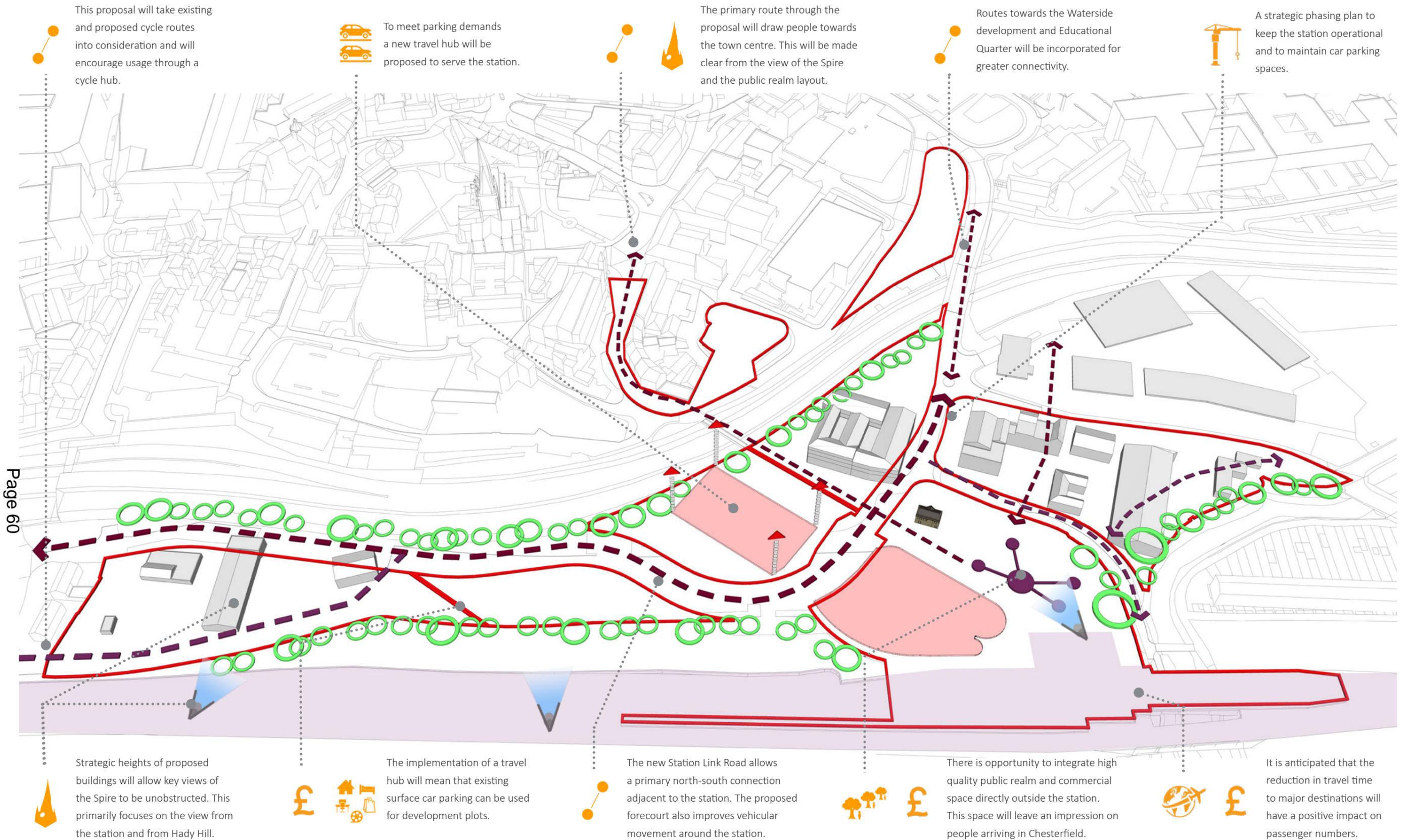
The masterplan should seek to promote an active culture in Chesterfield through encouragement and ease of travel by foot and integrating cycle routes that are easy to navigate. The use of green spaces will help improve air quality and boost wellbeing.



Sustainability - Achieving Carbon Reduction Strategies and Climate Change Targets

Inherent to all the decisions made on the masterplan will be incorporating sustainability factors in to the vision. Key to achieving carbon reduction strategies and climate change targets will be consideration for ecology, biodiversity, the use of technology, the construction process and the sourcing of local materials to name but a few.

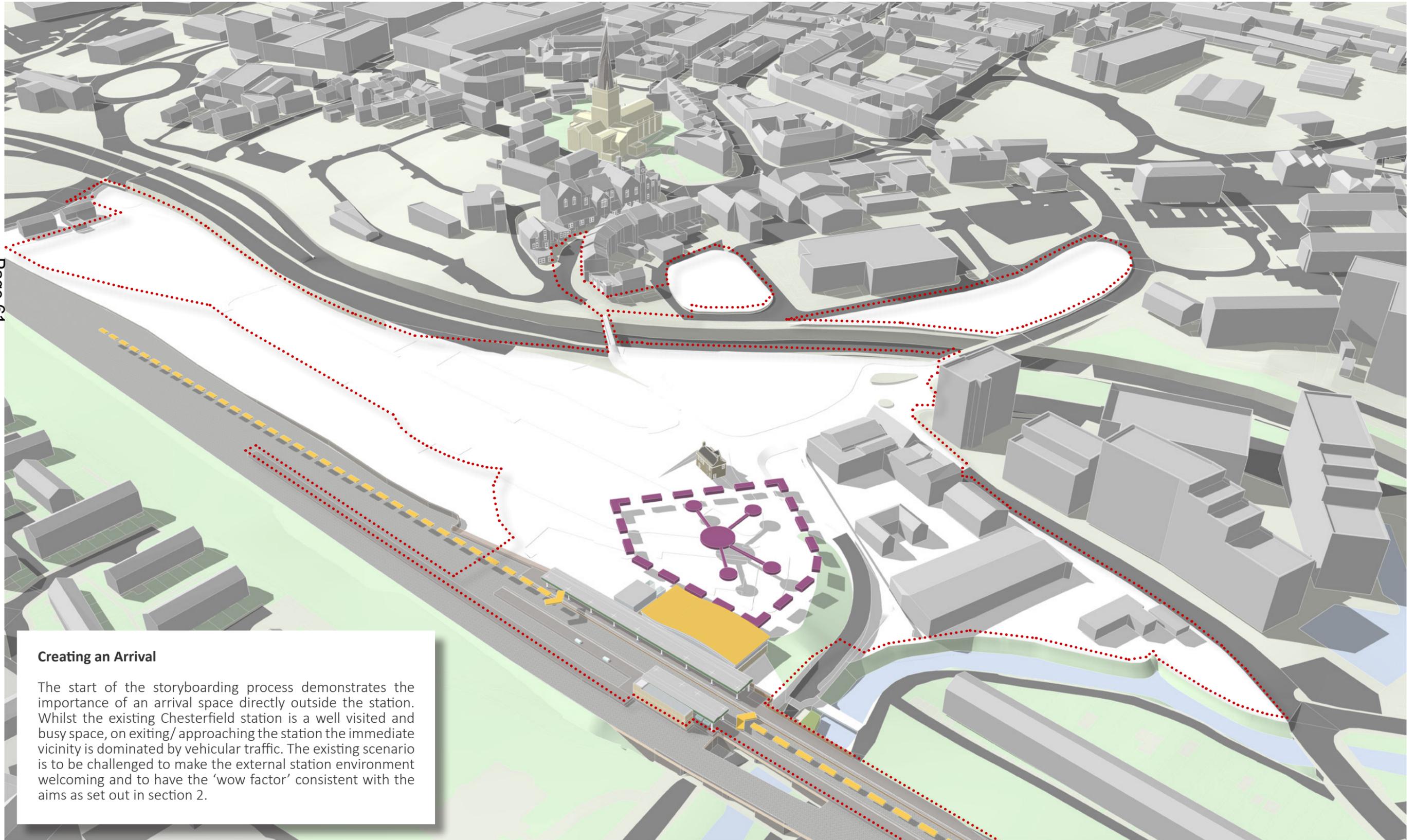
Development Principles Diagram



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1. Creating an Arrival

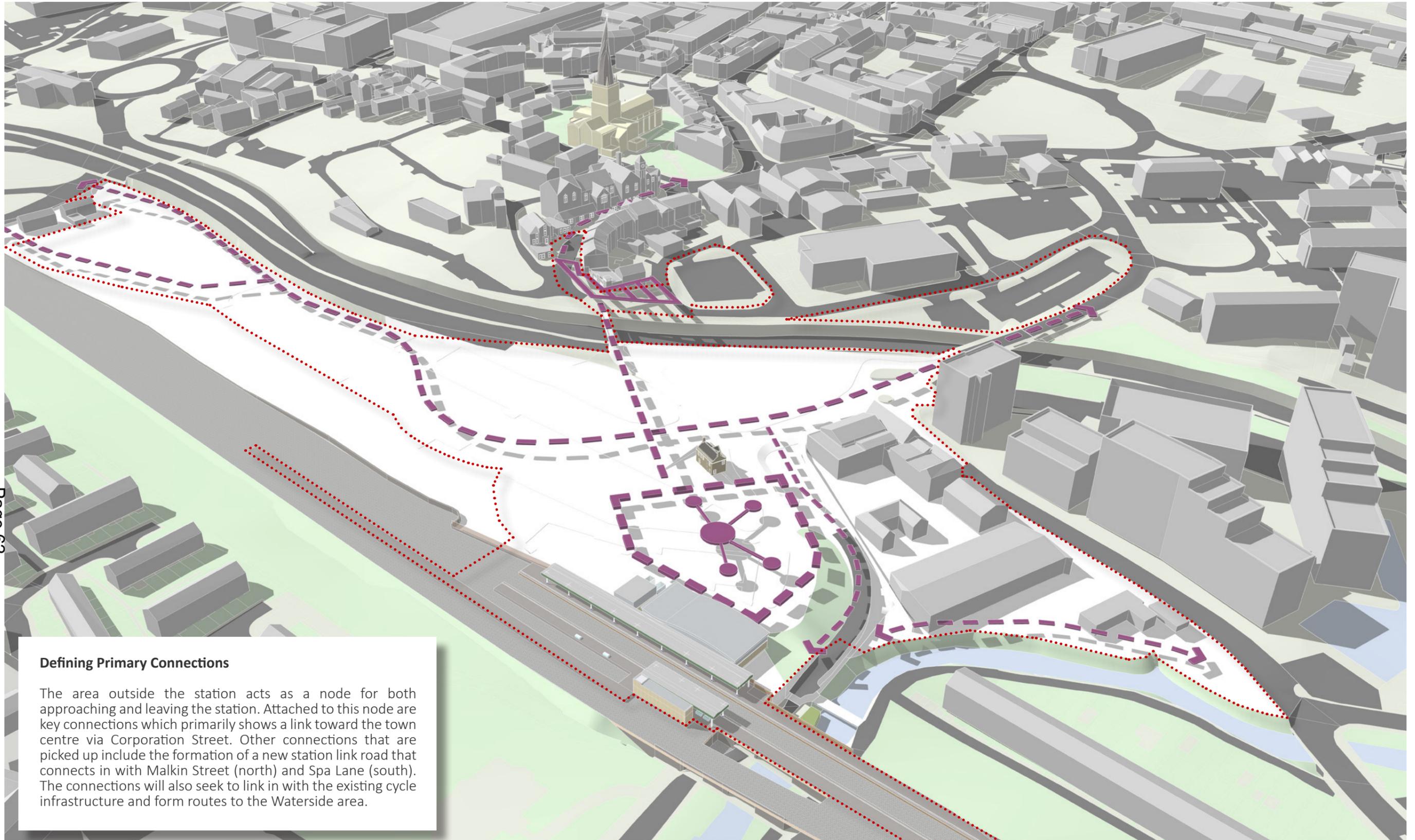
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Creating an Arrival

The start of the storyboarding process demonstrates the importance of an arrival space directly outside the station. Whilst the existing Chesterfield station is a well visited and busy space, on exiting/ approaching the station the immediate vicinity is dominated by vehicular traffic. The existing scenario is to be challenged to make the external station environment welcoming and to have the 'wow factor' consistent with the aims as set out in section 2.

2. Defining Primary Connections

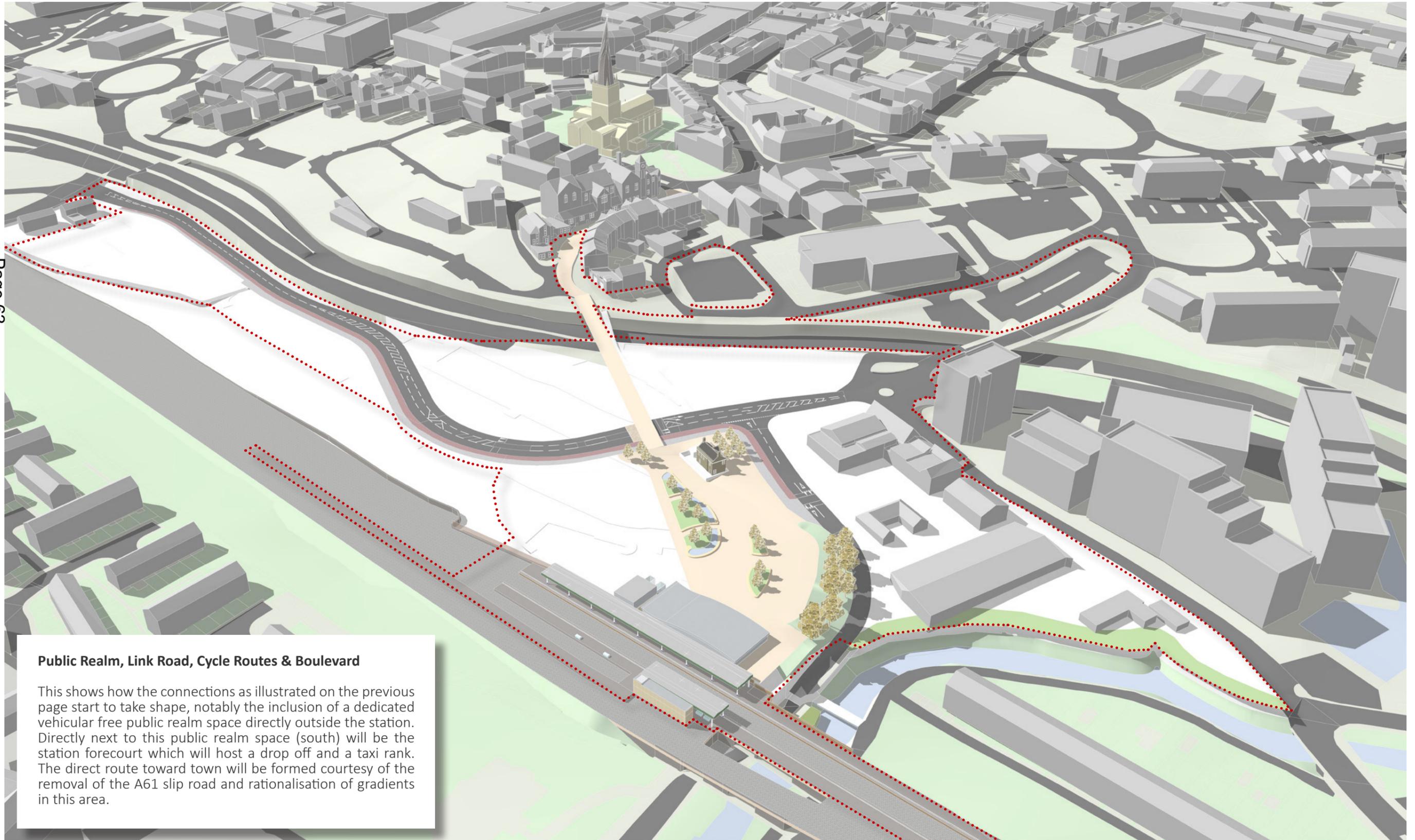


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Defining Primary Connections

The area outside the station acts as a node for both approaching and leaving the station. Attached to this node are key connections which primarily shows a link toward the town centre via Corporation Street. Other connections that are picked up include the formation of a new station link road that connects in with Malkin Street (north) and Spa Lane (south). The connections will also seek to link in with the existing cycle infrastructure and form routes to the Waterside area.

3. Formation of Public Realm, Link Road, Cycle Routes and Boulevard

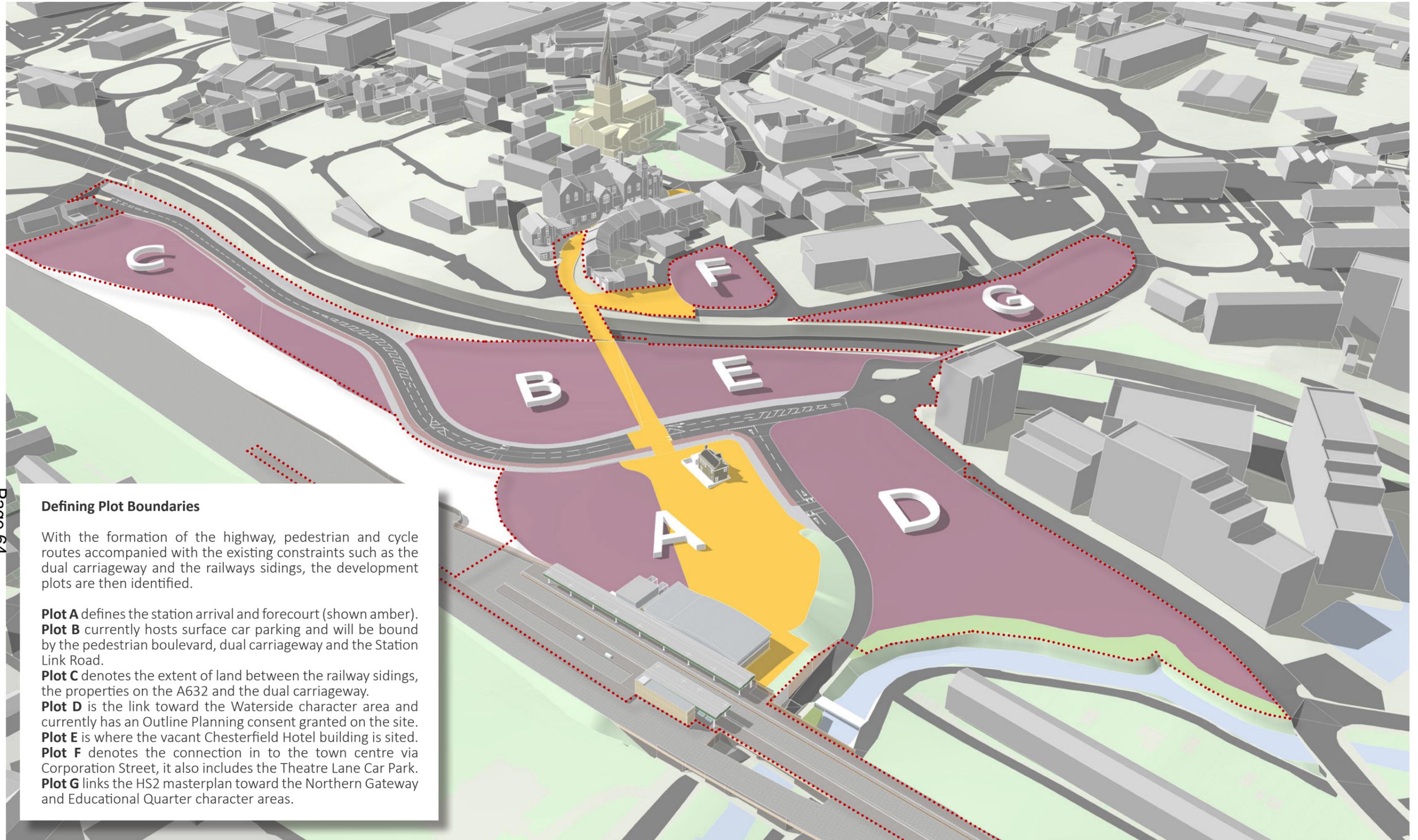


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Public Realm, Link Road, Cycle Routes & Boulevard

This shows how the connections as illustrated on the previous page start to take shape, notably the inclusion of a dedicated vehicular free public realm space directly outside the station. Directly next to this public realm space (south) will be the station forecourt which will host a drop off and a taxi rank. The direct route toward town will be formed courtesy of the removal of the A61 slip road and rationalisation of gradients in this area.

4. Defining Plot Boundaries



Defining Plot Boundaries

With the formation of the highway, pedestrian and cycle routes accompanied with the existing constraints such as the dual carriageway and the railways sidings, the development plots are then identified.

Plot A defines the station arrival and forecourt (shown amber).

Plot B currently hosts surface car parking and will be bound by the pedestrian boulevard, dual carriageway and the Station Link Road.

Plot C denotes the extent of land between the railway sidings, the properties on the A632 and the dual carriageway.

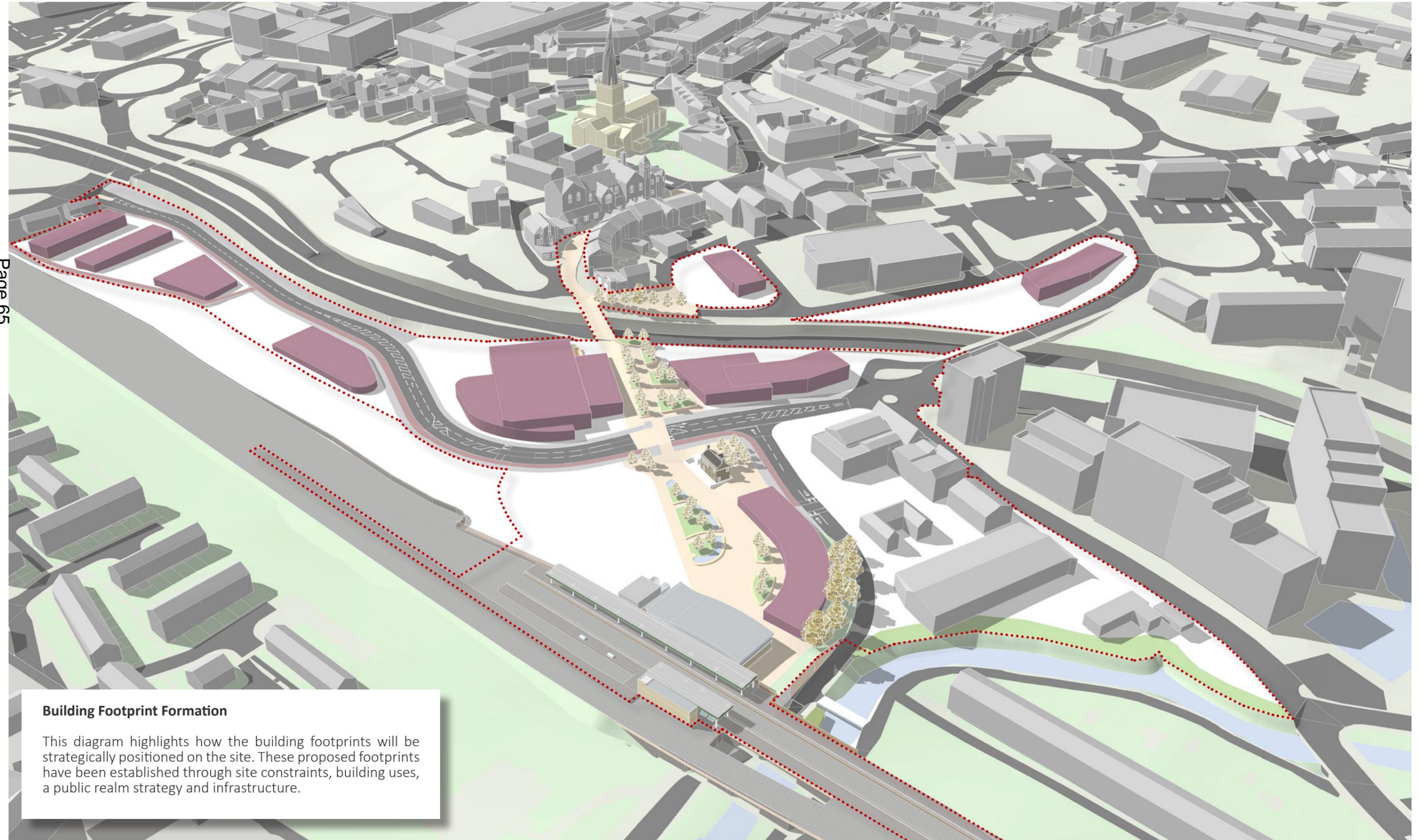
Plot D is the link toward the Waterside character area and currently has an Outline Planning consent granted on the site.

Plot E is where the vacant Chesterfield Hotel building is sited.

Plot F denotes the connection in to the town centre via Corporation Street, it also includes the Theatre Lane Car Park.

Plot G links the HS2 masterplan toward the Northern Gateway and Educational Quarter character areas.

5. Building Footprint Formation

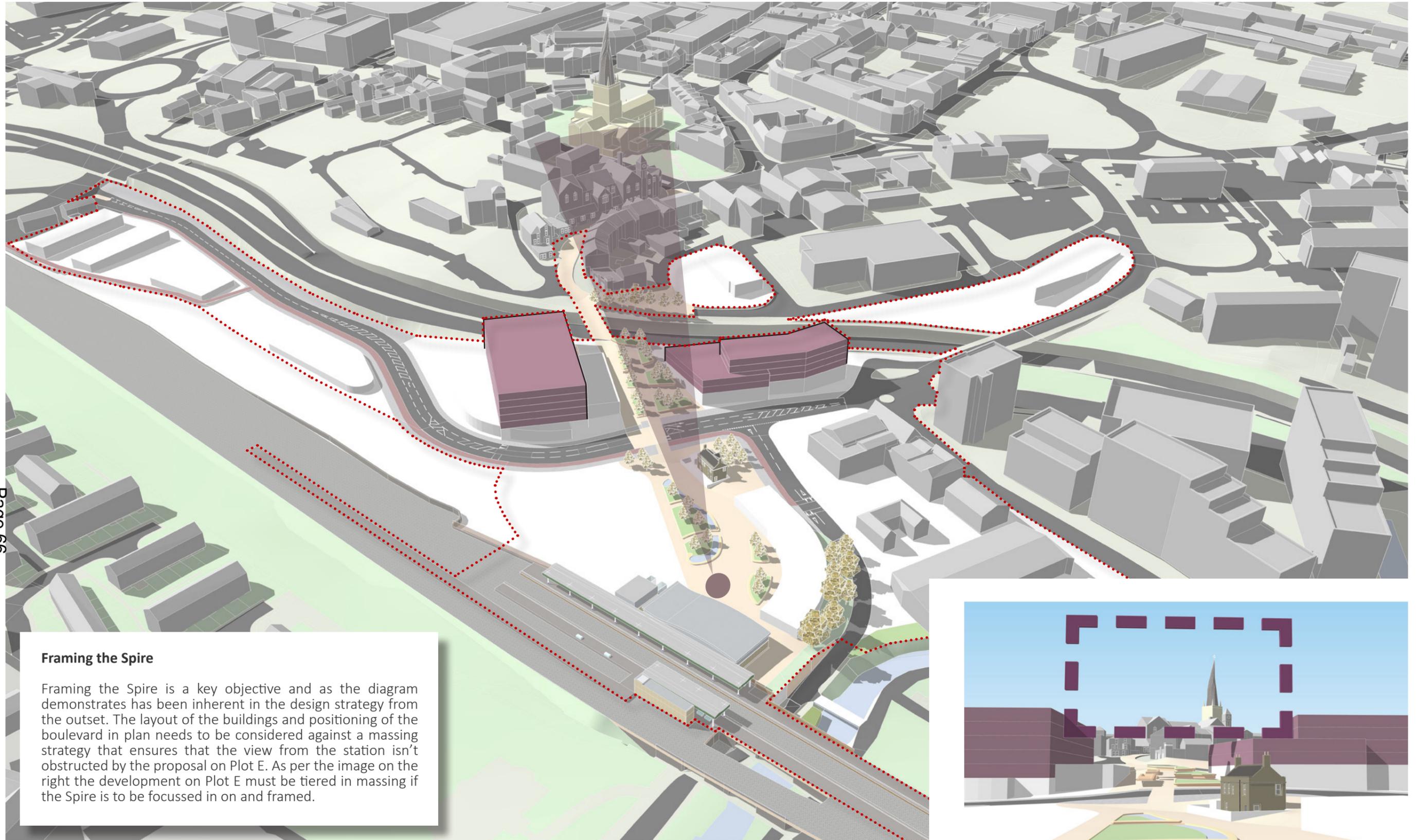


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Building Footprint Formation

This diagram highlights how the building footprints will be strategically positioned on the site. These proposed footprints have been established through site constraints, building uses, a public realm strategy and infrastructure.

6. Framing the Spire

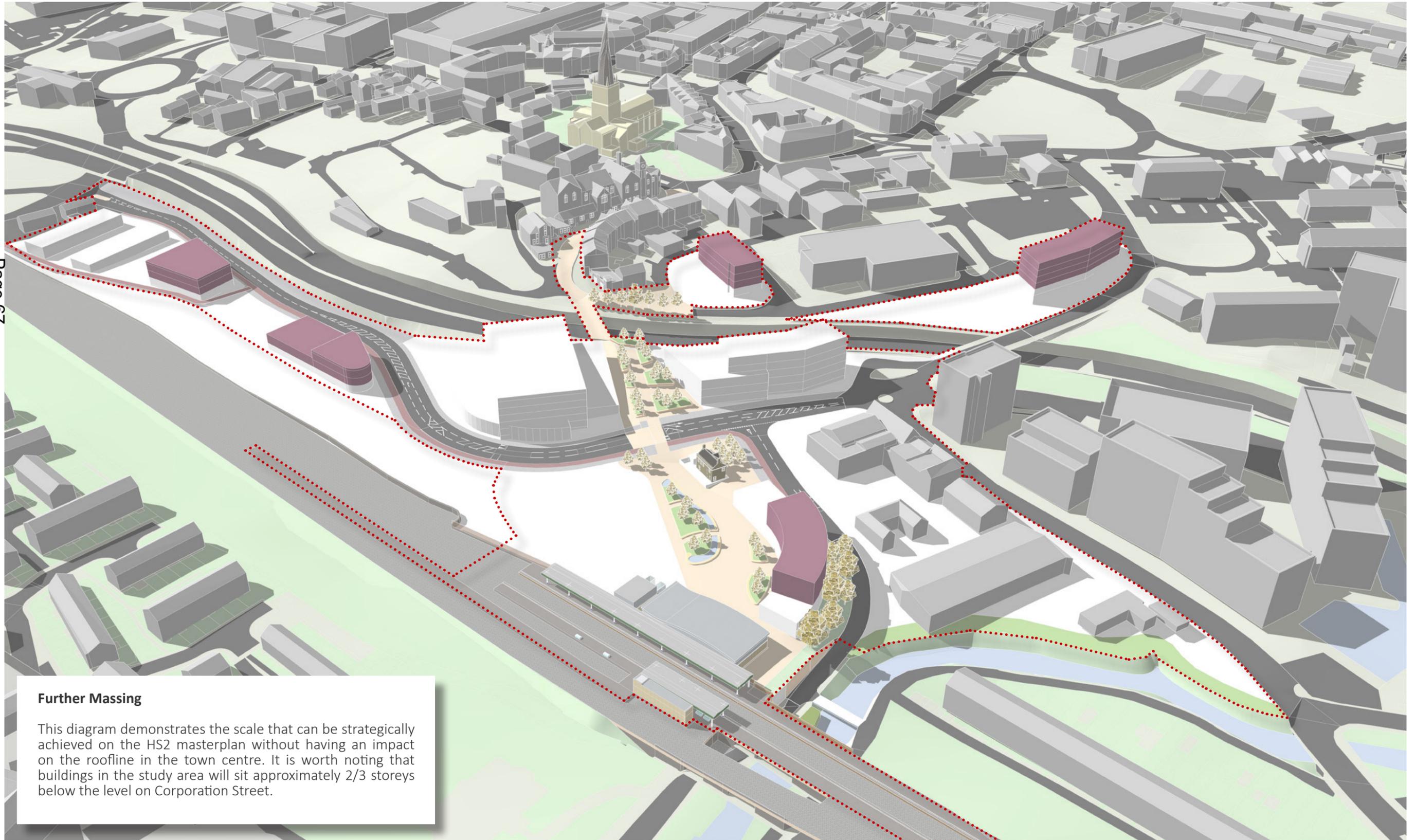


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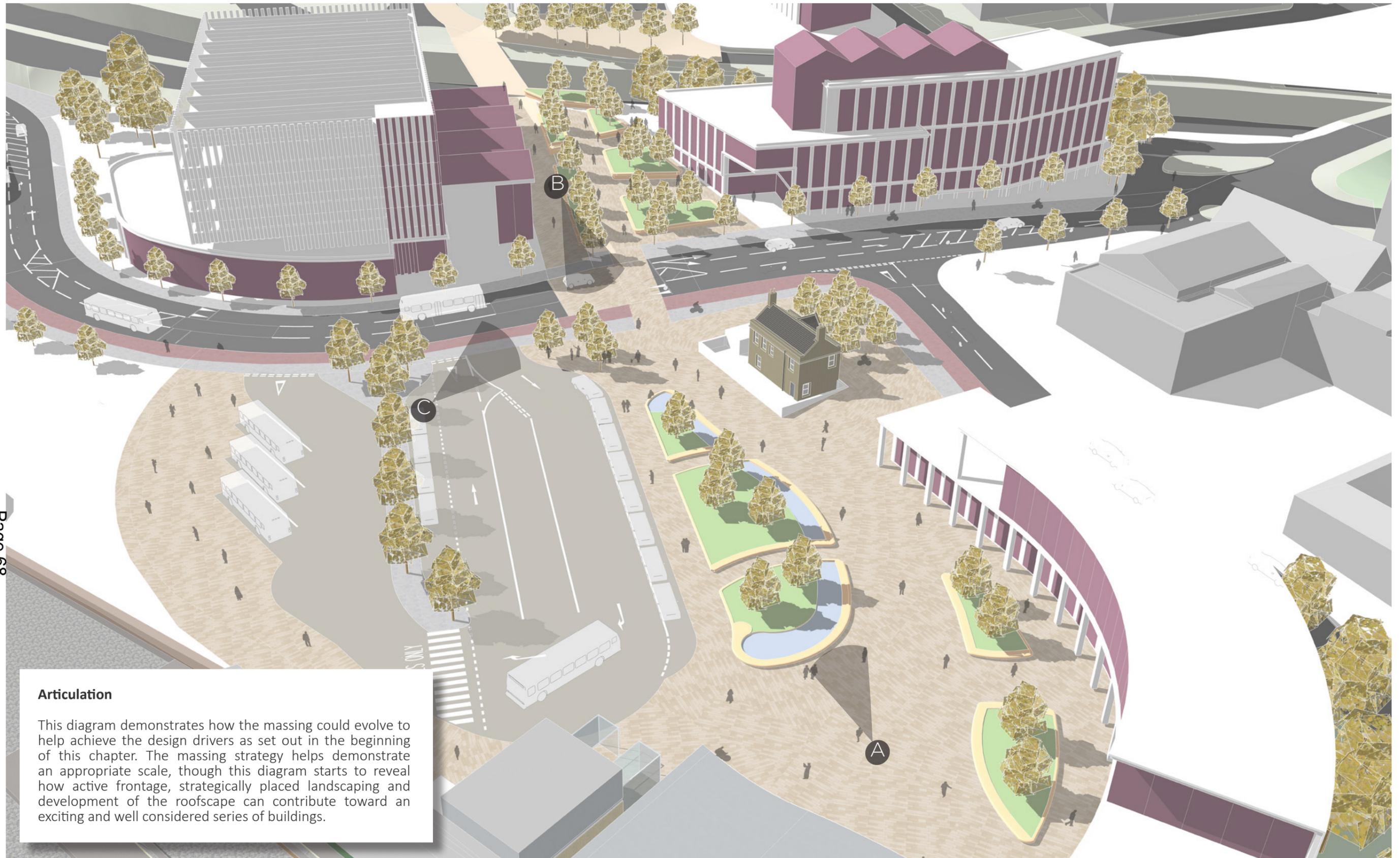
Framing the Spire

Framing the Spire is a key objective and as the diagram demonstrates has been inherent in the design strategy from the outset. The layout of the buildings and positioning of the boulevard in plan needs to be considered against a massing strategy that ensures that the view from the station isn't obstructed by the proposal on Plot E. As per the image on the right the development on Plot E must be tiered in massing if the Spire is to be focussed in on and framed.

7. Further Massing



8. Articulation



Articulation

This diagram demonstrates how the massing could evolve to help achieve the design drivers as set out in the beginning of this chapter. The massing strategy helps demonstrate an appropriate scale, though this diagram starts to reveal how active frontage, strategically placed landscaping and development of the roofscape can contribute toward an exciting and well considered series of buildings.

9. Building Form Strategy

Key

A) This view shows how the framing of the Spire objective can be achieved through the strategic massing of buildings on Plot B and E.

B) This view illustrates how the station is visible from the boulevard. The Grade II Listed building should be referenced and respected in any forthcoming proposal.

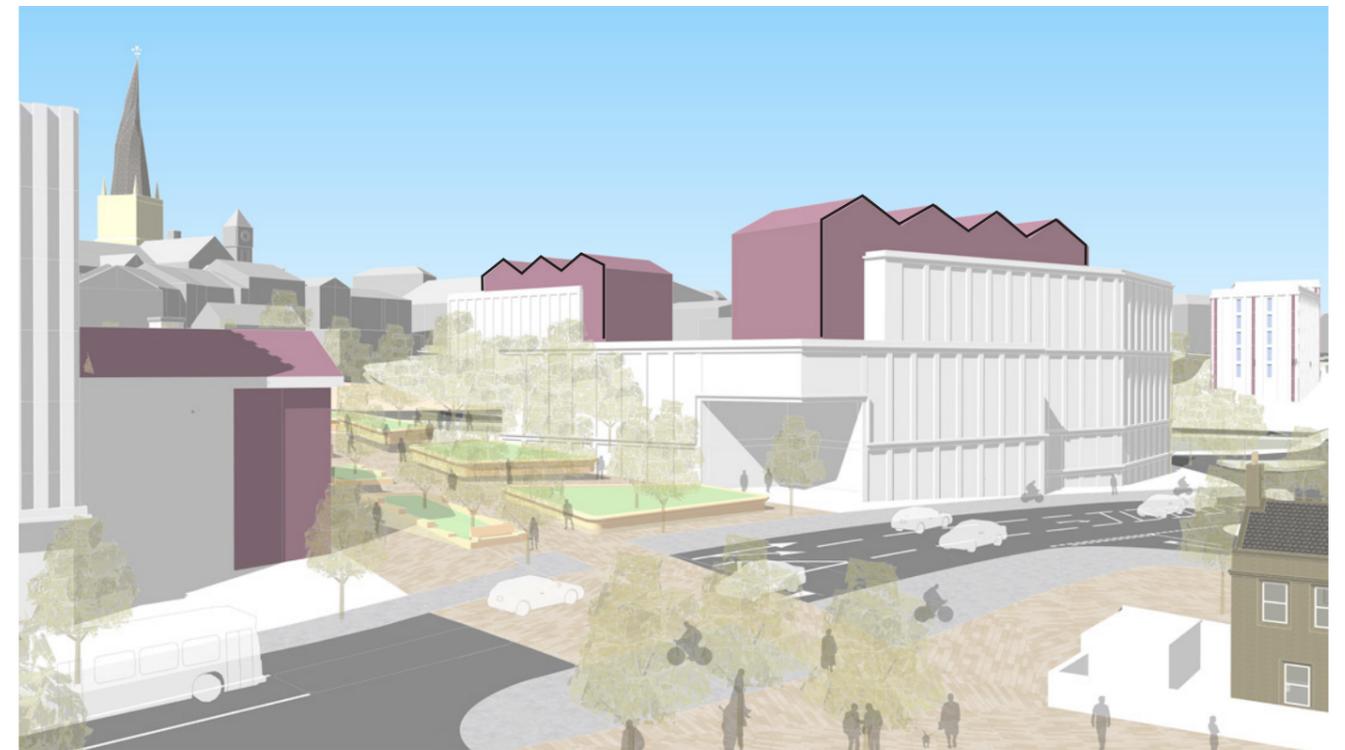
C) This view shows the dynamic roofscape which connects in with the surrounding context, notably in reference to Corporation Street.



A | Framing of the Spire



B | View towards the Station- Landmark

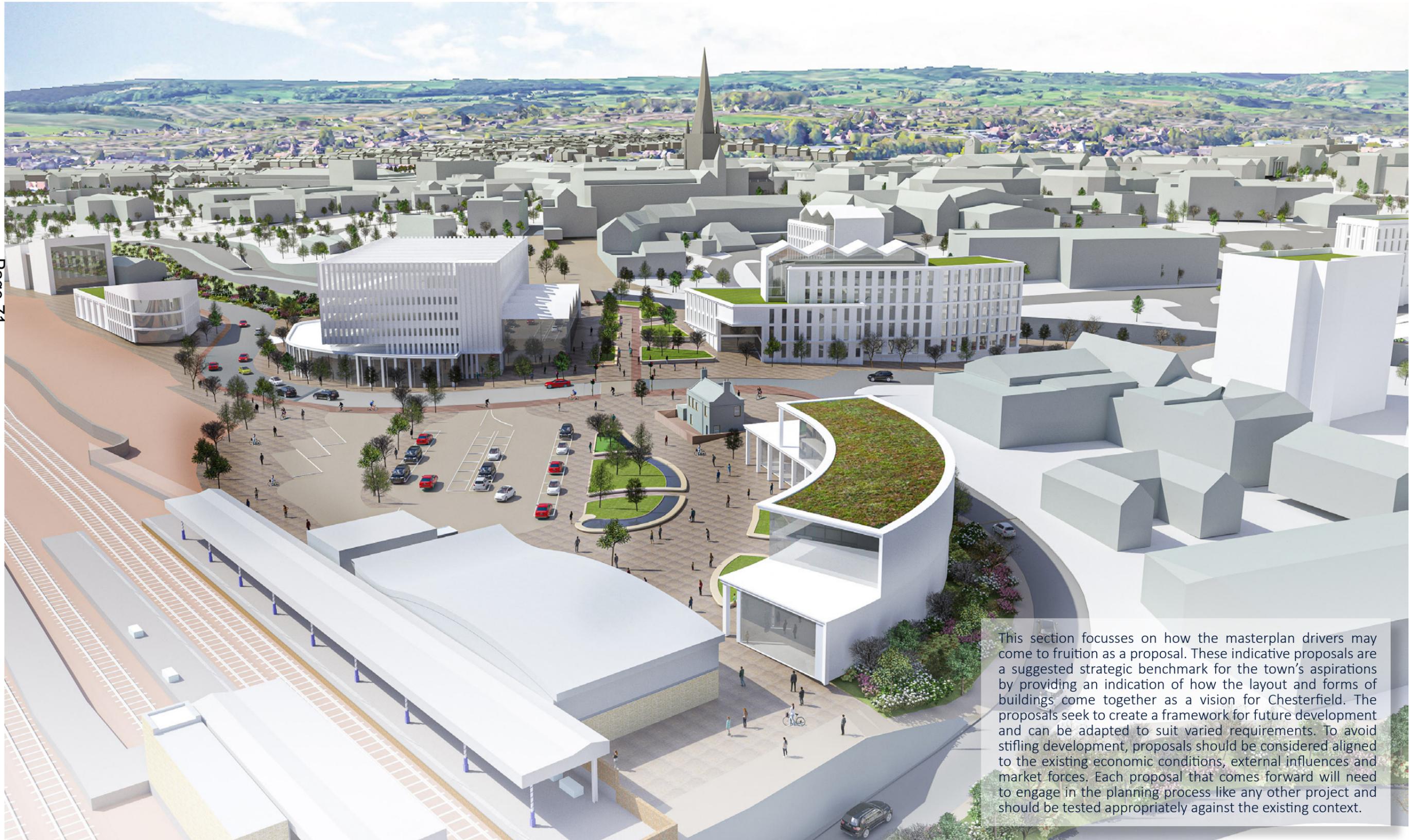


C | Architectural merit and roofscape

Proposal

Masterplan Approach

Page 71



This section focusses on how the masterplan drivers may come to fruition as a proposal. These indicative proposals are a suggested strategic benchmark for the town's aspirations by providing an indication of how the layout and forms of buildings come together as a vision for Chesterfield. The proposals seek to create a framework for future development and can be adapted to suit varied requirements. To avoid stifling development, proposals should be considered aligned to the existing economic conditions, external influences and market forces. Each proposal that comes forward will need to engage in the planning process like any other project and should be tested appropriately against the existing context.

Proposal

Masterplan Layout



Proposal

Approach to Pedestrian and Transport Infrastructure

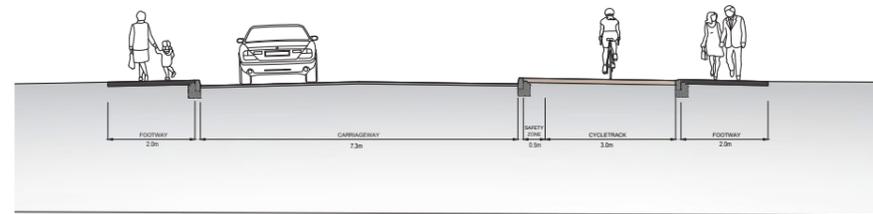
This drawing prepared by AECOM demonstrates the general arrangement of the highway, pedestrian and cycle infrastructure. The highways arrangement is aligned to the Phase 1 Station Link Road that has planning permission to the south and connect in with Brewery Street and Brimington Road toward the north. For further details please refer to AECOM drawing 60633229-ACM-HGN-GEN-GEN-ZZ-Z- DR- CE- 00001.

A Sustainable Approach

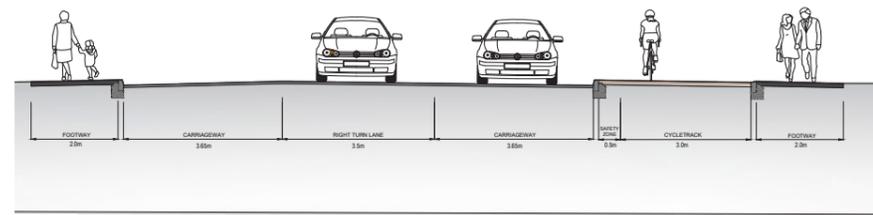
In addition to the new services provided as part of HS2 and potential re-opening of the Barrowhill Line, the proposed development will support sustainable transport choices by providing:

- an improved, direct route to Chesterfield Town Centre via a new shared-use bridge over the A61;
- improved pedestrian provision across Brimington Road and Crow Lane;
- continuous and segregated cycle facilities past the station area;
- a cycle hub, to support a cycling culture;
- improved provision for coaches, and existing service buses on the 7x route;
- potential to enable new public transport routes linking to Hasland; and
- provision of electric vehicle charging points within the transport hub.

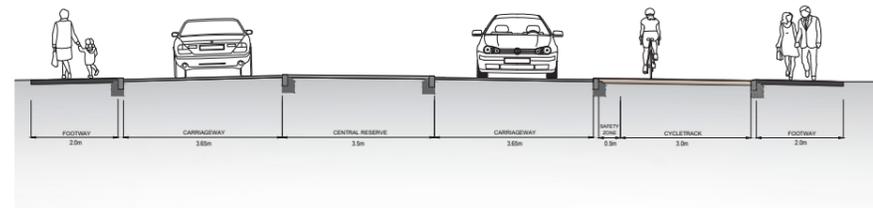
Page 73



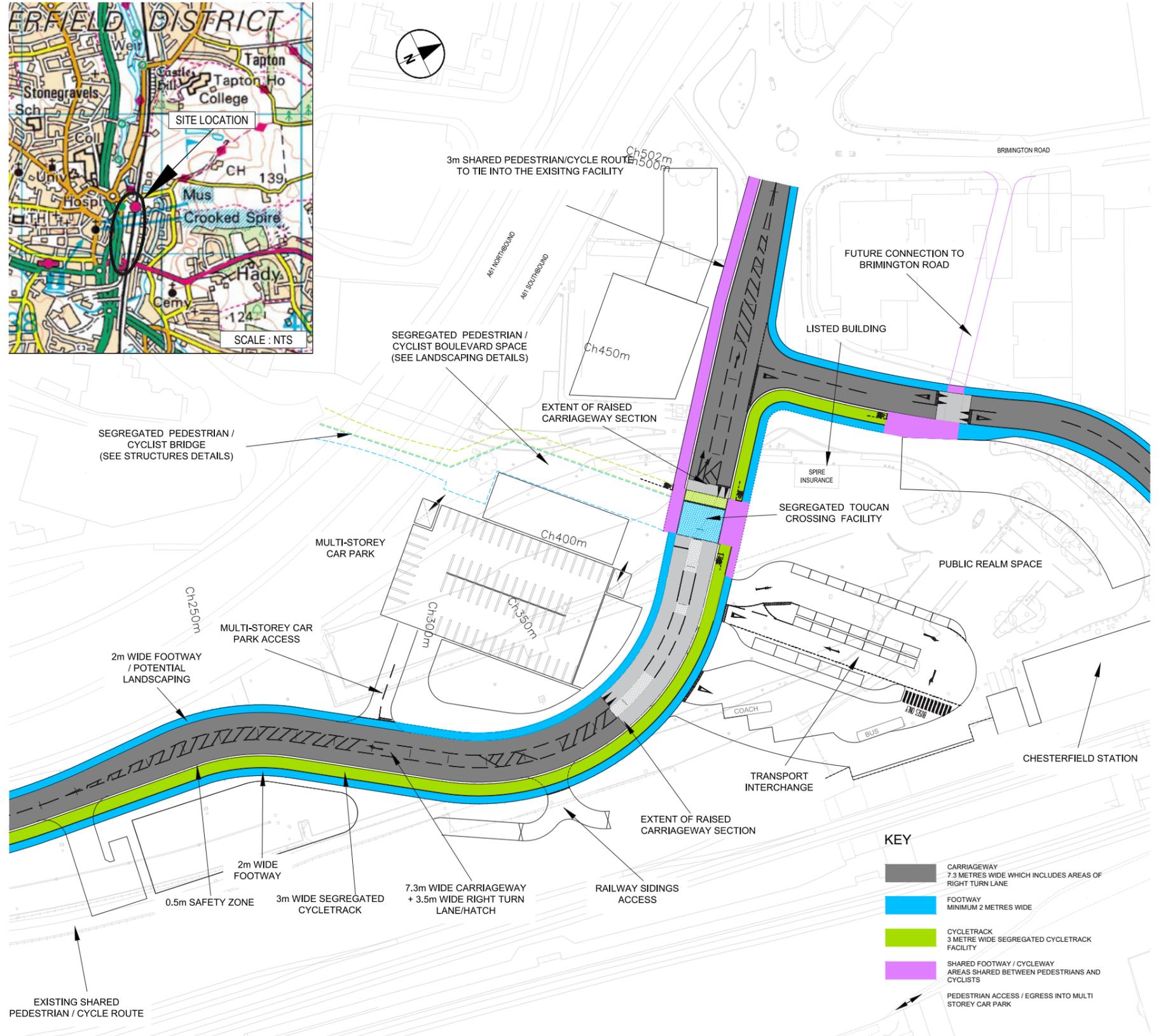
TYPICAL CROSS-SECTION



TYPICAL CROSS-SECTION WITH RIGHT-TURN LANE



TYPICAL CROSS-SECTION THROUGH RAISED CARRIAGEWAY



Proposed highways general arrangement layout (concept design) Please refer to 60633229-ACM-HGN-GEN-GEN-ZZ-Z- DR- CE- 00001. for further details

Proposal

Landscape Masterplan



Landscape plan as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Proposal

Connectivity

Pedestrians:

Pedestrians would have a dedicated footway adjacent the Station Link Road along the eastern side which would be accessed from the underpass to the A61 and from the A632. The footway would continue in parallel with the cycleway to the station forecourt and transport hub. Access would continue up the boulevard via the toucan crossing on the Station Link Road to Corporation Street as described above.

Cycling:

The design would enable clarity of movement and reduce conflict between the various modes of transport. Cyclists would have a dedicated lane alongside the Station Link Road from the A632 which would continue past the station over a raised table and continuation of the same surface material as the path would have precedence over vehicles. This route would enable ease of connectivity to the Trans Pennine Trail and Cuckoo Trail. Access to the station and cycle hub would be off the boulevard. The existing dedicated cycle route would be relocated at the northern end to join the Station Link Road to avoid conflict with arriving and departing passengers at the station.

Cyclists would be able to leave the station and head up the tree lined boulevard to Corporation Street across a shared surface which will give priority to cyclists and pedestrians over vehicles as the boulevard crosses the Station Link Road.

The site would still be accessed from the south along the existing dedicated shared footpath/cycleway but would transition across to the Station Link Road route through a small area of open space. This would physically and visually break up the development as well as providing an open green space for adjacent employees to utilise as well as provide an opportunity to increase the biodiversity of the area through the introduction of wildflower meadow and native shrub planting.

*Connectivity information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review).

Key

- ▬ Primary Pedestrian Route
- ▬ Secondary Pedestrian Route
- Taxi and Bus Drop Off/ Collection Route
- ▬ Shared Pedestrian and Cycle Route
- ▬ Waterside development connection
- ▬ Riverside walk



Connectivity diagram as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Proposal

Cycling Design Analysis



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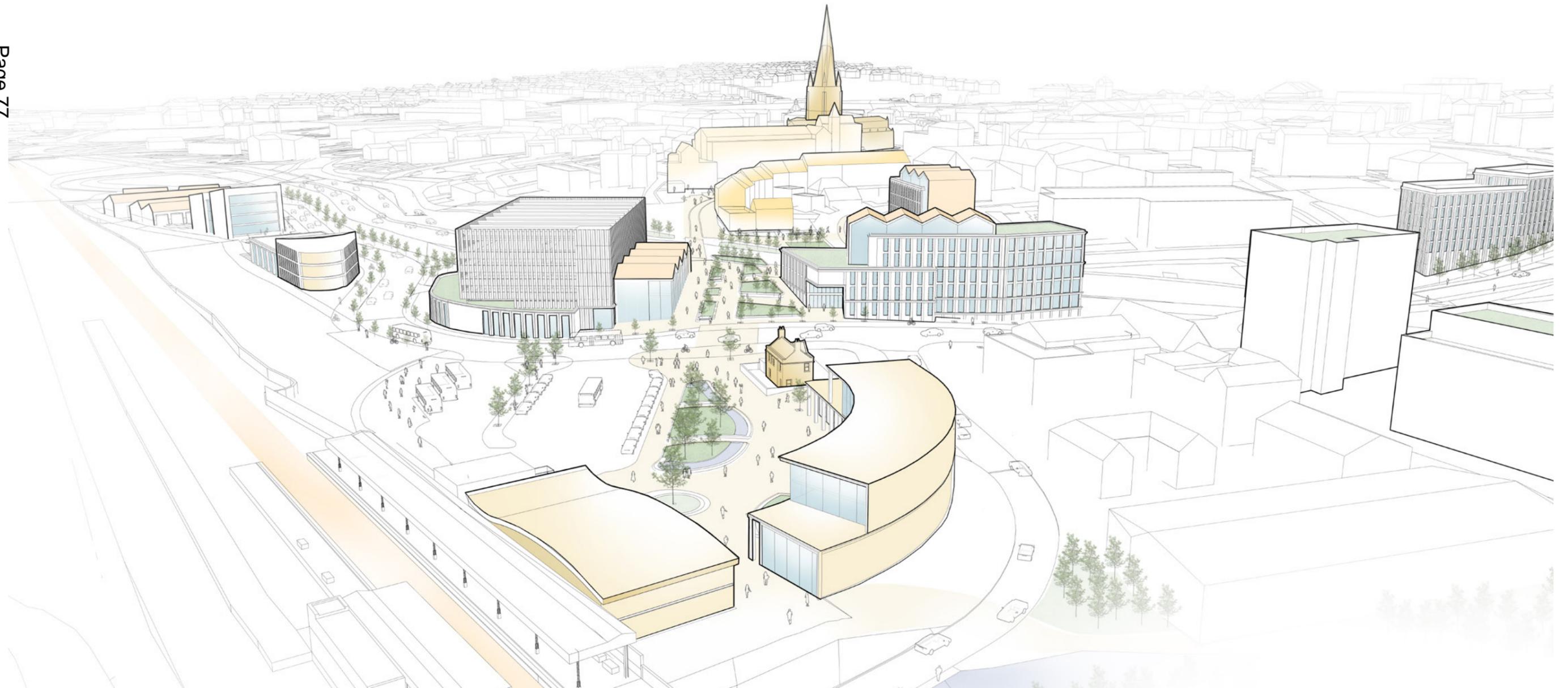
Cycle Design Analysis as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)
Please note further co-ordination is required to align the Landscaping Masterplan to the architectural information as presented in this document. No proposed buildings are to be shown on Plot D.

Proposal

Approach to Height and Massing

On appraisal of the topographical section through the town centre and study area it was demonstrated that the masterplan site could accommodate taller buildings in comparison to scale in the town centre. The study area sits approximately 20m lower than typical levels in the town centre. That said the developments on Plot B and E have been strategically massed to frame the Spire from the station in doing this the key view to Chesterfield's principle heritage asset is retained. This vision also demonstrates that a building of 4-5 storeys can be proposed on Plot A to give the arrival space a sense of hierarchy.

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3D overview from the north east facing toward Corporation Street and the town centre

Proposal

Indicative Sustainability Approach

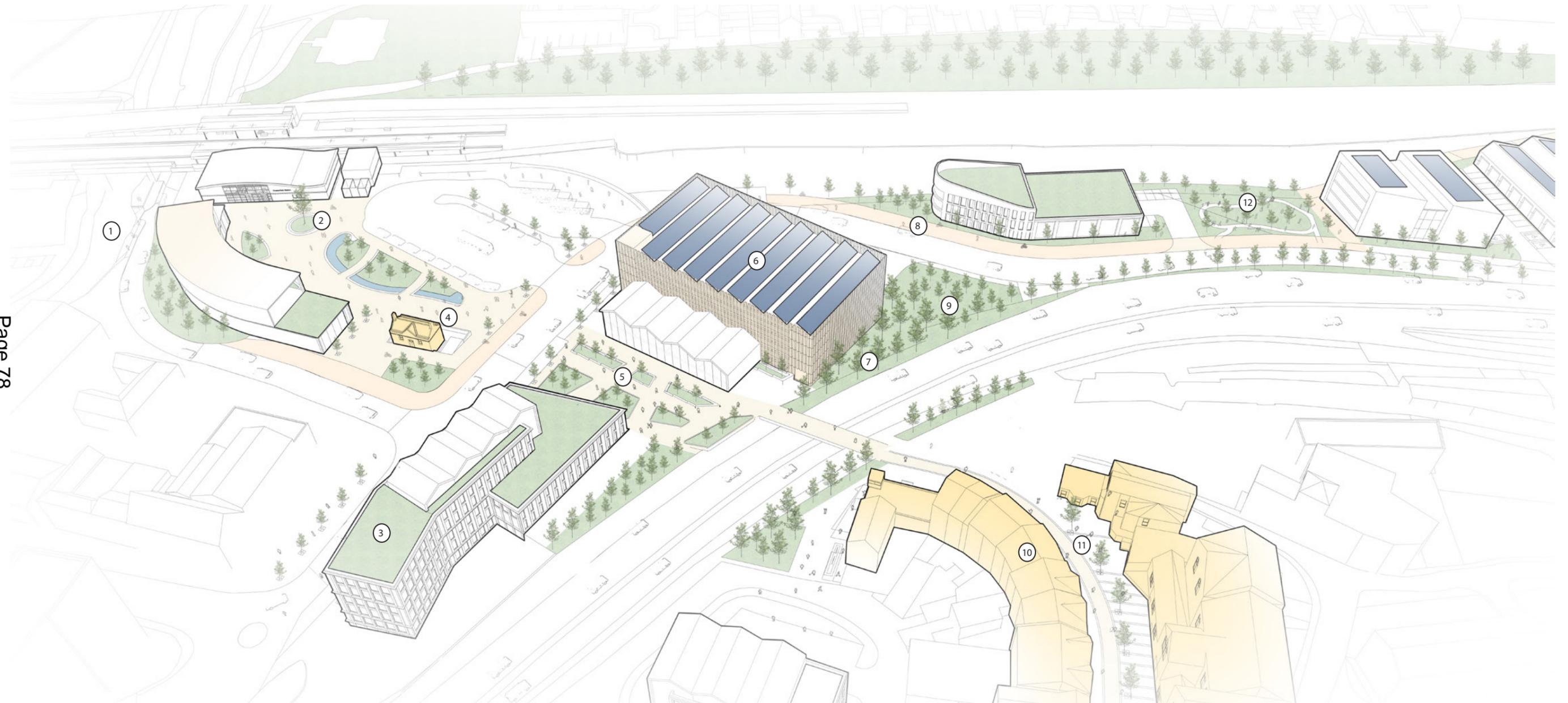
Overall Approach

A considered sustainable approach is critical to achieving carbon reduction strategies and climate change targets. It is not only a design driver identified in this document, it is inherent in all the decisions made on this masterplan. This diagram seeks to demonstrate considerations for a culmination of technological and environmental factors. As each development plot comes forward, sustainability principles should be tested from an early stage to embed targets within the design process.

Key

1. Rainwater would be captured along the boulevard and within the station forecourt within rain gardens before any surplus, would be piped into attenuation tanks under the transport hub before it was released into the River Rother.
2. Retention of existing quality landscaping.
3. Utilising roof space for improved ecology and biodiversity.
4. Retention and improvement of existing heritage assets.
5. Greening the streets and introducing quality public realm space thus boosting air quality and improving wellbeing.
6. The use of sustainable technologies (photovoltaic panels shown).

7. Any trees to be felled would be chipped and the resultant material used as mulch on the planting beds.
8. Reducing the dominance of the car and creating easy to navigate cycle and pedestrian routes.
9. Improving ecology and biodiversity with dense pockets of landscaping.
10. Improving connections to heritage assets and high quality existing building stock.
11. The removal of the surfacing to Corporation Street, the car parks and underlying material would be assessed for their ability to be utilised as sub base for the Station Link Road and public realm. The paving material would utilise recycled concrete products.
12. The biodiversity would increase through the introduction of street trees and shrub planting along the boulevard and Station Link Road. Wildflower grass and native shrubs would be planted within the park area between plots C1 and C2.



06
Development Plots

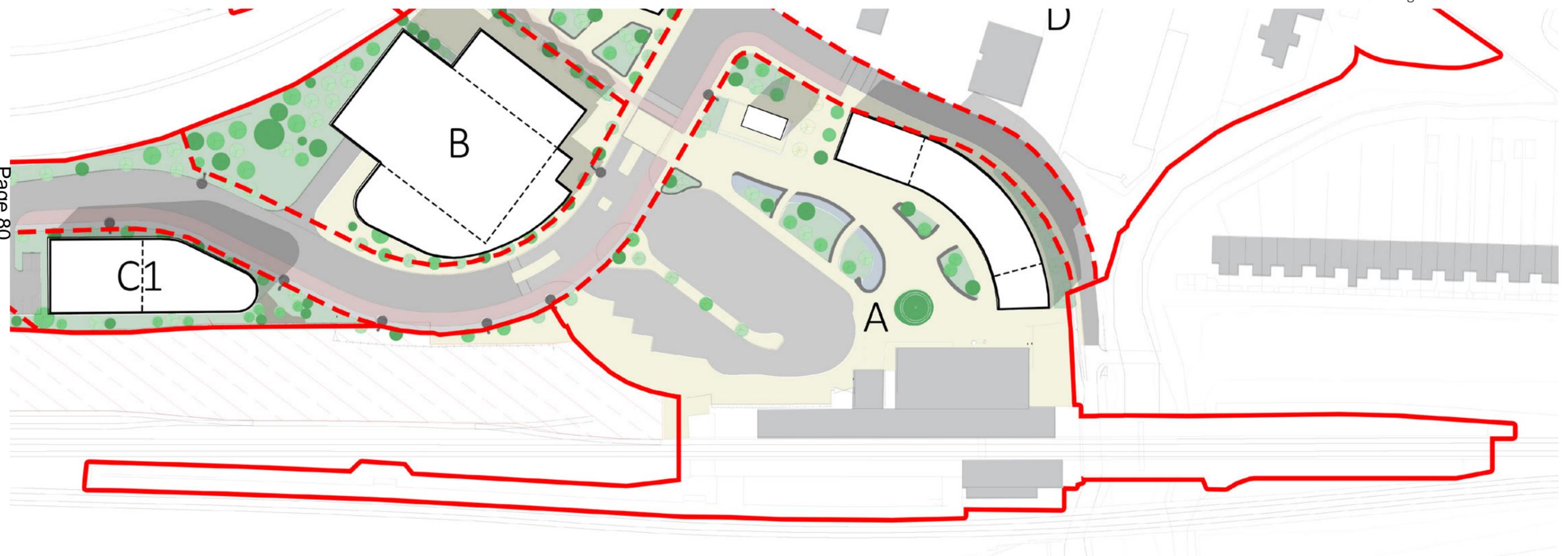
Plot A

Existing Location/ Proposed Site Plan

Plot A primarily addresses the station buildings, platforms and forecourt. On exiting the station building, there is an immediate presence of vehicular traffic and in turn any transition toward the town centre is difficult to navigate. The existing development plot also contains the former station building (Grade II Listed) which will need to be considered as part of the proposals.



Existing location- 3D overview



Plot A proposed layout (not to scale)

Plot A

3D Overview

Overview

It is anticipated that the existing station will be retained and uplifted to improve design standards consisting with other forthcoming HS2 stations. As part of a high level strategy for the station it is to be reviewed whether the incorporation of a fourth platform will be taken forward.

Design Strategy

The visual right shows a curved supplementary station building that is strategically positioned to sit perpendicularly to the station and arc around a central public realm space.

The newly proposed building is strategically massed to demonstrate a building of presence can be positioned on the site, whilst also being tied in to the two storey Grade II Listed building. The use of a colonnade feature and expansive use of glazing is to illustrate an aspiration to maximise active frontage and to create a wow factor on exiting the station. At this stage there is no prescribed use class for the proposed building but it is anticipated that the proposal will host an extensive cycle hub facility.

The station forecourt has been positioned to the south of the station and does not obstruct movement or views toward the Spire but is sufficiently close enough for commuters to use effectively.

Objectives Achieved



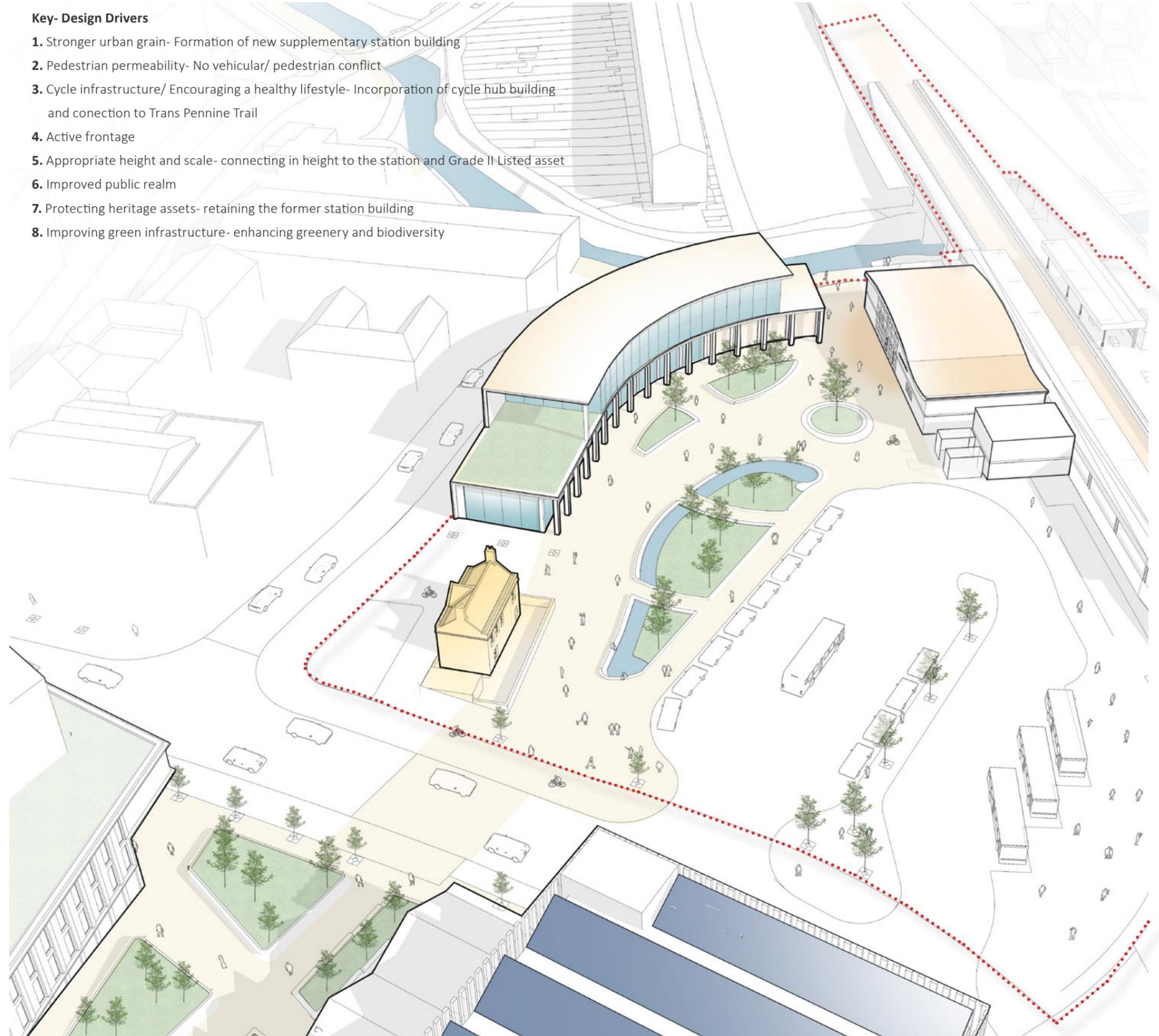
Framing the Spire- No building is positioned to obstruct views to the heritage asset.

Encouraging Global Tourism- The indicative design of the proposed building and public realm goes some way to demonstrating how a wow factor on arrival can be achieved.

Improving Public Realm- By removing vehicular traffic from the front of the station presents an opportunity to deliver a quality piece of public realm.

Key- Design Drivers

1. Stronger urban grain- Formation of new supplementary station building
2. Pedestrian permeability- No vehicular/ pedestrian conflict
3. Cycle infrastructure/ Encouraging a healthy lifestyle- Incorporation of cycle hub building and connection to Trans Pennine Trail
4. Active frontage
5. Appropriate height and scale- connecting in height to the station and Grade II Listed asset
6. Improved public realm
7. Protecting heritage assets- retaining the former station building
8. Improving green infrastructure- enhancing greenery and biodiversity



Plot A 3D overview

Plot A

Landscape- The Station Forecourt

The redesign of the existing station forecourt would enable the relocation of the parking and set down areas away from the building entrance/exit and frontage, creating a space for pedestrians and cyclists to orientate themselves and start their journey. The space would enable the views of the 'Crooked Spire' to be visible and open to act as the wayfinding landmark feature on the journey to the town centre.

The use of tree planting and planting beds in the form of rain gardens to capture surface water run off, with integrated setting would create a focus for direction, to screen the taxi rank and provide a place to dwell. One existing specimen tree will be retained within the proposals, together with the group along the edge of Crow Lane.

The area incorporates the Old Station listed building, the setting of which will be significantly enhanced with the removal of the fencing and tarmac and opening up the rear of the building to show it as a whole but demarcated by a retaining wall to respond to the level changes and create an area of private space for the owners. It would be set within the public realm and physically and visually be more inclusive within the space.

The space would be enriched by high quality paving and detailing in the surface materials, building upon the story of the railway already embedded into the footway along Brewery Street, with lighting integrated into the paving and real time information display panels that would create a sense of place and clarity.



Key

- ① Gateway Landscape
- ② George Stephenson statue - relocated
- ③ Taxi / passenger drop-off
- ④ Bus drop off / collection
- ⑤ Two-way cycle lane
- ⑥ Shared surface to reduce traffic speeds

Landscaping Strategy- The Station Forecourt as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

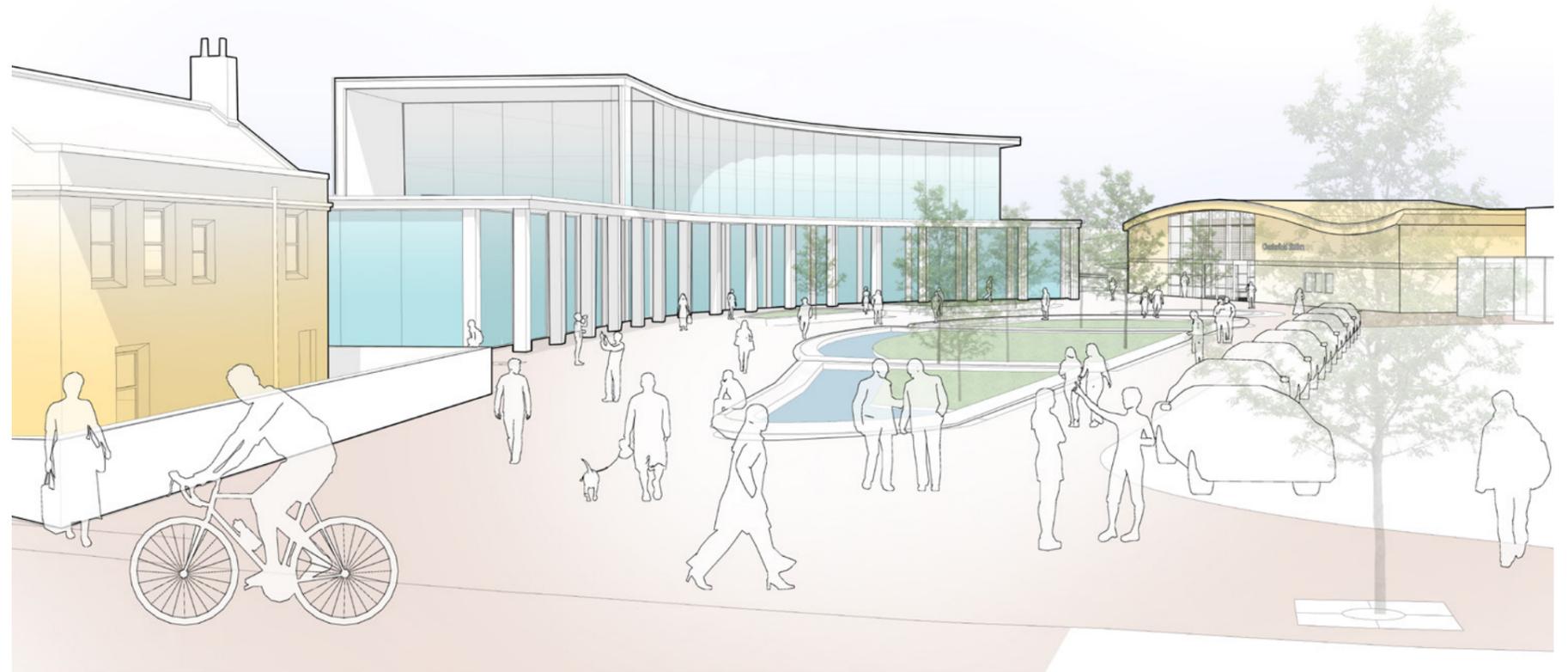
Please note further co-ordination is required to align the Landscaping Masterplan to the architectural information as presented in this document. No proposed buildings are to be shown on Plot D.

Plot A
Perspectives

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Existing view of the station facing the forecourt



Architectural Perspective- Station Forecourt facing the station building



Existing view facing the Spire on exiting the station



Landscaping Perspective- The Station Forecourt as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

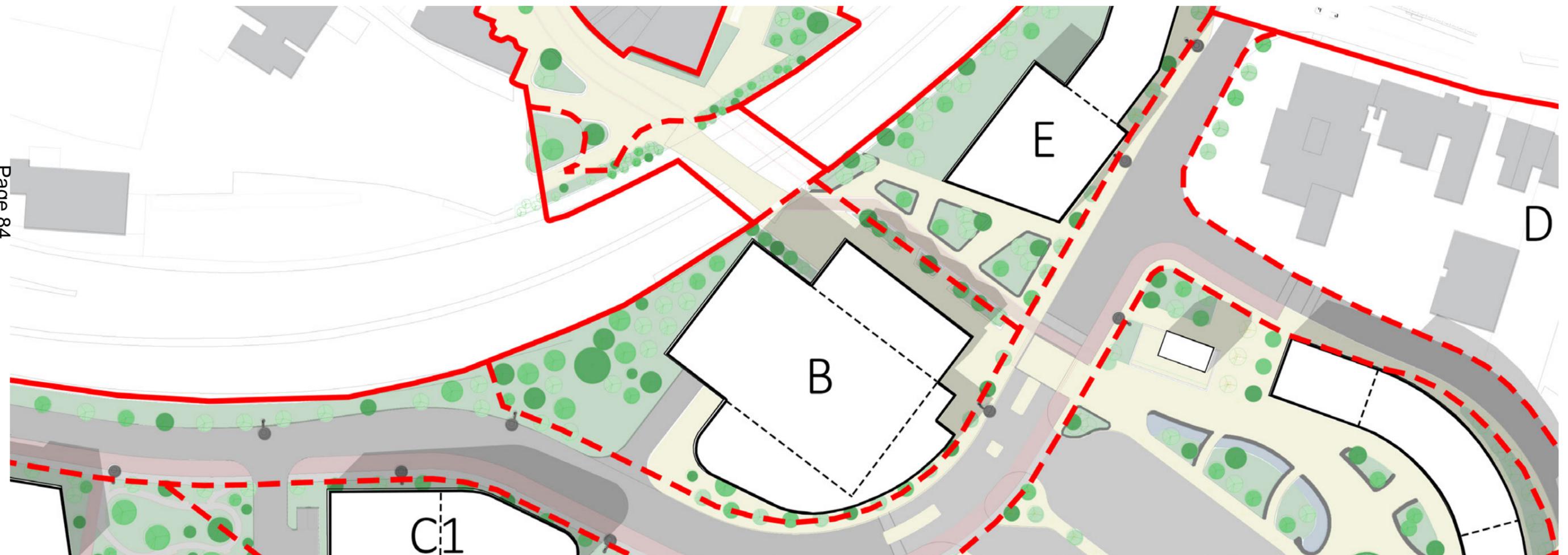
Plot B

Existing Location/ Proposed Site Plan

The current site hosts surface parking and the A61 slip road. The formation of the development plot is dependent on the A61 slip road being removed and the site being enabled to rationalise retaining systems and gradients on the site. The development of the plot is critical to forming links to Corporation Street and the train station building. As identified in the storyboarding process the strategic massing of this plot will also be aligned to the objective- 'framing the Spire'.



Existing location- 3D overview



Plot B proposed layout (not to scale)

Plot B

Urban Strategy

Overview

Part of the brief for this site was to demonstrate how a travel hub incorporating an MSCP with 550 car parking spaces can be accommodated on site. It is also an aspiration that the travel hub should be no more than 6 storeys in height. To achieve a height of no more than 6 storeys and 550 spaces, exploring the site levels and partial basements will be critical to the proposal. This is due to the areas gradual rise towards Corporation Street.

Design Strategy

The visual right shows how a 6 storey development can be orientated on the site. A 6 storey development in isolation would present a significant shear face facing the station building, Corporation Street and the dual carriageway hence the inclusion of low level massing to the perimeter edge. This massing strategy is to demonstrate how the development can be appropriately scaled. The visual demonstrates how Plot B can incorporate active frontage along the boulevard toward Corporation Street.

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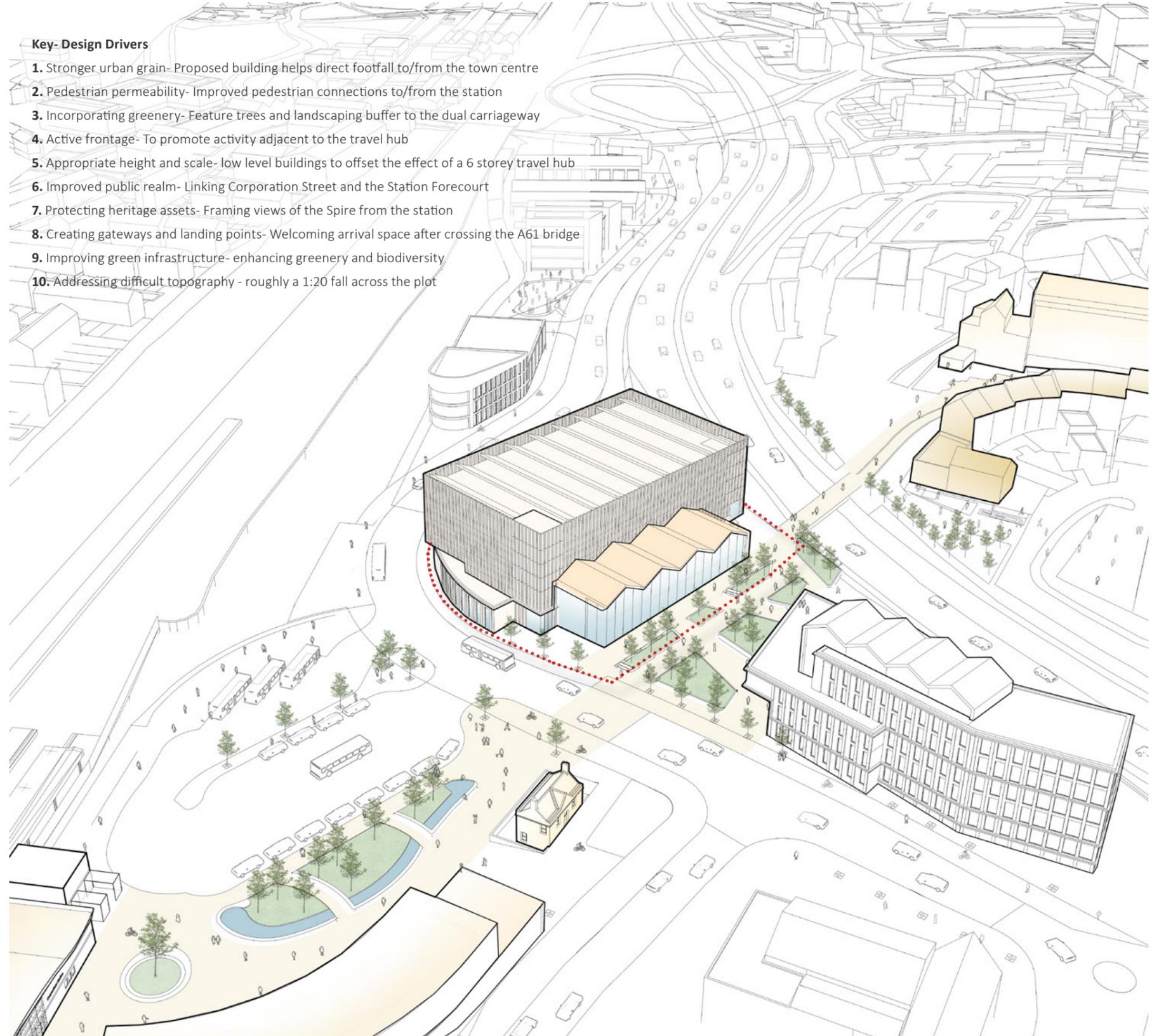
Objectives Achieved



Framing the Spire- The travel hub shouldn't impact on the town centre developments in height if the development height doesn't exceed 6 storeys. The placement of height on this block means that the view toward the Spire isn't obstructed as demonstrated in the perspectives further in the document.

Improving Public Realm/ Improving Connectivity- The plot will incorporate public realm that will help direct footfall to/from the station and town centre. This public realm will also incorporate landing points off the new bridge and the Station Link Road.

Maintain Car Parking- The integration of a multi-storey travel hub that incorporates 550 car parking spaces, will help alleviate the need to use surface car parks to serve the station.



Key- Design Drivers

1. Stronger urban grain- Proposed building helps direct footfall to/from the town centre
2. Pedestrian permeability- Improved pedestrian connections to/from the station
3. Incorporating greenery- Feature trees and landscaping buffer to the dual carriageway
4. Active frontage- To promote activity adjacent to the travel hub
5. Appropriate height and scale- low level buildings to offset the effect of a 6 storey travel hub
6. Improved public realm- Linking Corporation Street and the Station Forecourt
7. Protecting heritage assets- Framing views of the Spire from the station
8. Creating gateways and landing points- Welcoming arrival space after crossing the A61 bridge
9. Improving green infrastructure- enhancing greenery and biodiversity
10. Addressing difficult topography - roughly a 1:20 fall across the plot

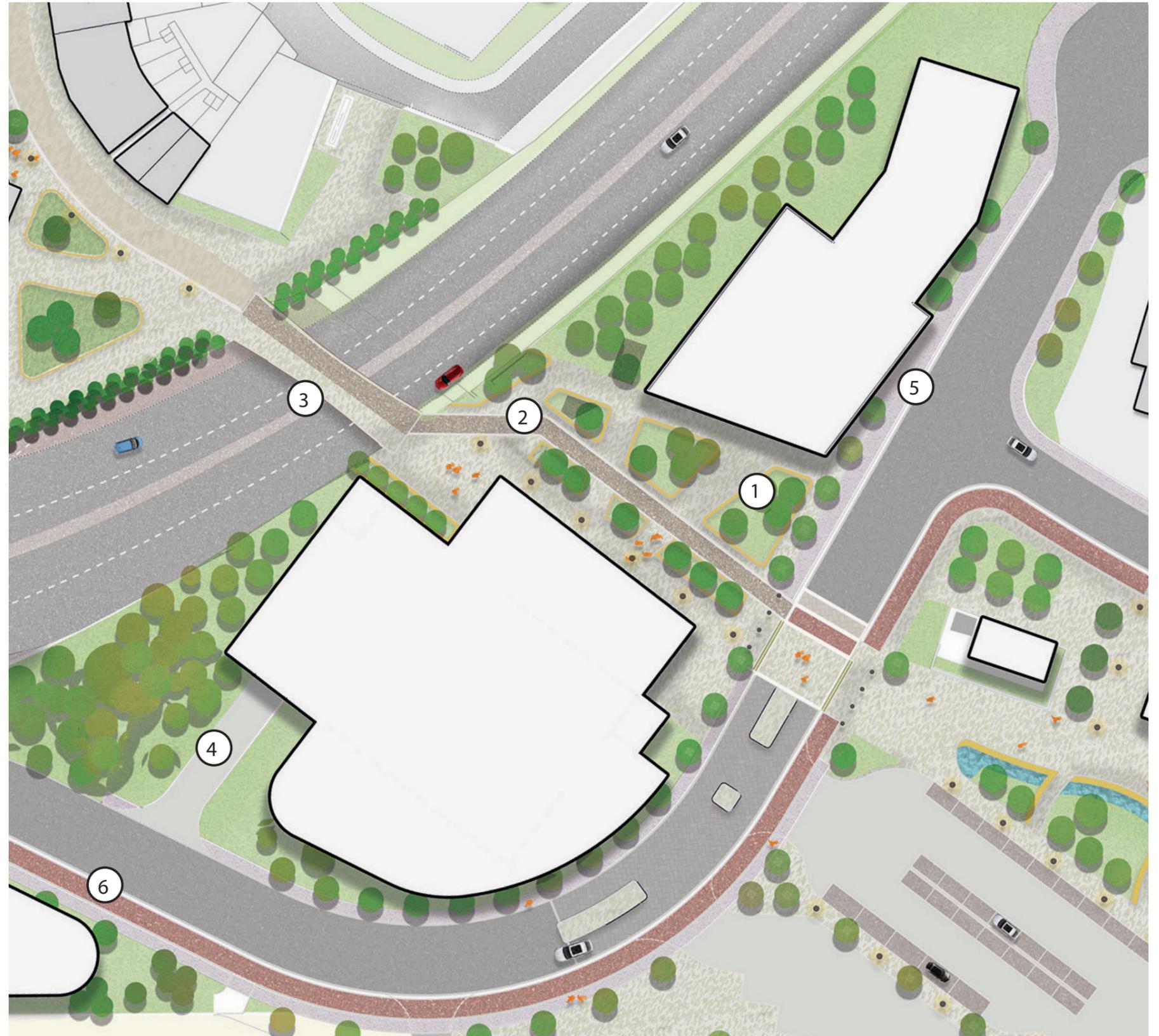
Plot B 3D overview

Plot B

Landscape- Boulevard

On leaving the forecourt the pedestrian and cyclist would approach the Station Link Road and cross at toucan crossing, over a raised table with a material that reflects the surrounding paving but differentiated by a change in texture and colour. This would indicate to vehicular users that there is a shared surface. They would take the journey up the 8% gradient, using the segregated route; the pedestrians to the left-hand side, past the retail frontages, way marked by the tree lined route and the cyclists to the right-hand side.

The route would be punctuated with rain gardens to capture the surface water as it moves downhill, interspersed with seating areas to enable users to rest and dwell as they make their way up the hill to the bridge where the segregation would terminate at the bottom of Corporation Street.



Key

- ① Raised planters
- ② Proposed cycleway and footpath along the boulevard
- ③ Proposed new alignment of cycleway and footbridge
- ④ Transport hub car park entrance
- ⑤ Shared pedestrian / cycle path
- ⑥ Two way cycle path

Landscaping Strategy- Boulevard as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Please note further co-ordination is required to align the Landscaping Masterplan to the architectural information as presented in this document. No proposed buildings are to be shown on Plot D.

Plot B
Plan

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Existing view from the station toward the Spire



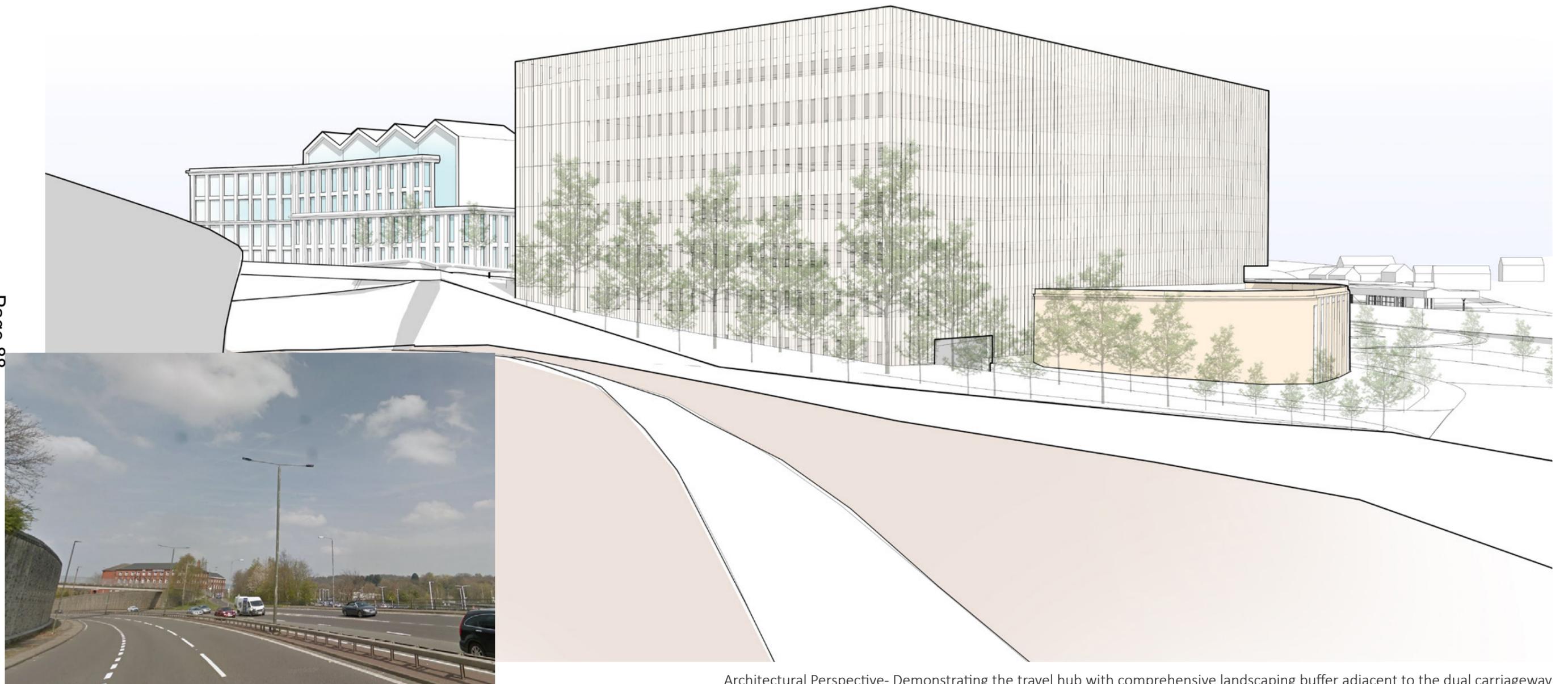
Architectural Perspective- Station Forecourt adjacent to the former station building facing the Spire



Existing view toward the A61 slip road



Landscaping Perspective- Connectivity as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)



Existing view from the dual carriageway toward Plot B

Architectural Perspective- Demonstrating the travel hub with comprehensive landscaping buffer adjacent to the dual carriageway

Plot C

Plot Overview

Plot C currently hosts a builders yard and surface car parking. The site is linear in shape and is constrained by the railway sidings and the dual carriageway. The formation of the Station Link Road will further constrain the development plot in width, though will help provide a vehicular connection from Spa Lane connecting through to Malkin Street. Running directly next to the station is the cycle route to the south which is to be considered as part of this proposal.



Existing location- 3D overview



Plot C proposed layout (not to scale)

Plot C

Urban Strategy

Overview

The brief for this site was to demonstrate how employment and light industrial units could be located on site. The noise and air quality from the railway and dual carriageway means that opportunities for residential premises are limited.

Design Strategy

The buildings in this location will be accompanied by dense green spaces to soften the architecture and the dual carriageway retaining wall. Whilst the design of the buildings are indicative it is worth considering that there are two key vantage points to take in to account, one is that this site is seen by the commuter approaching the station in a northbound direction and that the proposed building shown furthest north will be immediately visible on exiting the station.

Objectives Achieved



Increasing Economic Investment- There is opportunity to provide new business space directly adjacent to the station.

New Station Link Road- Plot C accounts for the construction of the Station Link Road and adjacent cycle infrastructure.

Realistic Phasing Strategy- On completion of the travel hub this will release Plot C for development as there should be sufficient car parking spaces contained with Plot B.



Key- Design Drivers

1. Stronger urban grain- These series of buildings will be visible to commuters using the train
2. Incorporating greenery- Comprehensive green spaces have been placed adjacent to the A61, between buildings and aligned to the Station Link Road
3. Addressing difficult topography- There will be a step in levels between the A632 and the development site
4. Creating gateways and landing points- The HS2 masterplan connects in with Spa Lane/ A632
5. Improving pedestrian permeability and improving cycle infrastructure- cycling and pedestrian routes connect in with the existing infrastructure to the south of the study area
6. Improving green infrastructure- enhancing greenery and biodiversity

Plot C 3D overview

Plot C

Landscaping- Southern Gateway

The introduction of the Station Link Road will enable access to the study area from the A632. The introduction of a tree lined road with groundcover planting will create a sense of arrival, along with tree and shrub planting integrated with the realigned ramp and step access to the subway. This area would also benefit from a large-scale piece of sculpture to counter the retaining wall and bridge over the A632.

Boundary Treatments

As approximately one third of the eastern boundary is constrained by topography there is little opportunity to improve the user experience along the route until it can be redirected to the Station Link Road through open space and onto the proposed cycle path.

The A61 retaining wall would be visually broken up with the introduction of street trees along the Station Link Road, along with panels of green walls interspersed with sculpture and animation with lighting projections.

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Key

- ① Pocket park to employment area
- ② Re-aligned cycleway
- ③ Green wall and potential art sculptural element
- ④ Gateway public realm

Landscaping Plan- Southern Gateway as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Plot C
Plan



Figure 1: Southern Gateway sections a' aa'



Landscaping Sections- Southern Gateway as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

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Plot C
Aspirations

Page 93



Existing view along the A632

Architectural Perspective- Plot C from Spa Lane

Plot D

Plot Overview

Plot D has been identified as a development plot within the HS2 masterplan to demonstrate connections through to the Waterside character area and the rationalisation of the Crow Lane junction (connecting to the new Station Link Road). It is anticipated that there will be up to 3 connections through/ adjacent to the site:

1. A riverside walk and connection to the entrance of the station building.
2. A permeable transition through the site from Crow Lane.
3. A link to the station realm space from Brewery Street.

Targeted objectives: Improve connectivity and public realm space



Existing location- 3D overview



Plot D existing layout (not to scale)

Plot E

Plot Overview

This site currently hosts the vacant Chesterfield Hotel building. From an urban design perspective the building is positioned in a strategically important location, linking the station and the town centre. There are two planning consents linked to the site; one for demolishing the current building and a second which secured an outline consent for a mixed use proposal.

Much like Plot B the development of the plot is critical to forming links to Corporation Street and the train station building. As identified in the storyboarding process the strategic massing of this plot will also be aligned to the objective- 'framing the Spire'.



Existing location- 3D overview



Plot E proposed layout (not to scale)

Plot E

Urban Strategy

Overview

This site is subject to a separate commission prepared by Chesterfield Borough Council. The separate commission seeks to propose 25,000sqft of mixed use space.

Design Strategy

As identified in the development chapter Plot B and E are critical plots when considering framing the Spire. The visual, right, shows how a 25,000sqft mixed use space at 2 storeys can be accompanied by a taller building that runs parallel to the new Station Link Road.

The mass has been strategically developed as demonstrated in the development chapter to tier the massing to avoid obstructing views toward the Spire. The form has been further developed to show a proposed roofscape which is a contextual link to the architectural character in the town centre. The proposal also shows how the ground floor opens up along the boulevard to create an invitation in to the building. Whilst the design of this building can be approached in a variety of ways, it is design strategies previously mentioned that will contribute toward a successful regeneration of the site.

Objectives Achieved



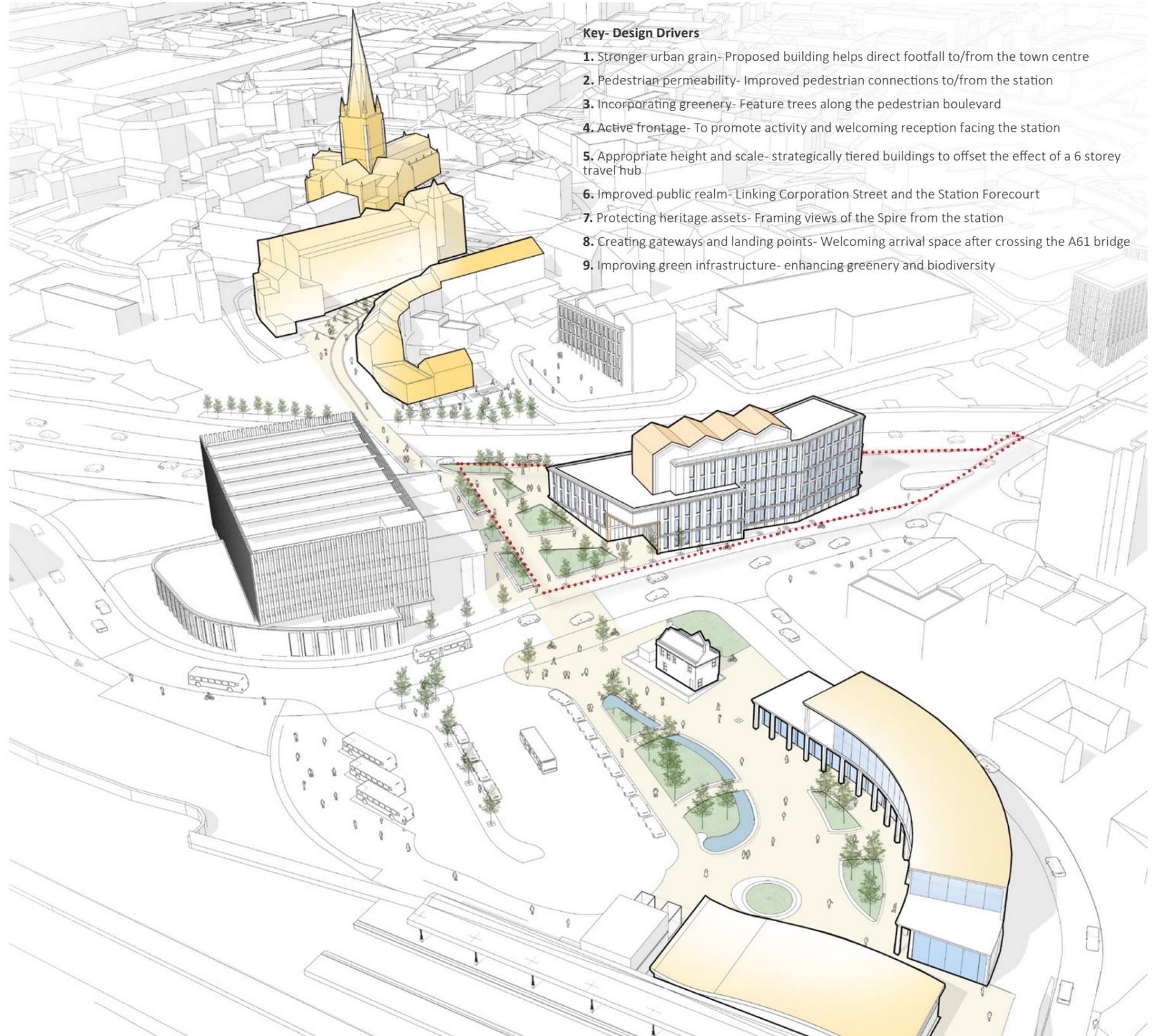
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Economic Investment- The development demonstrates how the site can be developed to incorporate a landmark building that helps connect the town centre and train station.

Improving Connectivity- The plot will incorporate public realm that will help direct footfall to/from the station and town centre. This public realm will also incorporate landing points off the new bridge and the Station Link Road.

Creating a Mixed Use Development- Chesterfield Borough Council has developed a brief (separate to this commission) to propose a mixed use development of circa (25,000sqft).

Framing the Spire- The strategic stepping of height on this block means that the view toward the spire isn't obstructed as demonstrated in the perspectives on the following page.



Key- Design Drivers

1. Stronger urban grain- Proposed building helps direct footfall to/from the town centre
2. Pedestrian permeability- Improved pedestrian connections to/from the station
3. Incorporating greenery- Feature trees along the pedestrian boulevard
4. Active frontage- To promote activity and welcoming reception facing the station
5. Appropriate height and scale- strategically tiered buildings to offset the effect of a 6 storey travel hub
6. Improved public realm- Linking Corporation Street and the Station Forecourt
7. Protecting heritage assets- Framing views of the Spire from the station
8. Creating gateways and landing points- Welcoming arrival space after crossing the A61 bridge
9. Improving green infrastructure- enhancing greenery and biodiversity

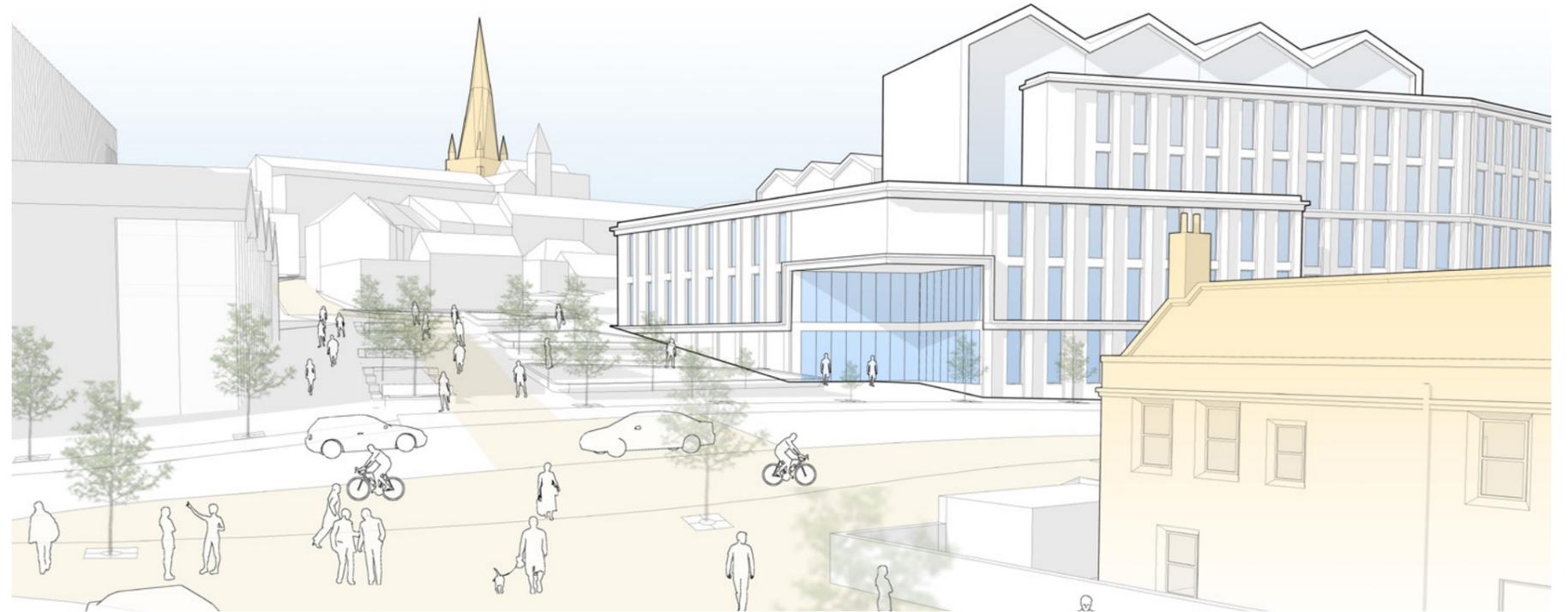
Plot E 3D overview

Plot E
Plan

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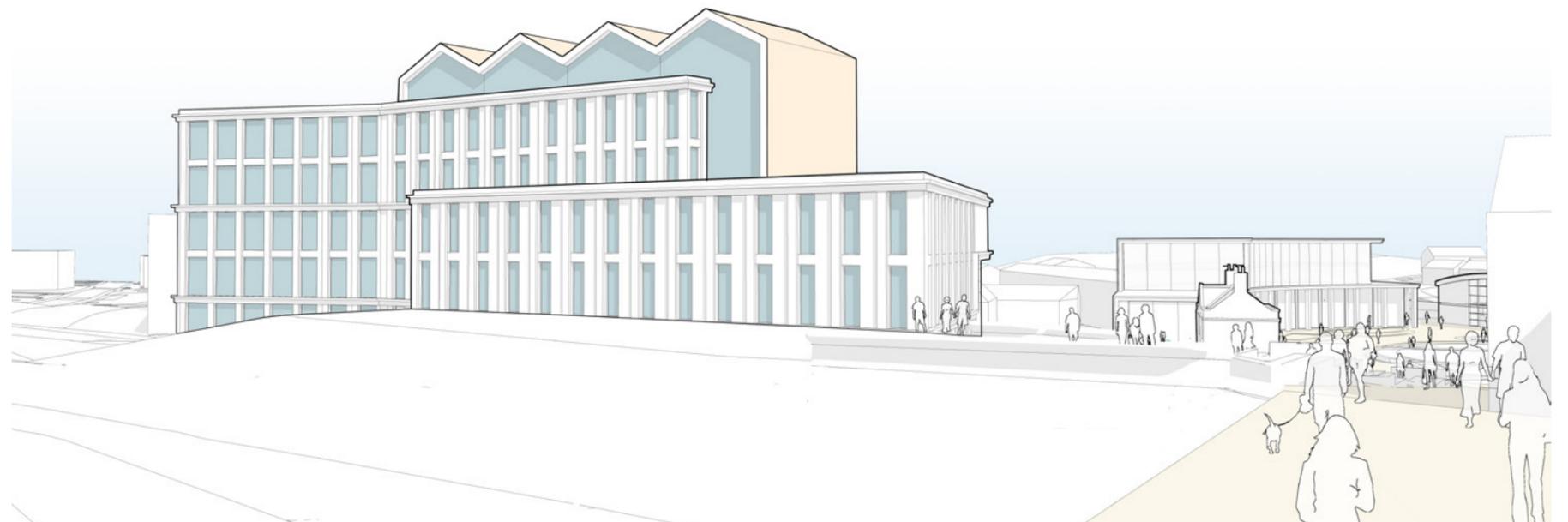
Existing view from the station toward the Grade II Listed building



Architectural Perspective- Station Forecourt adjacent to the former station building facing the Spire



Existing view of the Chesterfield Hotel from the A61 pedestrian bridge



Architectural Perspective- View of Plot E from the A61 bridge

Plot F

Plot Overview

Plot F has been identified as a development plot within the HS2 masterplan to demonstrate connections through to the town centre via Corporation Street. Whilst the development zone does not sit within the Station Arrival area, the project team felt it was important to include within the masterplan to demonstrate how strategic links to the town centre may successfully come to fruition. The development predominantly highlights the improvements to realm space along Corporation Street and the formation of a new pedestrian/ cycle bridge but also includes provision for 4 storey office block.



Existing location- 3D overview



Plot F proposed layout (not to scale)

Plot F

Urban Strategy

Overview

This development plot predominantly promotes the aspiration to connect the station to the town centre through Corporation Street, which in turn provides better accessibility to the Pomegranate Theatre, Chesterfield Museum, the Winding Wheel and the Chesterfield Spire from the station. The development plot also seeks to develop the Theatre Lane car park which has visibility from the dual carriageway.

Design Strategy

The image shows how a 3-5 storey building can be developed successfully on the site. A scale of 4-5 storeys may be achieved to the elevation facing the dual carriageway as the levels fall toward the dual carriageway. For the landscaping strategy please refer to the Corporation Street Landscape Plan and details on the following page.

Objectives Achieved



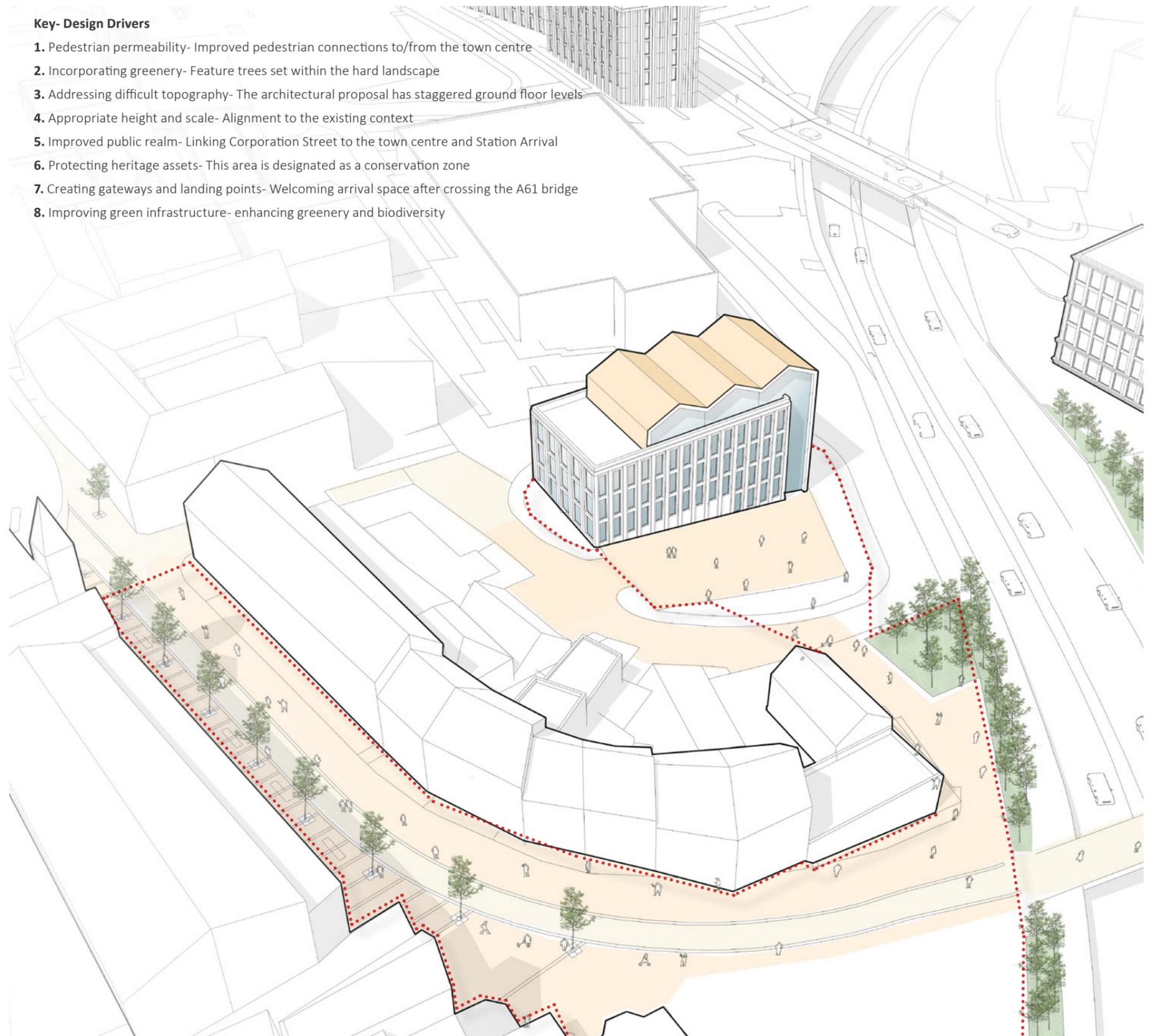
Economic Investment- Improvements to Corporation Street and the formation of a new pedestrian/ cycle bridge will help connect the station and centre, potentially bringing additional footfall to businesses in the town centre.

Improving Connectivity- Improvements to the urban and landscaping environment along Corporation Street will help connect the town centre and the station area. The new pedestrian/ cycling bridge will be strategically positioned to maximise connectivity between the two sites.

Improving Public Realm- The public realm improvements will help uplift and green the street. The addition of green space and dedicated public realm space will create a more welcoming landing either side of the dual carriageway.

Key- Design Drivers

1. Pedestrian permeability- Improved pedestrian connections to/from the town centre
2. Incorporating greenery- Feature trees set within the hard landscape
3. Addressing difficult topography- The architectural proposal has staggered ground floor levels
4. Appropriate height and scale- Alignment to the existing context
5. Improved public realm- Linking Corporation Street to the town centre and Station Arrival
6. Protecting heritage assets- This area is designated as a conservation zone
7. Creating gateways and landing points- Welcoming arrival space after crossing the A61 bridge
8. Improving green infrastructure- enhancing greenery and biodiversity



Plot F 3D overview

Plot F

Corporation Street

The proposed enhancement of the public realm along Corporation Street would be through the creation of a shared surface. This would be as a response to the likely increase in pedestrians and cyclists using the route. It would also improve the setting of the end of the theatre through the introduction of a raised stone edged planter that will act as a place to rest after stepping off the new bridge. It would also provide better definition for vehicular movement into Mill Street.

Street trees would be reintroduced to channel views as well as movement up and down the street and will continue the green infrastructure from the station and surrounds.



Key

- ① Proposed public realm to Corporation Street
- ② Proposed public realm to Pomegranate Theatre
- ③ Spill-out space for bars and cafes
- ④ Proposed public realm to proposed building
- ⑤ Proposed planting to screen the A61

Landscaping Plan- Corporation Street as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

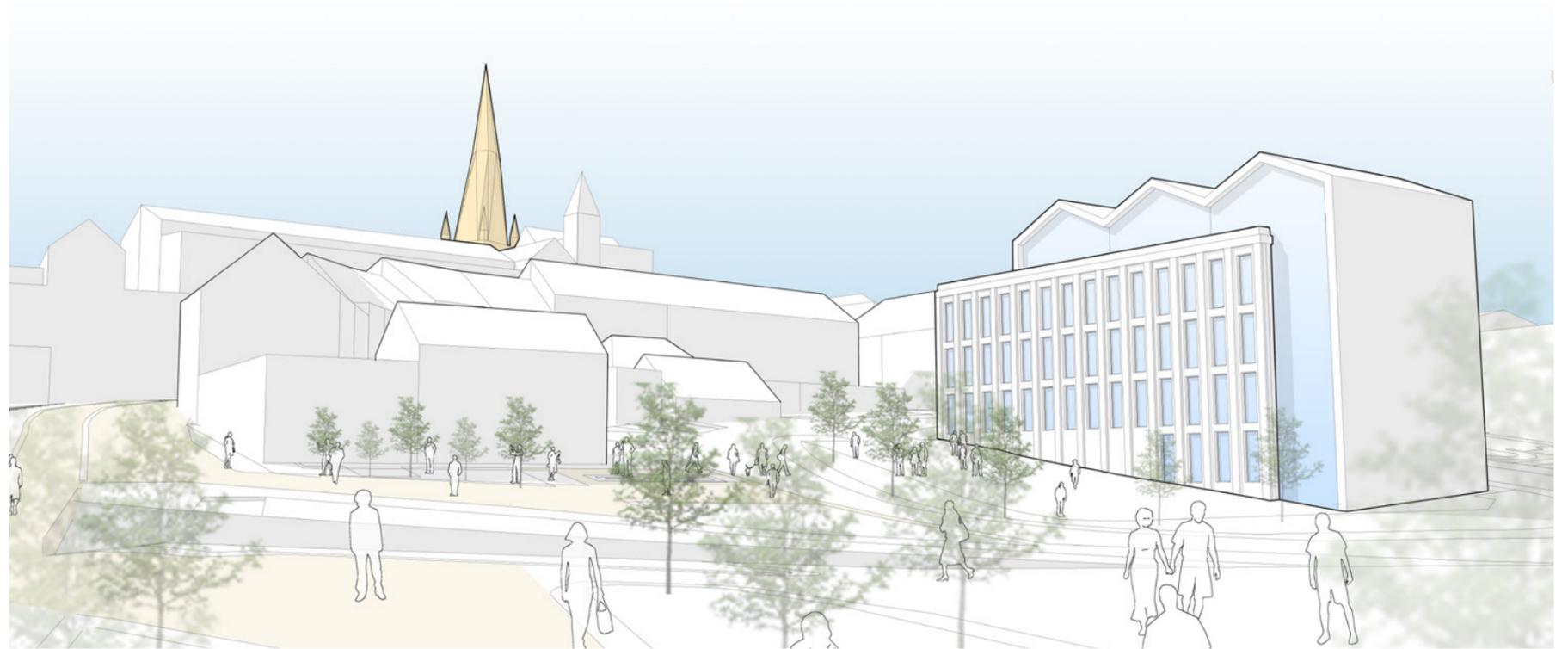
Please note further co-ordination is required to align the Landscaping Masterplan to the architectural information as presented in this document. No proposed buildings are to be shown on Plot D.

Plot F
Aspirations

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Existing view from the A61 pedestrian bridge toward Corporation Street



Architectural Perspective- Approaching Corporation Street



Existing view along Corporation Street



Landscaping Perspective- Corporation Street as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

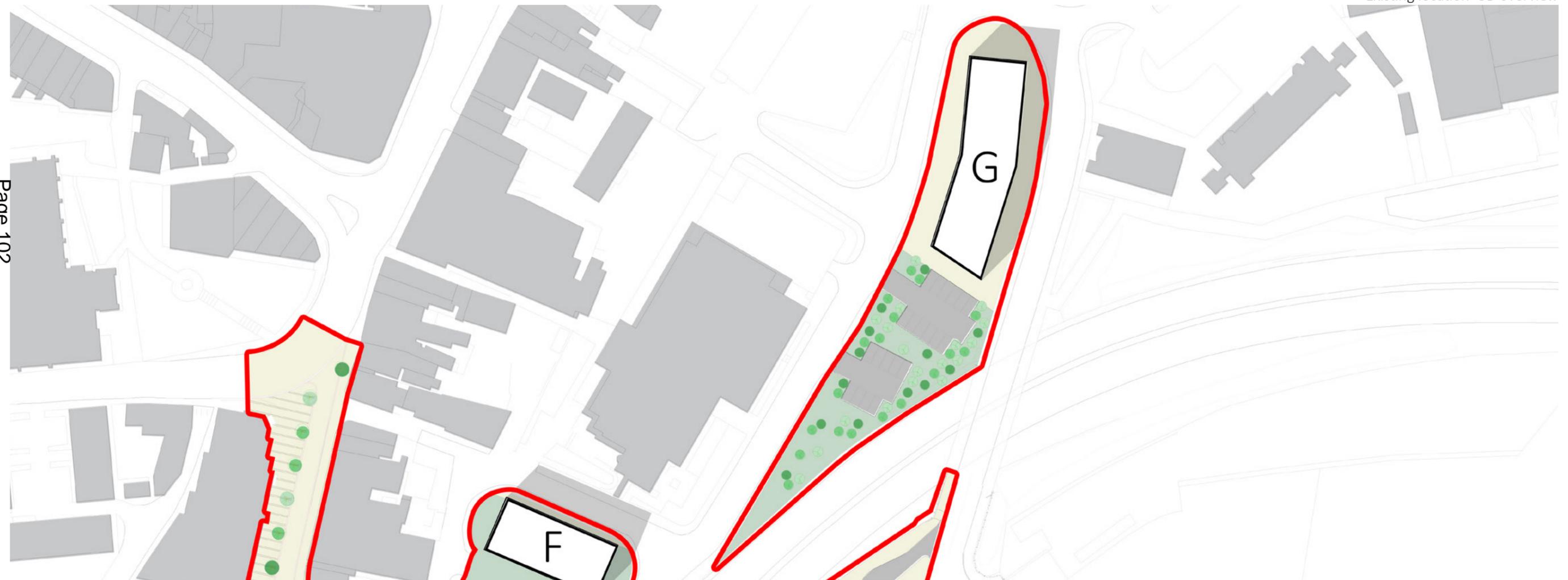
Plot G

Plot Overview

Plot G has been incorporated in to the HS2 masterplan to forge a connection between the station, the Northern Gateway and Educational Quarter. The site is currently used as a surface car park and has significant level changes along Brewery Street. The slope along Brewery Street toward the station is approximately 1 storey in height. Plot G also sits directly adjacent to the Grade II Listed hospital building and a sensitive approach to design should be considered accordingly.



Existing location- 3D overview



Plot G proposed layout (not to scale)

Plot G

Urban Strategy

Overview

The strategy on this vacant masterplan plot is to develop a proposal that improves the urban grain along Brewery Street and Durrant Road. The building will be highly visible along the dual carriageway and any forthcoming proposal should have architectural merit consistent with the visual prominence to a large volume of commuters.

Design Strategy

The image shows how a 3-5 storey building can be developed on the site without having an impact on height to the surrounding town centre context. A scale of 4-5 storeys may be achieved to the elevation facing the dual carriageway as the levels slope downwards toward the dual carriageway. Much like Plot B and E, this indicative proposal accounts for referencing the town centre roofscape by developing the roof and form on the top floor. For the landscaping strategy please refer to the Corporation Street Landscape Plan and details on the following page.

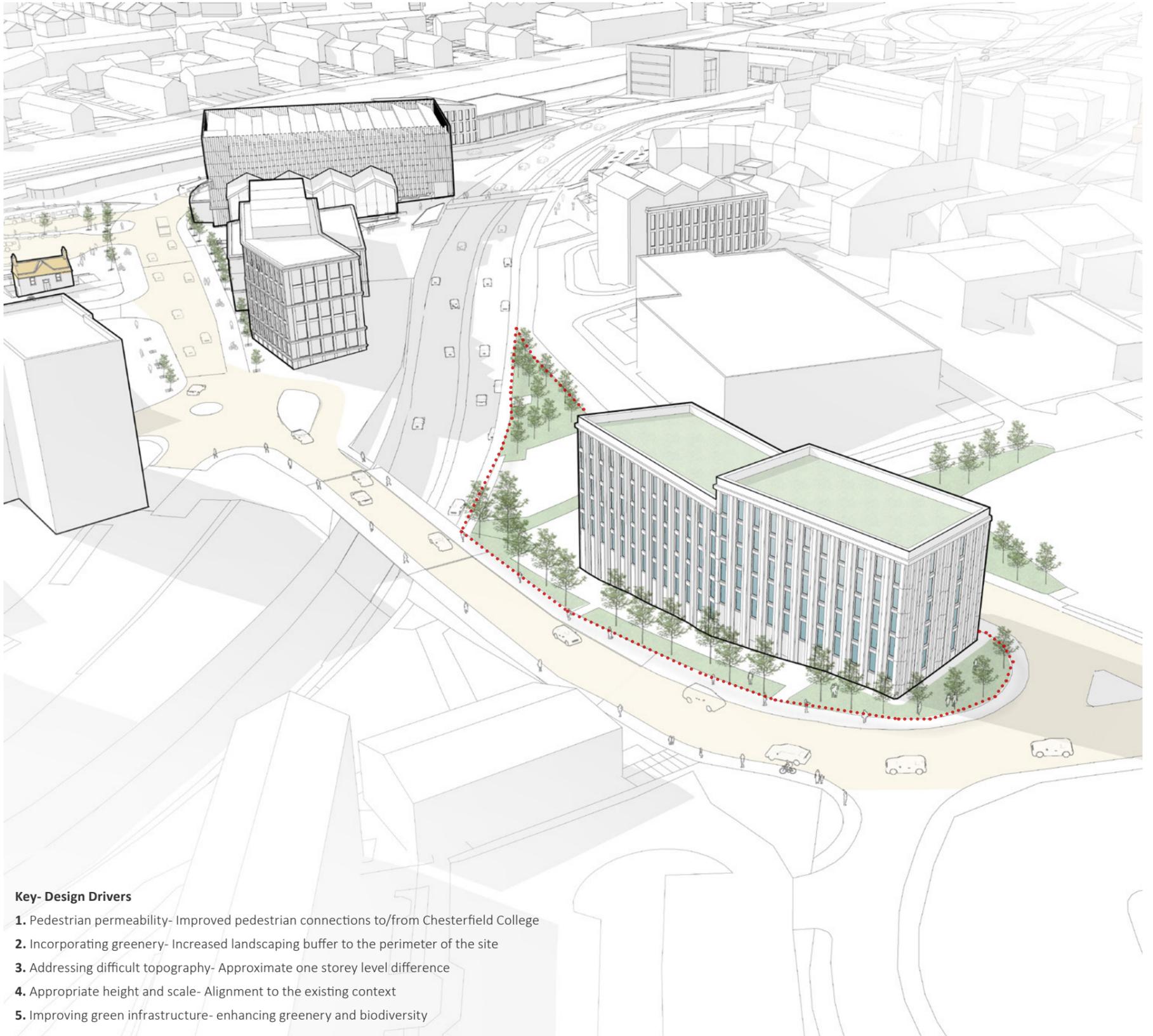
Objectives Achieved



Economic Investment- This image demonstrates how a vacant plot can be developed to benefit the town centre. The incorporation of a substantial residential/ mixed use proposal will increase footfall in the town centre.

Improving Connectivity- This development plot seeks to extend toward the Northern Gateway and Educational Quarter along Brewery Street.

A Mixed Use Development- The use of this development plot for residential accommodation will contribute toward there being a mixture of use classes in this area.



Key- Design Drivers

1. Pedestrian permeability- Improved pedestrian connections to/from Chesterfield College
2. Incorporating greenery- Increased landscaping buffer to the perimeter of the site
3. Addressing difficult topography- Approximate one storey level difference
4. Appropriate height and scale- Alignment to the existing context
5. Improving green infrastructure- enhancing greenery and biodiversity

Plot G 3D overview

Plot G
Aspirations

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Architectural Perspective- Along Brewery Street toward the Station Arrival character area



Existing view along Brewery Street

Landscaping Design Elements

Landscaping Details Strategy

Security/ Lighting

Security

The landscape design incorporates the key principles of Secured by Design including natural surveillance by keeping public areas visible and overlooked from buildings, avoiding enclosed spaces, corners and recesses.

It would use design features to prevent vehicular access driving into the station and up the boulevard using strategically placed raised planters and minimal use of bollards to reduce visual clutter.

The spatial layout therefore provides clear, directly overlooked and well-lit spaces and routes that will make the area safe and attractive.

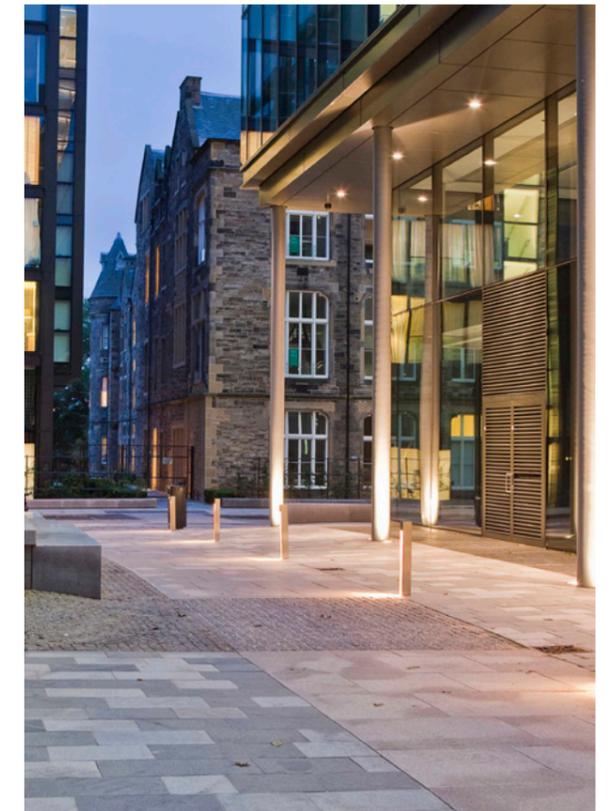
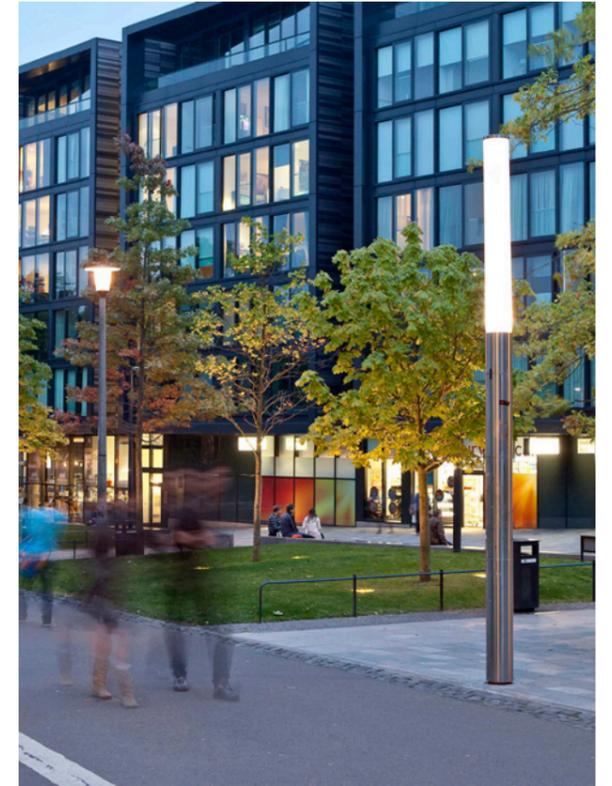
The precedent images illustrate the use of planters and trees as security measures integrated within the public realm.

Lighting Strategy

The lighting strategy is based upon a hierarchy of:

- Highway lighting of the Station Link Road and transport hub – would comprise light columns 10m high at approximately 15m centres on the east side of the link road. This arrangement will reduce the visual clutter and will allow the light columns to be set between the proposed street trees. The light columns would continue into the station transport forecourt to light the bus and taxi drop off area. These would be standard Derbyshire County Council light columns.
- Public realm lighting would comprise light columns and lanterns with a contemporary design to complement their setting to provide a LUX level for safety and clarity of movement. They would comprise of 6m high columns with LED lantern units.
- Architectural feature lighting – would be used to highlight key elements in the landscape such as uplighters to specimen trees in the forecourt and LED strip lighting to the bridge edge and the raised seating areas with the use of LED strip lighting.

*Security/ Lighting information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)



Landscaping Details- Security/ Lighting as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Landscaping Details Strategy

Signage/ Art & Sculpture

Signage

The approach to signage is to minimise clutter by making the design provide the necessary clarity of movement from the station to the town centre.

Orientation – visitors arriving at the station would orientate themselves using pedestrian friendly / electronic map and information display located outside the station building.

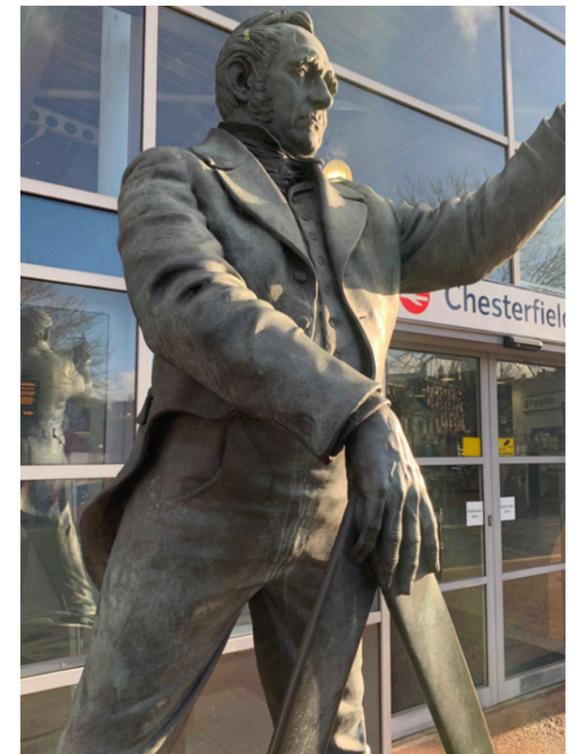
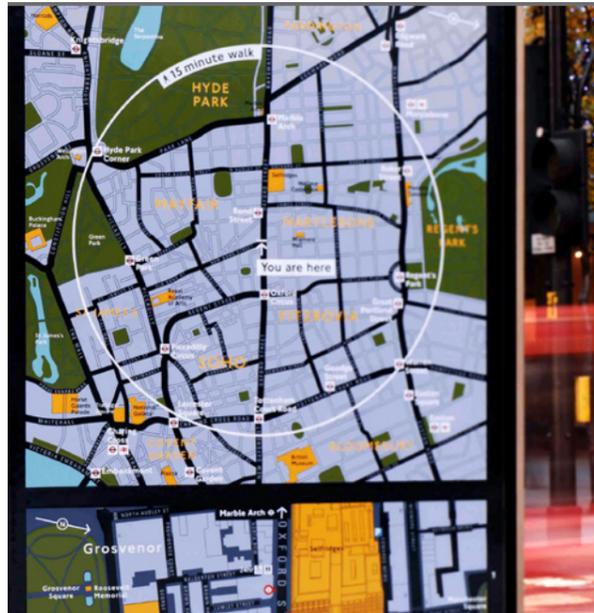
Directional signing – would take the form of a simple, contemporary designed finger post indicating the Trans Pennine Trail, the Cuckoo Trail, Chesterfield Canal towpath, the town centre, and to Queens Park along the cycleway/footpath.

Art & Sculpture

Building upon the existing art trail across Chesterfield the study area lends itself to incorporation of more pieces. This would include:

- A relocation and improvement of the setting of the George Stephenson statue;
- A large scale artwork at the southern gateway to offset the dominance of the elevated A61 and associated access structures to the subway;
- Artwork along the front of the A61 retaining wall to visually break up the extent of the concrete; and
- Incidental pieces along the boulevard to provide additional interest along the journey to the town centre.

*Signage/ Art & Sculpture information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)



Landscaping Details- Signage/ Art & Sculpture as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Landscaping Details Strategy

Hard/ Soft Landscaping

Hard Landscape

The paving to the station forecourt would need to be a high-quality robust material that referenced the existing building materials of Chesterfield but at the same time provides a contemporary feel to respond to the new developments.

Sandstone would be an appropriate material as it fulfils the above requirements and has the colour reminiscent of the ashlar of the local buildings. It can be laid on a rigid base and mortar pointed that will withstand vehicular movement for e.g. service and emergency services vehicles. It can be supplemented with porphyry that would bring out the red colours of the local buildings and could be used as banding and edging. There would be opportunities to relocate the existing etched rail tickets within the paving on Brewery Street into the station forecourt and continue the rail and historical theme within the paving and raised planters.

The same materials would continue across the Station Link Road and along the boulevard, bridge and along Corporation Street to provide visual continuity and simplicity. Opportunities for additional themes and etched paving motifs could include distance markers from the station up to the top of Corporation Street, building upon the history of the rail and town as well as the future.

Shared surface – as the Station Link Road approaches the exit from the transport hub and the boulevard crossing, the road level would be raised, and the material would change to reflect that of the pedestrian paving. This will signify to the driver of a change in the highway use.

Soft Landscaping

Improving the green infrastructure through the site is an important requirement to meet the objectives of climate resilience, biodiversity net gain and improvement of linked green corridors across the borough.

The hierarchy of planting would be:

- Station Forecourt, boulevard and Corporation Street:
- Ornamental individual semi mature specimens
- Shrub planting
- Groundcover

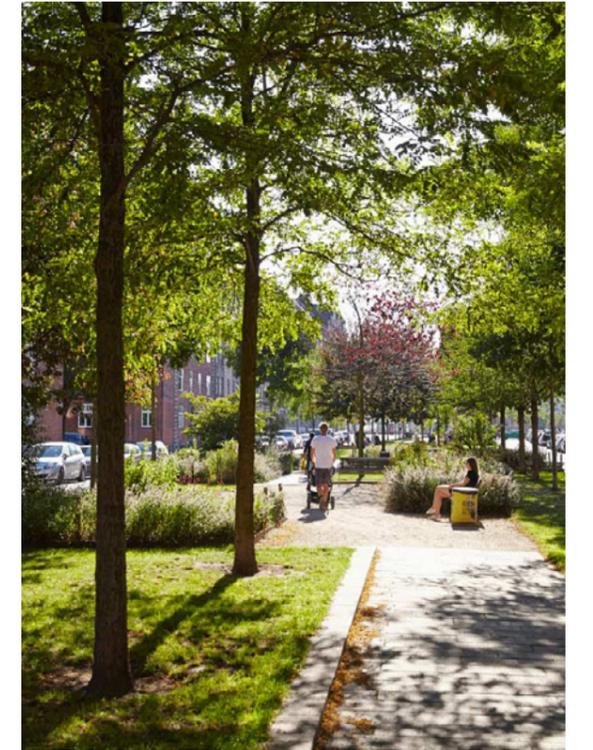
Station Link Road:

- Ornamental Street trees - semi mature
- Shrub planting
- Groundcover

Open Green Space:

- Native trees - extra heavy standards and multi stemmed
- Native shrubs
- Wildflower grass

*Hard/ Soft Landscaping information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)



Landscaping Details- Hard/ Soft Landscaping as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Proposed Phasing Strategy

The following illustrates a potential phased strategy to realising the aspiration of the masterplan. It is evident that there are various approaches and opportunities that may inform a different route to delivery.

Phasing Stage

0 - Existing



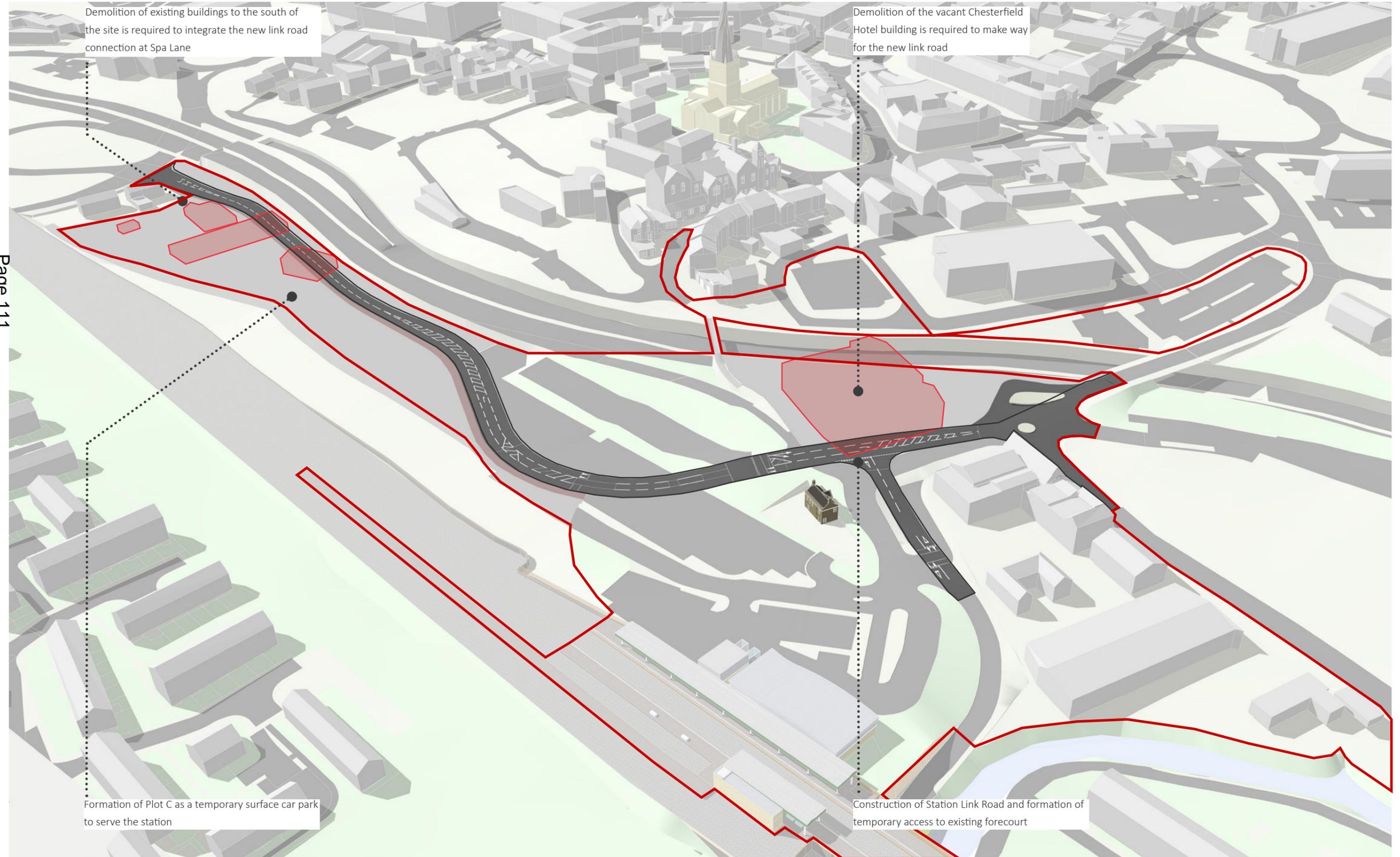
Phasing Strategy

This section seeks to demonstrate an indicative approach to how the masterplan could come forward. This high level phasing strategy indicates a potential approach to the development coming to fruition:

1. Formation of the Station Link Road
2. Removal of the A61 slip road and implementation of new forecourt
3. Plot A, B and public realm formation
4. Plot E development
5. Plot C development
6. Plot D consideration including a riverside walk
7. Plot F and G development

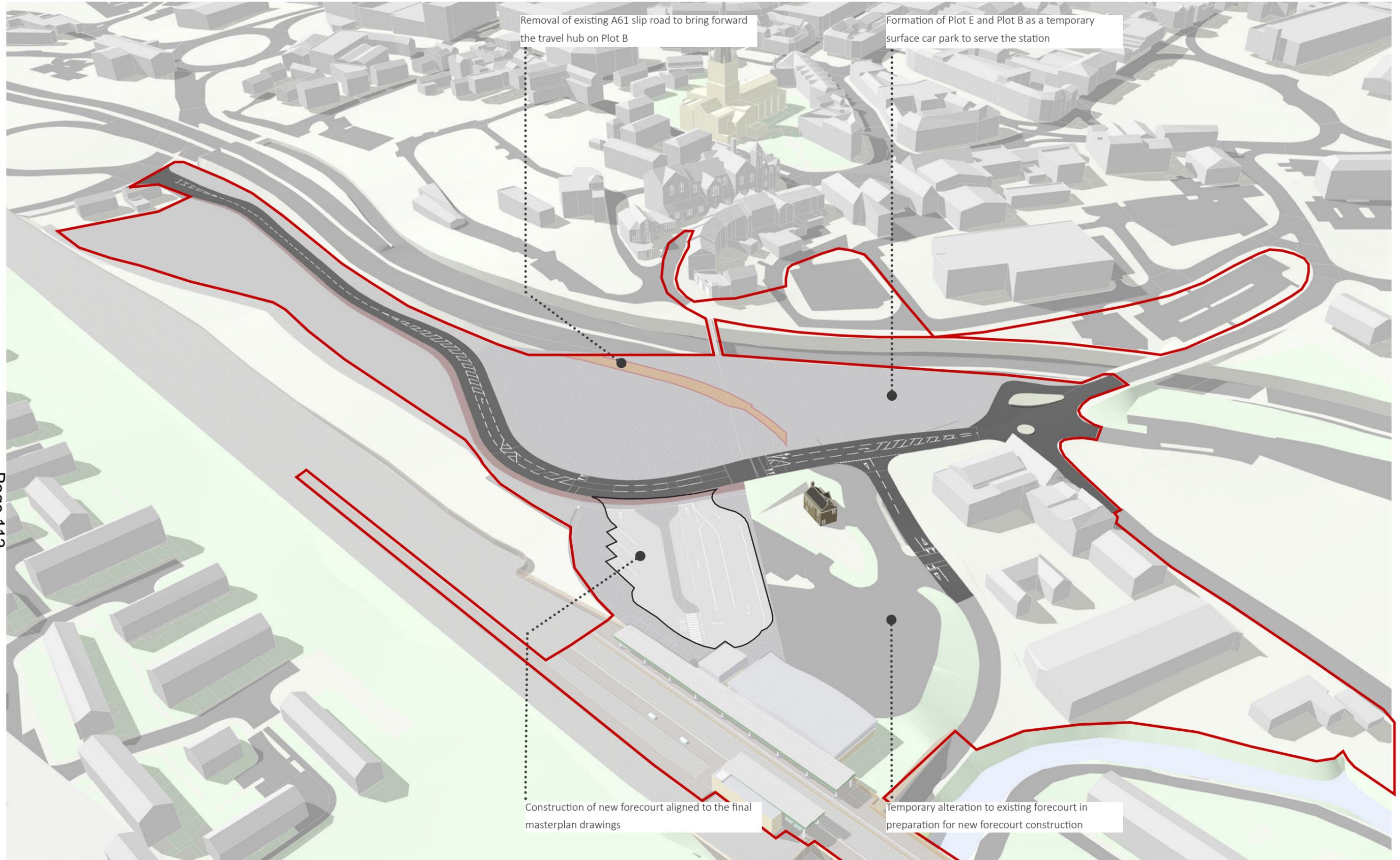
Phasing Stage

1- Formation of the Station Link Road



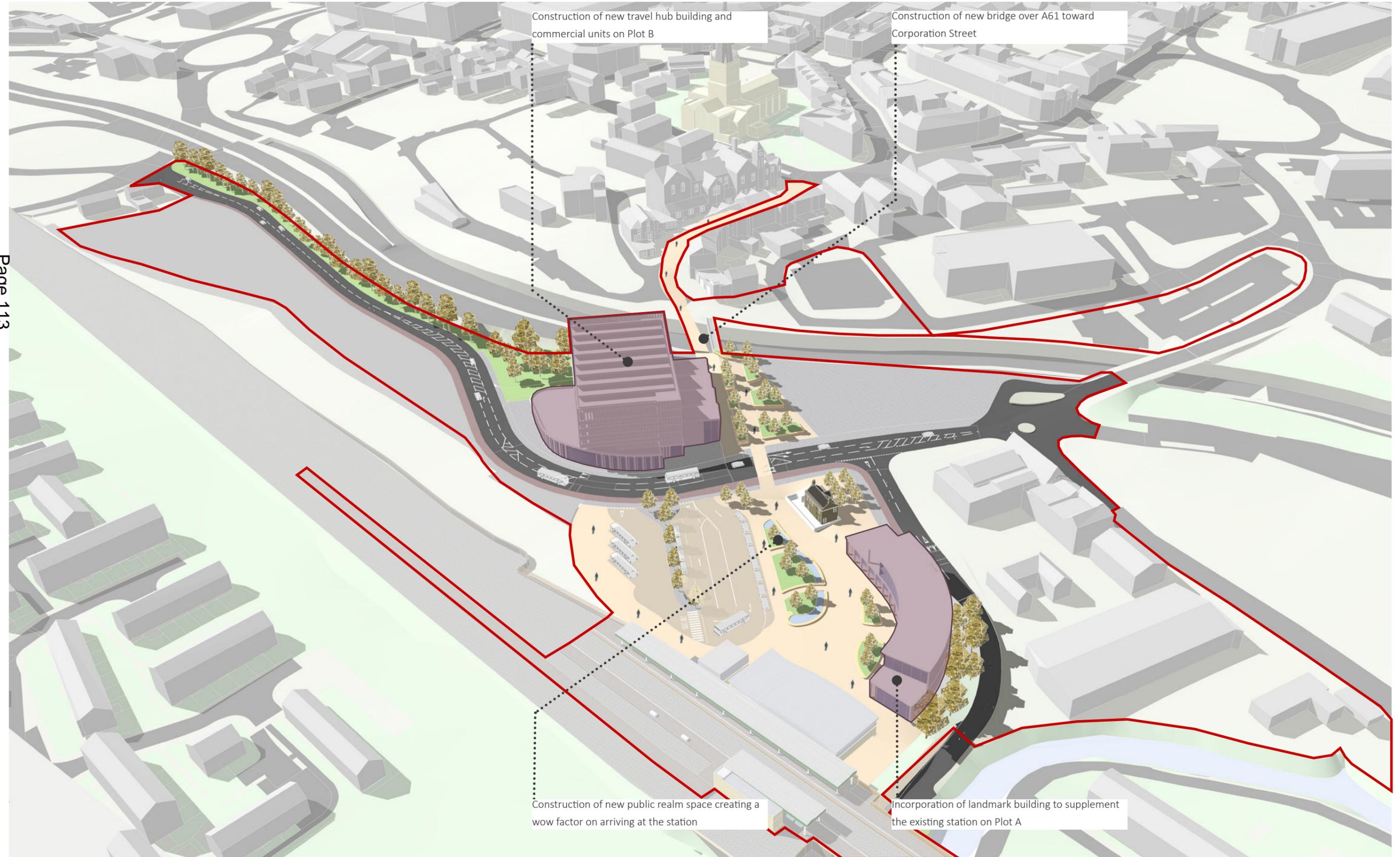
Phasing Stage

2- Removal of the A61 Slip Road and Implementation of New Forecourt



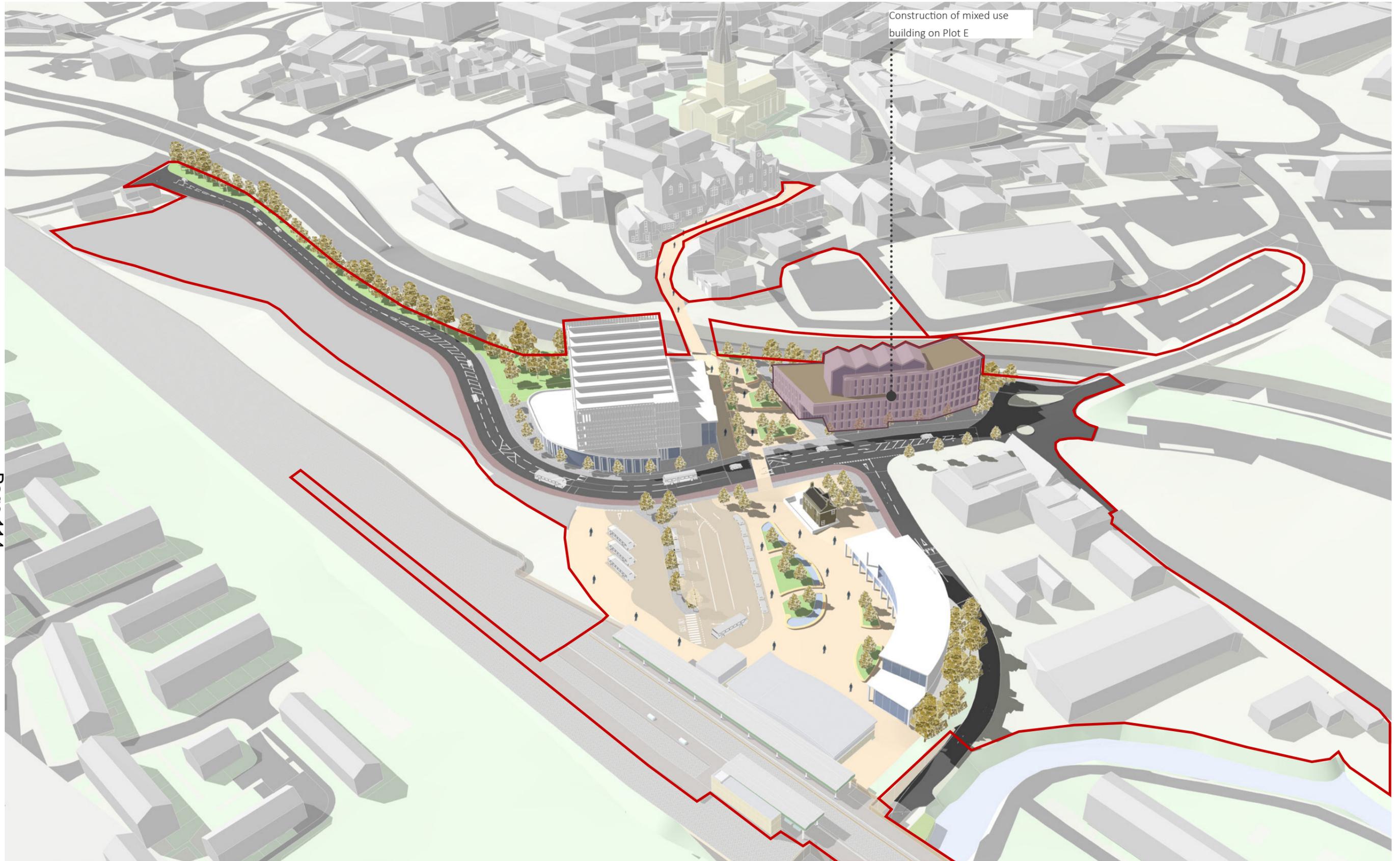
Phasing Stage

3- Plot A, B and Public Realm Formation



Phasing Stage

4- Plot E Development



Phasing Stage

5- Plot C Development

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Construction of employment use buildings on Plot C

Phasing Stage

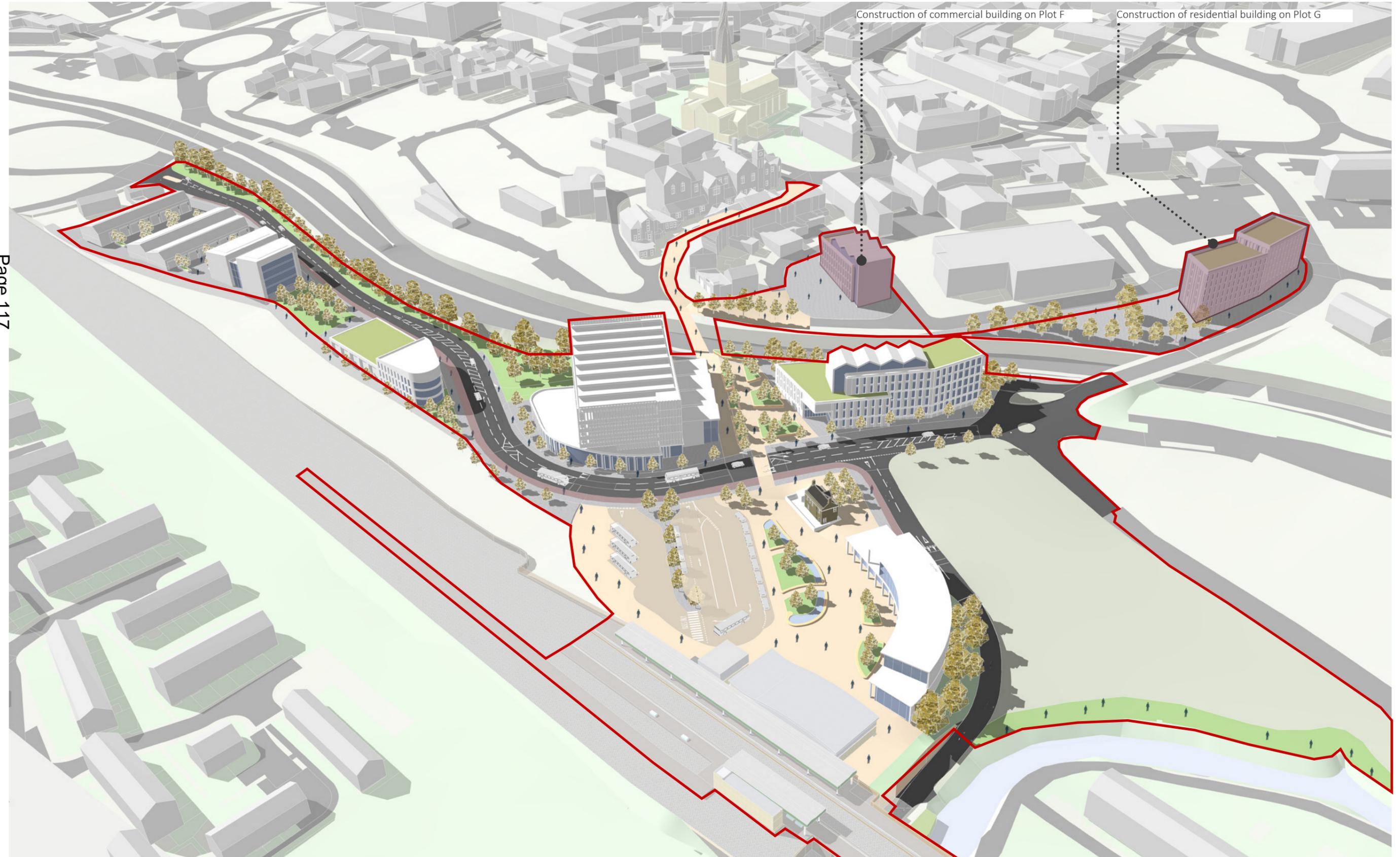
6 - Plot D Development Including Riverside Walk



Demolition of existing buildings on Plot D and construction of riverside walk realm space

Phasing Stage

7- Plot F and G Development



09
Conclusion

Conclusion

Executive Summary

This draft Public Consultation document has been commissioned by Chesterfield Borough Council in conjunction with professional consultants AECOM and Whittam Cox Architects to help define the aspirations for a comprehensive evidence-based masterplan proposal for and surrounding Chesterfield Train Station.

The arrival of HS2 presents an opportunity for a comprehensive series of developments and it is this document that seeks to demonstrate how the vision, aims, objectives and design principles set out by the Local Authority can be achieved, accounting for the opportunities and site constraints the study area presents.

To recap the vision set out this aspiration:

Page 119 *“To reinvent the train station and rail travel as an integral part of the town centre.”*

The masterplan brief extended on this statement by providing aims, objectives and design principles, which are used to formulate design drivers to help develop a response to the masterplan. The vision seeks not to be prescriptive in development but give an indication of how the proposal can be formulated to engage in a consultation process with key stakeholders and the wider public.

The consultation process will start in February 2021 and will run for four weeks. There will be opportunity to comment on this virtual event and once responses have been collated, the project team will revise the masterplan proposals in accordance with the evidence based data available at the time. On revising the proposals, the masterplan vision will be updated and be made available to the public by Chesterfield Borough Council in March/ April 2021.



Chesterfield HS2 Station Masterplan Outline Consultation Plan

The consultation will run from Monday the 8th February 2021 to Monday the 8th March 2021 and is intended to seek opinions from members of the public, business owners, landowners, key stakeholders and statutory bodies on the proposed masterplan.

The consultation will be online using a virtual consultation room set up by the consultants AECOM.

All consultation materials including briefing notes will need to be prepared and agreed by the 15th January 2021 to allow time to set up the virtual exhibition hall and response form online.

Publicity Methods

Key stakeholders identified in the engagement plan (including nearby residents, landowners, Network Rail, East Midlands Railway and the County Council), will be notified in writing or by email of the publication of the Cabinet report before Monday the 25th January 2021. They will also be notified of the consultation.

Social media (Facebook, Twitter etc...) and traditional media (Derbyshire Times) will be used to publicise the consultation and masterplan from the 8th February 2021. Local media including offering interviews to local radio and presentations to stakeholders including Destination Chesterfield.

The Council is currently seeking to work with East Midlands Railway to promote awareness of the consultation and this element of the consultation plan will be updated as this work progresses.

Consultation Material – Virtual Online

CBC will provide a web page signposted to the consultation webpage. The consultation webpage will be hosted by the consultants AECOM and will contain a 'virtual exhibition hall', with a link to a video introduction by the Leader of the Council (hosted on the CBC YouTube channel) with longer section on the 'development of the plan' by WCA. A separate video will also be provided to show how the landscape strategy would look if implemented. The virtual exhibition will have 8 display 'boards' of A0 size containing the following:

Board Number	Topic	Prepared by...
1	Brief / Objectives / Infographics	Whittam Cox
2	Study Area / Assumptions	Whittam Cox
3	Analysis	Whittam Cox
4	Development	Whittam Cox
5	Masterplan / Landscape	Whittam Cox
6	Key Area Plans 1	Whittam Cox
7	Key Area Plans 2	Whittam Cox
8	Phasing Strategy	Whittam Cox

The virtual exhibition hall will display a projector screen with a link to a fly through of the masterplan area provided by AECOM and hosted by CBC on its YouTube channel.

The virtual exhibition hall will be arranged as follows:

- A 'welcome' pop-up panel;

- The series of 8 'virtual' boards/banners prepared by Whittam Cox Architects;
- A central table, which can house image/drawing galleries, downloadable documents and / or FAQs;
- 'Virtual' TV screens for the project videos (Leaders introduction, masterplan description by Whittam Cox Architects and AECOM masterplan flythrough);
- Links to additional websites; and
- Link to feedback questionnaire and form.

A presentation will also be prepared and then will be used upon request by stakeholders and for the Joint Growth Board.

Consultation Material – Hard Copies

Hard copies of the masterplan and questionnaire will be provided to the notified nearby residents and landowners on request and also to anyone who is unable to use the online material including those who are digitally excluded and/or require reasonable adjustments. The CBC contact centre will be able to provide photocopies of the survey questionnaire.

Feedback

Responses will be mainly sought through the online questionnaire which provides space for free form text comment. However, hard copies of the questionnaire will be provided on request. Hard copy responses will need to be received, scanned and forwarded to AECOM by CBC.

The virtual exhibition will contain an email address where enquiries can be sent and to which CBC will co-ordinate a reply with the benefit of consulting the project team of consultants. A CBC telephone number will also be provided for those who are digitally excluded to allow them to request information and provide feedback.

AECOM will receive and collate online responses and those hard copies forwarded by CBC and prepare a report in a format that can be made public, and provide this to CBC for consideration.

Chesterfield Borough Council Equality Impact Assessment - Full Assessment Form

<i>Title of the policy, project, service, function or strategy:</i>	Chesterfield Station Masterplan	
<i>Service Area:</i>	Economic Growth	
<i>Section:</i>	Planning	
<i>Lead Officer:</i>	Alan Morey and Antony Wallace	
<i>Date of assessment:</i>	12/2020	
<i>Is the policy, project, service, function or strategy:</i>		
<i>Existing</i>	<input type="checkbox"/>	
<i>Changed</i>	<input type="checkbox"/>	
<i>New / Proposed</i>	<input checked="" type="checkbox"/>	

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Section 1 – Clear aims and objectives

1. What is the aim of the policy, project, service, function or strategy?

The Council is in the process of preparing a Masterplan for the Chesterfield station area, which will sit within the Local Plan. The Masterplan is in the development stage, and the scope of this EIA is to assess:

- the impact of the draft proposals in the Masterplan
- the impact of the consultation with the local communities, businesses and stakeholders on the draft Station Masterplan, and on the options for developing it further. The outcome of the consultation will help shape further development of the Masterplan.

The broad aims of the work are to carry out a master planning process and produce a masterplan document that helps stimulate investment (both private and public), co-ordinate development, protect investment and increase certainty for stakeholders. The draft vision, aims, objectives of the master plan are attached in appendix A.

The masterplan will be within the framework of the recently adopted Chesterfield Borough Local Plan, and policy SS7 in particular.

Following the consultation, the Station Masterplan will be used as evidence to prepare a 'Supplementary Planning Document' to provide guidance on how development can meet the Local Plan and master plan objectives and also encourage more sustainable

development within the master plan area.

2. Who is intended to benefit from the policy and how?

The consultation will benefit the local community and wider public by giving them the opportunity to inform the development of the Station Masterplan from an early stage.

The master plan is intended to benefit a range of identified stakeholders and the public. The identified key stakeholders are listed in appendix B. In respect of the public, the likely beneficiaries would be users of the station in terms of accessibility, safety and quality of environment, and also those having to pass through the station area. The Borough's 'image' and attractiveness as a location for business would be improved with likely broad benefits to the Borough's economy. New job opportunities will also be created.

The work should also improve the likelihood of a successful regeneration of the Waterside Area, Spire Neighbourhood Area and Educational Quarter (character areas set out in the most recent Chesterfield Local Plan)

3. What outcomes do you want to achieve?

To enable the local community and wider public to inform the development of the Station Masterplan.

Wider outcomes for the Station masterplan are:

- To contribute to achieving the strategic and place making objectives of Chesterfield Local Plan
- Improve the visitor economy and local economy (including that of the Town Centre)
- Improved connectivity to the town centre for pedestrians and cyclists
- Maximise the potential economic opportunities brought by HS2

The draft vision, aims, objectives of the master plan are attached in appendix A.

4. What barriers exist for both the Council and the groups/people with protected characteristics to enable these outcomes to be achieved?

The consultation will enable local communities to have their say, although some elements of the masterplan will be fixed prior to consultation due to constraints from previously agreed strategy and frameworks which cover aspects such as appropriate land-use, conservation and heritage, noise and air pollution. Furthermore the master plan is a non-statutory document and it forms the basis of a vision for how the master plan area could be development and not a detailed prescriptive framework for development consents.

The ongoing and rapidly changing Covid-19 situation has restricted the way in which we can engage with the local community. In light of this, the consultation at this stage of the masterplan development will be predominantly online. A bespoke virtual consultation room has been developed including videos, display boards and an online consultation form to enable the local community and other stakeholders to view and provide feedback on the masterplan in its developmental stage. Additionally, the consultation will be promoted widely through the council and its partners communications, and hard copies of the information will be made available on request. Members of the public may also contact the team by telephone or email to discuss the Masterplan and/or consultation. The online consultation has been designed to meet accessibility standards within the EU Accessibility Directive, and the consultation will be available in alternative formats and languages in line with the Council's established community engagement standards. Landowners within or adjacent to the Masterplan area are being written to individually to inform them about the consultation.

At the moment, there remains some uncertainty about the national commitment to delivering HS2. Although HS2 coming to Chesterfield would greatly boost the Masterplan, the Council considers the Station Masterplan to be essential to the local area, and as such, would hope to deliver this irrespective of final decision on HS2.

5. Any other relevant background information

- Chesterfield Local Plan
- Chesterfield Growth Strategy
- Waterside and Northern Gateway
- Chesterfield Climate Change Action Plan
- Sheffield City Region Integrated Rail Plan
- East Midlands HS2 Growth Strategy
- HS2 Proposals
- National Infrastructure Commission: Rail Needs Assessment for the Midlands and the North
- The consultation has been planned to meet statutory planning requirements, and in line with the Council's Community Engagement Strategy and Standards to support inclusive engagement with the development of the Masterplan.

Section 2 – Collecting your information

6. What existing data sources do you have to assess the impact of the policy, project, service, function or strategy?

The Local Plan provides indicators for assessing the impact of development. The masterplan works within the parameters of the Local Plan and is a non-statutory document that provides a suggested scenario for achieving the objectives of the Local Plan and other strategies. It will not outweigh or supersede the Local Plan.

Section 3 – Additional engagement activities

7. Please list any additional engagement activities undertaken when developing the proposal and completing this EIA. Have those who are anticipated to be affected by the policy been consulted with?

Date	Activity	Main findings
24.4.17	HS2 North Derbyshire Growth Workshop	Initial development
24.05.18	Chesterfield Railway Station Stakeholder Workshop	Initial development
2020	Workshops with Key Stakeholders during review and scoping for masterplan	<p>Various issues raised and considered by the consultants and HS2 Strategic Sites Board as part of the review and scoping exercise, these includes:</p> <ul style="list-style-type: none"> - Operational railway requirements - Accessibility for pedestrians and by bicycle <p>Issues taken into account in the review and scoping and also further evidence work leading into a proposal for consultation.</p>
2020	Workshops with small group of key stakeholders on emerging	Issue raised in relation to the stakeholder's areas of interest eg highway traffic flow and impact on the network, operational access

	evidence and design work	to sidings. These were taken into account in the evidence work and proposal for consultation.
<p>Main Consultation with affected groups is to be carried out during the public consultation during February to March 2021. In addition to the general community, key stakeholder groups have been identified as:</p> <ul style="list-style-type: none"> • Network Rail • Derbyshire County Council • East Midlands Railways • HS2 Ltd • Land Owners • Chesterfield Cycle Campaign • Chesterfield Borough Council Councillors • D2N2 LEP • SCR LEP • Waterside regeneration partners • Chesterfield College • Stagecoach • Historic England • Natural England • Environment Agency • Transition Town Chesterfield • Chesterfield Civic Society • Taxi companies • Residents living close to Masterplan area • Wider community (public) and businesses • Chesterfield Equality and Diversity Forum • Trans Pennine Trail • Destination Chesterfield • East Midlands Chamber of Commerce • Midlands Connect • Cross Country Trains • Northern Trains Ltd • Chesterfield Climate Change Action Group 		

Section 4 – What is the impact?

8. Summary of anticipated impacts.			
	Positive impact	Negative impact	No disproportionate impact
Age			<input checked="" type="checkbox"/>
Disability and long term conditions	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

Gender and gender reassignment			<input checked="" type="checkbox"/>
Marriage and civil partnership			<input checked="" type="checkbox"/>
Pregnant women and people on parental leave	<input checked="" type="checkbox"/>		
Sexual orientation			<input checked="" type="checkbox"/>
Ethnicity			<input checked="" type="checkbox"/>
Religion and belief			<input checked="" type="checkbox"/>

9. Details of anticipated positive impacts.

a)	<p>Safer set-down and pick up point for people arriving and departing the station. On site bus stop and taxi rank with an increased number of buses. The proposals within the plan aim to reduce the dominance of vehicles in the station area, and to make it safer and easier for pedestrians and cyclists to reach the station and to connect to the town centre.</p> <p>The scope of this EIA is for the overarching concepts within the Masterplan. There will be opportunities to improve the accessibility parking arrangements when the plans for the multi-storey car park are being developed. This may include an increased number of accessible spaces than offered currently across the car parks, wider bays, and increased safety arrangements. This EIA will be reviewed and updated to reflect and inform this process.</p>						
	<input type="checkbox"/> Age	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Gender	<input type="checkbox"/> Marriage	<input checked="" type="checkbox"/> Pregnancy	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Ethnicity

10. Details of anticipated negative impacts.

a)	<i>Negative impact:</i>	The suggested development scenario in the masterplan proposes the removal of 9 existing disabled parking bays close to the station. Two disabled parking bays, the bus stop and taxi rank will also remain in the station forecourt, along with an improved drop off/collection point.
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		All other parking will be provided within a new multi-storey car park, which is a slightly further walk away than the current disabled parking provision.
	<i>Mitigating action:</i>	<p>The suggested development scenario will show re-provision of accessible parking including more spaces than existing, and potentially wider bays, still within convenient distance of the station entrance via a crossing over the link road and through more accessible and permeable public space. we can assign two of the spaces within the forecourt to disabled drop-off.</p> <p>The location of spaces in the existing surface car park is 82m from the station entry. The distance from the MSCP disabled spaces is anticipated to be 133m. The recommended distance limit identified in Inclusive Mobility (DfT, 2005) is 150m for wheelchair users and the visually impaired.</p> <p>The development scenario will also show improved accessibility to the town centre from the location of new accessible parking spaces via a continuous pedestrian and cycle space to Corporation Street. The proposal will also show improvements to taxi, coach and bus drop off and collection areas in terms of accessibility and legibility.</p>
<input type="checkbox"/> Age <input checked="" type="checkbox"/> Disability <input type="checkbox"/> Gender <input type="checkbox"/> Marriage <input type="checkbox"/> Pregnancy <input type="checkbox"/> Sexual orientation <input type="checkbox"/> Ethnicity <input type="checkbox"/> Religion		

11. Have all negative impacts identified in the table above been mitigated against with appropriate action?			
Yes✓	No	<input type="checkbox"/> N/A	<i>If no, please explain why: as far as possible in the current stage of development.</i>

Section 5 – Recommendations and monitoring

12. How has the EIA helped to shape the policy, project, service, function or strategy or affected the recommendation or decision?

The proposal is intended to show how overall the station area can have improved accessibility, permeability and legibility for pedestrians and cyclists and also for station users.

13. How are you going to monitor the policy, project, service, function or strategy, how often and who will be responsible?

Development proposals within the area will be scrutinised and assessed against the Local Plan. The masterplan will inform proposals and shows how connectivity can be improved on balance for all users.

This EIA will be reviewed and updated at appropriate points in the development of the Masterplan.

Section 6 – Knowledge management and publication

Please note the draft EIA should be reviewed by the appropriate Service Manager and the Policy Service **before** WBR, Lead Member, Cabinet, Council reports are produced.

Reviewed by Head of Service/Service Manager	Name:	Alan Morey
	Date:	23.1.20
Reviewed by Policy Service	Name:	Katy Marshall
	Date:	01/2021
Final version of the EIA sent to Policy Service	<input type="checkbox"/>	
Decision information sent to Policy Service	<input type="checkbox"/>	

Appendix A – Draft Master Plan Vision, Aims, Objectives and Design Principles *(Extract from the Chesterfield HS2 Master Plan Engineering and Planning Transport Roadmap by AECOM August 2020)*

Draft Vision, Aims, Objectives and Design Principles

As can be seen from the above, each document that has progressed the Chesterfield HS2 Station Masterplan has articulated a subtly different emphasis with respect to its vision, aims, objectives and design principles. However, the **Vision** is best articulated in the Town Centre Masterplan: “to reinvent the train station and rail travel as an integral part of the town centre.”

The **Aims** are best articulated in the work conducted in the 2019 HS2 Station Masterplan and HS2 Growth Strategy which are to:

- Create a station environment centred around passenger needs;
- Create a positive first impression (‘wow factor’) of Chesterfield;
- Provide a ‘step-change’ in connectivity to the station; and
- Enhance the station’s role as a gateway to north Derbyshire and the Peak District National Park.

The **Objectives** are those contained within the latest information (the 2019 Masterplan and D2N2 Strategic Sites Business Case). These are:

- Framing the Spire;
- Economic Investment;
- Improving Connectivity;
- New Link Road;
- Encourage global tourism;
- Maintain car parking;
- Improving public realm
- Creating mixed-use developments; and
- Realistic phased strategy.

Building from the above, the **Design Principles** must necessarily relate to the elements contained within draft Local Plan Policy SS7. These are to provide:

- a connection hub including taxi rank, MSCP, drop off point, bus / coach stops, and cycling facilities which are to be located as close as possible to the Station.
- modern station facilities capable of accommodating passenger growth.
- key links to the existing town over the dual carriageway including a key pedestrian / cycling route linking the site to Corporation Street and enhancing the existing link Waterside and to the Northern Gateway area via Brewery Street

- to improve north-south pedestrian and cycle links through the Masterplan area (connecting to Waterside and the Trans-Pennine Trail)
- development that protects key views to the Crooked Spire.
- a Station Approach Road (currently named the Hollis Lane Link Road in the Local Plan) being a vehicular connection that links Hollis Lane and Brewery Street that can be utilised by various modes of transport.
- a Multi-Storey car park that hosts a similar amount of spaces as the current surface car parking and that can accommodate growth.
- a mixture of development plots that include a variety of uses.
- a sustainable development that achieves carbon reduction strategies, and climate change targets.
- a development that supports Chesterfield to be a healthy place to live and work.

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**Strategic Environment Assessment Screening
and
Habitats Regulations Assessment Screening
For the Draft Chesterfield HS2 Station Masterplan.**

14th January 2021

Contents

1. Introduction
 2. Legal Background
 3. SEA Screening and Procedure
 4. Assessment
 5. SEA Screening Conclusions for Consultation
 6. Appropriate Assessment for the Habitats Directive
 7. Screening for Appropriate Assessment
- Appendix 1: Assessment for Likely Significant Effects on the Environment

1. Strategic Environment Assessment

1.1. Introduction

- 1.2. The requirement for a Strategic Environment Assessment (SEA) is set out in Government Planning Practice Guidance and Environmental Protection legislation (the Environmental Assessment of Plans and Programmes Regulations 2004). If the local planning authority determines that a plan is unlikely to have significant environmental effects through a screening process, then a SEA will not be required.
- 1.3. To assess whether a SEA is required the Local Authority must undertake a screening process based on a standard set of criteria. This must be subject to consultation with the three statutory consultees of; Historic England, the Environment Agency and Natural England. The preparation of the Draft Chesterfield HS2 Station masterplan (hereafter referred to as 'the masterplan') is at the stage of public consultation and during this the comments of the three statutory consultees will be sought.
- 1.4. Following consultation, the comments of the statutory consultees and others will be taken into account and the results of the screening process must be detailed in a Screening Statement, which is required to be made available to the public.
- 1.5. The final screening statement will show a decision and also how a decision has been reached (a determination), on whether or not the content of the masterplan requires a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004.

Purpose of the Masterplan

- 1.6. The masterplan being prepared by Chesterfield Borough Council will set out how the Council thinks public and private investment could be best co-ordinated through new development within the station area. To do this it sets out a strategic framework containing a vision, aims and objectives within the context of wider strategy and policy.
- 1.7. The masterplan will not allocate sites itself nor will it contain formal policies and it will not form part of the statutory planning framework against which development consent applications will be assessed. Whilst it is intended to be used to inform a supplementary planning document which will contain design principles to guide those preparing proposals and planning applications, the masterplan will not be part of the statutory development plan system. However, the masterplan will show how the Council thinks development within the station area can achieve the strategic objectives of the recently adopted Chesterfield Borough Local Plan 2018-2035 and in this regard will be a material consideration when determining planning applications.
- 1.8. The Chesterfield Borough Local Plan 2018-2035 (Local Plan) contains strategic objectives and policies which are applicable to development within the station

masterplan area (specifically policy SS7 Chesterfield Railway Station (Strategic Policy)) and as part of the statutory town and country planning policy framework it provides the overarching strategy and policy framework for the masterplan. The Local Plan has been subject to the process of Strategic Environment Assessment and Sustainability Appraisal (SA).

2. Legal Background

- 2.1. The basis for SEA and SA come from European law¹ as written into English law² and the Government published guidance on applying this in 2005³. The requirements for SEA apply to plans or programmes which are subject to preparation and/or adoption by an authority at a local level, and are required by legislative, regulatory or administrative provision.
- 2.2. The guidance suggests that ‘administrative provision’ is likely to mean they are publicly available, prepared in a formal way, probably involving consultation with interested parties. The administrative provision must have sufficient formality such that it counts as a “provision” and it must also use language that plainly requires rather than just encourages a plan or programme to be prepared.
- 2.3. There is no statutory requirement for the masterplan to be prepared. Although Local Plan Policy SS7 reflects the Council’s intention to prepare a masterplan and sets out the key criteria for masterplanning of the area, it does not *require* a masterplan to be prepared nor does it *require* development to accord with the masterplan, with the emphasis being on the extent to which proposals deliver against the criteria set out within policy SS7. The Local Plan does not preclude development proposals being submitted (and determined) for the station masterplan area being submitted prior to any masterplan being adopted.
- 2.4. Despite the lack of an explicit requirement for the masterplan, based on the clear intention of the council to prepare a masterplan set out in the Local Plan (a statutory document), for the avoidance of doubt this report carries out a screening for SEA in order to establish if a full assessment is needed.

3. SEA Screening criteria and procedure

- 3.1. The SEA Directive requires SEA for plans when:
 - a) They “determine the use of small areas at local level or
 - b) Are minor modifications to the above plans or programmes...” and states that “...they should be assessed only where Member States determine that they are likely to have significant effects on the environment.”

¹ European Directive 2001/42/EC

² Environmental Assessment of Plans and Programmes Regulations 2004

³ Strategic Environmental Assessment Directive: Practical guidance on applying European Directive 2001/42/EC

3.2. The criteria for determining the significance of effects are listed in Schedule 1 (9 (2) (a) and 10 (4) (a) of the Environmental Assessment of Plans and Programmes Regulations 2004. They relate to:

- the scope and influence of the document and
- the type of impact and area likely to be affected

3.3. The Chesterfield Borough Council as the responsible authority under the Environmental Assessment for Plans and Programmes Regulations 2004 is required to determine whether the Masterplan is likely to have significant environmental effects taking into account Schedule 1 of the Regulations. It is also required to consult with the consultation bodies (Environment Agency, Historic England and Natural England).

3.4. Where the Responsible Authority determines that the plan or programme is unlikely to have significant environmental effects, and therefore does not need to be subject to full Strategic Environmental Assessment (SEA), it must prepare a statement showing the reasons for this determination. Regulation 11 of the Environmental Assessment for Plans and Programmes Regulations 2004 requires the Responsible Authority to send to each consultation body a copy of the determination and its reasons for the determination in those cases where it is determined that SEA is not required. The Responsible Authority is also required to take steps as it considers appropriate to bring the determination to the attention of the public. The Responsible Authority shall keep a copy of the determination and accompanying statement of reasons for public inspection.

3.5. Criteria for determining the likely significance of effects referred to in Article 3(5) of Directive 2001/42/EC are set out below:

1. The characteristics of plans and programmes, having regard, in particular, to:

- the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,
- the degree to which the plan or programme influences other plans and programmes including those in a hierarchy,
- the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development,
- environmental problems relevant to the plan or programme,
- the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).

2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:

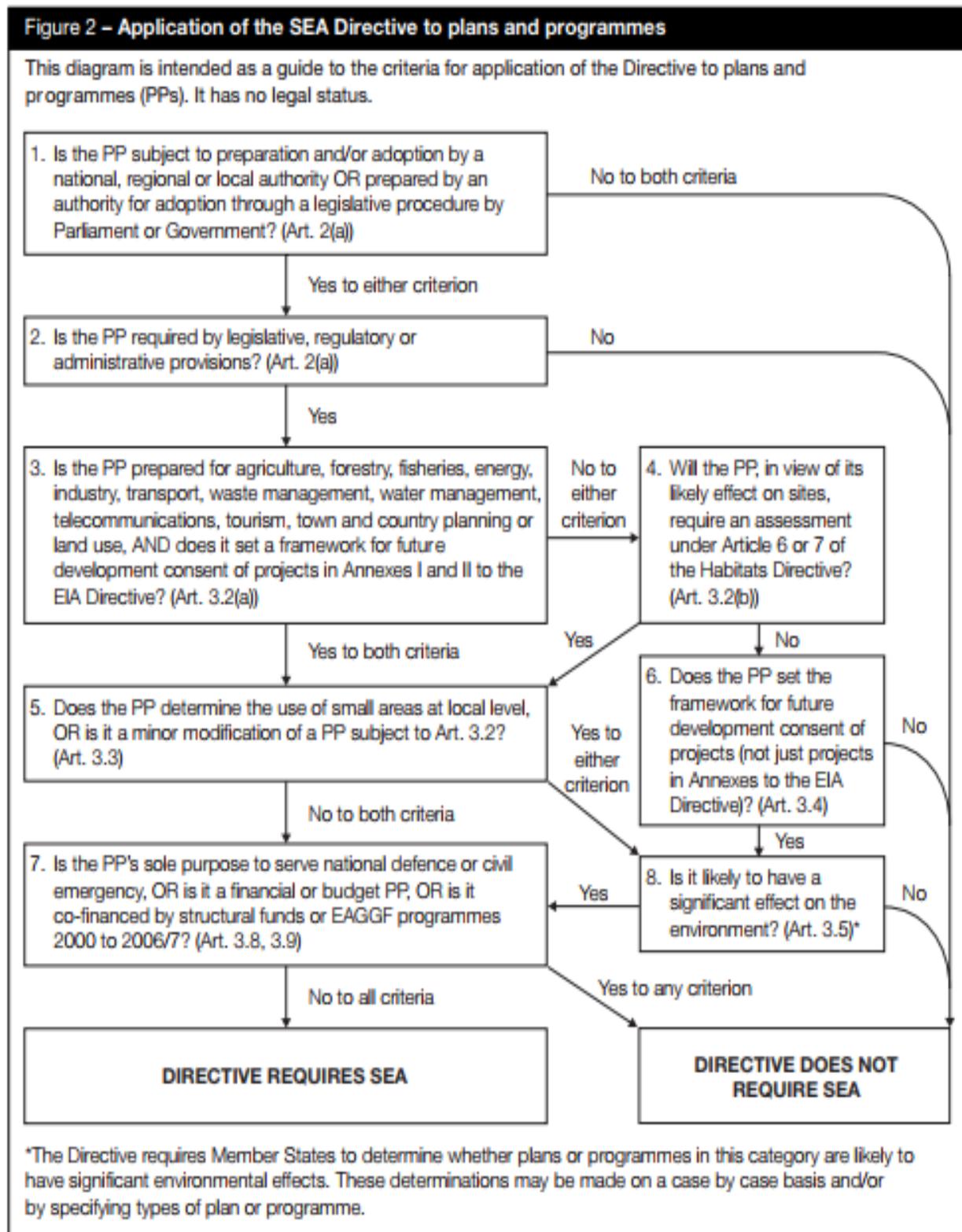
- the probability, duration, frequency and reversibility of the effects,
- the cumulative nature of the effects,
- the transboundary nature of the effects,
- the risks to human health or the environment (e.g. due to accidents),
- the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),

- the value and vulnerability of the area likely to be affected due to:
 - o special natural characteristics or cultural heritage,
 - o exceeded environmental quality standards or limit values,
 - o intensive land-use,
 - o the effects on areas or landscapes which have a recognised national, Community or international protection status.

(Source: Annex ii of SEA Directive)

4. Assessment

4.1. The diagram⁴ below illustrates the process required for screening a planning document to ascertain whether a full SEA is required.



⁴ A Practical Guide to Strategic Environmental Assessment Directive (ODPM, 2005)

4.2. The table below shows the assessment of whether the masterplan requires a full SEA. The questions below are drawn from the diagram above which sets out how the SEA Directive should be applied.

Table 1: Establishing the Need for SEA		
Stage	Y/N	Reason
1. Is the PP (plan or programme) subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a))	Y	The masterplan is being prepared for/by Chesterfield Borough Council to show how public and private investment and development in the station area could be best done and co-ordinated to meet strategic aims and objectives in the Chesterfield Borough Local Plan 2018-2033 and Economic Strategy. The masterplan works within the parameters set by the Local Plan which has been subject to SEA.
2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a))	N	There is no legislative or regulatory requirement for the masterplan. There is no administrative provision that 'requires' the masterplan although one is seen as important to show how development and investment could be best done and co-ordinated. The masterplan will provide evidence that can be used for the preparation of an SPD or design code but is not part of a formal process to prepare a Development Plan Document or Supplementary Planning Document.
3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a))	N	The masterplan is being prepared to suggest how development and investment could be co-ordinated to achieve existing strategy including that contained in the Local Plan. It will set out a vision, aims, objectives, and design principles for the station area. As such it will provide evidence for the development of an SPD or a design code which relates to land use. Whilst it will be a material consideration for future development consents it will not allocate land for development and is not a development plan document or supplementary planning document and so is not a formal part of a framework for development consents.
4. Will the PP, in view of its likely effect on sites, require an assessment for future development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b))	N	The masterplan does not allocate land for development. The adopted Local Plan 2018-2033 has this role. The adopted Local Plan has been subject to the requirements of the Habitats Directive.
5. Does the PP Determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2? (Art. 3.3)	N	The masterplan identifies opportunities for small development areas and suggests how these might be best developed in terms of their characteristics but does not determine their use. The Local Plan (and any future SPD) has this role.
6. Does the PP set the framework for future development consent of projects (not just projects in annexes to the EIA Directive)? (Art 3.4)	N	The masterplan does not set the framework for future development consent of projects as the Local Plan and specifically policy SS7, does this. The masterplan will describe local highway network options based on the Local Plan which seeks the delivery of the Hollis Lane Link Road (HLLR). The masterplan will describe these local network options and suggest a preferred option in terms of junction arrangements and the layout of pedestrian and cycle routes.
7. Is the PP's sole purpose to serve the national defence or civil	N	N/A

emergency, OR is it a financial or budget PP, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art 3.8, 3.9)		
8. Is it likely to have a significant effect on the environment? (Art. 3.5)	N	The developments shown in the masterplan are not likely to have a significant effect on the environment in isolation or cumulatively and fit within the parameters of the Local Plan and its SEA. The masterplan does not allocate land for development but does describe a reasonable land use scenario that sits within Local Plan policy SS7 for the Station Area. The opportunities and related options in the masterplan are suggestions and it will not contain policies. The Local Plan contains formal policies for the Station Area and has been subject to SEA. The Strategic Road option described in the masterplan broadly reflects that in the Local Plan which has been subjected to SEA.

4.3. The likely effects of the masterplan on the environment have been assessed and are summarised in the table in Appendix 1.

5. Screening Conclusions for Consultation

5.1. The screening for consultation currently concludes that a Sustainability Appraisal to meet the requirements of the SEA Directive is not going to be required for the masterplan. It also considers that there will not be significant environmental effects arising from the document given its non-statutory nature and the primacy of the Local Plan as a framework for development.

5.2. The opinion of the statutory consultees Historic England, the Environmental Agency and Natural England will be sought during the public consultation on the draft masterplan and their responses taken into account before a final determination is made concurrently with the preparation of a final version of the masterplan for adoption by the Council.

6. Appropriate Assessment for the Habitats Directive

6.1. Legal protection is afforded to habitats and species of European importance through Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Flora and Fauna - known as the 'Habitats Directive'. Articles 6(3) and 6(4) of the Habitats Directive require Appropriate Assessment of plans to be undertaken. This involves assessing the contents of plans to ensure that their policies and proposals maintain the integrity of Natura 2000 sites. The assessment must determine whether the plan would adversely affect the nature conservation objectives of each site. Where negative effects can be identified, other options should be examined to avoid any potential damaging effects.

6.2. The application of the precautionary principle through the Habitats Directive means that plans can only be permitted once it is shown that there will be no adverse effect on the integrity of any Natura 2000 sites. In the rare case of

there being no alternatives available or over-riding reasons of public interest why a plan needs to be implemented, plans that do have negative impacts may still be approved.

7. Screening for Appropriate Assessment

- 7.1. The first stage in carrying out an Appropriate Assessment for the Habitats Directive is screening, by determining whether the plan is likely to have any significant effect on a European site, either alone or in combination with other plans and projects. Appendix 1 sets out the assessment for likely significant effects.
- 7.2. As above with the SEA screening, it is not considered that the masterplan would have any negative impact on sites covered by the Habitats Directive. A Habitats Regulation Assessment of the Local Plan including policies CLP 23 and SS7 (the station area strategic site) has been undertaken. The assessment mostly concluded that development in the Chesterfield Borough Local Plan will not have a likely significant effect on any internationally important wildlife sites either alone or in combination with other plans and projects. However, a more detailed assessment of the potential effects from air quality and visitor/recreational pressure were subject to more detailed 'appropriate assessments' in relation to each European site, taking into account policy-based measures incorporated into the plan. Following this more detailed assessment the conclusion reached was that 'Overall, the HRA [Habitats Regulations Assessment] of the draft Local Plan concluded it will have no adverse effects on the integrity of any European sites, alone or in combination'.
- 7.3. The masterplan will inform those seeking to invest and develop in the station area of the Council's aspirations and its suggested approach to best achieving the objectives of the Local Plan. The impact on specific habitats would be considered through the determination of development proposals when planning applications are made, and it is therefore considered at the current stage of consultation and given the informal nature of the masterplan a full Appropriate Assessment is not required.

Appendix 1: Assessment for Likely Significant Effects on the Environment

SEA Directive Criteria (Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004)	Summary of Significant Effects (Their Scope and the Influence of the Masterplan)	Will the Masterplan be likely to have a significant environmental effect? Yes/No
1. Characteristics of the masterplan having particular regard to:		
(a) The degree to which the masterplan sets out a framework for projects and other activities, either with regard to the location, nature, size or operating conditions or by allocating resources	The Local Plan provides the statutory development plan for the borough. In doing so it is the development framework for Chesterfield Borough and it has been subject to SEA/SA. The masterplan works within the parameters of the Local Plan and shows how the area could be development, rather than how it will be developed. It does not allocate sites nor contain formal policies to control development. It is intended to encourage the co-ordination of development and investment and further work will be needed through a separate SPD or design code to provide planning guidance.	N
(b) The degree to which the masterplan influences other plans and programmes including those in a hierarchy	The masterplan will help inform other plans or programmes and decisions but does not allocate sites or contain formal policies against which development must be assessed. It is not part of any formal hierarchy of planning policy.	N
(c) The relevance of the masterplan for the integration of environmental considerations in particular with a view to promoting sustainable development	The masterplan aims to promote sustainable development in terms of it showing how development could be carried out in accordance with the NPPF and the strategic objectives of the Local Plan e.g. identifying opportunities to: enhance biodiversity, improve cycle and walking accessibility to the town centre, reduce surface water run off rates, use sustainable construction methods and renewable energy.	N
(d) Environmental problems relevant to the masterplan	The Local Plan Sustainability Appraisal highlights the main environmental problems relevant to Chesterfield	N

	Borough and the masterplan and its evidence supplements this at a neighbourhood level, in terms of matters such as green infrastructure, air quality, built heritage and non-motorised transport.	
(e) The relevance of the masterplan for the implementation of Community legislation on the environment (for example plans and programmes related to waste management or water protection).	The masterplan is not directly relevant to the implementation of environmental plans such as the Derbyshire and Derby City Joint Municipal Waste Management Strategy 2013-2026 or the Humber river basin flood risk management plan and Humber river basin district river basin management plan.	N
2. Characteristics of the effects and area likely to be affected having particular regard to:		
a)The probability, duration, frequency and reversibility of the effects	The masterplan does not allocate sites or contain formal policies for development proposals. The Local Plan does this and the masterplan suggests detail of how the objectives of the Local Plan could be achieved with the station area.	N
(b)The cumulative nature of the effects of the masterplan	The masterplan does not allocate sites or contain formal policies for development proposals. The masterplan aims to show how development could help achieve the sustainability objectives of the Local Plan. The vision and suggested development scenario in the masterplan consider Chesterfield's environmental characteristics and set out an approach to protection and enhancement.	N
(c)The trans boundary nature of the effects of the masterplan	A Habitats Regulations Assessment was undertaken for the Local Plan and concluded that growth proposed in the Local Plan will not (alone or in combination with other projects) lead to likely significant effects on local sites (SSSI's, LNRs) and European Sites (existing and proposed) within 15km of the borough boundary, including the Bilhaugh and Birklands SAC, Gang Mine SAC, Peak District Dales SAC, Peak District Moors (South Pennine	N

	Moors Phase 1) SPA or South Pennine Moors SAC or Sherwood Forest ppSPA. The masterplan does not allocate sites or contain formal policies for development proposals. Trans-boundary effects will not be significant.	
(d)The risks to human health or the environment (e.g. due to accident)	No significant risks to human health or the environment have been identified in the preparation of the masterplan.	N
(e)The magnitude and spatial extent of the effects (geographic area and size of the population likely to be affected) by the masterplan.	The masterplan is of a neighbourhood scale and does not include significant areas of residential land uses but will see significant through flow of people. Nevertheless it does not contain site allocations or formal policies for development.	N
f)The value and vulnerability of the area likely to be affected by the masterplan due to: -Special natural characteristics or cultural heritage -Exceeded environmental quality standards or limit values -Intensive land use	The masterplan does not allocate sites or contain formal policies for development proposals. The strategy and opportunities in the Masterplan consider Chesterfield borough's environmental characteristics including SSSI's, LNR's, Conservation Areas, Listed Buildings settings and sets out an approach to protection and enhancement, in line with the policies of the Local Plan.	N
(g) The effects of the masterplan on areas or landscapes which have recognised national Community or international protected status.	The masterplan does not allocate sites or contain formal policies for development proposals. It suggests how development could achieve the objectives and accord with relevant policies in the Local Plan. In doing so it considers Chesterfield's environmental characteristics including SSSI's, LNR's, Conservation Areas, Listed Buildings settings and sets out an approach to protection and enhancement which accords with the policies of the Local Plan, including in respect of views to and from the crooked spire of St Marys and All Saints Church.	N

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Station Masterplan - Rapid Health Impact Assessment

Introduction

The assessment matrix is designed to rapidly assess the likely health impacts of development plans and proposals, including planning frameworks and masterplans for large areas, regeneration and estate renewal programmes and planning applications. It should be used prospectively at the earliest possible stage during plan preparation, or prior to the submission of a planning application to inform the design, layout and composition of a development proposal.

The matrix does not identify all issues related to health and wellbeing, but focuses on the built environment and issues directly or indirectly influenced by planning decisions. Not all the issues or assessment criteria may be relevant and the user is encouraged to prioritise specific actions which focus on key impacts.

The assessment matrix identifies eleven topics or broad determinants. Health impacts may be short-term or temporary, related to construction or longer-term, related to the operation and maintenance of a development and may particularly affect vulnerable or priority groups of the population. This should be indicated in the details / evidence section. Where an impact is identified, actions should be recommended to mitigate a negative impact or enhance or secure a positive impact.

Proposal Details	
Proposal Address	Chesterfield Train station and surrounding areas, as delineated in the draft consultation version of the Chesterfield HS2 Station Masterplan.
Application Reference	N/A
Summary of Proposal	The Masterplan shows an aspiration for how public and private development could best be co-ordinated for some key development sites within the station area including the station building, the Grade II Listed former station building, the link bridge from Corporation Street and the prominent Chesterfield Hotel site. The Station Masterplan does not put forward detailed design proposals or policy criteria so the extent to which some aspects can be assessed is limited.
Assessor / Organisation	Chesterfield Borough Council
Date of Assessment	13/01/2021

1) Housing Design and Affordability

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
Does the proposal seek to meet all 16 design criteria of the Lifetime Homes Standard or meet Building Regulation requirement M4 (2)?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The masterplan indicates that plot G is suitable for residential accommodation. Plot E is also highlighted as an opportunity for mixed used development which could include residential elements.</p> <p>No design guidelines for residential units are identified as the Masterplan does not put forward detailed design proposals or policy criteria.</p> <p>Although the Lifetime Homes Concept was withdrawn by the government in 2015 many authorities continue to require the Standard in new developments. The borough’s ‘Successful Places’ Supplementary Planning Guidance encourages developers to build to the Lifetime Homes Standard wherever possible, however it is uncertain at this stage as to whether the full criteria will be met.</p> <p>The adopted Local Plan requires that 25% of dwellings should be built to building regulations standard M4(2) on sites totalling 10 or more dwellings (including phases of those sites) subject to consideration of site suitability. There will be positive health impacts as a result of the Local Plan requirement for M4(2) standard but this is not a direct result of the Masterplan.</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	<p>Prepare an SPD or design code that offers location specific guidance on the Council’s requirement for Adaptable and Accessible Housing and sets out an aspiration for a proportion of dwellings to adhere to ‘Lifetime Homes’ Standard.</p> <p>Ensure that any pre-application advice for Station Masterplan plots specifies the Local Plan requirements for Adaptable and Accessible Housing - including M4(2), as set out within CLP4 of the Local Plan.</p>
Does the proposal address the housing needs of older people, i.e. extra care	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Where residential accommodation is highlighted as suitable within plots, no specialist housing is	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral	Apply requirements of Local Plan policy CLP4 requiring 25% of units to be built to M4(2) standard to any application for dwellings.

<p>housing, sheltered housing, lifetime homes and wheelchair accessible homes?</p>		<p>specified as the Masterplan does not put forward detailed design proposals or policy criteria.</p> <p>The borough’s planning policies seek to ensure that wheelchair accessible homes are provided where evidence of specific need is identified (CLP4) and the ‘Successful Places’ Supplementary Planning Guidance recommends adherence to the Lifetime Homes Standard. The potential health impact is uncertain at this stage, but likely to be positive as a result of the Local Plan requirement for M4(3) standard where need is identified.</p>	<p><input type="checkbox"/> Uncertain</p>	<p>Prepare an SPD or design code that uses evidence on local need and supply to specify guidance for the provision of specialist housing within the masterplan area.</p> <p>Ensure that any pre-application advice for Station Masterplan plots addresses any identified need for specialist housing and the aspiration to create homes that meet the 16 criteria of the Lifetime Homes Standard.</p>
<p>Does the proposal include homes that can be adapted to support independent living for older and disabled people?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Where residential accommodation is highlighted as suitable within plots, no adaptable housing is specified as the Masterplan does not put forward detailed design proposals or policy criteria.</p> <p>The Local Plan policies relating to adaptable and accessible housing will apply subject to consideration of site suitability. The ‘Successful Places’ Supplementary Planning Document recommends adherence to the Lifetime Homes Standard which promotes accessibility and inclusivity in residential design.</p> <p>Providing adaptable homes allows residents to remain in their home despite changing accommodation requirements, meaning that care can be provided within the community. The potential health impact is uncertain at this stage, but likely to be positive as a result of the Local Plan requirement for M4(2) standard.</p>	<p><input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>Apply requirements of Local Plan policy CLP4 requiring 25% of units to be built to M4(2) standard to any application for dwellings.</p> <p>Prepare an SPD or design code that offers location specific guidance on the Council’s requirement for Adaptable and Accessible Housing and meeting the HAPPI principles for preserving independence.</p> <p>Ensure that any pre-application advice for Station Masterplan plots specifies the Local Plan requirements for Adaptable and Accessible Housing - including M4(2), as set out within CLP4 of the Local Plan.</p>

<p>Does the proposal promote good design through layout and orientation, meeting internal space standards?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Where residential accommodation is highlighted as suitable within plots, no consideration is given to layout and internal space standards as the Masterplan does not put forward detailed design proposals or policy criteria.</p> <p>Chesterfield Local Plan policies CLP14 and CLP20 require all developments to have an acceptable impact on the amenity of users and the Successful Places SPD provides detailed guidance on designing developments to maximise amenity. The SPD encourages proposals where buildings are outward looking with windows orientated to overlook the street, ensure privacy and maximise solar gain. Such buildings are likely to have a positive impact on wellbeing.</p> <p>The council does not have locally adopted space standards, however the Nationally Described Space Standards are a material consideration. Applicants are expected to ensure that the layout and size of rooms are of a suitable standard, with positive implications for wellbeing.</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain</p>	<p>Prepare an SPD or design code that offers guidance the design quality and space standards to be expected from the development.</p> <p>Ensure that any pre-application advice for specific plots incorporates the best practise for internal space standards, layout and orientation.</p>
<p>Does the proposal include a range of housing types and sizes, including affordable housing responding to local housing needs?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Where residential accommodation is highlighted as suitable within plots, no consideration is given to the range of housing types and sizes as the Masterplan does not put forward detailed design proposals or policy criteria.</p> <p>Any application will need to adhere to the Council’s Affordable Housing policy (CLP4). The housing in the area is likely to be a mixture of private and affordable housing with the potential to improve wellbeing. The impact is uncertain at this stage, but likely to be positive.</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain</p>	<p>Prepare an SPD or design code that offers guidance on the types of housing that is needed within this area.</p> <p>Ensure that any pre-application advice for specific plots incorporates the Council’s Policy on affordable housing provision.</p>

<p>Does the proposal contain homes that are highly energy efficient (e.g. a high SAP rating)?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Where residential accommodation is highlighted as suitable within plots, no consideration is given to energy efficiency as the Masterplan does not put forward detailed design proposals or policy criteria.</p> <p>Local Plan Policy CLP20 expects major developments to provide a statement setting out how they will minimise CO² emissions during construction and occupation (as far as is feasible and financially viable) and also maximise both the use of and the generation of renewable energy. Energy efficiency measures such as insulation are likely to enhance wellbeing and improve affordability. Whilst uncertain at this stage, the health impact is likely to be positive.</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain</p>	<p>Prepare an SPD or design code that offers guidance on which energy efficiency measures are likely to be suitable.</p> <p>Ensure that any pre-application advice for specific plots incorporates the Council’s Policy on sustainable design and construction.</p> <p>Inform developers of any grants / funding for energy efficiency measures.</p>
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2) Access to Health and Social Care Services and Other Social Infrastructure

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
<p>Does the proposal retain or reprovide existing social infrastructure?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>A limited change in population size is expected from the residential elements of the masterplan and no significant additional demands on social infrastructure are expected.</p> <p>The masterplan incorporates mixed use plots which will support the co-location of facilities that serve community needs. Mixed use development plots are helpful in creating sustainable and walkable communities which contribute to enhanced levels of wellbeing.</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>No additional measures recommended.</p>

		Where detailed proposals are of sufficient scale to provide additional capacity, Local Plan Policy CLP2 would require on-site improvements or a financial contribution. As no community infrastructure is to be removed through the implementation of the masterplan the health impact is listed as neutral. There may be a positive effect however there are no detailed design proposals for the plots involving mixed use at this stage.		
Does the proposal assess the impact on health and social care services and has local NHS organisations been contacted regarding existing and planned healthcare capacity?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>A limited change in population size is expected from the development of the masterplan area. Based on the information provided it is likely that there will be no material additional demand placed on healthcare provision from any residential accommodation proposed for plots G and E.</p> <p>The Clinical Commissioning Group (CCG) can make formal requests for developer contributions at planning application stage if it is felt that development would place significant demands on local health services. It is anticipated that the health impact would be neutral as the developers would be required to meet any additional needs arising from residential accommodation on the masterplan site.</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	<p>Ensure that the masterplan and any relevant developments are discussed at the CCG liaison group meetings.</p> <p>Ensure that the CCG has involvement in the provision of any pre-application advice for specific plots.</p>
Does the proposal include the provision, or replacement of a healthcare facility and does the facility meet NHS requirements?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	The masterplan does not specify the inclusion of a healthcare facility.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	No additional measures recommended.

<p>Does the proposal assess the capacity, location and accessibility of other social infrastructure, e.g. primary, secondary and post 19 education needs and community facilities?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>A limited change in population size is expected from the development of the masterplan area. Based on the information provided it is likely that there will be no material additional demand placed on education services from any residential accommodation proposed for plots G and E.</p> <p>When considering the likely impact of housing development on the availability of school places, a formula is used to assess the likely number of additional pupils. These yields are added to the 5 year projected pupil number for the normal area school in which the development is located. Where shortfalls are projected, DCC will work to add capacity where necessary, requesting contributions from CIL where appropriate in order to ensure that sufficient capacity is in place to enable the majority of pupils generated within a new housing development to access a normal area school place.</p> <p>It is anticipated that the health impact would be neutral as the developers would be required to meet any additional needs arising from residential accommodation on the masterplan site.</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>Ensure that the masterplan and any relevant developments are discussed at the DCC Education liaison group meetings.</p> <p>Ensure that DCC Education has involvement in the provision of any pre-application advice for specific plots.</p>
<p>Does the proposal explore opportunities for shared community use and co-location of services?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>The Masterplan does not put forward detailed design proposals or policy criteria so it is unclear as to whether any services will be co-located.</p> <p>Chesterfield Local Plan Policy CLP10 supports the co-location and multi-use of facilities and plots A and E are set to provide mixed use environments which could support the co-location of facilities and shared community use. Such mixed use development plots are helpful in creating sustainable and walkable</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain</p>	<p>Establish the current provision of community spaces and determine whether there is any additional need.</p> <p>Prepare an SPD or design code that offers guidance on how to develop spaces that maximise the potential for shared community use and that promotes the co-location of services.</p>

		<p>communities which contribute to enhanced levels of wellbeing.</p> <p>Whilst uncertain at this stage, the health impact is likely to be positive.</p>		
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3) Access to Open Space and Nature

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
Does the proposal retain and enhance existing open and natural spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>There is currently a lack of open and natural spaces within the Station Masterplan area and a survey of existing trees identified none of ‘high-quality’.</p> <p>Whilst the masterplan indicates that some trees will need to be felled in order to achieve the development vision, the work highlights the opportunities to increase tree cover and green spaces. The provision of publicly accessible green spaces would encourage physical activity and maintain or improve mental health.</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Ensure any opportunities for planting are followed up in pre-application discussions.
In areas of deficiency, does the proposal provide new open or natural space, or improve access to existing spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The Masterplan proposes that a new open space is situated alongside the boulevard (between the Station and Link Road) with wildflower meadow and native shrub planting. This public realm space is highlighted as critical to creating a sense of place and in promoting a quality streetscape.</p> <p>The introduction of street trees and planting throughout the site will also improve the aesthetic of the street, provide softening to any of the</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	<p>Prepare an SPD or design code that offers specific guidance on the provision and management of accessible and multifunctional green spaces.</p> <p>Ensure that developers engage early with the borough’s Open Spaces team to design a coordinated approach to the design and management of natural spaces throughout the site.</p>

		<p>developments, improve air quality and boost wellbeing.</p> <p>The masterplan will also enhance pedestrian permeability to and from the nearby grounds of St Mary’s Parish Church (an existing greenspace), however the railway acts as a barrier to the open space located to the east of the masterplan site.</p> <p>Introducing green spaces and enhancing connectivity to existing open space is likely to have a significant positive impact on health and wellbeing given the implications for mental health, amenity and air quality. Public open space and planting are pocketed in different parts of masterplan area which means more people have good access to one or more area of natural / open space with likely implications for outdoor activity and take up of active travel.</p>		
<p>Does the proposal provide a range of play spaces for children and young people?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>No play spaces are identified although it is anticipated that the new open space and proposed public art schemes will provide informal, passive play opportunities.</p> <p>Where a need for enhanced play provision is identified this will usually be met through Community Infrastructure Levy funding where developments do not meet the threshold for on-site provision. The impact on health is therefore likely to be neutral.</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>Prepare an SPD or design code that offers specific guidance on designing an open space / artwork that encourages passive play (through exploration, socialising, and interaction with forms and features within the landscape) rather than through active play with traditional equipment.</p>

<p>Does the proposal provide links between open and natural spaces and the public realm?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Improving connectivity to the station is a key driver of the station masterplan as users currently experience disorientation and conflict with vehicles in the station area.</p> <p>The Masterplan proposes that a dedicated footway adjacent the Station Link Road continues in parallel with the cycleway to the station forecourt and transport hub. The dedicated cycle lane alongside the Station Link Road from the A632 would also enable ease of connectivity to the Trans Pennine Trail and Cuckoo Trail. The footway and cycleway would provide connectivity between the areas of active public realm and increase the opportunities for car free transport and access to green infrastructure assets.</p> <p>The implementation of the masterplan is likely to have a significant positive effect on health as it will encourage active transit and use of green transit routes (with associated air quality and mental health benefits).</p>	<p><input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>Share the good practice for provision of links between open and natural spaces with developers and District and Borough Councils</p>
<p>Are the open and natural spaces welcoming and safe and accessible for all?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Outdoor spaces should avoid isolating specific areas and spaces to in order to increase safety. The spatial layout of the masterplan is intended to provide clear, directly overlooked and well-lit spaces and routes that will make the area safe and attractive (therefore a positive effect is anticipated).</p> <p>The masterplan also favours simple, contemporary signage indicating the Trans Pennine Trail, the Cuckoo Trail, Chesterfield Canal towpath, the town centre, and to Queens Park along the cycleway/footpath. This highlights the greenway</p>	<p><input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>Ensure that the multiuser trails, the connections between open and natural spaces and the public realm are accessible for people with disabilities, limited mobility, pushchairs, walkers and cyclists.</p> <p>Ensure that the design and layout of the open spaces is dementia friendly, with appropriate signage.</p>

		opportunities to users making active transit more attractive and welcoming.		
Does the proposal set out how new open space will be managed and maintained?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>Where open space and natural planting is proposed, no consideration is given to management and maintenance regimes as the Masterplan does not put forward detailed design proposals.</p> <p>Management and maintenance is of particular importance as management regimes will have implications for biodiversity - spaces should be designed to meet multiple policy outcomes to maximise the gains for mental health, food security and amenity.</p> <p>Whilst uncertain at this stage, the health impact has the potential to be positive.</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	Prepare an SPD or design code that offers specific guidance on the provision and management of accessible and multifunctional green spaces.

4) Air Quality, Noise and Neighbourhood Amenity

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
Does the proposal minimise construction impacts such as dust, noise, vibration and odours?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	There will be nuisance and annoyance associated with the construction activities and the construction traffic (mainly noise and dust.) For existing and new residents especially babies and pre-school children, older people and those with disabilities and their carers there is likely to be a minor to moderate negative effect. Construction work will also lead to an increase in air pollution due construction related traffic.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	Ensure that a plan is agreed at application stage which includes measures in order to mitigate effects during construction, e.g. wheel washing, dust suppression.

		<p>No mitigation measures are included as the Masterplan does not put forward detailed design proposals or policy criteria.</p> <p>Local Plan Policy CLP20 requires that applicants for major developments provide a statement setting out how CO² emissions will be minimised during construction. The impact is marked as uncertain as the mitigation measures are unknown at this stage of planning.</p>		
<p>Does the proposal minimise air pollution caused by traffic and energy facilities?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>The Masterplan plots have been designed to incorporate less sensitive land uses (such as light industrial units) adjacent to the railway and dual carriageway, thus limiting opportunities for residential development negatively impacted by air pollution.</p> <p>The accessibility of services within the Town Centre and the vision for additional sustainable transit nodes (i.e. a cycle hub and additional bus routes) makes it likely that the fulfilment of the Masterplan will result in increased take up of active travel, with positive implications for air pollution levels and health.</p> <p>Electric vehicle charging points are also included within the masterplan vision as a way of encouraging users to take up less polluting modes of travel.</p> <p>In terms of negative impacts, employment sites and residential accommodation can contribute to noise and air pollution through an increase in road traffic, transporting people and goods to and from the sites.</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain</p>	<p>Ensure that an air quality mitigation plan is produced to regulate and reduce air emissions and noise from motor vehicles, domestic sources and businesses. Use noise barriers and trees and shrubs as sinks for barriers to air pollution exposures</p>

		Air pollution has been documented to increase the risk of various respiratory conditions. The net effect on air pollution will depend on detailed assessment of impacts and mitigation measures and is therefore marked as uncertain at this stage.		
Does the proposal minimise noise pollution caused by traffic and commercial uses?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The Masterplan plots have been designed to incorporate less sensitive land uses (such as light industrial units) adjacent to the railway and dual carriageway, thus limiting opportunities for residential development negatively impacted by noise disturbances.</p> <p>Noise pollution is likely to cause general annoyance, sleep disturbance and difficulty in concentrating. Whilst employment sites and residential accommodation can contribute to noise through an increase in road traffic, it is also likely that the Masterplan will promote active modes of transit (as highlighted above) that reduce the noise generated from traffic.</p> <p>The net effect on noise pollution will depend on detailed assessment of impacts and mitigation measures and is therefore marked as uncertain at this stage.</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	Ensure that a noise impact assessment and mitigation plan is produced to assess the likely levels of noise from motor vehicles, domestic sources and businesses compared to the existing baseline.

5) Accessibility and Active Travel

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
Does the proposal address the ten Healthy Streets indicators?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The healthy streets indicators have not been used to assess the proposals at this stage.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	Prepare an SPD or design code that incorporates the Healthy Streets indicators.
Does the proposal prioritise and encourage walking, for example through the use of shared spaces?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The proposals include a shared surface on the boulevard to Corporation Street which would give priority to cyclists and pedestrians over vehicles as the boulevard crosses the Station Link Road.</p> <p>An enhanced urban realm, better street lighting and structured planting will create a safer and more welcoming arrival to the town. The permeability of the site is enhanced and is likely to encourage visitors, workers and residents to the town to opt for active transit modes.</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	No additional measures recommended.
Does the proposal prioritise and encourage cycling, for example by providing secure cycle parking, showers and cycle lanes?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Improved North – South pedestrian and cycle links are proposed through the masterplan area (connecting to Waterside and the Trans Pennine Trail). A cycle hub is also proposed to promote and support a culture of cycling around the station. The Transport Accessibility and Design Study recommends that this includes, a secure 24/7 access cycle compound with motion sensor lighting, 128 two-tier easy lift cycle-parking spaces, spaces for cargo bikes and E-bikes, a maintenance and repair stand and shower / changing facilities.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Establish the need for a travel plan for any residential units.

		The Masterplan vision is therefore likely to have a significant positive impact in terms of promoting cycling.		
Does the proposal connect public realm and internal routes to local and strategic cycle and walking networks?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>A key design principle of the Station Masterplan is that it improves north-south pedestrian and cycle links through the Masterplan area (connecting to Waterside and the Trans-Pennine Trail).</p> <p>The Masterplan vision seeks to reduce conflict between the various modes of transport, providing cyclists and pedestrians with a dedicated lane alongside the Station Link Road, which would also enable ease of connectivity to the Trans Pennine Trail and Cuckoo Trail.</p> <p>A shared surface on the boulevard to Corporation Street gives priority to cyclists and pedestrians over vehicles as the boulevard crosses the Station Link Road.</p> <p>The proposals would offer a more pleasant environment for both users of the development and those passing through the area, encouraging the uptake of active transit modes with positive implications for health.</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	<p>Consider the need for any traffic calming measures in the design and layout of developments to help to reduce and minimise road injuries.</p> <p>Investigate opportunities for external funding to support connectivity, for example through Sustrans</p> <p>Secure connectivity through to the canal via the Waterside masterplan.</p>
Does the proposal include traffic management and calming measures to help reduce and minimise road injuries?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	Traffic calming measures are not referenced within the Masterplan as it does not put forward detailed design proposals or policy criteria.	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	A Transport Assessment should be undertaken so that the likely impacts of the proposal can be assessed, and suitable mitigation measures identified.
Is the proposal well connected to public	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	The location of the site is inherently sustainable as it forms the main transport hub for the town, with a high number of public transit connections.	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral	No additional measures recommended.

<p>transport, local services and facilities?</p>		<p>The masterplan seeks to further enhance the connectivity of the site by improving pedestrian and cyclist permeability towards the town centre and by highlighting scope to introduce new bus routes.</p> <p>The proposals would offer a more pleasant environment for both users of the development and those passing through the area, encouraging the uptake of active transit modes with positive implications for health.</p>	<p><input type="checkbox"/> Uncertain</p>	
<p>Does the proposal seek to reduce car use by reducing car parking provision, supported by the controlled parking zones, car clubs and travel plans measures?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>The overall strategy for managing travel and transport to and from the station masterplan site will be articulated within a Travel Plan (TP), which will be prepared at the time of a planning application.</p> <p>The proposals are set within a sustainable location, close to transit links, services and greenways and are therefore likely to encourage the use of sustainable transit patterns reducing the reliance on vehicle trips.</p> <p>A multi-storey car park is proposed that hosts a similar amount of spaces to the current surface car parking.</p>	<p><input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>A Sustainable Transport Working Group should be set up for the site, led by the areawide Travel Plan co-ordinator, and formed of key stakeholders and potentially Unit Travel Plan Coordinators.</p>
<p>Does the proposal allow people with mobility problems or a disability to access buildings and places?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>In terms of access to the train station, disabled users are currently able to use spaces in the existing surface car park (82m from the station entry). The distance from the MSCP disabled spaces would be 133m. The recommended distance limit identified in <i>Inclusive Mobility</i> (DfT, 2005) is 150m for wheelchair users and the visually impaired. Whilst this is likely to be a small negative effect it is anticipated that there is a possible positive impact</p>	<p><input type="checkbox"/> Positive <input checked="" type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>Prepare an SPD or design code that offers specific guidance on measures to enhance accessibility, e.g. use of lifts, creating fully accessible buildings with graded entry from street level and creating entrances at ground floor level where possible.</p>

		for other Masterplan plots as the implementation of the Local Plan Policy CLP4 would lead to the development of easily adaptable dwellings or fully accessible where needs are identified.		
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6) Crime Reduction and Community Safety

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
Does the proposal incorporate elements to help design out crime?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The Masterplan vision incorporates the key principles of Secured by Design including natural surveillance by keeping public areas visible and overlooked from buildings, avoiding enclosed spaces, corners and recesses.</p> <p>The landscape design would use design features to prevent vehicular access driving into the station and up the boulevard using strategically placed raised planters and minimal use of bollards to reduce visual clutter.</p> <p>The spatial layout therefore provides clear, directly overlooked and well-lit spaces and routes that would create a more safe and welcoming arrival to the town centre. A significant positive effect is noted.</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	<p>Prepare an SPD or design code that offers specific guidance on measures to enhance security e.g. use of CCTV, encrypted fobs and PAS 23/24 standard compliant doors.</p> <p>Ensure that any pre-application advice incorporates the Designing out Crime Supplementary Planning Guidance.</p>
Does the proposal incorporate design techniques to help people feel secure and avoid creating 'gated communities'?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The active frontages proposed will promote passive surveillance and the Masterplan sets out a vision for a security and lighting strategy that is designed to create a safer feeling that contributes to minimising antisocial behaviour.</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	<p>Prepare an SPD or design code that offers specific guidance on measures to enhance security e.g. use of CCTV, encrypted fobs and PAS 23/24 standard compliant doors.</p>

		The Masterplan also incorporates the use of secure bicycle storage and the proposed mix of uses will promote pedestrian movements during day and night making it a surveyed and safer environment. A positive impact is therefore anticipated.		
Does the proposal include attractive, multi-use public spaces and buildings?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The Masterplan vision includes some mixed use plots which provides a base for stronger neighbourhood character, enhancing the areas unique identities and development potentials whilst promoting a sense of place, vibrancy and community.</p> <p>The provision of an open space will further add to a sense of activity in this area, creating a communal amenity space.</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	No additional measures recommended.
Has engagement and consultation been carried out with the local community and voluntary sector?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>CBC has coordinated with a number of key stakeholders in the process of creating the draft Masterplan. Engaging these stakeholders is critical to the project’s viability as it is these people who will most frequently use the infrastructure and developments in question. The key voluntary / community groups include: Transition Chesterfield, Chesterfield Cycle Campaign, Chesterfield Civic Society and the Trans Pennine Trail.</p> <p>It is anticipated that a formal (virtual) consultation event will be held in February 2020 in which both stakeholders and the wider public will be able to provide comments for consideration of the HS2 masterplan project team. Following receipt of all comments arising from the consultation the masterplan will be revisited, and a final iteration of the masterplan will be published in March/ April</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Seek to involve the community in enacting on the Masterplan vision, for example activities such as tree or vegetation planting to foster a sense of community ownership.

		2020. A positive impact is anticipated as these comments are worked into the next iteration of the Masterplan.		
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7) Access to Healthy Food

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
Does the proposal facilitate the supply of local food, for example allotments, community farms and farmers’ markets?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>By considering food access, location and how to facilitate social enterprises planners can help to create the conditions that enable people to have better and affordable access to nutritious food.</p> <p>The masterplan vision does not include any proposals that would have an impact on supply of and access to food (and therefore has a neutral impact).</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	The scheme could include planter boxes to provide opportunities for residents to grow their own food. A design code could look at water attenuation methods, which will make the food growing process easier.
Is there a range of retail uses, including food stores and smaller affordable shops for social enterprises?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>Planning can assist by preserving and protecting areas for small-scale community projects.</p> <p>The Masterplan vision includes some mixed use plots which could support proposals for various use classes, although the favoured mix of uses has not been presented at this stage.</p> <p>Chesterfield Local Plan Policy CLP6 seeks to encourage proposals that facilitate a mix of uses and Policy SS7 (Chesterfield Railway Station) supports the delivery of limited retail and leisure uses (use classes A1-A5). The health impact is uncertain at this stage but has the potential to be positive.</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	<p>Prepare an SPD which would set the broad strategic direction for the kinds of uses that would be favoured.</p> <p>Consider how social enterprise might be able to access space within the development plots.</p>

<p>Does the proposal avoid contributing towards an over-concentration of hot food takeaways in the local area?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>No specific no retail units are planned for use as hot food takeaways. The Masterplan vision includes some mixed use plots which could support proposals for various use classes.</p> <p>Proposals would be assessed at application stages against the relevant Local Plan Policies. The health impact is uncertain at this stage but has the potential to be positive.</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain</p>	<p>Prepare an SPD which would set the broad strategic direction for the kinds of uses that would be favoured e.g. no proliferation of fast food takeaways and encouraging healthy sources of food.</p>
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8) Access to Work and Training

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
<p>Does the proposal provide access to local employment and training opportunities, including temporary construction and permanent 'end-use' jobs?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Poverty and health inequalities can be linked to worklessness, therefore maximising opportunities for training and employment for local people can have positive health outcomes.</p> <p>The proposal increases the employment space of the site and will provide additional jobs with new opportunities for employment for the local workforce signifying a net positive effect on access to local employment. Indirect employment will additionally be created as suppliers to the development increase activities and hire new workers to supply the inputs for the additional goods and services required for the project.</p> <p>The Masterplan does not cover arrangements specific to tender and local labour however the Council seeks to negotiate local labour agreements as part of all major development schemes (Local Plan</p>	<p><input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>Apply the requirements of Local Plan policy CLP6 to negotiate agreements with developers and occupiers covering recruitment, training and procurement to benefit the local economy and supply chain.</p> <p>Support the planning, development and implementation of “meet the buyer sessions”, encouraging developers to meet suppliers of local goods and employment.</p> <p>Explore opportunities to contractually oblige developers to provide opportunities for apprenticeships and implement where possible.</p>

		<p>Policy CLP8). Use of procurement arrangements during construction will ensure there is an opportunity for local firms to tender for the work and the use of local labour will be encouraged.</p> <p>Whilst the impact is uncertain at present it is likely that the effect will be positive as opportunities for work are increased and the Council’s Policy on Local Labour is likely to encourage shorter trip lengths, reduce emissions from transport and enable people to walk or cycle.</p>		
Does the proposal provide childcare facilities?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<p>The Masterplan does not outline childcare facilities. There is no identified issue for childcare facilities in the locality and the potential child yield from the residential element is likely to be low. This is not considered to be a significant issue.</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input checked="" type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	No additional measures recommended.
Does the proposal include managed and affordable workspace for local businesses?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>Where light industrial /office units are highlighted as suitable within plots, no consideration is given to the range of unit sizes and level affordability as the Masterplan does not put forward detailed design proposals or policy criteria.</p> <p>The impact on health is therefore assessed as uncertain at this stage.</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	Prepare an SPD or design code that offers specific guidance on a suitable mix of employment sites e.g. restricting large scale industrial use and warehousing on the and encouraging smaller start up units.
Does the proposal include opportunities for work for local people via local procurement arrangements?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The Masterplan does not cover arrangements specific to tender and local labour.</p> <p>The Council seeks to negotiate local labour agreements as part of all major development schemes (Local Plan Policy CLP8). Use of procurement arrangements during construction will ensure there is an opportunity for local firms to tender for the work and the use of local labour will</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	<p>Support the planning, development and implementation of “meet the buyer sessions”, encouraging developers to meet suppliers of local goods and employment.</p> <p>Explore opportunities to contractually oblige developers to provide opportunities for apprenticeships and implement where possible.</p>

		be encouraged. Whilst the impact is uncertain at present it is likely that the effect will be positive as the provision of local work can encourage shorter trip lengths, reduce emissions from transport and enable people to walk or cycle.		
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9) Social Cohesion and Inclusive Design

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
Does the proposal consider health inequalities by addressing local needs through community engagement?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>It is important that planning proposals are developed in consultation with differentiated community groups (such as children, young people, residents, families, businesses, faith groups, community organisations) from the start of the project lifecycle.</p> <p>CBC has coordinated with a number of key stakeholders in the process of creating the draft Masterplan and a formal (virtual) consultation will take place where stakeholders and the wider public will be able to provide comments for consideration of the HS2 masterplan project team.</p> <p>A consultation and engagement plan has been developed that includes consideration of various community groups. It is envisaged that the consultation will create a positive effect as these considerations are incorporated within the next iteration of the Masterplan.</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	Ensure that a community engagement plan is developed and followed at all stages of the planning process. Include, how to engage and consult with the community and involve them in decision making on issues related to the development.
Does the proposal connect with existing communities, i.e. layout and movement which avoids physical	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	A key aim of the masterplan is to enhance connectivity to existing communities in the vicinity of the Station Masterplan area including Waterside and the Town centre. The vision creates a safe and	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral	Ensure that the multiuser trails, the connections between open and natural spaces and the public realm are accessible for people

<p>barriers and severance and land uses and spaces which encourage social interaction?</p>		<p>permeable welcome to the town.</p> <p>The open spaces and extended public realm will provide areas for community integration and meeting points. A positive impact is therefore anticipated.</p>	<p><input type="checkbox"/> Uncertain</p>	<p>with disabilities, limited mobility, pushchairs, walkers and cyclists.</p>
<p>Does the proposal include a mix of uses and a range of community facilities?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Mixed-use developments in town centres and residential neighbourhoods can help to widen social options for people, leading to a positive impact on health and wellbeing.</p> <p>The Masterplan vision includes some mixed use plots which could support proposals for various use classes, although the favoured mix of uses has not been presented at this stage.</p> <p>Chesterfield Local Plan Policy CLP6 seeks to encourage proposals that facilitate a mix of uses and Policy SS7 (Chesterfield Railway Station) supports the delivery of limited retail and leisure uses (use classes A1-A5). The health impact is uncertain at this stage but has the potential to be positive.</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain</p>	<p>Prepare an SPD which would set the broad strategic direction for the kinds of uses that would be favoured.</p>
<p>Does the proposal provide opportunities for the voluntary and community sectors?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>The provision of a range of diverse local employment opportunities (paid and unpaid) can improve social cohesion and mental wellbeing.</p> <p>The Masterplan vision includes some mixed use plots which could support proposals for various use classes, although the favoured mix of uses has not been presented at this stage. As the Local Plan supports mixed use developments and the integration of community facilities the health impact is uncertain but has the potential to be positive.</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain</p>	<p>Prepare an SPD which would set the broad strategic direction for the kinds of uses that would be favoured.</p>

<p>Does the proposal take into account issues and principles of inclusive and age-friendly design?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>Where residential accommodation is highlighted as suitable within plots, measures to ensure age friendly design are not specified as the Masterplan does not put forward detailed design proposals or policy criteria.</p> <p>The Local Plan policies relating to adaptable and accessible housing will apply subject to consideration of site suitability. The ‘Successful Places’ Supplementary Planning Document recommends adherence to the Lifetime Homes Standard which promotes accessibility and inclusivity in residential design.</p> <p>Local Plan Policy SS7 requires proposals in the Station Masterplan area to demonstrate improved inclusive accessibility to Chesterfield Railway Station. The impact on health is anticipated to be positive although uncertain at this stage.</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	<p>Prepare an SPD / Design Code which highlights the need for public realm that is accessible for people with disabilities, pushchairs and limited mobility.</p> <p>Ensure that the design and layout of the open spaces is dementia friendly, with appropriate signage.</p>
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10) Minimising the use of resources

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
<p>Does the proposal make best use of existing land?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>The Station Masterplan area is largely previously developed land with some small patches of tree cover.</p> <p>The use of previously developed / derelict urban land ensures that the Masterplan vision effectively uses, recycles and enhances land.</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain	<p>No additional measures recommended.</p>

<p>Does the proposal encourage recycling, including building materials?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>The indicative sustainability approach anticipates that material from the removal of the surfacing to Corporation Street, the car parks would be assessed for their ability to be utilised as sub base for the Station Link Road and public realm. The paving material would utilise recycled concrete products.</p> <p>It is anticipated that any trees to be felled would be chipped and the resultant material used as mulch on the planting beds.</p> <p>Encouraging recycling at all levels can improve human health directly and indirectly by minimising environmental impact, such as air pollution. The Masterplan vision is anticipated to have a positive impact in this regard.</p>	<p><input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>Develop a ‘Site Waste Management Plan’ SWMP using the WRAP toolkit and adoption of the ICE Demolition Protocol principals for site clearance.</p> <p>Prepare an SPD / Design Code which highlights the need for dedicated storage for recyclable waste.</p>
<p>Does the proposal incorporate sustainable design and construction techniques?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>The indicative sustainability approach set out within the Masterplan lists a number of key principles which would contribute towards sustainable design and construction. These include, using roof space for ecology and biodiversity, rainwater capture, reducing the dominance of cars and the incorporation of biodiversity into the public realm. The Masterplan indicates that these principles should be tested from an early stage to embed targets within the design process.</p> <p>Local Plan Policy CLP20 expects major developments to provide a statement setting out how they will minimise CO² emissions during construction and occupation (as far as is feasible and financially viable).</p> <p>Through encouraging reduction, reuse and recycling, resource minimisation can be better realised and</p>	<p><input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>Prepare an SPD / Design Code which provides additional detail on the principles within the sustainability approach.</p> <p>Consider assessment under Code for Sustainable Homes at Code 4 level with minimum targets in areas of Energy, Water and Materials to demonstrate exemplary standards.</p> <p>Consider commitment to use of FSC certified timber and insulation required to have global warming potential of less than 5 (GWP).</p>

		contribute towards a better environment. It is likely that the masterplan vision will have a positive impact in the regard.		
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11) Climate Change

Assessment Criteria	Relevant?	Details / Evidence	Potential Health Impact	Recommended Mitigation or Enhancement Actions
Does the proposal incorporate renewable energy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>Developments can help to reduce greenhouse gas emissions by requiring lower energy use in buildings and transport, and by encouraging renewable energy sources. The sustainability approach set out in the Station Masterplan does not cover renewable energy.</p> <p>Local Plan Policy CLP20 expects major developments to provide a statement setting out how they will minimise CO² emissions during construction and occupation (as far as is feasible and financially viable) and also maximise both the use of and the generation of renewable energy.</p> <p>The potential health impact is uncertain at this stage but has the potential to be positive as a result of the Local Plan requirement for a sustainability and renewables statement.</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	<p>Investigate the potential for the use of Building Integrated Photovoltaics.</p> <p>Prepare an SPD / Design Code which provides an overview of how renewables could be integrated within development in the Station Masterplan area.</p>
Does the proposal ensure that buildings and public spaces are designed to respond to winter and summer temperatures, for	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	<p>Design techniques can ensure that new housing and public realm can adapt to changes in temperature.</p> <p>The borough’s ‘Successful Places’ Supplementary Planning Guidance offers support on designing spaces that respond to seasonal changes, for</p>	<input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain	<p>Prepare an SPD / Design Code which provides an overview of how buildings and public spaces can respond to seasonal changes.</p>

<p>example ventilation, shading and landscaping?</p>		<p>example, the use of deciduous trees to provide summer shade while allowing through low-winter sunlight.</p> <p>The extent to which these features will be implemented is uncertain at this stage of planning.</p>		
<p>Does the proposal maintain or enhance biodiversity?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Improving the green infrastructure throughout the site is an important requirement to meet the objectives of climate resilience, biodiversity net gain and improvement of linked green corridors across the borough.</p> <p>Biodiversity would be enhanced through the introduction of street trees and shrub planting along the boulevard and Station Link Road. Wildflower grass and native shrubs would be planted within the park area between plots C1 and C2. Utilising roof space for improved ecology and biodiversity is also a key principle of the sustainability vision. A positive impact is anticipated.</p>	<p><input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<p>Apply requirement of Local Plan policy CLP16 requiring measurable net gain in biodiversity to any planning applications for development.</p> <p>Prepare an SPD / Design Code that incorporates DWT net gain guidance and use of the DEFRA metric for biodiversity net gain.</p> <p>Ensure that the potential for ecosystem service provision is considered as detailed proposals are put forward.</p>
<p>Does the proposal incorporate sustainable urban drainage techniques?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<p>Flood risk can be reduced through mitigation measures such as Sustainable Drainage Systems (SuDS) in new developments.</p> <p>The borough’s Local Plan requires that SuDS and clear arrangements for their ongoing maintenance over the lifetime of the development should be incorporated into all major development, unless it can be demonstrated that this is not appropriate in a specific location.</p> <p>The use of SuDs is not considered at this stage and therefore the impact is considered to be uncertain. It</p>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain</p>	<p>Prepare an SPD / Design Code that incorporates guidance on how to implement SuDS within the masterplan area. This could include soakaways in areas of open space, using permeable materials within tree pits and a drainage scheme that allows for water runoff to be collected and reused within the site.</p>

		does however have the potential to be a positive impact in light of the local policy requirement.		
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Summary

Overall, the regeneration of the Station Masterplan area is likely to have a positive health and wellbeing impact on the area’s existing and new residents, workers and station users. The Station Masterplan does not put forward detailed design proposals or policy criteria so the extent to which some aspects have been assessed is limited.

The only negative impact highlighted through the HIA is the removal of existing disabled parking close to the station and re-provision with more spaces an increased distance from the station. The re-provision is still within a convenient distance of the station and would provide improved accessibility to the town centre via a continuous pedestrian and cycle space to Corporation Street.

Uncertain health impacts are highlighted in relation to the construction phase, although the majority of these are likely to be short term and temporary. Any residents in the vicinity are likely to face disruption from construction, particularly as the development is likely to be phased and come to fruition over a number of years. This may be further compounded by other developments in the surrounding area (e.g. Chesterfield Waterside). Detailed planning will therefore need to consider the potential cumulative small-scale localised negative impacts of physical disruption, noise, dust and lorry traffic through the wider Station area.

The masterplanning process is limited to the spatial relationship of residential plots, new employment sites; green and public open spaces and transit networks, however a number of positive potential health impacts have been identified through the vision for a station area with increased accessibility, permeability and legibility for pedestrians and cyclists and station users:

- The use of previously developed / derelict urban land ensures that the Masterplan vision effectively uses, recycles and enhances land. An indicative sustainability approach lists a number of key principles which would contribute towards sustainable design and construction. Encouraging sustainable design at all levels can improve human health directly and indirectly by minimising environmental impact, such as air pollution.
- The provision of publicly accessible open spaces would encourage physical activity and maintain or improve mental health. The enhanced public realm would also provide areas for community integration and meeting points.
- An enhanced urban realm with better street lighting and structured planting will create a safer and more welcoming arrival to the town. The permeability of the site would be enhanced, encouraging visitors, workers and residents to the town to opt for active transit modes with associated air quality and mental health benefits).

- Increasing the employment space of the site and will provide additional jobs with new opportunities for employment for the local workforce. Indirect employment will additionally be created as suppliers to the development increase activities and hire new workers to supply the inputs for the additional goods and services required for the project.

Key issues that need further consideration at the next stages of planning are:

- Standards to which the housing will be built.
- Detailed design of the employment/retail spaces.
- Further guidance on a suitable mix of uses (i.e. that promotes surveyed spaces and facilitates a wide range of community uses and needs).
- Detailed design of street furniture, lighting and open and green spaces to ensure that the positive health benefits are recognised.
- Detailed principles for the sustainability of design and construction that consider renewable energy and sustainable drainage features.
- An investigation into suitable mitigation measures relating to air quality, physical disruption, noise, dust and lorry traffic through the wider Station area.

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Chesterfield HS2 Station Masterplan Publication List of Supporting Evidence

The following is a list of supporting documents that are yet to be published and will be published as part of the public consultation on the draft masterplan which will run from Monday the 8th February 2021 to Monday the 8th March 2021.

The air quality and noise reports are commissioned by Derbyshire County Council on behalf of Chesterfield Borough Council (CBC), the other reports are commissioned by CBC.

2020-2021

AECOM (2020) *Chesterfield HS2 Station Masterplan Engineering and Transport Planning Roadmap.*

AECOM (2020) *Chesterfield HS2 Station Masterplan High Level Noise Review of Options*

AECOM (2020) *Chesterfield HS2 Station Masterplan Air Quality Review of Long List of Options*

AECOM (2021) *Chesterfield HS2 Station Masterplan, Executive Summary of Integrated Transport Station Accessibility and Design Study*

AECOM (2021) *Chesterfield Station Masterplan, Draft Public Realm Strategy*

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