

For publication

Chesterfield Station Masterplan

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| Meeting: | Cabinet |
| Date: | 20 July 2021 |
| Cabinet portfolio: | Economic Growth |
| Directorate: | Economic Growth |
| For publication | |

1.0 Purpose of the report

- 1.1 To inform members of the outcome of the consultation on the Station Masterplan undertaken in January/February of 2021, and to approve the updated masterplan as the Council's regeneration strategy for the area.

2.0 Recommendations

- 2.1 That the masterplan set out in appendix 1 of this report be approved as the council's preferred regeneration strategy for the land around Chesterfield Railway Station.

3.0 Reason for recommendations

- 3.1 In order to progress with the regeneration of the land around Chesterfield Railway Station, including progressing the Station Link Road, and to deliver the outputs in jobs growth required by LEP funding.

4.0 Background

- 4.1 Since the proposals were announced for a HS2 route, which include at least a one hourly stopping service at Chesterfield Station, the Chesterfield Council has been working to make the most of the likely economic benefits of HS2.

- 4.2 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.
- 4.3 Funding for regeneration at and around the Station and the preparation of a masterplan was obtained by Chesterfield Borough Council and Derbyshire County Council through both the Sheffield City Region (SCR) and East Midlands (D2N2) Local Economic Partnerships. This funding has been used to create the masterplan.
- 4.4 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, and draft masterplan by their associate Whittam Cox Architects in 2019 with a view to securing further funding.
- 4.5 The council's Local Plan (adopted July 2020) set out the station area as a Strategic Regeneration Area, giving a formal basis for establishing a masterplan for the regeneration of the area.
- 4.6 From September 2020 the Council progressed necessary further evidence for the masterplan and 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.
- 4.7 The draft masterplan was reported to and approved by Cabinet on 2nd February 2021.

5.0 Consultation

- 5.1 The masterplan was subject to four weeks consultation between 8th February to 8th March 2021. Due to the restrictions of the Covid pandemic, the consultation was undertaken online using a virtual exhibition room, where anyone could access the draft masterplan, supporting evidence and information about the masterplan. Those with a direct interest in the site, and neighbouring occupiers, were informed of the consultation by letter, and physical copies of the consultation materials were available for anyone who requested them by post, phone

call or email (two full sets of physical documents were provided in response to such requests).

- 5.2 1,396 visits recorded to the Masterplan Consultation Website and 114 individual responses received, ranging from Statutory Consultees, to Key Stakeholders, Interest Groups and the General Public.
- 5.3 Following completion of the consultation, a number of changes have been made to the final masterplan. A comprehensive Report has been prepared on the outcome of the Consultation process and the changes made and this is attached as appendix 2 to this report.
- 5.4 The changes are predominantly technical in character, and the fundamental elements of the masterplan remain unchanged, specifically:
- New developable plots to accommodate a mix of uses with the potential to generate at least 853 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.

6.0 Next Steps

6.1 If the masterplan is approved, further work will need to be programmed to consider the detail of delivery options for the masterplan proposals, and whether any elements should be incorporated into a formal Supplementary Planning Document (SPD) that can be used to inform decisions on specific planning applications. In the meantime the implementation of phase 1 of the Station Link Road (from Hollis Lane in the south) is continuing, as are proposals for the redevelopment of the Chesterfield Hotel site.

7.0 Alternative options

7.1 The draft masterplan set out some details where there were options around how the proposals could be implemented and these have been refined for the final masterplan.

7.2 Overall there would be the option of not approving the masterplan and relying instead solely on the adopted Local Plan policy. This would carry significant risk – there are a number of key proposals that must be carried out in a specific order if the maximum benefit is to be realised from the regeneration of the area (specifically relating to phase 2 of the link road, development of the MSCP, creation of the new station forecourt and replacement of the A61 bridge).

7.3 The masterplan provides detailed information on the alignment and design of the Link Road, without the level of detail approved, it will be more difficult to seek funding to undertake regeneration of the area, or to determine potential planning applications in the area in such a way that they contribute to the delivery of the required infrastructure and do not actively inhibit the wider, comprehensive regeneration.

7.4 For these reasons the alternative of not developing the masterplan to the proposed level of detail is not considered viable.

8.0 Implications for consideration – Council Plan

8.1 The masterplan supports the following Council Plan values and objectives:

Making Chesterfield a thriving borough

making Chesterfield Borough a great place to live, work and visit

Improving quality of life for local people

Help our communities to improve their health and wellbeing

9.0 Implications for consideration – Financial and value for money

- 9.1 The funding for the preparation of the masterplan was provided by SCR and D2N2 Local Economic Partnerships. Implementation of phase 1 of the Link Road is separately funded through the A61 growth project managed by DCC and funded by D2N2 LEP, DCC and CBC.
- 9.2 Implementation of the masterplan is likely to involve consideration of further options and sources of public sector funding. A comprehensive assessment of development costs and viability is being prepared to inform this process.

10.0 Implications for consideration – Legal

- 10.1 The preparation of the masterplan has taken account of legal requirements around consultation, including Covid restrictions, Elections Purdah and Strategic Environmental Assessment.
- 10.2 The masterplan will support and inform the implementation of the Council's statutory Local Plan.

11.0 Implications for consideration – Human resources

- 11.1 There are no Human Resource implications of adopting the masterplan.

12.0 Implications for consideration – Risk management

- 12.1 The risks of not approving the masterplan are touched on in section 7.0 of this report, 'Alternative Options'.

| Description of the Risk | Impact | Likelihood | Mitigating Action | Impact | Likelihood |
|---|--------|------------|---|--------|------------|
| Bids for funding to support implementation unsuccessful | High | Med | Approval of masterplan as basis on which to submit bids | Low | Low |
| Legal challenge to masterplan approval | High | Low | Masterplan preparation has taken into account legal and | Low | Low |

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| | | | regulatory requirements | | |
| Development comes forward that compromises delivery of masterplan proposals | High | Low | Strategic site policy already in place in adopted Local Plan. Approval of masterplan to provide detail of proposals and phasing | Low | Low |

13.0 Implications for consideration – community wellbeing

- 13.1 The proposals would significantly improve access to, and the environment around the station for all users.
- 13.2 The wider development would provide opportunities to create new employment and economic growth to the benefit of the community.

14.0 Implications for consideration – Economy and skills

- 14.1 The wider development would provide opportunities to create approximately 800 new jobs employment and space for new and expanding businesses, and support Chesterfield’s growth as an economic and tourist destination.
- 14.2 Through existing planning policies, the development proposals would also create opportunities for jobs, skills development and local supply chains during the construction stages through the use of Local Labour and Supply agreements.

15.0 Implications for consideration – Climate Change

- 15.1 The development proposals were included in the Council’s adopted Local Plan, which was subject to a comprehensive Strategic Environmental Assessment and Sustainability Appraisal (<https://www.chesterfield.gov.uk/planning-and-building-control/planning-policy-and-the-local-plan/current-local-plan.aspx>).

16.0 Implications for consideration – Equality and diversity

16.1 An Equalities Impact Assessment was undertaken as part of the preparation of the masterplan and this is attached as appendix 3 to this report.

Decision information

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| Key decision number | 1041 |
| Wards affected | All |

Document information

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| Report author | |
| Alan Morey – Strategic Planning and Key Sites Manager | |
| Appendices to the report | |
| Appendix 1 | Chesterfield Railway Station Masterplan |
| Appendix 2 | Chesterfield Railway Station Masterplan Consultation Report |
| Appendix 3 | Equalities Impact Assessment |