

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	<p>Where residential accommodation is highlighted as suitable within plots, no specialist housing is</p>	<input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral	<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>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	<p>Ensure any opportunities for planting are followed up in pre-application discussions.</p>
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>

		<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.</p>		
<p>Does the proposal minimise noise pollution caused by traffic and commercial uses?</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 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>	<p><input type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input checked="" type="checkbox"/> Uncertain</p>	<p>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.</p>

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>	<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, 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>	<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 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>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A</p>	<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>	<p><input checked="" type="checkbox"/> Positive <input type="checkbox"/> Negative <input type="checkbox"/> Neutral <input type="checkbox"/> Uncertain</p>	<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.