

## For publication

### **Presentation on the Consultation Exercise for the Chesterfield Station HS2 Masterplan**

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Meeting: Cabinet

Date: 25<sup>th</sup> June 2019

Cabinet portfolio: Leader and Economic Growth

Report by: Assistant Director Economic Growth

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#### **1.0 Purpose of report**

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

#### **2.0 Recommendations**

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

#### **3.0 Background**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## 5.0 **Financial Implications**

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

## 6.0 **Consultation**

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

## 7.0 Risk Management

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

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

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

## 8.0 Equalities Impact Assessment

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

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

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

## 9.0 **Alternative Options Considered**

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

## 10.0 **Recommendations**

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

## 11.0 **Reason for Recommendation**

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

## Decision information

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

## Document information

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<b>Background documents</b> These are unpublished works which have been relied on to a material extent when the report was prepared.	
Chesterfield Town Centre Master Plan 2009, 2015 Chesterfield HS2 Master Plan 2019 AECOM Vision Document 2017 World Class Locally Driven EM HS2 Growth Strategy	
<b>Appendices to the report</b>	
Appendix A	Policy SS7 from Draft Local Plan
Appendix B	Red-Line Plan of Master Plan boundary
Appendix C	Consultation Programme