

# Chesterfield Station HS2 Masterplan

Consultation Report & Designer's Response

Final

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## Quality information

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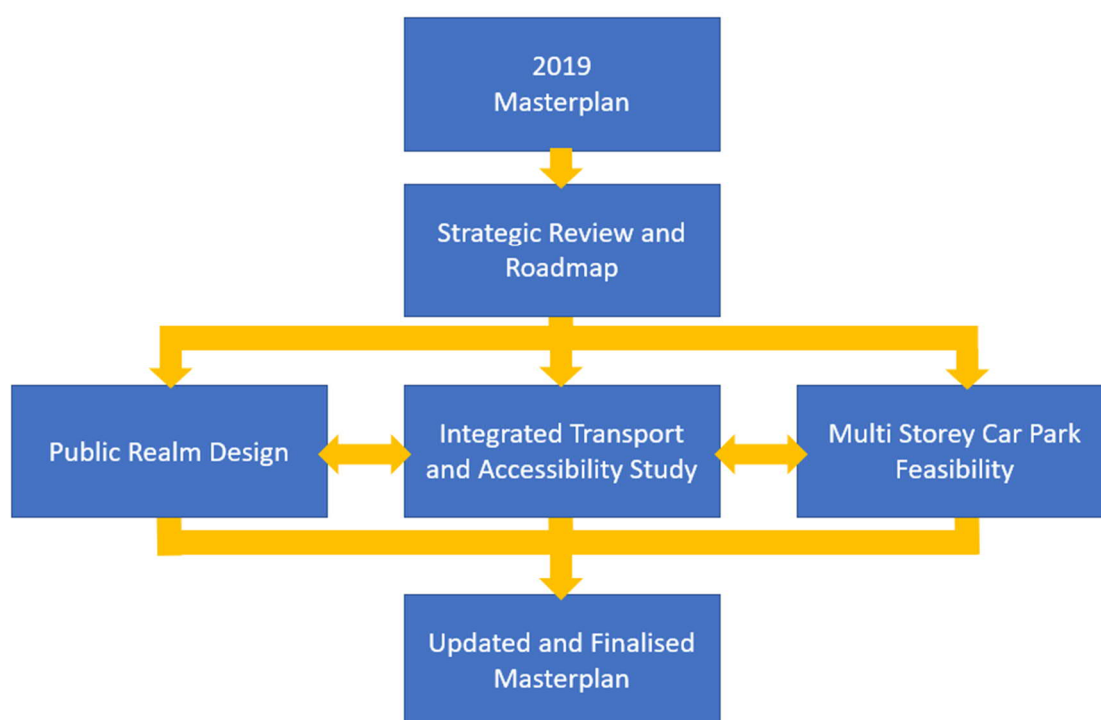
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## 1. Introduction

- 1.1.1 AECOM (alongside Whittam Cox) was commissioned by Derbyshire County Council (on behalf of Chesterfield Borough Council, CBC) in Autumn 2020 to prepare an updated masterplan showing how an area of under-developed land near Chesterfield Railway Station could be improved to better connect the site to the town centre and adjacent developments, and maximise the potential benefits that could occur with the introduction of HS2.
- 1.1.2 This work followed on from masterplanning work undertaken by Whittam Cox in 2019, and a transport-focused Strategic Review (including stakeholder liaison) on the 2019 masterplan undertaken by AECOM during the summer of 2020.
- 1.1.3 Figure 1.1 shows the methodology through which the masterplan has been prepared.

**Figure 1.1:** Methodology for the development of the Chesterfield Station HS2 Masterplan



- 1.1.4 The consultation-draft masterplan was accepted by CBC's Cabinet on 2<sup>nd</sup> February 2021 and was then published as part of a public consultation which ran from 8<sup>th</sup> February 2021 to 8<sup>th</sup> March 2021.
- 1.1.5 This report summarises the findings of the consultation. It includes responses from both key stakeholders and members of the public. Where changes are suggested by either stakeholders or members of the public, responses have been provided by the design team (including options for the consideration of CBC and DCC).

1.1.6 This report is arranged such that:

- **Section 2** describes the consultation mechanism and how the consultation was promoted;
- **Section 3** shows how the public view the current station buildings and surrounding transport environment.
- **Section 4** summarises responses in respect of the Vision, Aims, Objectives and Design Principles (VAODPs) of the scheme;
- **Section 5** summarises the responses of key stakeholders;
- **Section 6** summarises the responses of the public;
- **Section 7** provides a designer's response to each of the issues raised; and
- **Section 8** provides an overall summary and options for the consideration of CBC.



## 2. Consultation Mechanism

### 2.1 Overview

2.1.1 This section describes the consultation materials and the way in which the population of Chesterfield and the surrounding areas (both residents and business) were informed of the consultation.

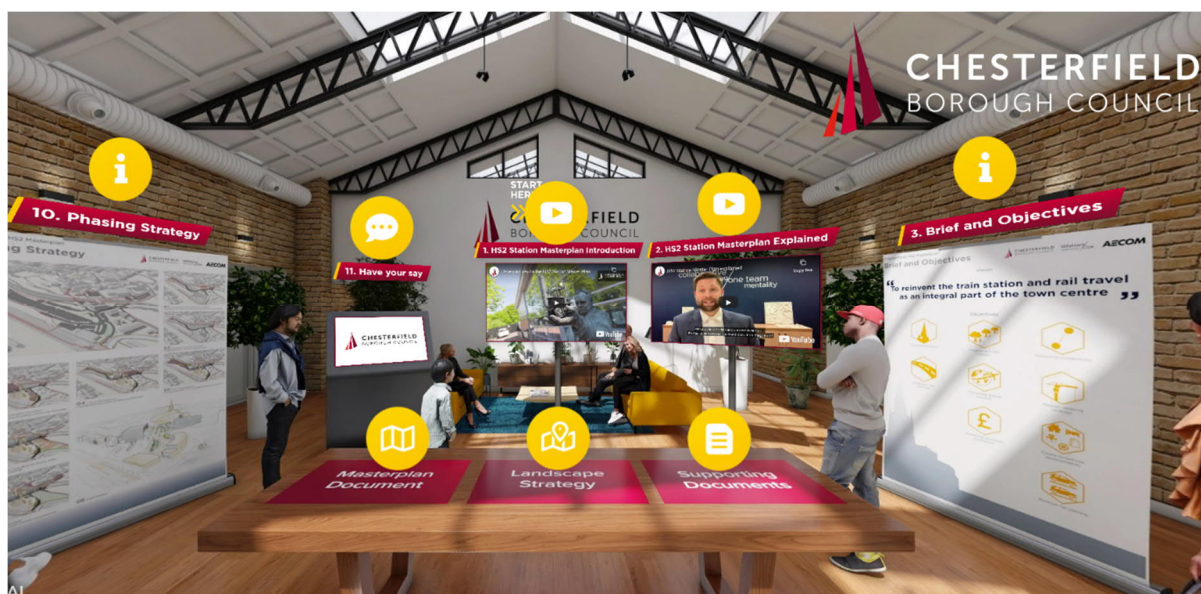
### 2.2 Virtual Consultation Portal

2.2.1 Physical events (including awareness raising for passengers at the station) could not take place due to COVID19 restrictions. As such, a virtual 'town hall' consultation portal was prepared to host the information and make this available to the public. Figures 2.1 and 2.2 show the overall look of the virtual town hall.

2.2.2 The portal remains in archive at the following address at the time of writing this report: <https://chesterfieldstation.consultation.ai/>

2.2.3 In total, the portal received 1,396 visits from unique IP addresses and resulted in 111 completed online feedback forms. Three emails were also received from members of the public (without associated online feedback forms).

Figure 2.1: Virtual Consultation Portal (View 1)





**Figure 2.2:** Virtual Consultation Portal (View 1)



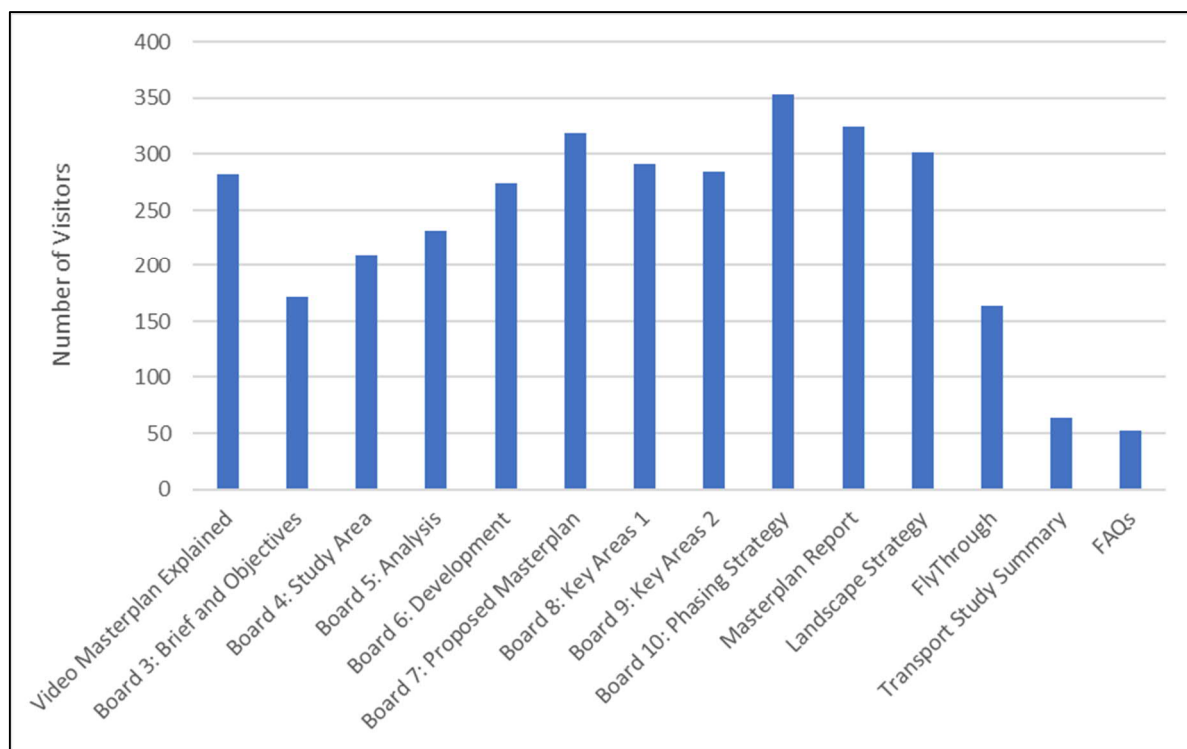
## 2.3 Materials

2.3.1 The following materials were produced to support the virtual consultation portal:

- Video introduction by the Leader of Chesterfield Borough Council;
- Video introduction by Whittam Cox;
- Information boards;
- Video fly-through from the station entrance along the pedestrian boulevard;
- Consultation-draft masterplan;
- Consultation-draft landscape strategy
- Transport Study summary;
- Frequently Asked Questions (FAQs); and
- A feedback response form.

2.3.2 Figure 2.3 shows the total number of views for each element of the portal.

**Figure 2.3: Views of Consultation Material**



Note: Video Masterplan Explained = Board 2. The video of the CBC leader's introduction (Board 1) was set to auto-play.

2.3.3 Hard copies of the feedback form, consultation-draft masterplan and consultation-draft landscape strategy were also prepared for those unable to access the portal.

## 2.4 Awareness Raising

2.4.1 Promotion and awareness raising of the consultation was undertaken by CBC. This was done via:

- Social media posts;
- Traditional media posts;
- Writing to properties near to the station (including Corporation Street and Tapton Terrace);
- Writing to key stakeholders; and
- Presentations.

2.4.2 **Social Media:** Promotion was undertaken by CBC using their Twitter, Facebook and LinkedIn online presence. CBC have 8,850 followers on Twitter and 11,000 followers on Facebook. To put this into context, the town has a population of 105,000.

2.4.3 Table 2.1 shows the impressions and engagement rates (likes, retweets, link clicks etc) for the first two weeks and the second two weeks of the consultation, separately. The industry average engagement rate is 3.6% on Facebook, 0.5% on Twitter and 2.0% on LinkedIn.

**Table 2.1: CBC Social Media Impressions and Engagement Rates**

8 February and 22 February:

	Facebook	Twitter	LinkedIn
Impressions	20,100	6,439	1,088
Engagement	2,309	265	64
Engagement rate	11.48%	4.11%	5.88%

22 February to 9 March:

	Facebook	Twitter	LinkedIn
Impressions	8,251	6,713	1,359
Engagement	534	177	71
Engagement rate	6.47%	2.63%	5.22%

- 2.4.4 In addition, posts were noted on both the Destination Chesterfield (4,750 followers on Twitter) and Chesterfield.co.uk (26,845 followers on Facebook) accounts. Traditional media articles (see below) were also promoted online by Derbyshire Times (23,800 followers on Twitter and 55,750 followers on Facebook).
- 2.4.5 The video fly-through was also posted on the Chesterfield.co.uk Facebook account, and was viewed 3,500 times.
- 2.4.6 **Traditional Media:** In addition to their website and social media feeds, the project was also covered in print-editions of both the Derbyshire Times and Sheffield Star. The front page of the Derbyshire Times is provided in Figure 2.4 and a screenshot from the Sheffield Star website is provided as Figure 2.5.

**Figure 2.4: Front Page of Derbyshire Times, 28<sup>th</sup> January 2021**



Figure 2.5: Screenshot of the Sheffield Star Webpage



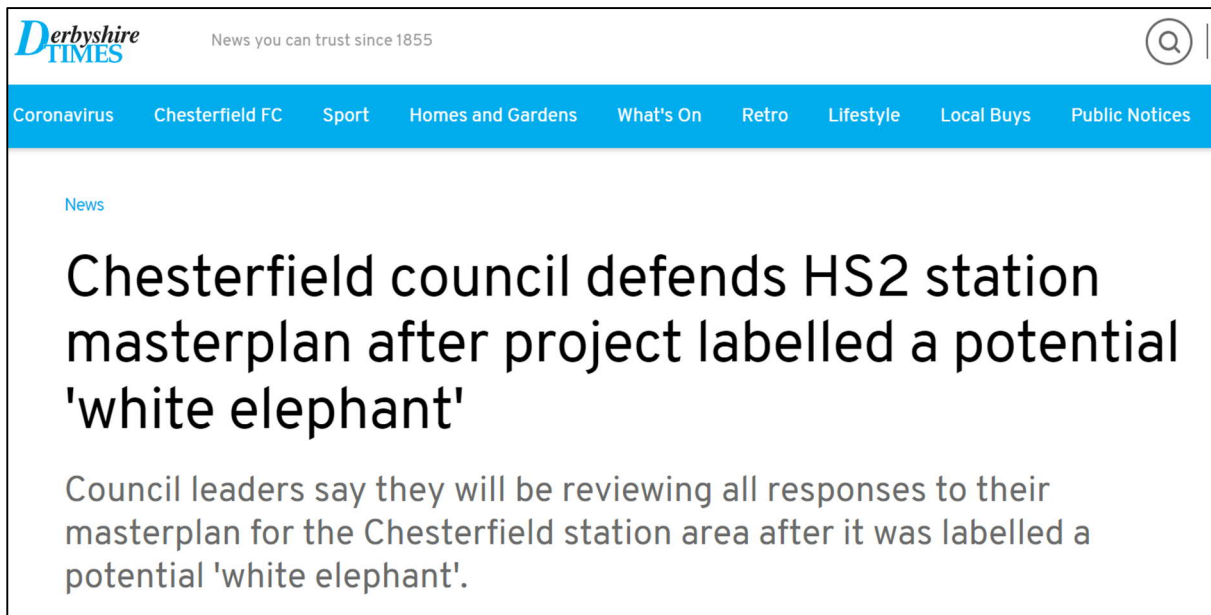
- 2.4.7 The Chesterfield and District Civic Society obtained coverage of their response in the Derbyshire Times in the issue published on 25<sup>th</sup> February 2021 (Figure 2.6), with a further piece (informed from the response of Transition Chesterfield to the consultation) shown from the website in Figure 2.7.

Figure 2.6: Derbyshire Times, w/c 25<sup>th</sup> February 2021





Figure 2.7: Derbyshire Times, website article



2.4.8 CBC also publish its own magazine which is distributed to all residents called ‘Your Chesterfield’. This was distributed to households within Week 3 of the consultation, with a double page spread included as per Figure 2.8.

Figure 2.8: Extract from ‘Your Chesterfield’, sent to all residents.



2.4.9 **Chesterfield Champions:** A presentation of proposals was given to members of the Chesterfield Champions network on 24th February 2021. The delegate list for this event is re-produced below.

- Banner Jones Solicitors;
- Birchall Properties Ltd.;
- Bridge Help;
- Chatsworth Estate;
- Cheese Factor;
- Chesterfield Canal Trust;
- Close UK Ltd;
- Derbyshire Institute of Sport;
- Derbyshire Times;
- Destination Chesterfield;
- Devonshire Property Group;
- East Midlands Chamber;
- Frank Shaw Associates;
- Friends of Queen's Park Cricket;
- Global Brands Ltd & CASA/PEAK hotels;
- Greatest Hits Radio;
- Handelsbanken;
- Home Instead;
- Industrial Ancillaries;
- Inspire Design & Development Ltd;
- J A B Short Ltd/ S E Redfern Ltd;
- JP Fire Safety Solutions Ltd;
- Lime Living;
- Lomas and Mitchell Architects;
- Mark Jenkinson and Son;
- Milligan;
- NatWest;
- NIBE ENERGY SYSTEMS LIMITED;
- Oasis Studio;
- Q2 Creative;
- Redbrik;
- Rosewood Wealth Management;

- Roy Peters Estate Agents;
- S40 Local Magazines;
- S41 Local Magazine;
- SDE Group;
- Shorts;
- Start Financial Planning;
- Starts With Sit;
- Staveley Town Council;
- Suon Ltd; and
- Whittam Cox.

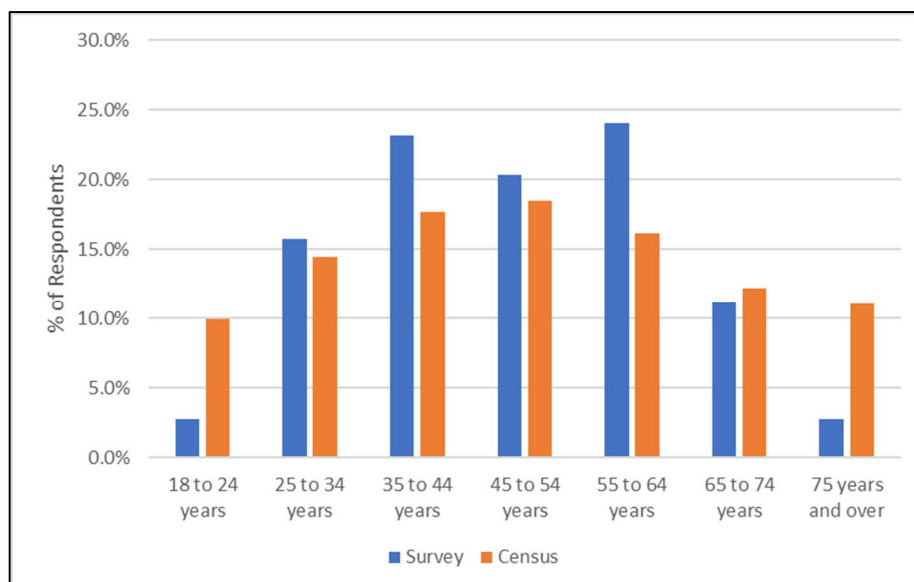
## 2.5 Accessibility

2.5.1 The main concern with an online only consultation portal is one of exclusion, particularly of older age groups. Within the publication *Internet Users, 2019*, the Office of National Statistics (ONS) reported that:

*“Since the survey began in 2011, adults aged 75 years and over have consistently been the lowest users of the internet. In 2011, of all adults aged 75 years and over, 20% were recent internet users, rising to 47% in 2019. However, recent internet use in the 65 to 74 years age group increased from 52% in 2011 to 83% in 2019, closing the gap on younger age groups. Since 2011, the percentage of adults aged 65 years and over who had never used the internet has declined by 29 percentage points to 29%. This compares with a decline of 6 percentage points in adults aged 16 to 64 years to 2%.”*

2.5.2 Figure 2.9 shows the age groups of respondents (self-reported), and the corresponding proportions reported in the 2011 Census. This shows similar under representation in both the 18-24 age group and the 75+ age group.

**Figure 2.9:** Age Profile of Public Comments (Note: relative proportions shown for these categories, only) n = 108





2.5.3 To ensure maximum participation, hard copy consultation materials were available if someone did not have access to the internet via a telephone number. In total, four hard copy information packs were distributed upon request.

2.5.4 In addition, an email address was provided for people to ask questions (i.e. in lieu of there not being staffed events where questions could be asked). In total, 5 enquires and 20 comments were received by the Council via email.

## 2.6 Summary

2.6.1 The masterplan consultation had articles in local newspapers and a local authority magazine which was sent to all residents. Social media statistics also show the consultation was broadcast to thousands of residents. As such, the consultation was well publicised within the town. The timing of the consultation in respect of COVID19 likely means that dialogue with incoming rail users wasn't fully possible.

## 3. Existing Station Environment

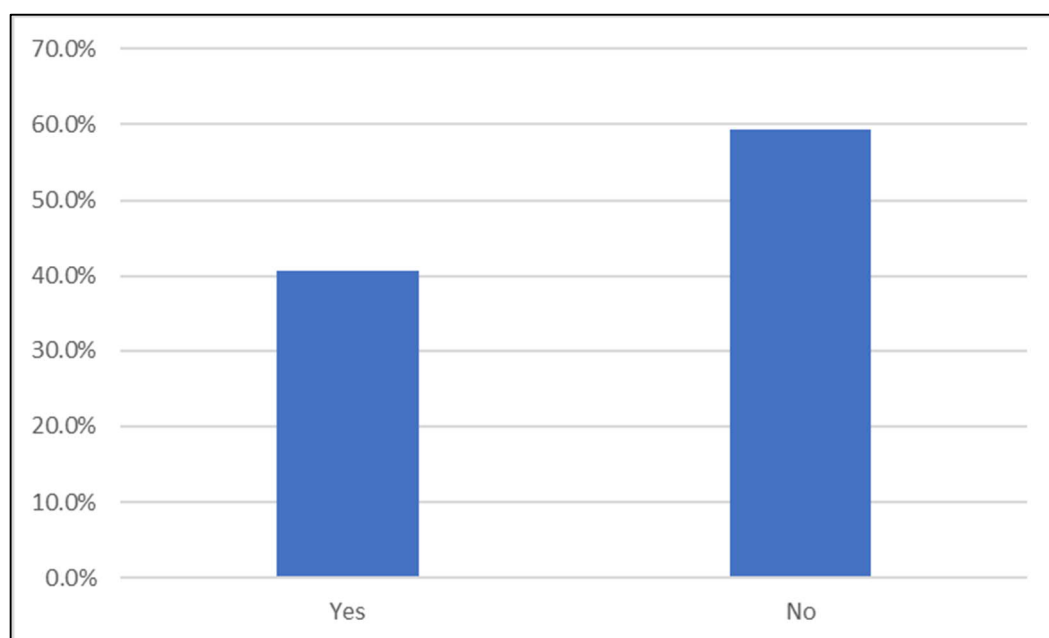
### 3.1 Overview

3.1.1 An important starting point is to consider the current perception of the existing station and its immediate environment. This section summarises the public feedback survey responses in relation to the existing station.

### 3.2 Feedback Survey Scores

3.2.1 Respondents were first asked if the current layout around the station caused them any difficulty with accessing the station itself. Figure 3.1 shows the responses to this question.

**Figure 3.1:** Does the current layout around the station cause difficulties for you when you are accessing the station?



3.2.2 Free form comments provided on current access difficulties are provided below. The key issues within these free form comments are congestion in the space around the forecourt (for taxi, bus, pick-up) and the difficulty crossing nearby roads (Brimington Road / Brewery Street roundabout, Crow Lane and the slip road) for pedestrians.

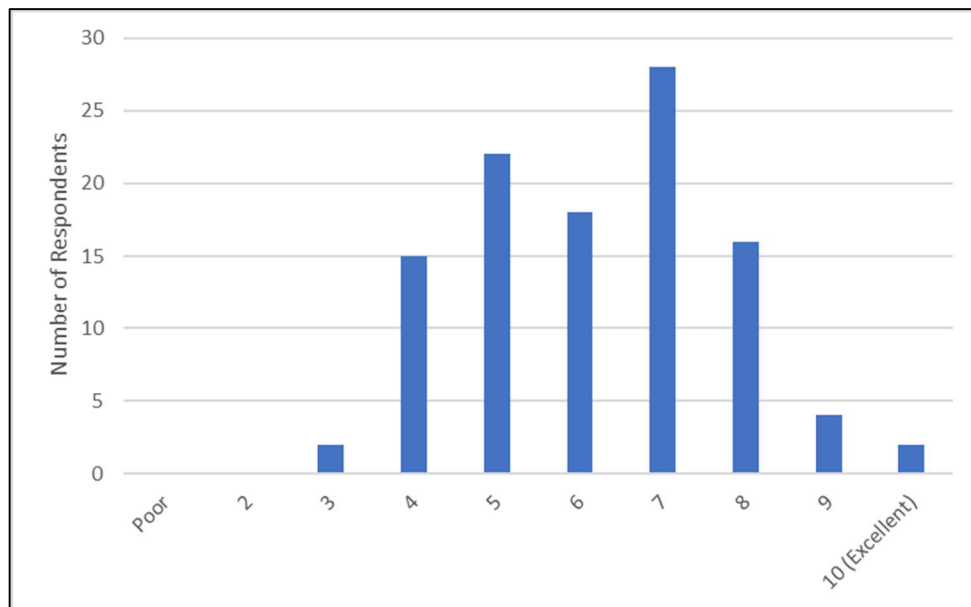
- Needs more buses serving the station.
- Dropping off area often blocked by bus/cars double parked.
- It's difficult to just pick up people. I walk with crutches, so by the time I have found somewhere to park & got a ticket, the person I am meeting has arrived.
- Crossing the road can be dangerous.
- Circuitous route around town centre for access.
- Difficulty crossing the road.
- It is not linked to the buses, there needs to be better connectivity to onwards transport and not just car users.

- Poor connection to bus services, poor facilities for cycling and walking.
- Would quicker and cheaper if the new road is in place.
- Crossing the A61 slip outside Chesterfield Hotel is a death trap. Cars often speed around the blind corner.
- Getting into and out of the pick-up/drop off car park is a bit fiddly, especially if the station is busy.
- I find the actual access point to the station car park as a not-very-safe junction. Far too tight for two-way traffic on Crow Lane, plus traffic emerging from/entering the station, plus pedestrians. Not good.
- Taxi drop-off, busses, pedestrians crossing and cyclists setting off all within two metres of the station entrance can be a pain. Speed of vehicles + corner heading towards station from crow lane can make crossing worrying.
- I think it is really well laid out in comparison to Sheffield.
- No short term free parking for picking up people using the station.
- Very tight turning from crow lane end and taxis crowding the area. Front car park is too small for short stay.
- Pedestrian crossing facilities on Crow Lane are poor, with extremely limited visibility.
- Picking up is a nightmare.
- There is not a good place for drop off by the main entrance (disabled), and when approaching the station on foot I find that drivers do not like to observe the pedestrian crossings.
- The walking distance from the car park to the platforms sometimes means I have to run to catch my train if I have experienced heavy traffic on my drive to the station.
- Traffic moving too fast.
- It is not cycle friendly due to narrow roads and no traffic calming measures.
- Crossing the road at Crow Lane.
- Crossing the road from the hotel when walking.
- As a pedestrian crossing Crow Lane can be awful, cars travel fast and there are blind spots.
- Yes, conflict with cars and pedestrians when cycling up to the front of the station.
- Road is hard to cross when walking.
- Difficult to turn into the station as you can't see traffic coming from Crow Lane.
- Air pollution from taxis and cars.
- Limited drop off or collection bays.
- Crossing the A61 slip road with heavy luggage is sometimes difficult.
- As a cyclist and pedestrian: Crossing the slip road to access the bridge to town is horrible. Crossing the roundabout on Brewery Street is a problem as is crossing Crow Lane. The current cycle path is AMAZING if approaching from that direction although it can be tricky crossing the car park entrances as cars don't look for cyclists, the visibility is poor and drivers are more focused on parking barriers.
- Yes, I normally cycle using the cycle/pedestrian path that connects the southern end of the train station car park to the cycle route behind Ravenside Retail Park.
- I usually arrive from Crow Lane and it is not an easy road crossing as cars tend to be driven at speed round the bend of the road and catch you unawares. Approaching via the bike lane is also difficult, particularly if taking walking groups.

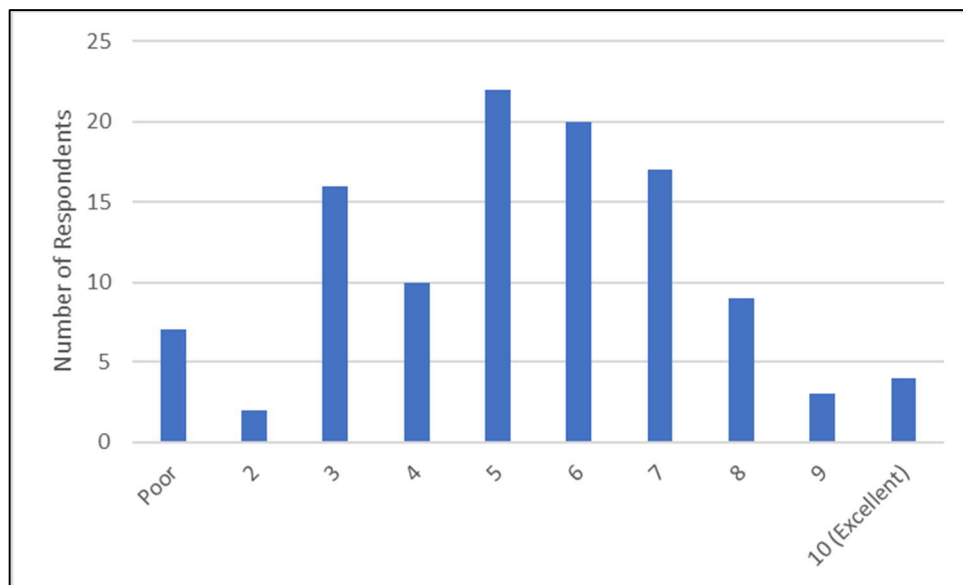
- It's really difficult to cross the roads when walking to the station, particularly on Crow Lane where cars come around the corner very fast.
- Dangerous bends - lots of near misses with traffic exiting station.
- Shared entrances for walking, cycling and cars are too congested and have blind spots.
- Access is dangerous during winter from the town centre (ice is lethal on the footbridge and other access routes). Lighting is non-existent for use of the new cycle / pedestrian route, and is poorly thought out in terms of exit points.
- As a cyclist there is danger from cars, taxis and buses.
- Congestion when picking up and dropping off passengers.
- Taxis in the way of pedestrians; parked cars in the way of buses also obstructing pedestrians
- The route through the taxi rank is often congested and feels counter-intuitive. The pedestrian crossing very often causes a back-up of cars. It's not easy to find a good spot to pickup/drop down.
- There is insufficient free waiting space for picking up passengers, especially when the train is delayed. Too much prominence given to the use of taxis.
- Very poor if walking from Brewery Street/Brimington Road - no crossing facilities at Crow Lane/station entrance (dangerous when busy).

3.2.3 Respondents were next asked how they rated the current station building and its surrounding environment, with the overall scores shown in Figures 3.2 to 3.7.

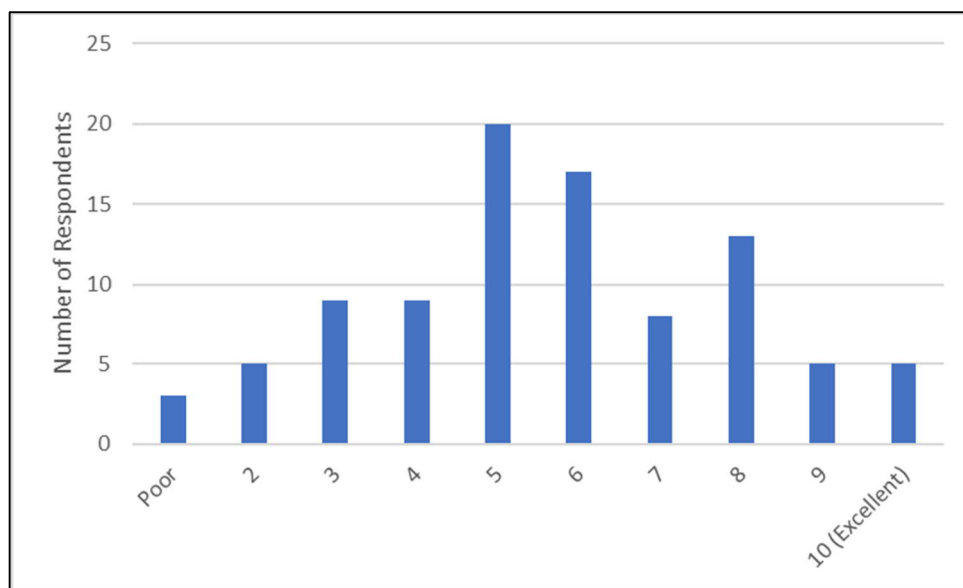
**Figure 3.2:** How would you rate the current station building and its facilities (including platforms)? (Weighted Mean = 6.2 / 10)



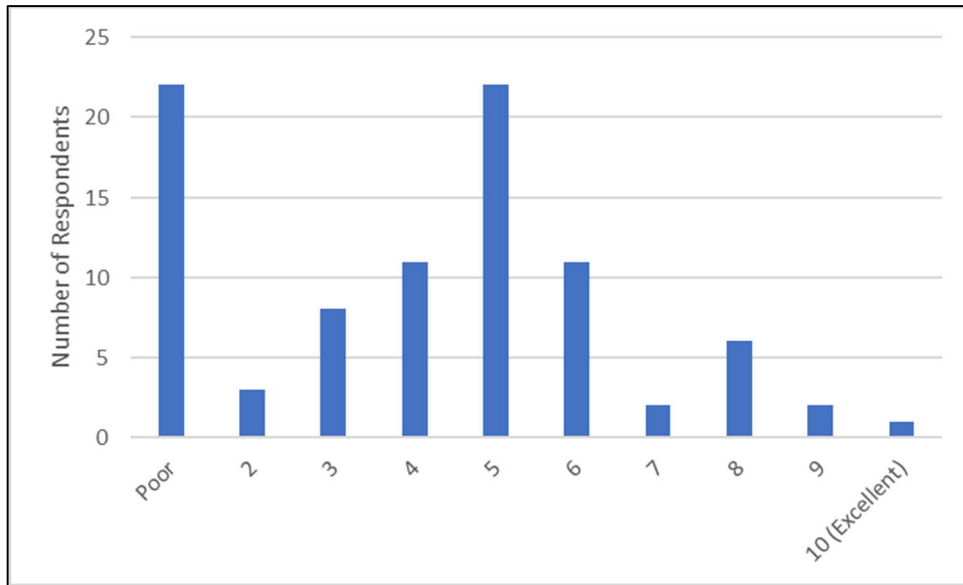
**Figure 3.3:** How would you rate the current walking routes to and from the station?  
(Weighted Mean = 5.3 / 10)



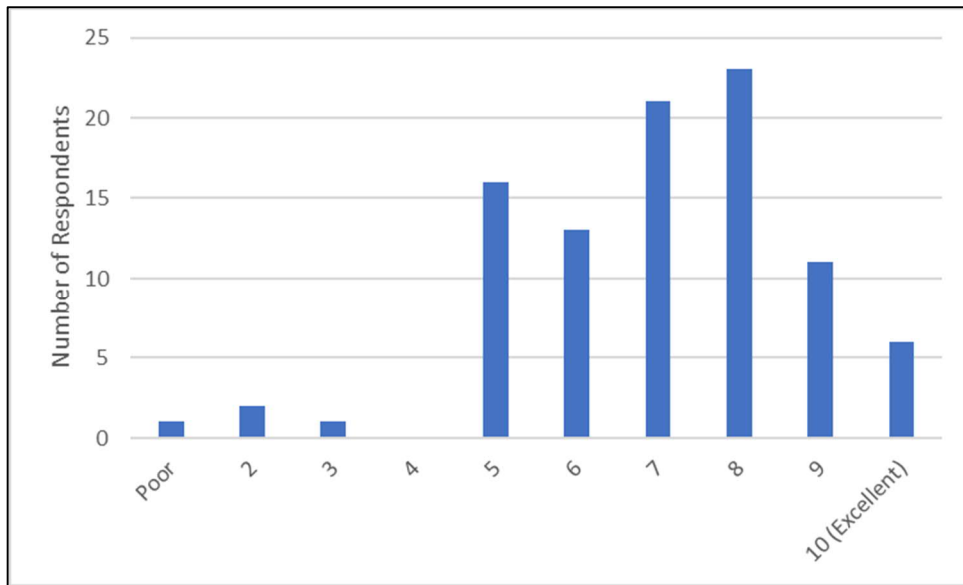
**Figure 3.4:** How would you rate travelling to and from the station by bicycle now (including bicycle facilities?) (Weighted Mean = 5.7 / 10)



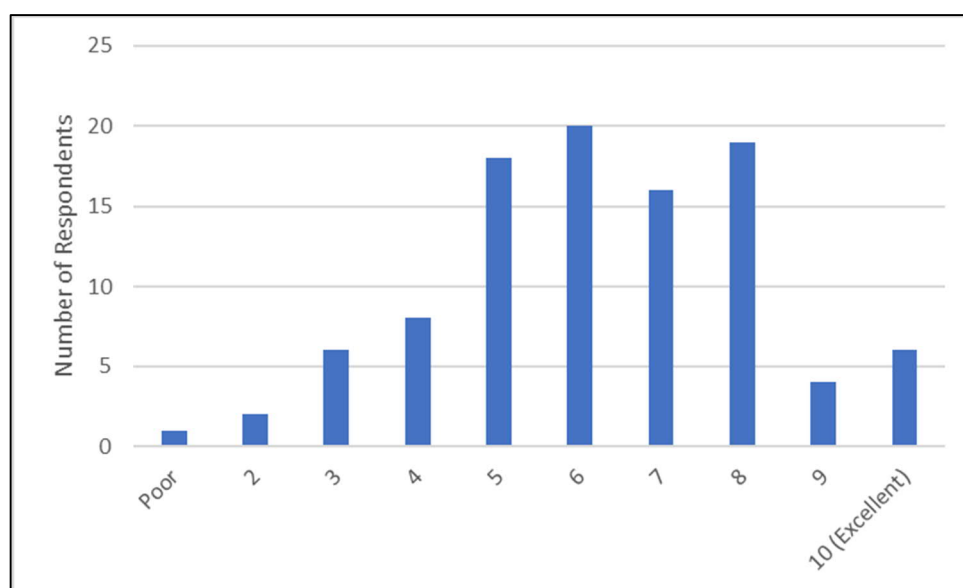
**Figure 3.5:** How would you rate travelling to and from the station by bus now? (Weighted Mean = 4.1 / 10)



**Figure 3.6:** How would you rate travelling to and from the station by taxi now? (Weighted Mean = 7.0 / 10)



**Figure 3.7:** How would you rate travelling to and from the station by car now? (Weighted Mean = 6.3 / 10)



### 3.3 Feedback Survey Freeform Responses

3.3.1 Free-form comments received from the public are re-produced below. (Note: minor spelling errors have been corrected only, for ease of reading).

3.3.2 Comments received on **existing station and its buildings** (including platforms) are listed below. The overall comments indicate a station building that is adequate / average for its purpose.

- Definitely adequate but nothing spectacular.
- Ok for the size of station.
- Can be cold. Waiting room can be smelly. Needs painting on platforms- bad impression.
- Main entrance a bit small and underpass narrow at busy times.
- Needs refurbishing and heating. Amenities needed on platform 2/3.
- Car parking is a bit difficult and the underpass linking the platforms can get very slippery when wet. Other than that, not too bad really.
- I used to work in Sheffield and commute by train from Chesterfield, the station is looked after.
- There is nothing in the area in terms of bars and eateries, this is kind of a theme in the town generally. The town really lacks a thriving social scene for working professionals!
- The facilities on platform 1 are ok, but clearly dated. The provision on platform 2 is extremely poor for customers.
- Mostly acceptable, an additional footbridge and better facilities on platform 2 could be considered.
- It seems OK. Possibly looking a bit dated and facilities as you enter such as refreshments and waiting areas are a bit limited.
- Adequate but fairly basic.
- Beginning to look a bit tired, but has the right facilities for the size of station.



- Perfectly fine, nice and small and compact. the tunnel to the southbound platform sometimes damp and dark.
- The actual building and its facilities are fine it's the surrounds that are the problem
- Tired and uninspiring.
- Cold and draughty.
- I use the station with a bike a buggy, on foot, I have breastfed there, I have bought tickets there, I have used the bathrooms. Always clean, safe, functional. The current bike parking is good. the current display screens on entry are great.
- There is not a lot of waiting seating area in the station. There is not enough food/drink provision, the current cafe has very little seating.
- Cycle lock-up is too open to the weather, small, nowhere to swap out of cycling trousers and no cycle hub for support (punctures, parts etc) at the station locality.
- Functional. Easy access for my uses but uninspiring.
- Very limited facilities and waiting areas.
- The bike parking is poor - I don't like leaving my bike in the outside bit where it feels unsafe and people usually smoking or lots of litter. Also, lots of cars idling outside the station.
- No coffee machine for out of hours.
- It's much better than the old one. Doesn't feel particularly exciting but does what it says on the tin. Toilets could be improved and there could be some each side of the main two platforms.

3.3.3 Comments received on **existing walking environment** (on approaches to station) are listed below. Key issues identified are difficulty crossing roads and poorly signed routes to the town centre.

- Un inviting walk to/from the town centre and poorly signposted.
- Poor access from Brimington Road - poor view and feels unsafe. No pedestrian crossing into station.
- Good access from all directions but not aesthetically pleasing.
- Bridge over A61 is for those with a head for heights.
- Absolutely loved the link bridge from station to town (Queens Park way)
- Not attractive and a quite a way from the town centre, and uphill back up to the town centre - may not be easy for the less able.
- Dark and feel unsafe.
- Eyesore.
- Not too difficult to walk to, except any section which passes under a railway bridge is narrow, dark, damp and covered in pigeon droppings. The walkway at the bottom of Hady Hill along the river is useful. Replacing the corporation street bridge is welcome, as it is a fairly horrible bridge.
- Accessible from town and from the college area.
- I don't drive and never had an issue except with narrow pavements when walking from Manor House Court.
- Sights are dull and littered with unprofessional graffiti.
- I used to commute daily and found the route into town to involve a lot of dubious crossing points. It was also dingy and dismal, and must give an awful first impression of the town. On wet eves it was slippery and badly lit.

- I have walked home (to Dronfield) from the station on a few occasions and found it to be safe from vehicles but very dark in places.
- No clear, obvious route for pedestrians, it must be difficult for strangers to navigate the area.
- Cross towards the station can be difficult at peak times, especially if you have children.
- From the town centre is fine, from any other direction it is not particularly straightforward.
- Lots of dangerous crossing points, very car-oriented layout.
- From Brockwell, 1 mile, no straight forward route and pavements are hazardous.
- Dismal - there is no clear pedestrian route into the town or onto connecting services. When leaving the station you are greeted by taxis to ship you on when actually the town centre is relatively close.
- Walk from town centre isn't attractive and busy slip road to cross just outside the station.
- The new off-road route from the south is excellent, getting to the college and the TPT aren't great as the roads are quite busy plus roundabouts make it difficult.
- No zebra crossing from Crow Lane direction.
- Crow Lane does not feel like a particularly safe route round the back of the station, the cycle way to behind Ravenside is not lit. However, the route into town is quick, crossing over the A61 southbound slip/B6543 or the very top of Crow Lane is quite dangerous and you regularly see people running into moving traffic.
- Uneven surfaces & "dark" lonely streets down past theatre to access pedestrian / cycle bridge over A61.
- Really difficult to cross the road - coming down from Chesterfield College, across Brimington Road and Crow Lane. Better from town though horrible bridge across A61 and have to cross slip road. The path down to the station is really slippery when icy - seen people fall outside the map.
- Steep uneven paths, unsafe crossing points.
- The issue is that they are dangerous during winter. Also, lighting on the new route...and the fact it needs exit points. Need crossing on Brimington Road.
- Narrow footbridge over bypass, lack of signage or prominence from town centre.
- Badly signed - I once had to explain to a tourist how to get there and realised it was almost impossible to explain although it's not a difficult route. Involves crossing a lot of roads.
- It's possible to walk through the town although it's not well marked. It is a long way from Beetwell street where the majority of buses stop.
- As noted above - very poor if heading from/towards Brewery Street/Brimington Road - no crossing facilities at Crow Lane/station entrance (dangerous when busy). Good if heading to Corporation Street, although let down by footway losing priority to carpark entrance (Malkin Street Carpark). Also, poor distinction between cycle path and footway - same colour which causes conflict with people often unknowingly using the wrong sides of the path. It's not intuitive/obvious where people should walk and people should cycle.
- I encounter obstructions by vehicles parking on footpaths on Corporation Street. I find the current bridge to be unsafe since cycles have been able to use it, as before they were asked to dismount. I have been very intimidated by cyclists travelling at high speed on the narrow bridge towards the station, which is on a steep incline.

3.3.4 Comments received on **existing cycling environment** (on approaches to station) are listed below. There are positive comments in relation to the cycle route to the south (towards Ravenside Retail Park) but other routes are seen as poor.

- Signage for routes is poor as is segregation from motorised traffic.
- No easy connection from Stonegravels Way. Dangerous entry to the station with blind bends and traffic.
- Route from Queens Park via sidings path is fairly level and traffic free.
- This would be very difficult given the road/pavement conditions on Hady Hill and Spital Lane, so I would not even try.
- Cycle lanes and opportunity to store bike on platform is good.
- Cycle lanes aren't great, neither are the signs for connecting onto other cycle routes.
- I have cycled from the trail by the Range retail park, and found that to be excellent. My only issue was that it can be very quiet, and as a sole female travelling when it is dark in winter it was a little off-putting. Bike storage at the station was adequate.
- I have only done this a couple of times and followed the same route as I did when walking. The provision was appropriate but lighting was an issue.
- Not a cyclist, routes appear convoluted although at least cycle racks are provided.
- The new route opened a couple of years ago has made it much better.
- I don't cycle to the station - but there are not really any cycle specific routes to and from that I am aware of.
- No problems but nothing special.
- Bicycle routes generally in the area are poor to non-existent
- Holywell Cross is an obstacle.
- The small roundabout at the Chesterfield Hotel / Brimington Road is awful for cyclists. The levels are not helpful, car accelerating to get up the hill bikes flying down the hill
- Depends on the route, new path from the south is excellent, getting to the TPT and the college is poor as you have to deal with several junctions and roundabouts.
- No cycle lane on Crow Lane.
- Cycle path is brilliant, bicycle parking is excellent. Car park access points to road are a problem for cyclists as drivers are focused on the barriers and do not see cyclists.
- Several routes on the town's cycle network come into or very close by the station. Turning into the station from northbound on Crow Lane is quite dangerous.
- South approach is good using new path / bridges over Hornsbridge, but at station concentration of mixed traffic & small cycle shed makes for potential collisions.
- Fantastic route to Queens Park via the relatively new foot/bicycle bridges. Bridge over to Corporation Street is fine. Access to Trans Pennine Trail is rather messy.
- Even worse coming from our end of town (great if coming in from south) - from doughnut, tight corner near College, really dangerous mini roundabout and really hard going home (to avoid doughnut have to carry bike up steps) - so prefer to walk rather than cycle to station.
- Lighting on new route.
- I use the station link to cycle through the station and beyond towards Tapton lock, the link from Queens Park is brilliant. I have an expensive electric bike. The current bike storage doesn't encourage me to leave my bike there, it doesn't feel secure enough.
- The bridge over the awful A61 to Corporation Street is too narrow.

- Excellent from the south via the recently installed 'station link'. Good from Corporation Street (although let down by the cycle path and footway losing priority at the entrance to Malkin Street Carpark and poor distinction between cycle path and footway). Poor from Brewery Street and Crow Lane. Could do with more cycle storage on Platform 1, these are often full. Platform storage feels a lot more secure than those provided outside the station.

3.3.5 Comments received on **existing bus-user environment** (on approaches to station) are listed below. The key issue is a lack of services, and calls for a central bus station.

- Insufficient buses serve the station. Poor evening bus services when coming home after alighting from the train.
- It would be better to have a bus station that with many services starting and finishing there instead of having to walk in all weathers to/from Stevensons Place/Cavendish Street or further.
- Dedicated bus services are not going to be viable until they either serve a central interchange or the interchange occupies space adjacent to the railway station.
- Buses from Brimington Staveley and points north use the bus turning circle near the former Chesterfield Hotel rather than calling in at the station.
- Buses stop in the town centre, quite a way from the station, and uphill back up to the bus stops - may not be easy for the less able.
- Very limited services that connect.
- Never seen a bus call at the station.
- I noticed the 54 bus goes via the station which is great.
- Very few buses stop at or near the station and none of the buses serving my home route stop there.
- A little isolated from town, there isn't many nice facilities around the bus station either.
- Main bus stops in town are remote from the station.
- There are no buses to the station from Chatsworth Road, Brampton.
- I have not done this, but my perception is that I would not be able to easily get a bus from Dronfield to Chesterfield station.
- Dedicated space for buses but there are some tight turns for the vehicles to negotiate.
- I only know of one bus route that services the station (that may have changed recently) which is very poor.
- Does not connect with other routes which go to the other side of town (e.g Pronto).
- Have to walk from near to Holywell Cross.
- No consideration has been given to connecting bus and train travel. Compare Mansfield which has a proper interchange and good information about trains within the bus area. There should be displays inside the station about when the next bus leaves for town, hospital, onward travel to Matlock and other popular destinations, especially if this is supposed to be the gateway to the Peak District.
- Regular service to town centre was withdrawn (but it's great if you live in Clay Cross).
- The 91 bus doesn't go to the station but leaves you on Stephenson Place and it's a dingy alley to walk down to the station. Also, its only hourly so rarely convenient with train times.
- Get off bus in town centre & walk down theatre walk (dark, not inviting road, uneven surfaces), to access station via A61 bridge.

- Too irregular. As a total nonsense, I would actually get a bus from the town centre to avoid the ice...too dangerous (if they were reliably every few minutes). Otherwise it's a taxi.
- Hardly any buses go there and those that do are very infrequent, I used to use the 66, but it only runs twice a day now.
- The bus only goes to Cavendish Street then I need to walk.
- Lack of connecting services from all areas served by the train station. Buses need to connect/coordinate with train services. No shelter.
- There isn't a bus that takes you to the station from Walton where I live.
- The bus service is not good enough for me to use it.
- Never used the bus to the station.
- Poor. I struggle to be informed if there are buses available to and from the Station.

3.3.6 Comments received on **existing taxi-user environment** (on approaches to station) are listed below. Comments are more positive than for other modes.

- Taxi fares expensive.
- Having to travel through town centre costs more, both money and pollution.
- Taxi drop off outside main entrance. No room when a busy train has just dropped off.
- Straight forward.
- Most of the taxis are grubby.
- The drivers get told off for pulling in too close to the doors, but I am disabled and on crutches so would benefit from being close to an entry point. It is also always blocked by cars doing drop off/pick up.
- Very straight forward.
- Pretty easy to find the taxi rank.
- Seems like the set up for taxis is better than if you are walking.
- Rarely used.
- Convenient.
- It seems the only option to people who do not know the area - there are always plenty of taxi's waiting.
- Don't use taxis to get to the station, so couldn't say
- The whole thing seems to have been designed to give taxis priority, including a waiting, queuing area they don't use but nobody else can.
- Really easy - taxis drop you and pick you up right outside
- On foot, it's feasible to get to the station in 20mins. However, this is also the time you need to allow for a taxi, given traffic. It should not take more than 5mins to drive the 1.1miles.
- Generally get in the way of other users. Taxi drivers lack 'professionalism'; badly dressed with tacky vehicles (they are providing a service not a neighbour doing me a favour). No shelter.

3.3.7 Comments received on **existing car-user environment** (on approaches to station) are listed below. The main comments relate to pick-up / drop-off or short term parking, and congestion on routes to the station.

- Need to improve drop off / pick up areas.
- No lights and poor visibility of traffic coming up crow lane makes turning out more difficult.
- At peak times exiting up Brewery Street onto Doughnut is horrendous as is onto the A61.
- Poor for calling in to pick up tickets and for dropping off train passengers or picking them up. This should not incur a cost- and certainly not when the train is late.
- Insufficient drop of and collection waiting bays.
- No signage to car parks or drop off points.
- The drop/off pick up car park is a little too small, and the official station car park is very expensive.
- Easy and parking is good.
- No short term free parking for picking up people using the station.
- Generally this is fine, although I tend to switch between 3 different routes depending on the time of the day and the traffic.
- Decently sized car park by the station but the layout is hemmed in in some places and quite open in others.
- I prefer to arrive by car or taxi. Its door to door.
- The car park is not great at all. Very small spaces compared to other car parks. We have considered using alternative parking. The drop of point is very limited as well. It's very difficult to drop someone off with the need for just a few minutes waiting time, or pick up for that matter.
- Travelling to the station is not really very simple. Travelling from the station is fine with the A61 slip road (which will be removed!).
- Every route seems to be indirect. The last half mile can take a significant time.
- Convenient but parking is a nightmare.
- There is a lot of car parking near by - but only one route into the station
- Having to negotiate the town centre is great.
- Poor access from Hady Hill direction.
- Haven't done this for years; leaving via the A61 slip road made it easy.
- No clear free or low cost pick up / drop off spot. all parking is paid for and a faff.
- Easy in and out for me.
- I wouldn't want to encourage it to be any better. Would prefer public transport to be improved.
- Really easy
- As above...traffic can be a problem
- Easy route from the direction of Holywell roundabout and easy parking
- Congested drop off point which itself is too small and usually with parked cars or obstructed by bus.
- Congestion at the mini roundabout by the Hotel. Parking isn't easy.

- It's easy enough to get to. Picking up and dropping someone off is difficult with no obvious drop off zone and a tight parking area for collection.
- Fine.

## 3.4 Summary

- 3.4.1 Issues exist for all modes approaching the station, with particular issues noted for pedestrians, cyclists and bus users. The bus user environment was considered the worst-scoring of the existing station environments.



## 4. Vision, Aims, Objectives and Design Principles

### 4.1 Wording within Consultation-draft Masterplan

- 4.1.1 The vision, aims, and objectives of the Chesterfield Station HS2 masterplan were reviewed during 2020, and distilled into a set of design principles. These VAODPs were circulated to key stakeholders, and were agreed by CBC prior to inclusion in the consultation-draft Masterplan as follows:

The **Vision** is “to reinvent the train station and rail travel as an integral part of the town centre.”

The **Aims** of the HS2 Station Masterplan are to:

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

The **Objectives** are those contained in the D2N2 Strategic Sites Business Case. These are:

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

The **Design Principles** are to provide:

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

- a sustainable development that achieves carbon reduction strategies, and climate change targets.
- a development that supports Chesterfield to be a healthy place to live and work.

4.1.2 The above design principles were prepared to be consistent with Local Plan policy.

## 4.2 Responses from Stakeholders

4.2.1 **Derbyshire County Council:** DCC have provided a formal response (detailed later) which states that: “DCC considers that the vision, objectives and aims, design and layout principles and overall approach set out within the masterplan have been developed to fully reflect the requirements of the Policy SS7 in the Local Plan and welcomes that those requirements form key elements of development proposals for the specific plots that have been defined to deliver the overall vision of the masterplan.”

4.2.2 An additional note in the climate change section of the response comments that: “On a presentational point, the icon for ‘encourage global tourism’ could show a train cutting across the globe (rather than a plane) to provide clear messaging from the start” and that “three of the nine objectives (relating to travel) are likely to increase carbon emissions – this indicates the wrong balance of intentions and gives a clear message that the car still dominates so these objectives may need more refinement in the masterplan.”

4.2.3 **East Midlands Railway:** East Midlands Trains are the operator of Chesterfield Station, and of many of the services running through the station. The consultation response from EMR indicated full agreement with the Vision, Aims, Objectives and Design Principles.

4.2.4 **Cross Country Trains:** Cross Country Trains operate services that run through Chesterfield Station. The consultation response indicated full agreement with the Vision, Aims, Objectives and Design Principles.

4.2.5 **Trans Pennine Trail Partnership:** The Trans Pennine Trail has raised the following points:

- Objectives: No mention of increasing the sustainable transport offer.
- Objectives: Accessibility does not feature. By enhancing accessibility there is also the potential for Chesterfield to gain from the Purple Pound spending <https://wearepurple.org.uk/the-purple-pound-infographic/>
- Design Principles: Page 19: There is no reference to improve accessible facilities.
- Design Principles: Page 19: There is no reference to the LTN1/20 guidance.

4.2.6 **Chesterfield and District Civic Society:** No comments on the Vision, Aims, Objectives and Design Principles.

4.2.7 **Chesterfield Cycle Campaign:** No comments on the Vision, Aims, Objectives and Design Principles.

4.2.8 **Transition Chesterfield:** Transition Chesterfield is a local community group aiming to make Chesterfield more resilient and sustainable.

4.2.9 Transition Chesterfield disagree with the following objectives:

- Creating a new link road;
- Encourage global tourism; and
- Maintain car parking.

4.2.10 Transition Chesterfield recommends adding new objectives:

- improve accessibility for all, especially vulnerable road users;
- reduce carbon emissions;
- make the station safer and more pleasant for visitors and residents;
- increase the number of visitors to Chesterfield arriving by train; and
- encourage more sustainable travel.

4.2.11 Transition Chesterfield support many of the design principles, with specific support given to:

- improving north-south pedestrian and cycle links through the masterplan area (connecting to Waterside and the Trans Pennine Trail); and
- sustainable development that achieves carbon reduction strategies, and climate change targets.

4.2.12 Transition Chesterfield support the design drivers regarding improving pedestrian permeability and improving cycle infrastructure but state that there is no evidence that some of these have been implemented. For example, Transition Chesterfield feel that north-south connectivity for pedestrians and cyclists is arguably worse than it is at present, and pedestrian and cycle accessibility has not been prioritised.

4.2.13 Transition Chesterfield disagree with some of the principles, including:

- the Station Link Road
- a multi-storey carpark that will accommodate growth

4.2.14 Transition Chesterfield consider that other design principles have been missed:

- improving pedestrian connectivity to Waterside and Chesterfield College

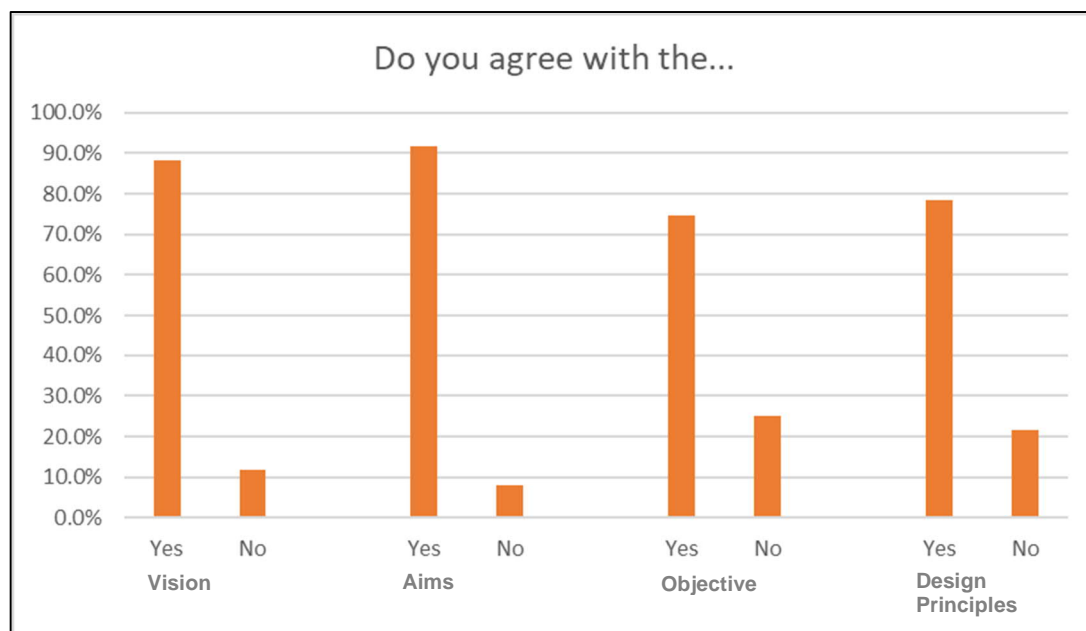
4.2.15 **Representatives of Owners within Plot D (Brimington Land Nos 1 and Nos 2):** A landowner within Plot D offered the following on the VAODPs:

- *Vision:* Our Client strongly supports the notion to of reinventing the train station and its links to the town centre, however, the vision needs to be expanded further as the station is the focal point of not only the link to the town centre, but also to the Waterside area and the catalyst for sites immediate adjacent the stations including Plots A to G.
- *Aims:* Our Client agrees with the four principle aims of the masterplan; however, we believe that these are rather ambiguous and should be linked to smart and measurable targets which may include specifying land use targets and increased levels of economic prosperity linked to the wider objectives of D2NP so that it looks to provide meaningful and realistic targets to deliver new job creation and new employment markets and sectors that will create a new future for the Borough.
- *Design Principles:* More emphasis needs to be placed on electrical vehicle charging and provision to ensure that there is a positive transition to zero carbon movement between 2030 and 2050.
- The landowner broadly supports the phasing; however, there are no meaningful time horizons from which each of the plot areas will be realised over the next 15 years or how this will be delivered in the context of the Waterside masterplan.

## 4.3 Responses from the Public

4.3.1 Figure 4.1 summarise the responses of the public to the VAODPs.

**Figure 4.1:** Do you agree with the VAODPs?



4.3.2 Freeform comments entered in the freeform box inviting comments on the VAODPs are listed below:

- Need to improve bus / rail interchange and more buses need to serve the station.
- All looks fantastic and a great driver for growth and a welcoming entrance to the town.
- Better access onto A61 would be better as Hollis lane link road will add to congestion on already busy Markham Road roundabout and Spital Lane/Hady Hill Traffic lights. A better integrated transport link needs to be thought out - more buses starting/ending at station. More parking - park and ride into town. Proper junction off/onto A61 both directions
- There is no point in having a 'wow' railway station & environs, when the town centre is being badly neglected. We are marketed as a historic market town and our heritage is being ignored. The black & white buildings should be preserved & there should be fewer new glass & concrete monstrosities. Why build more offices, when we have plenty empty already. Other towns seem able to integrate the old & the new, why can't we?
- Would love a bigger emphasis on being green and environmentally sustainable.
- Too focused on rail.
- Not needed and it will once again ruin Chesterfield.
- I think that the Connection Hub actually needs to be fully integrated into a joined-up strategy for public transport in and around the town.
- Should use Plain English. And explain terms: what is a "cycle hub"?
- Do not make it easier for people to access the station by private car. Do all we can to make it normal to access the station by sustainable transport or on foot.

- There is an opportunity to enhance cross Chesterfield walking and cycling routes.
- New access road Spa Lane must be the 1st to be installed.
- I think that included in the Design Principles should be Resiliency & Maintainability. This form does not provide enough room for me to explain, so I will include it in the comments at the end.
  - Included in the Design Principles should be Resiliency. Two examples of where this is relevant are: Say for instance a bus breaks down on the main access road outside the station. Or perhaps the road needs to undergo resurfacing, or a water main needs to be dug up as it has burst. Will the station still be able to function with this disruption? I have seen stations which can operate very well under normal circumstances but turn into total disasters under any the above conditions. I think the plan should be designed to be able to work to an acceptable level even if one part of the plan fails due to maintenance issues or unforeseen circumstances. A second instance which unfortunately the plan will need to include is resilience against deliberate damage. You only need to look at Hollis Lane/bottom of Hady hill to see what I mean. The underpass beneath the A61 and the new cycle route alongside the railway are constantly vandalised with graffiti. In normal times the underpass and Hollis lane are covered in litter every Friday & Saturday night. The grass siding from the A61 off-ramp is covered in litter where drivers just throw their rubbish (usually fast food) out the window. At one stage it was also common to find lots of spent small gas vials, which I believe were used as part of some sort of legal high. The sad fact of the matter is that whatever is constructed will be subject to vandalism and if this is not recognised, and measures are not taken to mitigate this, then significant parts of the plan may fail.
  - I would also suggest that Maintainability should be a Design Principle. It is inevitable that parts of this Plan will need to undergo very disruptive maintenance. The Corporation street bridge will need to be resurfaced at some point. New services will need to be installed or replaced under the main roads and walkways. The plan should aim to allow for essential maintenance with as minimal disruption to the workings of the plan as possible.
- I'm still disappointed that you are planning to close the A61 junction which will force traffic into town or at the back of the railway station. With the waterside development adding more traffic to that road it's going to become more congested than it is right now, it desperately needs a rethink.
- Keep the A61 slip road open next to the station. It is vital to prevent over use of the town centre road, improving safety and reducing congestion/pollution. Pedestrian access to the station is sufficient, demolishing the old hotel will achieve the same wow factor aims.
- Encouraging global tourism seems like a lofty ambition. Not entirely sure how it squares with the sustainability and green commentary in the plan.
- Not sure how the VAODPs link to the rest of the town centre and its current issues.
- Too much emphasis on office space - in a post Covid world, are we really going to need more office space, when everyone is working from home?
- Nowhere is protecting the older buildings mentioned ! Now as an historic market town a lot of people will expect to see historic buildings not just the Spire !
- The idea is absolutely brilliant, however development must continue into the town center! The northern gate way is a great idea but the facilitates need to match the needs of professionals, the town lacks sophisticated and 'trendy' business. A good day out on the weekend for me would be going to Sheffield. or even Manchester, instead of the town I live in, there needs to be more for my age category. A hub which includes all a dream, if done properly it would seriously rival Sheffield!! Imagine these kinds aspects would be the market area be regenerated to include the likes of a food hall, or even have such facilitates in the new waterside quarter.

- Less parking, and restrictions on the facilities for cars would decrease pollution, make it safer for pedestrians and help fight climate change.
- It is not clear how vehicular access to businesses on Corporation Street will be maintained.
- To encourage more wildlife, greenery and sustainable methods that reduce carbon footprint.
- I don't agree that maintaining car parking should be an objective. I would also like to see an objective to provide wider environmental benefits, such as reduced air pollution, increased biodiversity, and reduced flood risk.
- Public transport needs to be built into the plans. The town needs a bus station whether here or more central. At the moment a visitor wouldn't have a clue how to get to say Clay Cross by bus.
- I think diverting traffic from the bypass to the most congested route and roundabout in Chesterfield (Siam Corner) shows a misunderstanding of traffic flows in Chesterfield to a remarkable degree.
- All of these are sensible and worthwhile.
- The only thing I could see was the connectivity to the A61 both north and south. I could see that if you are travelling south and you want to get to the station it would be quite straight forward to come off the A621. From the south though I couldn't see the link, or indeed getting back onto the A61 south.
- Overall, I agree, but have a number of concerns about the public transport provision - there needs to be more than just some bus stops. This should be a bus station. My other concern is around the car parking spaces available - although there is a multi-storey car park, does this exceed the existing space numbers? How many of the new spaces could be reasonably expected to be used by the new office/business units? Another concern is the closure of the slip road to the A61 - this is a very convenient route to get to the bypass from the station. To me, this would just cause congestion in the surrounding areas (without knowing the exact routes of the new link roads - but I cannot see it being any better than the existing slip road).
- I think sustainability and encouraging lower carbon transport should be an objective.
- They are full of waffle! The language is just a fancy clever way of saying you want it to look nicer, and I found it all very frustrating to read. There are lots of phrases that mean nothing or are almost impenetrable in meaning.
- Language has far too much jargon and is difficult to understand. needs to be in 'street English'
- I think making the train station area more pedestrian-focused would be a massive draw for people coming into the town. I can remember when Sheffield city centre train station was redeveloped and how it was before compared to how it is now is incomparable. Pedestrians in Sheffield are drawn up the hill, guided by public art it is a welcoming, safe, modern space. This is something Chesterfield would definitely benefit from.
- Daily car parking costs at the current time are about £3.50 per day. The MSCP will be significantly more expensive.
- The design principle states it is improving North South pedestrian and cycle links, however I can't see how that has been implemented as there seems to be very little connecting to the TPT and certainly not in a well-designed manner
- Agree with the design principles however concerned over reduced access to the A61 if the slip road is closed.
- The major flaw in design is closing dual carriage access road this, will oblige most traffic from Waterside project to cross the Station forecourt to access the new station link road to travel destinations on the towns south side i.e Hospital, Mansfield, Derby etc. Will the Museum be open 7 days a week? Does it never rain where the designers come from? Very few people would travel by train to shop in Chesterfield diminishing

market area, and by the time HS2 arrives most shopping will be online and work done from home environment rather than an office.

- I think to get rid of the slip road to the A61 is a big mistake. It will mean people using Brimington Road will end up having to queue around the bottom of Hady Hill to access Hornsbridge, adding in another obstacle and will create another traffic congestion point - something I'm sure we need to reduce rather than add to.
- One of the aims is to be a gateway to the Peak District and one of the objectives is improving connectivity, yet you have not taken the opportunity to provide Chesterfield with the one thing that it lacks a proper bus station / public transport interchange. Without this the whole plan falls down.
- Cycle way access to town and Crow Lane hospital direction are important to me.
- The closure of the slip road to the A61 will force traffic through town, and be detrimental to those who live in Chesterfield
- The proposal achieves a clear facelift of existing facilities but the scope and scale of what is being proposed will do little to achieve carbon reduction strategies or support more healthy lifestyles and transport modes. The plan reinforces current transport trends (car use) and provides no significant incentive for more environmentally friendly or healthy means of travel. The overall scheme does achieve a level of new mixed development and options for growth which is a positive for this area but it would be good to see more ambitious plans for integrating public transport between the town centre, its suburbs and the station and making the cycling infrastructure have priority in areas where it interfaces with other forms of road transport use.
- I think there should be specific reference to the safety of cyclists and pedestrians.
- Encourage a big take up of cycling, walking & bus use to / from station by providing support for these modes. Proper cycle lock up building, not just a perpex shed. Cycle shop / hub for 8am to 8pm support.
- All positive except for the fact that you are not making it a sustainable development when you are making the cycling approach worse.
- Why is: Increasing tourism etc to Chesterfield itself not an objective? Also, promote cycling and public transport for connecting travel?
- There is plenty of talk throughout the whole process of MSCP and suitable provision of short / long term parking facilities, yet no mention in either the Vision, Aims or Objectives of sustainability or green transport initiatives. Surely these items are critical in the current climate.
- Its fine having the vision, aims and design principles - but they are not actually being implemented by the design which looks really poorly done for pedestrians and cyclists and seems to prioritise driving.
- Agree with the principles and objectives, but "to enhance the heritage of the town" I think is missing.
- Environmental factors not considered at all, not enough thought into safety of vulnerable road users, especially cyclists.
- I'm still uncertain why a town which floods HAS a Waterside development. I assume flood risk has been taken into account?
- The climate emergency declared by the council is not reflected in these proposals.
- I only agree with these in the context of HS2. Chatsworth Road is the de facto gateway to North Derbyshire and the Peak District National Park, and it's a mess with boarded up buildings, regular queues of standing traffic generating pollution in residential areas and crumbling historic buildings. With or without HS2, a regeneration plan for the "Chesterfield Western Gateway" along Chatsworth Road would showcase the town and improve the lives of residents more than this project - potential investors are not using public transport, they are sat in expensive cars looking at run-down buildings. Without HS2, rail access & passenger numbers will not change dramatically so that side of town

is unlikely to attract the new businesses needed & these proposals would mostly benefit commuters and a handful of visitors in terms of improving the public realm. The rest starts to look like a vanity project without HS2.

- Chesterfield BC is yet again promoting the use and over reliance on private vehicle use.
- Cycle links introduces a lot of conflict and road access crossings. A better line could be found. Not a good link to TPT. Link road crosses the route to station so conflict. Closure of access road to A61 will mean too much traffic onto Hollis Lane which is always blocked with hospital traffic in rush hours.
- Don't understand the need for a new link road. I will not be using a multistorey car park so this would effectively need me to start using taxis.
- Not matched by the actual designs - pedestrian and cycle links are very poor and do not connect to the Trans-Pennine Trail as suggested. The revised station link from the south is also compromised in the design with multiple crossings of access roads. There is also no access for pedestrians to the east of the station (i.e. hospital / Calow / Bolsover direction).
- The plans are very car-centric, prioritising cars before walking, cycling and public transport. This is against aims outlined in the local plan.
- The statement "and cycling facilities which are to be located as close as possible to the Station" is not true if the public car drop off area is closer than cycle facilities.
- I agree with the Objectives other than to maintain car parking, I feel that car use is to be discouraged.
- My comments on the Vision, Aims, Objectives and Design Principles are that I agree we deserve and need improvements to that area of Chesterfield I don't want it to be detrimental to the safety and security of bus users and pedestrians.

## 4.4 Summary

- 4.4.1 Most respondents indicate support for the majority of VAODPs, with notable exceptions such as the Transition Chesterfield's objection to the aims of increasing car parking numbers and provision of a link road, unless the link road enables the closing of St Marys Gate.



## 5. Stakeholder Responses

### 5.1 Strategic Review Engagement

5.1.1 Meetings with the following stakeholders were conducted to develop the Strategic Review of the 2019 Masterplan during the summer of 2020:

- Derbyshire County Council;
- HS2 Ltd;
- Network Rail;
- East Midlands Railways;
- Cross Country Trains;
- Stagecoach;
- Chesterfield Cycle Campaign;
- Transition Chesterfield;
- Trans-Pennine Trail;
- Chesterfield College;
- East Midlands Chamber;
- Waterside;
- Midlands Connect; and
- Sheffield City Region.

5.1.2 The discussions focused on the VAODPs and sought to identify key issues relevant to each stakeholder in the formulation of the consultation-draft masterplan.

### 5.2 Stakeholder List

5.2.1 In February 2021, notifications of the consultation-draft masterplan were sent to the following organisations:

- Chesterfield Borough Council Councillors;
- Residents living close to Masterplan area;
- Derbyshire County Council;
- Network Rail;
- East Midlands Railways;
- Cross Country Trains;
- Northern Trains Ltd;
- HS2 Ltd;
- Stagecoach;
- Chesterfield Cycle Campaign;
- Trans Pennine Trail;
- Taxi companies;
- Chesterfield College;
- Waterside regeneration partners;

- Transition Town Chesterfield;
- Chesterfield Civic Society;
- Destination Chesterfield;
- East Midlands Chamber of Commerce;
- D2N2 LEP;
- Midlands Connect;
- SCR LEP;
- Historic England;
- Highways England;
- Natural England;
- Environment Agency;
- Wider community (public) and businesses;
- Equality and Diversity Forum;
- Chesterfield Climate Change Action Group.

5.2.2 The police (Derbyshire Police and British Transport Police) were also contacted in their role of advising on security matters for new developments within the County.

## 5.3 Derbyshire County Council

5.3.1 Derbyshire County Council is the local highway authority responsible for the operation and maintenance of the local transport network (with the exception of commercial bus services) and would likely adopt the station access road on completion. The full response of DCC is contained in Appendix A, with a summary below.

5.3.2 **Summary Statement (DCC):** “DCC considers that the Masterplan proposals have been well conceived and developed in the context of the East Midlands Growth Strategy and clearly aim to deliver its aspirations for the station area as set out above. Key to those aspirations is the provision of a new link road between Brimington Road and Hollis Lane for which DCC has worked with its consultants and CBC to design the link road, for which planning permission was granted by the County Council for Phase 1 of the scheme on 16 December 2019. On the whole, DCC is very pleased to see such a well-considered design response for the Chesterfield Station HS2 masterplan area. The masterplan is supported in principle as it has the potential to undo many of the inappropriate modern alterations in this area that took place during the 20th century and has resulted in the disconnect between Chesterfield Station and the town centre.”

5.3.3 In its response, DCC raised a number of suggested amendments, which are summarised below:

- It is considered that the actual design of the (pedestrian / cycle) bridge will be very important, given its prominence above the A61, and that it should be a piece of architecture, not just a minimal civil engineered structure.
- DCC considers that the design could be improved further by increasing the width of the existing bridge substantially from its existing 2.5m to at least a minimum of 4m for segregated use or perhaps 5m or even greater.
- This could be taken a step further by creating an extended area of green space as a suitably landscaped and planted ‘living bridge’.
- Some care will be required to ensure that any tree planting does not itself impact on the sightline to the town centre and the framing of the Spire.

- An aspiration of the Landscape Strategy is to enhance the eastern boundary against the A61 where it is possible to do so. DCC would express some concern with the 'Green Wall' solution which are notoriously difficult to establish and maintain so DCC would much prefer to see the use of trees, hedging or even pleached trees to achieve this effect.
- In the Lighting Strategy it is noted that there is reference to the use of "standard Derbyshire County Council light columns", which would be disappointing in the delivery of a bespoke scheme of the highest potential quality.
- The strategy states that trees 'could' be introduced along Corporation Street but DCC would strongly urge that they 'should' be introduced to strengthen the overall landscape approach to this new connection.
- The masterplan includes broad aspirations for biodiversity delivery, which could (page 32) include the planting of wildflower grasslands, hedgerows and street trees, comprising of native species of local provenance. In DCC's view, these should become firm commitments, such that landscaping and street scene planting will either include native, locally appropriate species; contribute to biodiversity delivery through direct habitat creation (e.g. grasslands); or contribute to other sustainability objectives (climate resilience, low water usage planting, or rain gardens/ SUDS planting etc) wherever possible.
- DCC would suggest that sustainable water management (in the form of planted swales and surface SUDS) should be a stronger theme in the proposals. Could more use be made of the fall in topography from the town centre towards the train station and beyond to the River Rother, for the conveyance of rainwater, for example?
- For an ambitious scheme of this nature, the inclusion of extensive areas of sustainable landscaping should be a key principle hard-wired into the final masterplan, public realm commitments, and design briefs for the development plots, to ensure they are integral to the delivery of the overall scheme.
- NPPF and Chesterfield Borough Local Plan policy on the TCHC requires the archaeological resource to be appropriately assessed at the pre-determination stage. This should comprise archaeological desk-based assessment in the first instance, to include potential mapping aiming to identify potential areas of better preservation within the scheme footprint.
- It is not clear as to why the station masterplan does not explore these connections in more detail as they are essential if the design principle of improving north-south pedestrian and cycle links, (to Waterside and TPT) is to be achieved. Notably, an appropriate crossing and its location to ensure the safe crossing of Brimington Road does not appear to have been addressed in the station masterplan.
- As an addition to the Waterside connection it would seem prudent to ensure that the proposed riverside walk can accommodate cyclists also.
- The actual masterplan visual proposals themselves make virtually no reference to bus/coach/taxi provision at all. There are many references throughout the document to cyclists and parking but there is very little reference to what people seeking to continue their journey by public transport / taxis should do next.
- DCC is concerned, however, that this seeks to replicate the real problems the current site has with a shared area which does not work because of poor drop off parking / waiting areas and over ranking of taxis, all of which make it very difficult for buses and coaches to get in and out of the station forecourt properly.
- DCC would hope to see more cycle shelters; more public transport provision / consideration (as above); more provision for the expected shift to 'Mobility as a Service' and more renewable energy being generated.
- An increase in blue-green infrastructure to improve the public realm particularly at times of excessive heat;

- DCC would suggest, therefore, that a clear commitment is set out in the masterplan proposals that the overall construction and implementation of the scheme will be carbon neutral or, ideally, carbon positive and that this is should built more explicitly into the design and development principles in the masterplan.

## 5.4 East Midlands Railway

5.4.1 East Midlands Railway responded via the online form. Their response included the following freeform comments which are presented below :

- Office space may no longer be a feasible investment, with COVID19 having changed the working environment for so many people
- The Masterplan is an excellent document. It is well thought through and really well presented. The only pressing concern ... is that there is no reference/£ provision for the re-location for car parking spaces lost as a result of the HLLR phase 2 delivery. With the funding for the link road secure, but no funding established for anything after that, EMR would be reluctant to approve the completion of the second phase without clarity on temporary alternative parking provisions, and the funding/timescales for the development of the MSCP.

5.4.2 The following responses were obtained from EMR on the key questions contained on the feedback survey:

From the plans provided on the consultation portal, do you feel that the masterplan proposals will provide:

Pedestrians – Yes, significant improvement

Cyclists – Yes, significant improvement

Bus Users – Yes, significant improvement

Taxi Users – No Change

How would you rate how the place created by the masterplan would look (visual impressions)? 9/10

How would you rate the masterplan as a whole? 9/10

## 5.5 Cross Country Trains

5.5.1 Cross Country Trains responded via the online form. Their response included the following freeform comments regarding the current provision, which are presented below:

- Walk from town centre isn't attractive and busy slip road to cross just outside the station.
- The bus stop on the forecourt desperately needs a shelter and a real-time information display. The existing commercial service needs to be publicised and there needs to be a proper link with the town centre. Also, please develop bus links to Peak District (e.g. Chatsworth, Bakewell and Hope Valley) and integrate with the train service.
- Multi-modal interchange must have proper customer shelter / real time information and buses must be properly promoted and integrated with rail services. The link with Peak National Park destinations especially needs developing and promoting.

5.5.2 The following responses were obtained from Cross Country Trains on the key questions contained on the feedback survey:

From the plans provided on the consultation portal, do you feel that the masterplan proposals will provide:

Pedestrians – Yes, significant improvement

Cyclists – Yes, slight improvement

Bus Users – Yes, significant improvement

Taxi Users – Yes, slight improvement

How would you rate how the place created by the masterplan would look (visual impressions)? 8/10

How would you rate the masterplan as a whole? 8/10

## 5.6 Network Rail

5.6.1 Network Rail is the owner and infrastructure manager of most of the railway network in Great Britain. Network Rail is a public body of the Department for Transport with no shareholders, which reinvests its income in the railways.

5.6.2 Network Rail has submitted no specific comments in relation to the masterplan but has indicated its willingness to continue to work collaboratively as the scheme is progressed.

## 5.7 HS2 Ltd.

5.7.1 HS2 Ltd is the non-departmental public body responsible for developing and promoting proposals to construct and operate Phase One of a high speed railway, known as High Speed Two (HS2), between London and Birmingham; and Phase Two between Birmingham and Manchester and Leeds. The company works to a Development Agreement made with the Secretary of State for Transport. The full response of HS2 is provided in Appendix B.

5.7.2 In summary, the HS2 Ltd comments state that:

- The benefits that HS2 will deliver are significant and should not be underestimated. The new railway will play a crucial role in rebalancing Britain's economy; driving business growth, creating jobs and securing investment right across the country.
- HS2 proposals associated with Chesterfield Station are limited to providing electrification for HS2 trains between Clay Cross and Sheffield Midland station.
- HS2 cannot carry out works or fund works that are not within our scope.
- As this is a non-statutory planning document, the HS2 Safeguarding Directions do not apply to our response to this consultation. However, as the document has a role to coordinate development and investment, the Council should be mindful of our Proposed Scheme (in the Working Draft Environmental Statement October 2018) to ensure the masterplan coordinates infrastructure and development, and avoids potential future conflicts.
- While HS2 Ltd support the aspirations of the Chesterfield Station Masterplan we suggest that it should not be referred to as the "HS2 Station Masterplan". To this extent we note the related question in the consultation FAQ, and that the phasing plans in the masterplan do not appear to show the HS2 proposed scheme.

## 5.8 Stagecoach

5.8.1 Stagecoach operate bus services in Chesterfield, including the important 7x corridor which routes near to the station, and the 54 service which enters the station. The full response from Stagecoach is provided within Appendix C.

5.8.2 **Stagecoach Summary comment:** "Overall, we welcome the scheme, which should greatly enhance the area and improve linkages between the rail station and town centre."

### 5.8.3 Several detailed points were also raised, which are listed below:

- We assume that buses/coaches will be able to turn both left and right out of the dedicated bus stands at the station?
- If turning right, which looks to be on a corner, will drivers be able to see traffic coming from the left-hand side sufficiently?
- What plans are in place to stop people being dropped off/picked up from outside the station as happens now, causing delay to buses?
- It is noted that the A61 slip road is to be removed (service 54 uses this outbound at present to quickly get from station to the A617); this will presumably cause delays to outbound 54s if they have to use a different route.
- Will the current set down stop which forms part of Brimington roundabout on Brewery Street be retained? It is the nearest stop to Chesterfield College students coming in the Staveley corridor services.
- If the Staveley corridor services did serve the station, there would still be delays as they would have to cross the dedicated cycle lane twice, in addition to the extra time required to serve the station itself, so this is unlikely to be deliverable, although we would like to provide it.
- Given there will be more traffic heading to and from the "Doughnut" roundabout at top of Brewery Street, as a result of HS2 and redevelopment, what modelling work has been done on this? This area can already become very congested, especially at peak times.
- I cannot see how the new link road is going to make it any easier or quicker for buses coming from South or West Chesterfield to access the station and be able to quickly access the town centre afterwards.

## 5.9 Trans-Pennine Trail Partnership

5.9.1 The Trans Pennine Trail (TPT) is a national coast to coast route for recreation and transport – for walkers, cyclists and (in parts) horse riders. It is managed by a number of local authorities, with the response provided by the TPT officer from Barnsley Metropolitan Borough Council. The full response is contained in Appendix D.

5.9.2 **TPT Summary Response:** “This consultation does not provide reassurance or commitment that Chesterfield Borough Council will provide meaningful sustainable travel options resulting from this development or adhere to the LTN1/20 guidance. The Trans Pennine Trail Partnership cannot support the Station Masterplan in its current format. There is a missed opportunity to create a safe, fully accessible town centre sustainable transport scheme that is fit for the future.”

5.9.3 The TPT reply contains the following main comments:

- There are several developments that indicate no cycleway provision – this may be an error in the plan, but segregated cycle routes should be indicated on all sides of each development plot.
- The plan does not indicate the current full sustainable transport offer available at this location:
  - The link from Crow Lane to Brimington Road. The noted riverside connection should also be for cyclists and not walkers only.
  - Malkin Street is part of the Trans Pennine Trail.
  - A61 bridge to Brewery Street currently has cycleway / pedestrian provision.

5.9.4 Additional more detailed comments are provided below:

- Introduction: Strategic Policies: Page 10 Notes walking and cycling routes at county and borough level but fails to note that the Trans Pennine Trail covers 27 Local Authorities across the north of England, wider than just a county level route.
- Introduction: Study Area: Page 15 There is no indication of the Trans Pennine Trail as a major sustainable infrastructure route currently available.
- Analysis: Movement and Connectivity: Page 30 Note of the TPT welcomed but its importance isn't shown within the masterplan.
- The last paragraph indicates the route isn't well used when in fact the route provides a link from the station into the Peak District National Park. The current TPT infrastructure is poor quality from the Station to the Canal but an improvement to the infrastructure would see an increase in user numbers.
- Development: Developing the Masterplan: Page 37 Highlights the lack of pedestrian / cycle connectivity with Waterside.
- A New Station Link Road: Has a cyclops design been discussed to provide the linking road network but also prioritise sustainable transport users? <https://cities-today.com/uks-first-cyclops-junction-opens-in-manchester-to-boost-bike-safety/>
- Improved and New Pedestrian / Cycle Routes: Notes LTN1/20 but notes schemes will transfer into existing schemes. This masterplan provides the opportunity to also enhance existing schemes in line with LTN1/20 – not just new developments.
- Crow Lane is part of the Trans Pennine Trail but has inherently poor visibility for motorists. This needs to be taken into consideration to ensure walkers and cyclists remain safe. A crossing is noted but no further details provided.
- Development: Design Drivers: Page 38 Improving Pedestrian Permeability and Improving Cycle Infrastructure - notes 'will seek to create a strong pedestrian link to the town centre' – what about a strong cycling link?
- Development: Design Drivers: Page 39 Creating Gateways and landing Points: Chesterfield is the southern gateway to the Trans Pennine Trail. Creating New Public Spaces for People: Should include note that all facilities will be fully accessible.
- Proposal: Masterplan Layout: Page 52 Indicates that Plot D is the only area that will provide connection routes including riverside walk. It is presumed that this refers directly to sustainable transport routes. The riverside walk should also cater for cyclists. Page 53 indicates further sustainable transport provision is to be provided, therefore the masterplan layout is incorrect.
- Proposal: Approach to Pedestrian and Transport Infrastructure: Page 53 The 3m wide segregated cycle track indicated on the plan should be on both sides of the carriageway not just one. Identified in green on the plan
- The existing 3m wide shared pedestrian and cycle route (purple) to tie into the existing facility should be upgraded to a segregated cycleway and pedestrian provision to adhere to LTN1/20
- Proposal: Connectivity: Page 55 Cycling – notes 'reduce conflict'. The TPT is not aware of any existing conflict and this point is misleading. Wording should be changed accordingly.
- The key indicates shared pedestrian and cycle route. The development should provide segregated routes as per LTN1/20 and this should include existing facilities to be upgraded within the masterplan. Proposal: Cycle Design Analysis: Page 56 All shared pedestrian and cycle routes should be segregated as part of the development proposals to adhere to LTN1/20
- Cycle and pedestrian routes should be installed along each side of the carriageway road network.
- Plot B: Urban Strategy: Page 65 There is no mention of cycling provision within Plot B. Segregated cycling infrastructure must be available around the perimeter of the site.

- Plot B: Landscape – Boulevard: Page 66 Text indicates an 8% gradient – developers must ensure all routes are DDA compliant. 5 – indicates shared pedestrian / cycle path. The development must take measures to ensure segregated facilities are provided as in LTN1/20
- Plot C: Landscaping – Southern Gateway: Page 71 2 – indicates realigned cycleway. This reduces the offer for cyclists. A segregated cycle route should be provided around both perimeters of the site to encourage sustainable transport modes for potential employees to the new units.
- Plot D: Plot Overview: Page 72 There is no clear plan indicating the walking and cycling provision but does note 3 connections:
  - Riverside walk
  - Permeable transition from Crow Lane
  - Link from Brewery Street
- All these links should also provide fully segregated facilities for walkers and cyclists without discrimination.
- Plot E: Urban Strategy: Page 76 There is no mention of cycle integration within this section. 2 – notes pedestrian permeability only.
- Plot E: Plan: Page 77 Bottom right hand image of ‘architectural perspective – View of Plot E from A61 bridge’ again indicates no provision for cyclists.
- Plot F: Urban Strategy: Page 79 1 – notes pedestrian permeability only. Indicating no scope or vision to incorporate cyclists.
- Plot F: Corporation Street: Page 80 Notes the creation of a shared surface. Cycling and walking provision should be segregated as indicated in LTN1/20.
- Plot G: Urban Strategy: Page 83 1 – notes pedestrian permeability only.
- Landscaping Details Strategy: Signage / Art & Sculpture: Page 87 Signage: Clear branded signage for the Trans Pennine Trail must be replaced if removed as part of the masterplan development. Signage to / from the TPT would also encourage local residents to utilize the route. Chesterfield provides a TPT loop in terms of the TPT provision which is very important to local users in terms of health benefits -not only physical health but also mental health benefits. There is a set template for TPT signage.
- Landscaping Details Strategy: Hard landscape: Page 88 Notes ‘shared surface’ as indicated throughout this document walking and cycling provision must be segregated to adhere to LTN1/20.
- Phasing Stage: Existing: Page 90 Developers should note that the Trans Pennine Trail must remain available 24/7. Therefore, any works that will impact on the availability of the route must provide a diversion for all users for the duration of the works. The diversion will need to be agreed by TPT partners.

## 5.10 Police Liaison

5.10.1 Given the location of the site, both Derbyshire Police and the British Transport Police were invited to comment on the draft masterplan. A meeting was held on the 4th March 2021, with the following comments received by email following this meeting:

- All movement routes should be open to view, with a wide aspect, active facing building elevations and a high-quality public space lighting scheme.
- New structures shouldn’t impinge upon the existing public CCTV system which may require relocation as the scheme develops. When CCTV is planned it should consider dovetailing the station CCTV with the council CCTV to avoid black spots and also carefully consider the planting of trees around key features such as cycle racks or entry points. Trees often conflict with CCTV.



- Publicly accessible high structures, for this scheme specifically the road bridge and multi storey car park, will need edges/parapets/fencing of at least 2m (and perhaps with an inward curve).
- Rough sleeping and/or begging should be discouraged by reducing long, flat and even planes close to public movement routes and under canopies.
- Similarly grinding along structures by skateboards / BMX cycles should be discouraged by breaking up long runs of new raised landscaping.
- Any realignment of the Cuckoo Way should keep it within view of as many active frontages as possible.
- Vehicle approaches to the station frontage and pedestrianised area needs to be restricted by landscaping and a speed reducing pathway.
- Future development to be cognisant of the emerging Publicly Accessible Locations legislation.
- Pedestrian passageways will ideally be restricted to 1.2m centres.
- Rolling stock areas need to have their secure boundary maintained.
- The detail of individual plots should take reference from Secured by Design Commercial guide
- There will need to be consultation with Network Rail over fencing standards as the details become clearer, especially along the cycle route and behind any new buildings along the railway boundary.
- The existing car park has very little crime reported from it but MSCPs can create a more sheltered environment for offenders without good CCTV, lighting etc. The station cycle racks do suffer occasional spates of theft so a new cycle hub will be welcome.
- The type of business or building usage along the railway boundary is also of interest to British Transport Police as some types of development carry a greater risk of trespass nearby. Building usage is not currently known but British Transport Police would appreciate being kept informed.

## 5.11 Chesterfield and District Civic Society

5.11.1 The full response of the Chesterfield and District Civic Society is provided in Appendix E. Key issues are summarised below.

5.11.2 **Summary Statement (C&DCS):** “The society strongly supports the Borough Council’s proposals, which will transform the station entrance and the route from the station to the town centre. It will also greatly improve the use of adjoining parcels of land which are at present either vacant or occupied by buildings of no architectural merit. Combined with the Waterside Scheme, the new station approach will transform the appearance of the north-eastern edge of the town centre. This is important not just for the benefit of local residents but also because this is the part of the town which visitors arriving by train, or by car from Junction 30 on the M1, see first. It is not at present an edifying prospect.”

5.11.3 Specific issues and suggestions made by the Chesterfield and District Civic Society include the following:

- there should be an alternative plan for landscaping on either side of the new link road from Hollis Lane, in case it proves impossible to go ahead with the proposed commercial development along this road.
- would like to be reassured that there will be adequate parking for this commercial development, independent of the multi-storey car-park for rail users.

- wish to be reassured that the gradient on the pedestrian and cycle path from the station to the bridge over the Inner Relief Road will not be so steep as to make access difficult for any type of user.
- would like the new bridge over the Inner Relief Road to be as wide as possible, for Corporation Street to be reopened to motor traffic on a limited basis, and for the area between Corporation Street and Spa Lane to be generally improved.
- would like the Borough Council to acquire Kilblean House, next to the Stephenson Memorial Hall, and to restore it for use as an annexe to both the Pomegranate Theatre and the Museum & Art Gallery.
- would like the present access to the station via Crow Lane to be closed to all motor traffic as soon as the new link road from Hollis Lane is opened, and for Piccadilly Road to become a residential cul-de-sac, with access retained to Tapton golf course.

## 5.12 Environment Agency

5.12.1 The Environment Agency is a non-departmental public body, established in 1995 and sponsored by the United Kingdom government's Department for Environment, Food and Rural Affairs, with responsibilities relating to the protection and enhancement of the environment in England. The full response is provided in Appendix F.

5.12.2 The Environment Agency has commented as follows:

- The development will require a Flood Risk Assessment (FRA) due to certain parcels being in Flood Zone 3 and historical flooding problems in the area. Development will need to ensure that it does not increase flood risk to the site and to other sites, as well as ensuring that there is no detrimental impact upon the existing flood defences.
- Environmental Permit will be required for works, since they are in close proximity to a river.
- The master document highlights the relevant local planning policies but excludes CLP19 River Corridors – page 71. Opportunities in line with this policy could be incorporated into the development.
- A Water Framework Directive Assessment is required. Proposals will be expected to show contributions towards the delivery of WFD objectives.
- A Biodiversity Net Gain (BNG) assessment is recommended with a measurable net gain expected to be achieved. Hedgerow and river habitats associated with the River Rother are a particular concern.
- The development should consider possible options for weir removal / fish pass opportunities at Marine Drive weir - SK 38976 71194
- Any development proposals would need to ensure that a thorough investigation is undertaken to determine any contamination risks from the development. Where contamination is found, remediation would need to take place to ensure there is no pollution risks to both the surface and ground water environments.

## 5.13 Chesterfield Waterside (Adjacent Landowner)

5.13.1 Chesterfield Waterside is located between Brimington Road and the A61 directly to the north west of Chesterfield Train Station. The response from the adjacent Waterside development is provided in Appendix G. A summary of the response is provided below:

- CWL is wholly supportive of the proposed HS2 Station Masterplan.
- CWL is supportive of the overall vision of the development and the associated design principles, in particular the principle of creating improved north-south pedestrian and cycle links through the Masterplan area connecting to Chesterfield Waterside and the Trans-Pennine Trail.

- It is absolutely imperative that the HS2 masterplan does not sever or impede links to the Chesterfield Waterside site and CWL is very pleased to see that due consideration has been given to creating pedestrian and cycle connections to the site within the masterplan document, including explicit reference to the Chesterfield Waterside development and the existing outline planning consent which is reflected in both the masterplan text and on the relevant diagrams through the Public Consultation Report.

## 5.14 Representations from Owners of Land Within Plot D (Brimington Land Nos 1 and Nos 2)

5.14.1 A representation was received from the owners of land within Plot D. The full response is included in Appendix H, with a summary provided below:

5.14.2 **Summary Statement:** Despite some concerns in respect of the content of the masterplan, the landowner is generally in broad support of the overall vision, aims and objectives and we genuinely believe that Plot D can offer more value to the wider masterplan. We believe that an opportunity has been missed by the Council and appointed design team not to have engaged with the landowner. We trust that we can work alongside CBC to deliver a more comprehensive masterplan.

## 5.15 Chesterfield Cycle Campaign

5.15.1 The full response of the Chesterfield Cycle Campaign is provided in Appendix I. Key issues are summarised below.

5.15.2 **Summary Statement (CCC):** “Whilst we agree with many of the overall vision statements and also that at present the area is confusing and not welcoming, we cannot give our support to much of the cycling infrastructure proposed because it is downgrading what is already there.”

5.15.3 Specific issues and suggestions made by the Chesterfield Cycle Campaign include the following:

### Pedestrian Boulevard's Crossing of the Station Access Road

- Crossing design (use a ped/cycle priority unsignalised give way 'parallel' crossing, LTN 1/20 figure 10.6).
- Width reduction/refuge in the middle.
- Raised crossing area or not surface treatment should make clear non-vehicle priority area.

### Pedestrian Boulevard

- Need for better segregation of cyclists and pedestrians to reduce conflict.

### Corporation Street

- Vehicle traffic calming measures needed if still permitting some vehicular access.

### Crow Lane

- Clarity on crossing type (probably seek a pedestrian/cycle priority non signalised)
- Traffic calming suggested for vehicles coming from Malkin Street (10mph).
- Dutch style cycle street' (do not overtake cyclists and cyclists ride in the centre) needed for single carriageway under the bridge and a rumble strip on the centre line on the two-way section to discourage overtaking cyclists.
- Difficult to see how an extra footway shown from the Riverside housing estate to Crow Lane can be accommodated under the bridges.

### Stonegravels Way

- Provide a two-way segregated cycle way along the north side of plot E (former Chesterfield Hotel site).
- Link the above to the existing 'old style' two-way cycle way which leads to the Toucan crossing on Brewery Street (through the bus lay by).

### Brimington Road / Waterside

- Two-way cycle way needed from Crow Lane to the 'riverside walk' to then link to the TPT over Brimington Road.
- Junction of Brimington Road and Brewery Street needs to be a signalised T-junction, with crossings for cyclists to get from Malkin St/Brewery St south side to the planned (Waterside permission) shared path on Brimington Road west side.

### Cycleway from Corporation St to Durrant Road

- Retention of the existing segregated cycle / footway to Brewery Street Toucan crossing.

### Station forecourt area

- Move private drop off/pick up spaces to MSCP
- Continue cycle way from south closer to the station
- Re-label transport hub as MSCP

### Southern Cycle Approach

- Existing route should be retained and a two-way segregated route (with adjacent footway) created from the sidings access onwards swinging behind the forecourt in front of the station building and through the public space to the link road crossing. Wide zebra crossing over the route to allow bus and taxi users to access the station building.
- Fewer crossing points needed and a route that avoids junctions and conflicts with vehicles as much as possible.
- LTN 1/20 prefers one way (in same direction as near carriageway) over crossings.
- Drivers in UK regularly ignore the highway code a side accesses and are unlikely to give cyclist priority and likely to block the cycle path.

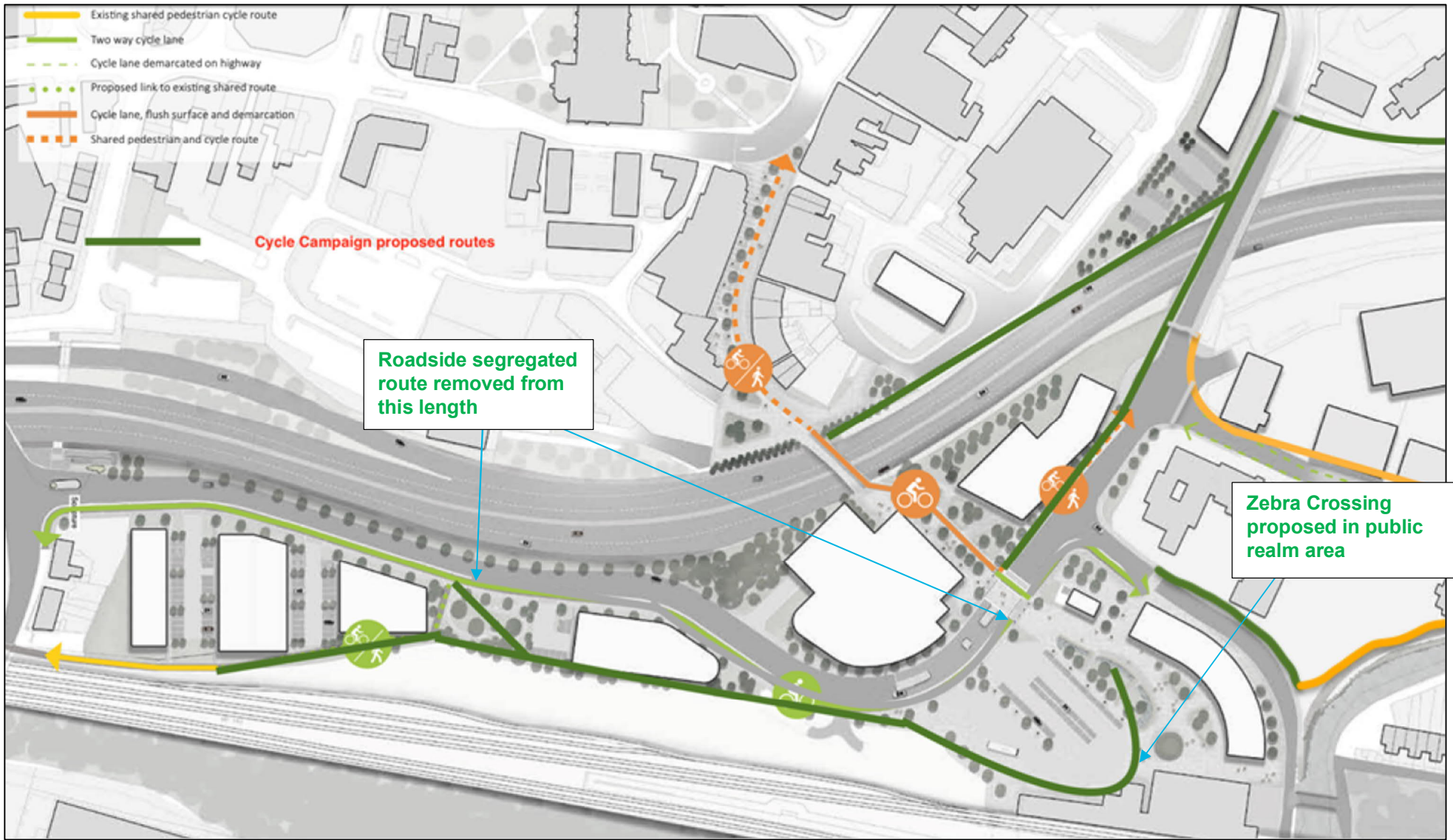
5.15.4 In addition, the following text was added to the Chesterfield Cycle Campaign website ([chesterfieldcc.org.uk](http://chesterfieldcc.org.uk))

"Our Campaign is disappointed by the poorly designed cycle infrastructure proposed and lack of connectivity outside the area of the masterplan:

- Approaching from the south cyclists will have to cross 4 vehicle entry/exits to get to the station.
- The advisory cycle lane coming into the station from Brimington Road will disappear with no alternative provided initially.
- A shared path provided on the south side of Malkin St which should be segregated.
- This shared path ends at the Brimington Road roundabout putting cyclists back on the road in a dangerous position.
- No thought of connections towards the Trans Pennine Trail, College or Stonegravels Way."

5.15.5 Figure 5.1 shows the alternative scheme proposed by CCC.

**Figure 5.1:** Chesterfield Cycle Campaign Proposed Cycle Routes





## 5.16 Transition Chesterfield

- 5.16.1 The full response of Transition Chesterfield (TC) is provided in Appendix J. Key issues are summarised and responded to below.
- 5.16.2 **Summary Statement (TC):** “The area around the station certainly needs positive physical change but the plan presented represents a huge missed opportunity in that regard and risks becoming a white elephant within a few year’s time.”
- 5.16.3 Specific issues and suggestions made by Transition Chesterfield include the following (excluding comments on VAODPs, which have been discussed in Section 2):

### Road Infrastructure driven regeneration fallacy

- Misguided assumption that road building and vehicle access will promote economic development and a contingency needed if the road does not go ahead.
- Design based on a new road makes it easier to drive to the station rather than making it easier to access without a car.
- Other more progressive towns are removing vehicle access from stations to better allow walking and cycling access to reduce carbon emissions.
- Contingency plan needed if link road does not happen.

### St Marys Gate

- If the New Link Road goes ahead there should be a commitment to close St Marys Gate to traffic to avoid an overall increase in road capacity.

### Proposals

- Modern design standards ignored e.g. (LTN 1/20) or the principles of London’s Healthy Streets guidance
- Cycle routes should preferably be more direct than routes for motor cars
- Non-motorised transport should be more attractive than cars.

### Link Road Crossing

- Should be a Copenhagen style crossing prioritising pedestrians and cyclists or;
- Area should be shared space with a 5mph limit for traffic between Brim Rd junction and MSCP.

### Boulevard

- Need to refer to the bridge as a pedestrian and cycle bridge not just ‘footbridge’.

### Crow Lane

- Install a Copenhagen style crossing prioritising pedestrians and cyclists or; shared space and introduce a dedicated walking route to Brimington Road d

### Stonegravels Way

- Provide a segregated cycle route along the former Chesterfield Hotel plot E on the south side of Malkin Street that links to Brewery Street provision and move pedestrian provision to the other side of Malkin Street (to provide shortest route for pedestrians).

### Brimington Road/Waterside

- Copenhagen style crossing over Brimington Road
- Provide safe segregated pedestrian and cycle links on west side of Brimington Rd into Waterside and to Chesterfield College.

### Station forecourt area

- Route southern cycle link behind the taxi / bus / coach / drop off area

### Southern Cycle Approach

- Southern cycle link will be severed and undermined
- Aerial photo of the area shows car parks but not College or station cycle link
- Strategic connections diagram doesn't show cycle routes and only a single connection to the town centre.

## 5.17 Highways England

5.17.1 Highways England is the government-owned company that has responsibility for the management of the trunk road network within England. The nearest trunk road to Chesterfield is the M1, accessible via Junction 29 and 30; however, due to the way that the A61 was de-trunked, Highways England retain some ownerships around the site. As such, they were contacted to obtain their views of the scheme. The full formal response is contained in Appendix K.

5.17.2 Highways England has requested to review modelling work in respect of the impact of an HS2 station at Chesterfield on the SRN.

## 5.18 Midlands Connect

5.18.1 Midlands Connect is a partnership of LEPs and councils from across the Midlands that have come together develop and implement a strategic transport strategy for the Midlands. Midlands Connect acts as the Sub-National Transport Body for the Midlands. It researches, develops and progresses transport projects which will provide the biggest possible environmental, economic and social benefits for the Midlands and the rest of the UK.

5.18.2 Midland Connect have responded to the consultation to note that they do not wish to provide formal comments at this time.

## 5.19 Natural England

5.19.1 Natural England is a non-departmental public body in the United Kingdom sponsored by the Department for Environment, Food and Rural Affairs. The full formal response is contained in Appendix L.

5.19.2 **Summary Statement (NE):** "There is a great opportunity to design the station and its surroundings as an exemplar for green infrastructure within an urban environment and we are pleased to note that the importance of enhancing GI has been recognised within the masterplan document. We welcome the intention to increase tree cover, to create wildflower rich grassland, increase hedgerows and hedgerow trees and the planting of native species around the development. We also note within the landscape strategy that street trees and green roofs and walls have been included which as well as having benefits for biodiversity will provide resilience for climate change. We suggest that the masterplan could include further opportunities to improve the coherence and connectivity of the ecological network to surrounding areas, following the guidance within the "Green Print for Chesterfield" document."

## 5.20 Historic England

5.20.1 Historic England is an executive non-departmental public body of the British Government sponsored by the Department for Digital, Culture, Media and Sport. Their full formal response is contained in Appendix M

5.20.2 **Summary Statement (HE):** “It is with regret that we cannot commend the masterplan proposals as submitted, and would urge the council to consider making changes along the lines suggested, as this site is potentially of such pivotal importance for the town.”

5.20.3 Additional comments are as follows:

- The vast areas of hard surfacing interspersed with just a few bulky buildings (particularly plots B & E) as currently shown would regrettably give neither a flavour of the townscape beyond, nor we fear, establish a successful new place in its own right. These buildings would also, due to their bulk, reduce the impact of the Spire, and thereby compromise its setting.
- a contextual approach that goes beyond long views should be adopted that employs established urban design principles. Spreading out the quantity of development to create a tighter grain and lower heights would help with this and assist in creating a more intimate sense of place more in tune with the character of the town. It would allow, for instance, the integration of the GII listed Engineers Offices as part of a street scene, a far more appropriate setting for this building, which is illustrated marooned in a sea of public realm.
- Archaeology is notable by its absence.
- a Strategic Environmental Assessment (SEA) is necessary.

## 5.21 Chesterfield Methodist Church

5.21.1 Chesterfield Methodist Church is not an identified stakeholder; however, they have stated that they are a large church with around 200 members and a weekly footfall pre-pandemic of more than 500, is immediately adjacent to the area involved, so we have a significant interest as part of the Town Centre ‘working’ community. Their full formal response is contained in Appendix N, and is summarised below:

- strongly believe in the environmental importance of encouraging public transport, so we believe that it is important that this proposal goes forward irrespective of decisions about HS2.
- support the idea of developing a centre of technical skill, with the potential to attract new jobs and wealth into the local area, and we believe that it is important to encourage mixed development of housing and commerce in the area.
- recognise that communications have been considered, and that a new link road is proposed, but we are concerned that removal of the existing A61 link road is in phase 2 of the project whereas the new road is on phase 3. Prior to the pandemic, the route from the station up to the doughnut roundabout was already very congested at busy times and this would become seriously worse after removal of the A61 slip road. We therefore suggest that the inner link road be included in phase 2 rather than phase 3.
- during previous developments of the site of the former Co-op, the multi-storey car park, and the developments on the do-nut car-park, we have appreciated being able to be involved in detailed discussions concerning continued access during development work, which has allowed us to continue to operate seven days a week, serving the community in a variety of ways, and we would be very pleased to be able to continue this close relationship with the Town Hall as these ideas gradually become a reality.



## 6. Public Consultation Responses

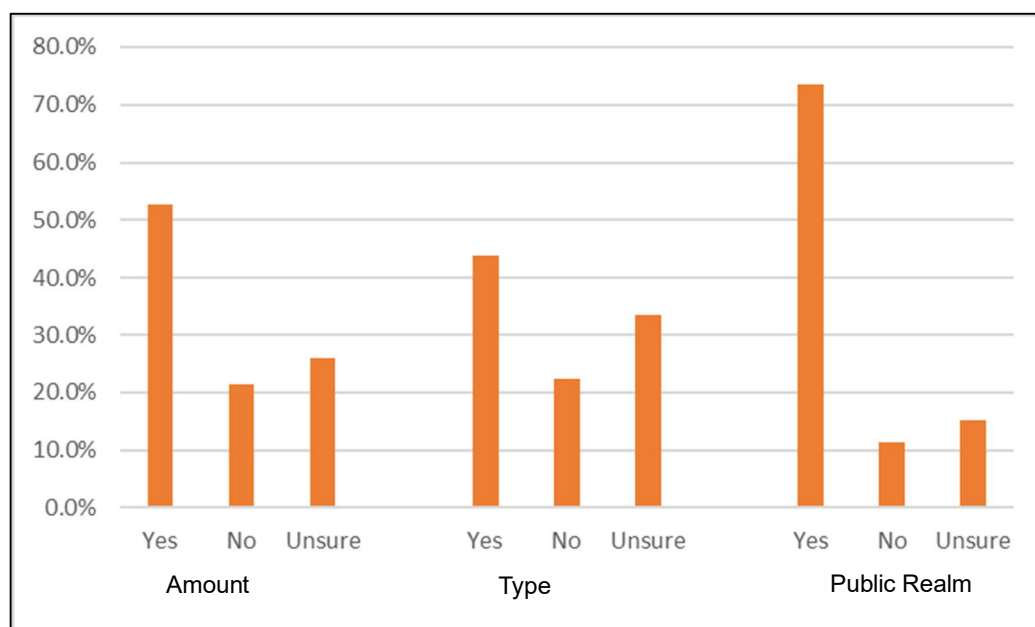
### 6.1 Overview

6.1.1 The purpose of this section is to summarise the responses of the public to the consultation.

### 6.2 Summary Statistics

6.2.1 The public were asked specific questions about the type and quantity of development, how the proposals would impact on the travel environment, and several questions about options for specific elements of the masterplan.

**Figure 6.1:** Do you agree that the amount and type of development and public realm proposed around the station is right?



6.2.2 Free form responses on the type of development proposed are given below. Key issues relate to a feeling that there is too much office space, wanting to retain the Chesterfield hotel and how the scheme matches the existing built environment.

- A varied building use would be preferable to allow a constant feeling of use.
- Needs lots of green space. The walk to the town centre needs improving. Corporation Street is run down.
- More green spaces. More trees. Less concrete (lots of CO<sub>2</sub> involved in this). Water features.
- Need to keep the Chesterfield Hotel rather than offices.
- You need to build on Chesterfield's history not BUILD on Chesterfield's history.
- Need to look into office spaces in more depth as there are two brand new buildings coming soon and will there be enough interest to fill those too?
- Can we ensure that new properties are connected with good internet access? Sometimes new developments are made with internet connections which would have

been suitable in the early 2000's but are very limiting for individuals and businesses today.

- Who is going to fill all these office blocks and retail outlets given home working and internet shopping?
- I like the general idea but respect must be given to historic buildings and market which are a big part of tourism not just the Spire !
- Please make an area with affluent bars, pubs and restaurants. These should be up to modern day standards, free open areas which allow smaller business to rent stalls/working areas to provide an assortment of facilities.
- Will there be the demand for offices post-Covid? I doubt it.
- Do not know as feel a lot will change with buildings required and how much office space will be needed as so many will work from home now.
- I would add more coffee, retail, independent shops. Create a destination to enjoy not just for travel! Make it intriguing to come back if you are just travelling through.
- This is very exciting for our town, when are you starting?
- I don't think it should include an MSCP (or at least a smaller one). I would also like to see more green public open space, potentially along the riverside.
- Why not consider adding art - see here what Clitheroe have done, manned by volunteers - with a guaranteed audience and sure to impress visitors.
- Generally I welcome the development of a better route to town but the advisory cycle lane coming into the station from Brimington Road will disappear with no alternative provided initially which is unacceptable, a shared path provided on the south side of Malkin St should be segregated according to current planning recommendations. This shared path ends at the Brimington Road roundabout putting cyclists back on the road in a dangerous position which is not safe. No thought of connections towards the Trans Pennine Trail, College or Stonegravels Way seem to be incorporated into the plans, this is an oversight.
- I think office space may no longer be a feasible investment, with covid having changed the working environment for so many people.
- The developments envisaged leave the listed former ticket office a little stranded and out of place.
- It will be hard to access by car.
- Should be in keeping with existing building facades.
- The area is due an overhaul, it is not a great gateway to the town as it currently stands.
- I think the objectives hit the mark.
- I am unsure whether the amount of office space is essential and whether the use of parking for the structure would take too many spaces away from commuters.
- I find the plans almost impossible to decipher - I can't recognise any of the areas described despite having lived here 22+ years. The drawings make it look like some kind of fanciful utopian future city, not a real place. It's almost impossible to imagine what they will actually look like in real life. I also can't see any mention of environmental or green concerns - no plans for including the canal and river, or for protecting wildlife, or including green spaces.
- Too many blank walls framing the walk to the station.

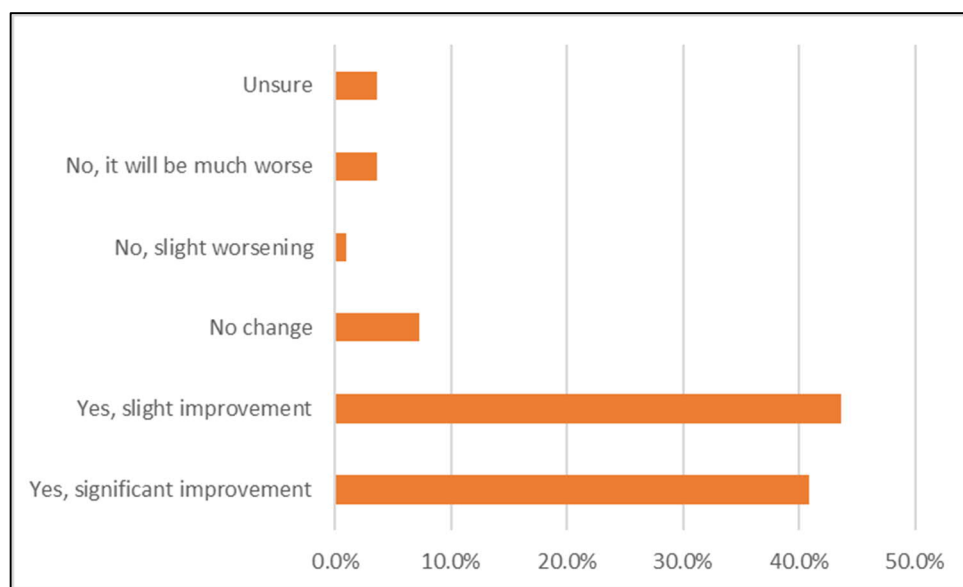
- The massing even with the visualisations is hard to understand. there are some particularly varying levels in the whole area. Improving the public realm would be a massive benefit to the area.
- Seems to have been planned and then go to public for consultation. Surely consult the public first and then do the planning?
- Please re-look at how you are connecting sustainable modes of transport to the college/waterside development and the TPT.
- Not suitable for residential due to pollution due to increased traffic but OK to kill off office workers?
- The high buildings will cause wind tunnels and make the "public realm" draughty. There are too many offices. I would have liked to see the Chesterfield Hotel made into flats/ student accommodation.
- Be careful of Spire view.
- It needed doing; given the constraints, this is better than I was expecting!
- There is a lot development in the surrounding area - Glassyard, Waterside, the proposed development close to Morrisons. Could we end up with over supply. Wonder if the plans need tweaking to include further leisure offerings (eg upgraded theatre, art gallery (more cultural) things other than pubs and night clubs).
- Cycle shop / hub to support cyclists: maintenance, clothing available 8am to 8pm.
- The public realm needs to be a pedestrian/cycling focused place like the superb Sheffield one and best stations around the world. You just about achieve this but cars are closing in, surrounding. It makes a huge difference to that leisurely feel as people leave the station and explore their surroundings. Busy car-based commuters need efficiency of course but that can be kept to the side- again as in Sheffield.
- I'm not sure that the proposals can be guaranteed to be realised - has the background marketing research for proposals really been carried out?
- Why are you putting a new road right outside the station - surely in a climate emergency you want to discourage people from driving. Great that there will be more buses to the station though. Whoever designed it clearly doesn't cycle though.
- Not environmental sustainable, not enough thought put into cycling infrastructure.
- The most important points for me are having easy access to the station on foot or when driving from the town centre and having a suitable drop off and pickup area. A well-staffed travel centre would also be welcome.
- Type should provide for meeting/conference rooms to host meetings of home workers which would be accessible to organisations from all over the country by train.
- Care needs to be taken that it fits with the rest of the town - rather than being a new wineskin...
- The proposed buildings are two large and out of character with the town centre's historic buildings. New office space is already being created in the town centre and in a post covid world, it would seem likely that demand for office space will reduce as more companies encourage/support home working.
- I would like you to take all possible opportunities to prioritise cycle and walking access and make sure there are links to buses.
- I support improving the public realm including removing the Chesterfield Hotel, but the current proposal emphasises the rear aspect of the Grade II listed Spire Insurance, which is quite ugly and uninteresting, rather than the beautifully carved front elevation

which can be enjoyed via the current pedestrian route. That building will stick out like a sore thumb between the modern developments. It should be possible to frame the spire (p.46) while routing the pedestrian access via the front of the Spire Insurance building, to get the best of both worlds (eg) by cutting back the curved supplementary station building and increasing the grassed area(p61) to provide a natural pedestrian flow along the front of the Grade II listed building.

- Buildings are too tall. Also, yet again Chesterfield is destroying its history by demolishing the Chesterfield Hotel.
- Do not see the need for the continued investment in office space when so many are already empty and more will be soon as businesses close down offices and encourage employees to continue to work from home.

6.2.3 Figures 6.2 to 6.5 summarise the public's response relating to how they see the masterplan improving or worsening the travel environment to and from the station.

**Figure 6.2:** Do you feel that the masterplan proposals will provide an improvement for pedestrians travelling to / from the station?

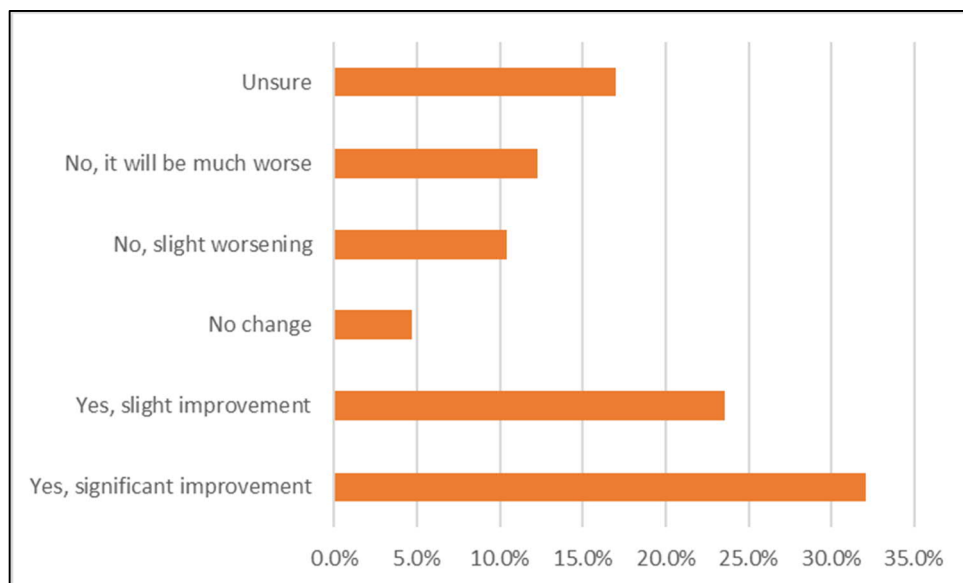


6.2.4 Freeform responses on the pedestrian proposals are listed below. The key issues relate to connection outside of the masterplan area and the need to cross the station access road.

- The proposals are fine until you reach the top of Corporation Street - there needs to be some thought given on how pedestrian flow will continue in and around the Parish Church, as well as into the principal parts of the town centre.
- The masterplan needs to include easier and safer direct links to Stonegravels Way, the College and Trans-Pennine Trail.
- More open space and better bridge into town, but still end up at a busy junction on the wrong side of the church.
- Still got to travel the same distance from town.
- From the town centre it looks to be a far more pleasant walk, without any major practical improvement. There does not seem to be any change from other directions.
- Impossible to tell from these waffly, unclear details.

- Depends where you are coming from! You need to look at connecting to the college/ waterside/ and the TPT.
- Will pedestrian access (as far as the museum) continue to be entirely step-free?
- For accessing town.
- Must be green, attractive, lit, feels safe with modern lighting.
- It is really bad right now, so even a slight improvement would still not be good enough
- It fails to address key current issues...i.e. access is dangerous...have the people writing this plan tried walking to the station early morning during winter...it's a death trap! This is by far the biggest problem.
- Your plans are very complex, and a member of the general public it is hard to understand exactly how pedestrians and cyclists will be impacted. However, clever people at Chesterfield Cycle Campaign and Transition Chesterfield have examined your plans in detail and submitted their response. I fully support their proposals.
- I love the WOW factor that the proposals create when leaving the station and the improved bridge, but that can be achieved with a relatively small subset of the proposed masterplan.
- By driving a main road through the heart of the site will provide yet another obstacle for pedestrians and cyclists.
- Conflict with the new link rd. This is just like in Sheffield and pedestrians have to cross a busy rd.
- Significant improvement for those travelling to Corporation Street. An improvement but less significant for those travelling along Brewery Street towards the 'education' sector.
- Pedestrians will now have to cross what will become an increasingly busy road.

**Figure 6.3:** Do you feel that the masterplan proposals will provide an improvement for cyclists travelling to / from the station?

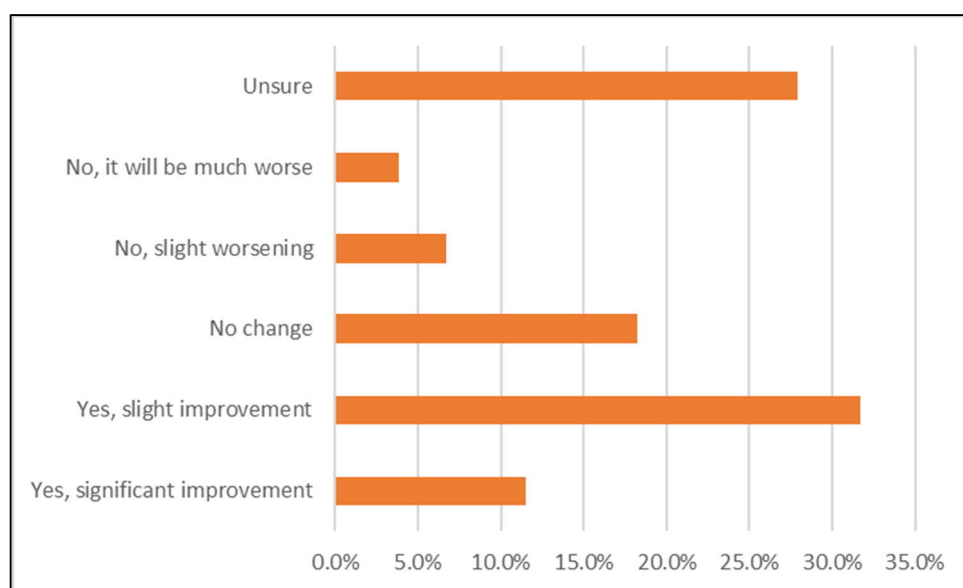


6.2.5 Freeform responses on the cycling proposals are listed below. The key issue relates to the changes to the route to the Ravenside Retail Park. Many comments note the Chesterfield Cycle Campaign response, which is reported separately.

- Too many conflicting crossing points it appears.
- The masterplan needs to include easier and safer direct links to Stonegravels Way, the College and Trans-Pennine Trail.
- Diverts the existing route from Queens Park along the road and across the taxi and bus entrance to the station, making it much more dangerous and less pleasant.
- My main concern is that the cycle route alongside the sidings that currently heads off to Queens Park and beyond now looks to be a dead end.
- Changing from a completely separated path to one which traverses a business car park entrance and having to cross what will likely be a busier bus lane.
- I rarely see cyclists exiting the station. Usually pedestrians into town or passengers for taxis or cars.
- Impossible to tell from these waffly, unclear details
- Depends where you are coming from! You need to look at connecting to the college/ waterside/ and the TPT.
- Please make sure that segregation from pedestrians is complete, with no crossings en route.
- Current infrastructure is good and the current route from the station to the west is off road and traffic free. The proposals provide a small number of visual changes that make the existing routes more visible but decrease safety across the station frontage as they require cyclists to cross the 2 station entry and exit points whilst cycling alongside what might be a busy station link road with vehicles wanting to turn across their path. It would seem more sensible for the cycle route across the station frontage to use the pedestrian area on a designated segregated route to link into the eastern side of the new office development (C1) so linking into the existing cycle infrastructure away from the station link road.
- There seem to be an increased number of car park entrances to cross when approaching from the current cycle path.
- The current path from Brewery Street via the station link is safer than the proposed route as there is more separation between the users.
- One thing that needs to be thought through is cycle routes along the A61 into town, especially from Wingerworth and Clay Cross areas. I would prefer to cycle into town but as a resident of Clay Cross this is not done as the A61 is a death trap.
- I concur with comments made by Chesterfield Cycle Campaign letter February 2021. Their improvements provided in Fig1 & 2 of said letter should be adopted to create a Masterplan that meets its visions & goals. Currently the Masterplan currently fails to meet with LOCAL PLAN SS7 statement adopted by the borough.
- You have provided some good features which are welcome: the cycle hub will provide a focus and information centre for all routes and will be able to connect with various other cycling initiatives in the town making it vitally important the connections from the station are high quality. They unfortunately are in some cases a retrograde step, with conflict points as shown explained by Chesterfield Cycle Campaign's submission.
- Has anyone who designed it thought about a person cycling from the south to the canal? It looks like a really dangerous and unpleasant design.

- I would suggest that lighting is a significant problem on the new cycle route to B&Q. Again, have the people writing this plan, tried using that new route post 6pm during winter?? As a pedestrian, I walk the long way round via the original route.
- I don't cycle! (yet)
- Your plans are very complex, and a member of the general public it is hard to understand exactly how pedestrians and cyclists will be impacted. However, clever people at Chesterfield cycle campaign and Transition Chesterfield have examined your plans in detail and submitted their response. I fully support their proposals.
- The plan will make some major improvements for cyclists, in terms of the wider bridge, but trains are not well designed for cyclists and I don't see any discussion of bike storage so I'm unsure how much real improvement the plan delivers that might encourage more people to use HS2 via bikes. Just joking, but should the plans include a multi-story bike shed? :-)
- Where is the vision to expand cycle facilities, links to other cycle routes and other close by developments?
- Not a good route from west as it crossed many side access pts. Currently the route is good and clear. Better links to TPT and Waterside needed.
- The development appears to place the cyclist way down the priority list compared to the car user.
- It's unclear from the drawings whether the new Spa Lane cycle path will lose priority at side roads. Please ensure it's built in line with the recent guidance outlined in LTN 1/20, namely "Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles.... Routes involving extra distance or lots of stopping and starting will result in some cyclists choosing to ride on the main carriageway instead because it is faster and more direct, even if less safe". If it's not convenient, people won't use it. Making someone stop 4-5 times in ~400m is not convenient, especially when going uphill.
- Access from Trans Pennine Trail (as proposed) is very poor despite Chesterfield Station being the terminus of the central route of the TPT. Access to the station (as proposed) is very poor and requires cyclists to dismount despite their being a proposed cycle hub within the station. Access from the south (as proposed) is poor as the existing cycle path is compromised by being redirected and having at least four new road crossings. There is no link for cyclists to the east of the station despite the proposed east-west cycle route using Crow Lane to access the hospital and beyond.
- Wider town improvements needed to build on this to make a real difference.
- Approaching from the south cyclists at present have to cycle along the quiet car park entry road, on the new plans they will have to cross 5 vehicle entry and exit points busy with private cars, taxis and buses. No connections are shown to routes off site and the connection to the Trans Pennine Trail is removed.
- The current cycle route linking the station to Queens Park seems easier to ride along than the new proposed plans will be.

**Figure 6.4:** Do you feel that the masterplan proposals will provide an improvement for bus-users travelling to / from the station?



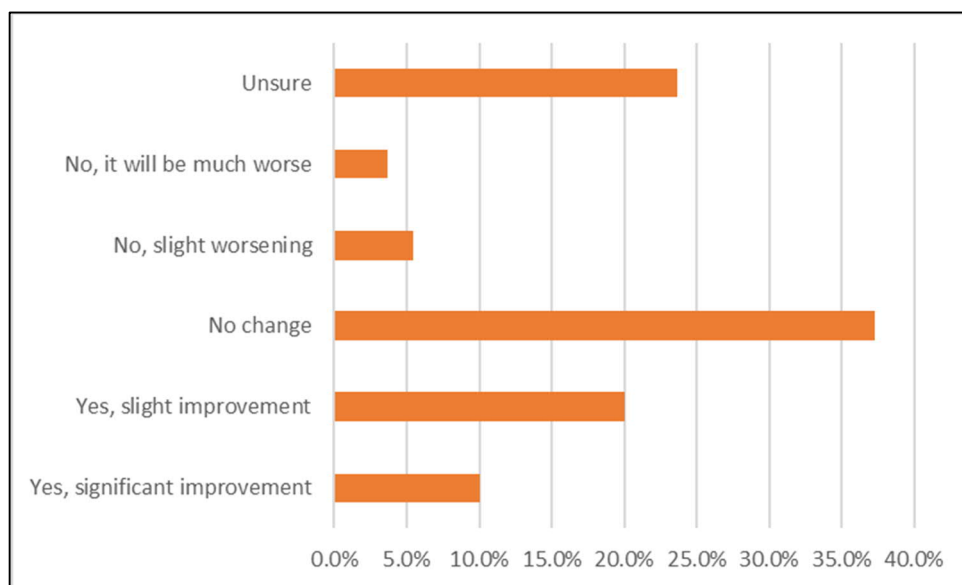
6.2.6 Freeform responses on the bus proposals are listed below. The main issue relates to the number of services that are likely to serve the station.

- There will be no improvement for bus users unless buses from most parts of Chesterfield are diverted to serve the stations along with better evening frequencies.
- A proper bus station needs to be built integrating transport.
- There should be a route that buses from the north can use to access the station. There appears to be no mention of this. The current bus turning circle is ugly, noisy as it is next to the bridge and is inconvenient as it requires crossing roads . Why not have a route alongside the proposed Riverside Walk so all buses go via the station? This turning circle looks set to disappear if a building is built on the Chesterfield Hotel site
- Depends which buses will stop at the station!
- It would if the bus station was moved and integrated.
- The number of buses serving the station needs to be increased.
- That will depend on service providers being encouraged or compelled to make more routes serve the station.
- It depends on changes to bus services - will this be a destination for all buses?
- Current provision to the station for bus users is poor. This does not look like improving, which is a great disappointment.
- Impossible to tell from these waffly, unclear details.
- See above. My main comment is that this is a missed opportunity. I have been waiting for a bus station in Chesterfield for 33 years!
- Will Stagecoach 54 continue to serve the station?
- The route my bus takes isn't relevant; however, access on foot from town is improved.
- Although only if there is a regular and comprehensive bus service to the station.



- No clarity. I would suggest it is not really necessary to provide routes to the town centre if you sort out the safety of current pedestrian access.
- Only if there are more buses and more frequent.
- I don't think the proposals will be any improvement for me as a bus user.
- Depends on whether buses will actually use the improved facilities i.e. need massive reorganisation of bus routes to include the station.
- You have failed to provide an integrated transport hub. How many bus routes will call at the station?
- The bus stopping area is further away from the station building and private cars and taxis are prioritised by giving them parking space nearer the station building.
- Depends if more busses are laid on to different parts of the town

**Figure 6.5:** Do you feel that the masterplan proposals will provide an improvement for taxi-users travelling to / from the station?

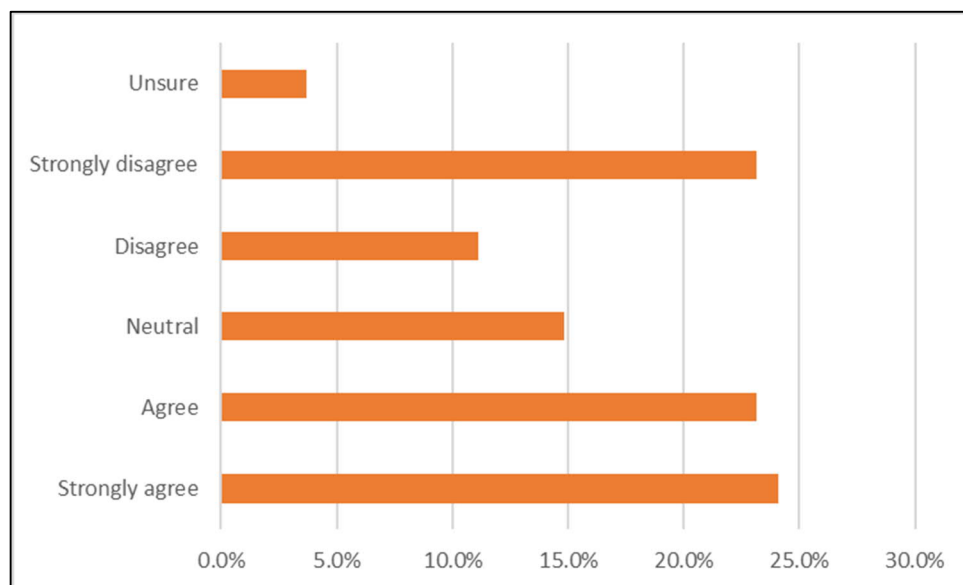


#### 6.2.7 Freeform responses on the taxi proposals are listed below:

- All taxis should be electric.
- The link to the bypass will be a significant loss to taxi drivers.
- Impossible to tell from these waffly, unclear details.
- By removing the slip road, journey times will increase, and there may be more traffic on alternate routes. The traffic is the current biggest problem in taking a taxi.
- Taxi providers will need to up their game too.
- Taxis already have too much priority over family drop-off & pickup, which is a nightmare, and I don't see any change to either in the Masterplan. Taxis still seem to have preferential treatment and a disproportionate amount of the waiting space. I'd prefer to see more of the taxis waiting in a holding area further from the station that can be shared with other private vehicles waiting to pick-up passengers - perhaps part of the ground floor of the MCP could be dedicated for this purpose?

6.2.8 Figures 6.6 to 6.8 show the public's view on questions relating to specific elements of the masterplan

**Figure 6.6:** To what extent do you agree with the proposals to remove the A61 southbound on-slip?



6.2.9 Freeform responses on the removal of the A61 southbound on-slip are listed below. The main concern relates to the impact of traffic being moved to other congested parts of the highway network.

- This is a key route out of the town for people travelling south and removal of the slip road could lead to increased traffic heading south from the Kwik Fit roundabout.
- Concerns mainly on how parking can be managed until multi-storey car park is in place.
- Is beneficial to my exit from the station towards Hornsbridge but a worthwhile sacrifice to the overall plan. Incorporating both would be great.
- This would cause an increased flow of traffic onto an already overflowing Markham Road roundabout and Hady Hill. The roundabout and Spital Land/Hady Hill traffic lights need to be sorted out. A dedicated junction onto A61 for both directions needs to be provided. There is plenty of space opposite Chesterfield College.
- Removal of this will put more pressure on the streets around the spire & the roundabout at Lordsmill Street, which is already heavily congested at peak times.
- Many people including myself use this slip road to cut traveling time short but there's another option to use.
- It will push more traffic onto Lordsmill roundabout and Dounut roundabout.
- I never use it, and when driving along the A61 it is sometimes difficult to accommodate joining traffic from that slip road.
- You are planning to close the A61 junction which will force traffic into town or at the back of the railway station. With the waterside development adding more traffic to that road it's going to become more congested than it is right now, it desperately needs a

rethink. Please don't cut off that slip road as that is used as a "gateway" to avoid town traffic and get onto the dual carriageway, I use it a lot too.

- Do not close the slip road. It is vital to take traffic away from the centre.
- Access to the A61 which avoids town centre travel is essential. Otherwise town centre congestion will increase significantly, and I feel this item alone will render the other changes redundant. Don't forget, traffic will be forced passed the Winding Wheel and essentially cutting off the route you are proposing through to the town centre. Furthermore, the crossing area across to the church and the subsequent route to town will be a bottleneck.
- Surely accessing the station easily to and from the station is important.
- I feel this is a slightly useless slip road, however the Lordsmill roundabout will need upgrading to traffic lights if this slip road is removed.
- The proposed road layout looks fine to me. The impact on the cycle route is a big problem, however.
- I believe it will halt the traffic in the town centre.
- This is a great access to the A617 and saves me going through town. I would miss this.
- Traffic leaving station will have to go into town which will create more traffic. Unless traffic can be diverted away from town centre.
- I think pedestrian and cycling access can be improved by a traffic light while keeping traffic flows away from the busiest roundabout in Chesterfield. There is no need for any change to Crow Lane other than to close it to motor vehicles from the point of the station allowing access to the golf course along the short section between Piccadilly Road and the golf course completing the great low traffic route created by closing crow lane to the hospital.
- I currently use this slip road but I admit that it is a poor design anyway.
- Not sure how else you could get to the A61 for south bound traffic. If there is no alternative how much would this impact on traffic locally? Quick and easy access for vehicles to the A61 would be a priority I would have thought.
- I see the reason for the suggestion (for pedestrian access to the walkway) but this is a terrible idea! Driving to the station is already fairly complicated, but at least exiting is easy with the slip road.
- How is a driver supposed to get to the southbound A61? Not shown anywhere in the plans that I could see.
- It currently provides a useful link onto the A61 to avoid travelling through the town centre or down the busy A619 when travelling from the west of the town.
- It is ugly.
- An at-level slip road is inappropriate. The slip road could remain if it went underneath the pedestrian walkway.
- There will be a huge increase of traffic on the road going past the station to join the A61 elsewhere? I am unsure from these plans where the current slip road users will go.
- Again if we can improve cycle routes between the station and south towards Clay Cross would be fantastic.
- Adopt the proposals put to you by Chesterfield Cycle Campaign for this slipway as fig1 & 2 of their letter to you dated Feb 2021.

- It's a useful way to take or keep traffic away from the busy roads down past the Crooked Spire or around the Donut.
- As per views of Chesterfield Cycle Campaign.
- I'm not sure that the plans completely address current issues. It also does lead to further issues (like additional traffic on the rest of the network and removes a convenient exit from the station). Therefore, not sure that the advantages outweigh the disadvantages.).
- Unnecessary highway which causes problems on the bypass at peak times. Improvements to the Brewery Street junction at the doughnut will be needed.
- This would divert southbound traffic through the town centre (it is currently used as a cut through from Holywell Cross). It would also add to congestion beyond the southern end of the proposed new station link road where additional traffic will be diverted onto the end of the A632 and Lordsmill roundabout, whilst at present it by-passes these (already congested) areas and has direct access to Horns Bridge roundabout. I don't think that the improvements in aesthetics and pedestrian/cycle routes are worth the traffic problems this would create. I can see some benefit to a route which allows northbound traffic to more easily access the station, without going through the town centre. However, improving the existing Piccadilly/Crow Lane route would also achieve this.
- That slip road gives easy access to Horns Bridge roundabout avoiding the town centre and congested Markham Road Roundabout - that's all station users from (eg) Mansfield, Dronfield & south Sheffield, anywhere down Derby Road such as Alfreton ... there will be a surge of extra traffic through town every time a train arrives and disgorges returning business folk. If anything, it would be better to improve access to the A61, because cars are not going away anytime soon, be they electric, hybrid, hydrogen, etc.
- The critical issue is that the new road should be open before the slip road is closed and car existing car parking at the station reduced
- Present access to the station is fine. When I do access I never have to queue or have any difficulties. On leaving, traffic control as you join the donut roundabout would help.
- Crossing the slip road is not a huge problem as it is a single lane with traffic travelling in one direction only.

**Figure 6.7:** Preference for options at Brewery Street / Brimington Road

Option	Percentage
A signalised T-junction (which would enable better pedestrian / cycle crossing at the junction, but is likely to cause some additional traffic and bus delays).	68.7%
The existing roundabout junction (which is difficult to cross for pedestrians but works better for traffic and buses) OR	31.3%

6.2.10 Freeform responses on the preference for the Brewery Street / Brimington Road are listed below:

- Option for a pedestrian bridge across Brimington Road linking with Waterside. Existing crossing on B5463 and planned new pedestrian route then would be sufficient in addition to that.
- Use of new/existing pelican crossing to allow safe crossing and possible new pedestrian routes to make these part of the quickest pedestrian route.

- If the Corporation Street approach was nicer I'd walk that way instead of Brewery Street.
- As I have stated above, a new road alongside the Riverside Walk to be used by buses would be far better than the existing arrangement. More thought needs to be given to bus passengers.
- Include Toucan crossings please.
- A signalised junction but with bus priority.
- A bridge.
- Other options would be to provide improved pedestrian crossing facilities in advance of the RAB, or to provide a signalised RAB, with additional cycle crossings.
- Bus timetables can be amended accordingly to accommodate the increase in travel time. Traffic to the station could be encouraged to enter via HLLR North with exiting traffic heading south. This will help to alleviate any issues of people missing their trains due to prolonged pedestrian crossing activity.
- There is a crossing nearby.
- Leave as it is.
- Whilst the T junction might cause delays if traffic was to increase there would definitely be the need for some sort of pedestrian crossing, as with the road outside Sheffield station.
- Existing roundabout with a pedestrian tunnel.
- Ideally Pedestrian, Cycle and Bus access must be given priority over private cars and taxis.
- Could you not put some sort of off road pedestrian cycle link in place, or a Dutch style roundabout?
- Unable to see what difficulties are in crossing roundabout, continuous foot way from Malkin Street to Brewery Street.
- Measures to discourage through traffic (pedestrian and bus priority).
- I more often use it as a pedestrian/cyclist.
- Anything to encourage people to use bikes or legs gets my vote.
- Adopt the proposals put to you by Chesterfield Cycle Campaign for this junction as fig1 & 2 of their letter to you dated Feb 2021.
- Avoiding build-up with traffic lights is highly desired. My solution would be a zebra crossing for pedestrians and nervous cyclists further down, say 50m, Brimington Road. It would be less conflicting away from the junction.
- As per views of Chesterfield Cycle Campaign.
- Agree it's a problem...it can be difficult to cross.
- Could an alternative pedestrian route be included to avoid having to cross at the junction or a pedestrian bridge (with ramps)?
- Depends on how the new pedestrian desire lines work, but pedestrians should take priority.
- Your plans are very complex, and a member of the general public it is hard to understand exactly how pedestrians and cyclists will be impacted. However, clever

people at Chesterfield cycle campaign and Transition Chesterfield have examined your plans in detail and submitted their response. I fully support their proposals.

- Signalised T-Junction, provided the signalling can be arranged to prevent queueing traffic backing up past Crow Lane and encroach on the public realm / WOW factor when leaving the station.
- The current arrangements are an accident waiting to happen. Sort it out.
- People's safety should have priority.
- As noted above, this is part of the poor link to the Trans Pennine Trail, which needs improving.
- If you can improve cycling/ pedestrian infrastructure and public transport then you are likely to see a reduction in car use. This route is to the College and 'education' sector of the town as well as being close to new residential and commercial properties. Active travel should be prioritised.
- The local plan is supposed to prioritise walking and cycling. This junction is always difficult to cross so traffic signals need to be installed.
- Prioritising sustainable transport if better for the environment.
- I would prefer a safe area to cross this soon to be much busier roundabout junction to have clear crossing points and if possible rest points in the road.

**Figure 6.8:** Preference for options at Corporation Street

Option	Percentage
Corporation Street should remain closed and be pedestrianised;	51.9%
Corporation Street should be a shared space, i.e. with a single surface without distinguishing carriageway from footway, but with access maintained for businesses (as is shown in the masterplan)	37.5%
Corporation Street should be kept open (like it was before the COVID19 pandemic).	10.6%

6.2.11 Freeform responses on the preference for Corporation Street were as follows:

- I believe it is a key access and an area that requires significant aesthetic improvements to provide a welcoming entrance to the town centre. The addition of trees/plant and areas for outdoor seating would be nice as this is a popular evening area.
- Corporation Street should have a road bridge reinstated for buses and taxis.
- It may be classified as pedestrianised but plenty of cars still use it.
- If you actually went to Corporation Street pre-Covid at busy times (and sometimes during Covid), you would quickly note that it does not really matter how this area is designated as no one pays any attention to the rules. Cars frequently park on the double yellow lines in front of the winding wheel theatre to pick people up and drop people off. Taxis and other vehicles do the same at the entrance to corporation street regardless of traffic laws or impeding traffic flow. Everyone knows this, no one does anything to fix it. Those businesses need access, but there is not enough room, so the result is this unofficial bodge remains in place. It can only be fixed by altering the layout, changing the rules wont do anything as they will never be enforced.
- Unless you find somewhere better for the Taxi rank which is important for people using the bars and restaurants.

- Would like it pedestrianised or one way as this will prevent people with disabilities from attending the Pomegranate theatre.
- There needs to be a drop off point next to the pedestrianised zone for access to the businesses and theatre.
- Could it be made one way in connection with Station Road and Spa Lane?
- I cannot remember the last time I went anywhere near Corporation Street, and am unsure what is there or what it's used for.
- Maintain access for loading/unloading only at certain hours (like Burlington St., etc.) but keep traffic out also in the mid-late evenings.
- It needs some love. It doesn't feel very safe walking at night as a woman currently which I have to do to catch a bus from the station in the evenings.
- Having this as a pedestrianised area with outdoor sitting / cafes etc would provide a great entry into town ... also access to likes of Winding Wheel and Promegranate theatre.
- As shown but no parking of cars to undermine the pedestrian feel. Otherwise, make the cycle route from the station to go along Station Road and up Spa Lane.
- Access for building use should be allowed, eg Pomegranate and any businesses.
- This is not so well used that it seems there would be any great benefit in entirely pedestrianising it.
- Your plans are very complex, and a member of the general public it is hard to understand exactly how pedestrians and cyclists will be impacted. However, clever people at Chesterfield cycle campaign and Transition Chesterfield have examined your plans in detail and submitted their response. I fully support their proposals.
- I would like to see more shared space in Chesterfield post COVID. I dream of Chatsworth Road becoming a shared space for the benefit of the residents and to support the independent businesses, pubs and restaurants. Seriously, is there any chance of closing Chatsworth Road to traffic in the evenings and routing the traffic down (eg) Goytside.
- It may have been closed, but the closure was not policed. It continued to be use as a taxi rank and car park.
- Can you ever really "share" a space with vehicular traffic if you're a pedestrian? Option 3 won't be any different to Option 2 in reality.
- It is a relatively low traffic street in the town centre and should be an easy win for the Council to ensure this remains closed to traffic. It would improve the area outside the theatre if parklets/ street trees were added.
- Needs to be easy for visitors to walk up to the town centre.
- Corporation Street should remain closed and be pedestrianised from all directions.

**Figure 6.9:** Preference for options at A61 foot / cycle bridge

Option	Percentage
A design to be decided by a design competition of local architects	55.6%
A bridge in the style as shown on the masterplan	35.4%
Retention of the existing bridge	9.1%

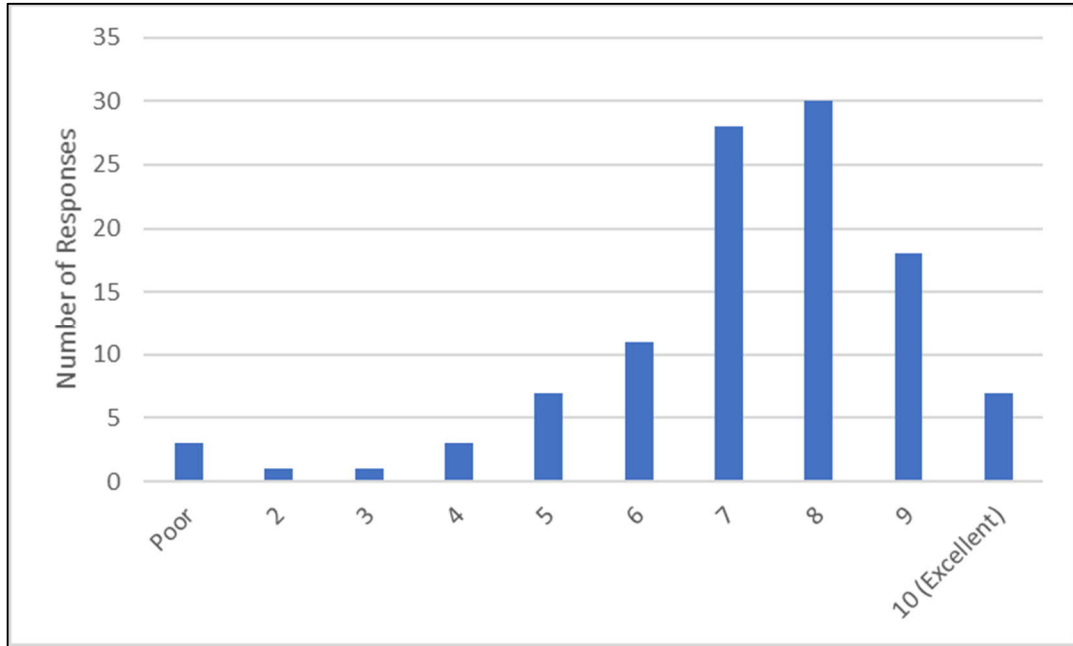
6.2.12 Freeform responses on the preference for the proposed A61 foot / cycle bridge were as follows:

- A new bridge is definitely required and anything is an improvement on the current one. A competition would be good but a wider bridge as should would be ideal.
- Corporation street should have a road bridge reinstated for buses and taxis.
- A Green Bridge that would act as an attractive facility.
- I think the proposed capacity of the bridge - both dedicated cycle and pedestrian access is good. I am unclear as to how it would look, and given how the Saltergate MSCP car park turned out (aesthetically speaking) It may be worth reviewing.
- Something cost efficient / if we make this area too grand the rest will be a disappointment!
- With added greenery.
- I liked the one in the design but think inviting local designers would be positive too.
- If the slip road was kept open, then in the style shown would be the preferred option. If it meant losing the slip road, then the retention of the existing bridge would be preferable.
- No idea what was in the plan! It was impenetrable and unclear.
- Replace with proper road bridge to add extra access means to station area.
- But must segregate (by a raised divider) cycles from pedestrians.
- Design should reflect local architecture and character of Chesterfield.
- I can see the benefit of a wider multi-use bridge, but not if this has to be at the expense of the A61 slip road.
- Your plans are very complex, and a member of the general public it is hard to understand exactly how pedestrians and cyclists will be impacted. However, clever people at Chesterfield cycle campaign and Transition Chesterfield have examined your plans in detail and submitted their response. I fully support their proposals
- Cover the A61, it's an horrendous source of pollution and noise.
- A wide bridge is required.
- Existing bridge not really wide enough to accommodate cycle and foot traffic together.
- A wider bridge incorporating green space would be good.
- I would prefer that this bridge is improved for pedestrian use and for safety, and consider that cyclists are required to dismount at both entrances.

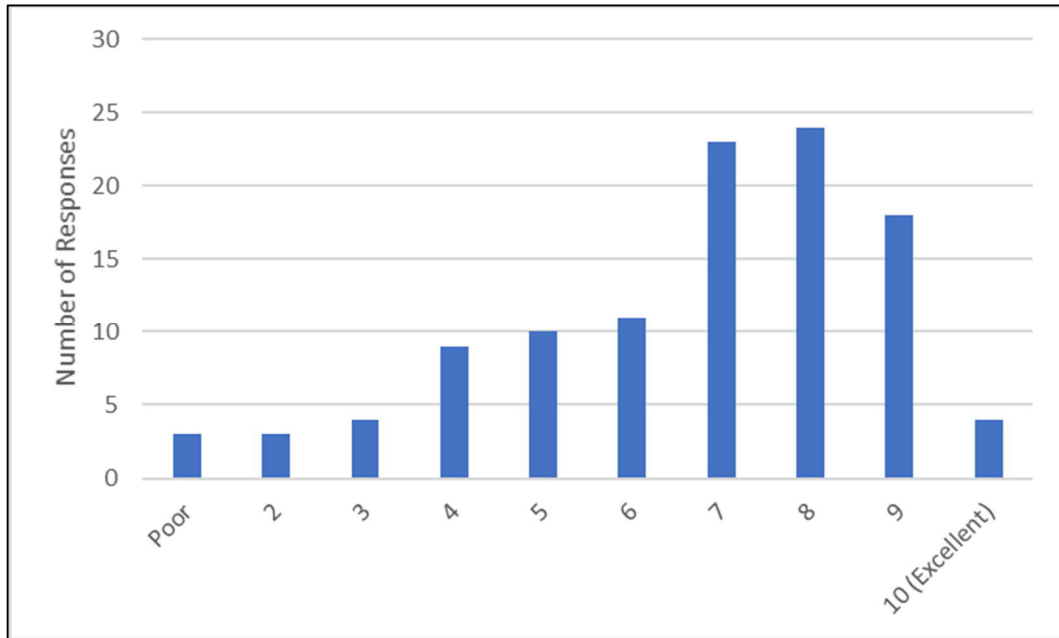
6.2.13 Figures 6.10 and 6.11 summarise the overall scores for the masterplan from the public.



**Figure 6.10:** How would you rate how the place created by the masterplan would look (visual impressions)? (Weighted Mean = 7.2)



**Figure 6.11:** How would you rate the masterplan as a whole? (Weighted Mean = 6.7)



6.2.14 Freeform responses are shown below. These are highlighted in *red* where a respondent provides a response less than 7 to more clearly identify remaining issues to be examined during masterplan finalisation.

The proposed office building in Theatre Lane car park would create problems for residents at the Townwalk Apartments. This car park is currently used as a large number of residents' parking space. It also provides a sense of security over their vehicles by being able to constantly see them.
It appears that green infrastructure plays some role in the master plan, however this appears to be a 'token' role. It would be better to include stronger green infrastructure such as 'living walls', nature habitats, diverse tree planting and seasonal planting. Furthermore, the placement of buildings so close to pathways makes the plan look like a 'concrete jungle' which could make Chesterfield too similar to the entrances you see at other towns/cities. It would also be good to include some artwork or sculptures from local artists to welcome visitors along the pathway from the station.
An exciting future for the town with all the plans currently in place. It would be great to see this area rejuvenated and become an extension of the town centre. Let's get it done!
As much green space and a water feature to make it relaxing.
<i>Why not concentrate on making Chesterfield the gateway to the Peaks that it should be, rather than a 'wow' station with nothing beyond it?</i>
I liked the fact that there appeared to be some green rooves, can we ensure these happen? Plenty of bee/pollinator friendly plants. Can we also have plenty of solar/photovoltaic pannels? I love the addition of trees, shrubs, and flowers. Can we ensure there are plenty of EV charging points, and have the ability to add more in the future?
<i>Keep the A61 slip road to prevent congestion in other areas in the town.</i>
Once again they have missed the point altogether, it WILL kill off Chesterfield once and for all. HS2 is about greed nothing more nothing less. It will destroy Chesterfield and its surrounding area but the town leaders only see pound signs.
<i>I wonder whether Corporation Street is the best thoroughfare from the station to the town centre, or whether it would be preferable to develop a pedestrian area stretching from the bridge past the former Derbyshire Times site and over Saint Mary's Gate trough the churchyard and into Burlington Street</i>
Looks to provide excellent access for pedestrians and improve the appearance of Chesterfield from the station. Cycling access looks to also be improved and made safer which is good to see.
It's very good and exciting project. Let's hope people will get behind this once in lifetime opportunity
My only area of concern would be that the new buildings don't fit the 'character' of Chesterfield - beautiful buildings are being lost, it would be nice to see a nod to their style in the new buildings.
Please consider vintage style street lights (e.g. Landscape Strategy p 23 photo 31) to celebrate that in 1881 Chesterfield was the first town in Derbyshire with electric street lighting, and respecting George Stephenson. The proposed green wall (vertical garden) on the A61 retaining wall is excellent: please do something similar with the proposed multi-story car park to soften the otherwise unattractive building and to benefit the environment. Masterplan Report p 35 view along Brewery Street is towards Saltergate Roundabout (the 'Donut') not the A61.
<i>Please consider these points: Approaching from the south cyclists will have to cross 4 vehicle entry/exits to get to the station The advisory cycle lane coming into the station from Brimington Road will disappear with no alternative provided initially a shared path provided on the south side of Malkin St which should be segregated. This shared path ends at the Brimington Road roundabout putting cyclists back on the road in a dangerous position. No thought of connections towards the Trans Pennine Trail, College or Stonegravels Way.</i>
<i>It improves the immediate area around the station, but makes cycle and car access worse. It also fails to properly connect into the town centre.</i>
<i>Town centre resident car parking spaces will be needed. The plan seems very biased towards bike riders which to be truthful are quite few and far between and always will be. Also why are office blocks</i>

in the plan when there's currently lots of other empty blocks across the town centre and beyond and working from home seems to be the future. Perhaps more residential blocks would be more beneficial to the town centre

Overall, I am in favour of the plan, and think that it is quite good. There are a few additional considerations which I believe are valuable but are not currently included in the plan. Hollis Lane access road - cycling. For cycle access the Hollis Lane access road does not really appear to go anywhere. The pavement and road conditions on Hollis lane/Hady hill & Spital lane are such that you are not going to get many cyclists. So, whilst a cycle lane would be desirable and does not do any harm by having it, I do not actually think it will be used much as there is nowhere for the cyclists to go from/arrive to the Hollis lane end. You could go through the underpass to the town centre, but it would probably be easier to use the new Corporation street foot bridge. Unless further work is done to improve cycle access in that area, I do not see the Hollis lane cycle route being effective. Hollis lane access road - pedestrian access All foot traffic from Hady & Spital is forced through a bottleneck under the railway bridge. This pavement is so narrow pedestrian traffic is almost single file. The pavement surface is badly deteriorating, the lighting is poor, It is damp, it is covered in pigeon droppings and if you happen to be there when an ambulance has its sirens on you are deafened. Some of these issues cannot be addressed, but if you could resurface the pavement, board the underside of the bridge, replace the railings, and improve the lighting it may help a lot. Hollis lane access road - car traffic. As someone who had to commute down Hady hill & Hollis lane pre-Covid I can tell you that road was already at or possibly slightly over capacity at peak times. Any disruption to that road causes major delays that then back up to the Lordsmill roundabout and block up the whole town centre. Please see Youtube "Chesterfield Hady Hill traffic". I think the plan acknowledges that there are problems there, but it is not clear how it aims to solve them. I would like to emphasise just how difficult a task managing the traffic will be. Also please note that this is the main route between Chesterfield hospital and the area it serves. You often see ambulances getting stuck on that road even with their sirens on. Please alert the hospital to the delays before the construction starts, and it may be worth directly asking the ambulance drivers what can be done to assist them during construction now in the consultation phase. Visually Recently the council completed the new Saltergate MSCP, whilst this seems to be functionally a success as it significantly improved on its predecessor, I would argue that the building was visually a failure. If I remember correctly the architects promised a building that would blend in with the existing buildings, and they convinced all that this would be achieved with a very slick presentation. What we ended up with looks incomplete due to the exposed girders and sticks out like a sore thumb in the town centre. The colour scheme does not make it blend in, and causes the new MSCP to look worse from a distance than the grey block it replaced as it contrasts out so much with the neon orange cladding. From what I read, the council wisely raised these concerns prior to construction but unfortunately were convinced by the architect to proceed as planned. It seems to me that many people in Chesterfield do not like how the Saltergate MSCP looks, I would suggest investigating this further. If this proves to be the case then the Council should use this to keep a closer eye on the architects, whose sense of style often seem to be completely at odds with the people who commission and live with the buildings they design. Please.

Overall this is excellent. Such redevelopment has been needed for years. Let's get on with it now - the sooner the better.

Have to repeat, bad idea closing the a61 slip road, Chesterfield is busy enough and a bit grid locked at times as it is. Also consider when that bridge floods under the railway station, where do traffic go then?

You need to strongly consider adding a similar town centre shortcut to the A61 if closing the existing one. Also consider routing pedestrians round passed the old Derbyshire Times building after the bridge is crossed.

For access from the station to Crow lane, the shared path gives up on the wrong side of the road, confident cyclists won't use it, and everyone else will cycle on the pavement. Could a crossing be provided at that point perhaps? That probably won't stop people cycling on the pavement to avoid crossing the road twice in the space of 100m to gain access to the cycle route through Piccadilly park (omitted from your maps). It'd make sense to have a more joined-up approach to Crow Lane,

<p>especially now some of it is closed. Concerned about vehicles crossing the path on the HLLR in many places - will pedestrians and cyclists be clearly given priority? Love the new wider boulevard up into town.</p>
<p>Not enough covered areas for bad weather. Looks great in the sun however needs to encourage individuals waiting for a train etc to wait outside the station as much as possible to reduce volume</p>
<p>I think it will be fantastic for Chesterfield and having HS2 serve Chesterfield will be great for the area.</p>
<p>Don't see how it fits with the overall development plans for the town given the current problems hastened by Covid.</p>
<p>Still too much office space.</p>
<p>Under the proposed lighting consideration should be given to positioning Christmas lights as part of the overall town centre display.</p>
<p>More detail on social facilities please!</p>
<p>As mentioned already, I have misgivings about the over-supply of office/retail space concerns me, and the impact on cyclists heading for Queens Park and beyond via the cycle route alongside the rail sidings.</p>
<p>Please ensure the large commercial buildings have depth and interest, not just big solid boxes. To have a nod to the heritage, not just cookie cutter style buildings.</p>
<p>I would like to see improved cycle links along Durrant Road towards the Northern Gateway. The masterplan (and town centre in general) is lacking in public green space. This could be provided as part of Plot D, and could be combined with flood mitigation adjacent to the river. I would like to see improved bus links and facilities. Perhaps replace the MCP and incorporate buses as part of the Transport Hub. I would also like to see more space given to pedestrians over cars along St Mary's Gate, near to the junction with Corporation Street.</p>
<p>Hugely important that visitors are "wowed" on arrival. Add in quality retail that focuses on products from the area.</p>
<p>I think it is great that there is investment planned in this area and the improved access to town for pedestrians and cyclists is welcome but this should not be at the cost of increased congestion in town by directing traffic away from the bypass</p>
<p>The former court buildings on the corner of Brimington Road/Malkin Street should be retained. I hope the masterplan succeeds.</p>
<p>It's all image, not real life. People want to be dropped off outside the station doors and picked up there. Drivers want easy access. This is real life. Not cyclists.</p>
<p>This will provide long needed improvements and set up Chesterfield Id for the next 50 years.</p>
<p>These changes would be a significant improvement to this area of the town.</p>
<p>Forget HS2 improve rail capacity by introducing electrification and in cab signalling which will have a lesser environmental impact than current proposals.</p>
<p>When will it finish? Where would the funding for this come from? what would the impact be locally for new jobs, perhaps? The plans include education aspect, is this Chesterfield College or Derby Uni ( the latter I think) or both.</p>
<p>The key points for me as whether there is enough parking provision, creating more bus stops/shelters etc. and keeping the slip road. I am also uneasy in the aim to 'Encourage Global Tourism'. This is environmentally a grey area - should we not focus on promoting tourism nationally, regionally and locally rather than globally? Other than the points I have raised, it does look like a great improvement on the existing area.</p>
<p>I would be keen to understand the impacts of the proposals on existing traffic problems elsewhere in Chesterfield (eg. Lordsmill Roundabout); would be keen to understand the connectivity of pedestrian and public transport to the wider and connected network, ie that the scheme is not considered in isolation.</p>
<p>Found it very waffly, unclear and pretentious, found myself increasingly irritated by the style and the lack of actual information.</p>
<p>The Sheffield station approach is a lot better with its striking water features. it puts a row of blank walls into perspective.</p>

Ask the public first and cycling groups etc to get their views rather than spend a fortune on consultants who have drawn a fantasy that will never happen!
Much better links to the TPT/College and Waterside is needed for pedestrians and cyclists.
It's Rubbish created by wishful thinkers from Airy-Fairy land.
Some aspects of the plan are good. I like the walk and cycle way to town for example but not everyone can walk or cycle, Taxis have their place but what we really need is a clean, cheap or free bus service, properly integrated with the railway station. I would also like to comment on the "consultation". This is really inadequate for such a major development. And all public communications should be in Plain English. So many of the terms used here are ambiguous or jargon.
Have you modelled the impact of car traffic flow on the new access road to the flow of traffic up Hady Hill to hospital at peak rush hour?
Modernistic buildings don't fit with the town centre
Somewhat uninspiring.
I think closing the slip road will increase traffic elsewhere which is a shame as traffic is already an issue in the town.
I have also seen the proposed changes suggested by Chesterfield Cycle Campaign and they seem much better for cyclists.
I am concerned that the cycle path crosses a number of vehicle routes.
Why is the multi-storey parking placed behind the road requiring all those people to cross over the road to access the station. Plus more stop and go traffic more pollution this does not sit well when part of the plan is to help lower the carbon footprint.
Please adopt the proposals put to you by Chesterfield Cycle Campaign for this junction as fig1 & 2 of their letter to you dated Feb 2021. Currently the Masterplan does not enhance cycling take-up to / from the station area, does not meet some of vision statements and does not meet borough adopted Local Plan SS7 statement on linking up station development area to existing cycle links.
Well done except for the destruction of the cycle/pedestrian route along the sidings to the south is a disaster. It was such a well-received development that is just gaining in popularity all the time. It is completely free from traffic until the last bit past the car park (Give way for cars).
Not clear what is being proposed due to excessive use of jargon. Not a design that gives Chesterfield something special and different from other towns that people might want to visit in and of itself.
The most disappointing aspect is the negligible consideration given to improving the infrastructure for cyclists, and their safe access into and around the new station site. This last year has been disastrous on many levels due to the Covid pandemic, but in such situations there are always some green shoots of positivity that take a foot-hold and flourish. Cycling is one of the few things that has blossomed during the last 12 months as people have taken to their bikes either for exercise or their daily commute. The timing of Chesterfield's Station redevelopment could not have come at a more opportune time to take full advantage of the unprecedented level of interest in cycling, but that opportunity has simply not been grasped. In short, I feel that both the Council and developers are missing a complete one-off opportunity to "grasp the nettle" and fully invest in a sustainable cycling infrastructure to, from and around the station area.
While visually enticing, the plan does not address the cycling infrastructure for practicality and/or compliancy referenced in LTN 1/20. The cycling infrastructure should be amended as per the Chesterfield Cycling Campaign's submission.
Some elements are good...e.g. the green walls, consideration of art and sculpture, materials. However, I hope that it is not style over addressing key issues...key issues i see I am not sure are addressed. Also, there is not so much emphasis on the preservation of character...with one critical omission being the Chesterfield Hotel. I would have concerns over the redevelopment of this beautiful old building. Perhaps already too late though...with the preference to allow planning consent in transforming retail into hotel accommodation instead of promoting the use of this building. To me mistakes were made in the creation of the new cycle route...which seemed like it could have been really useful, but was poorly thought out in terms of practicality. I hope this is not the case again here.
The cycle route passes several road junctions and is therefore less safe as collisions often occur in

<p>these spaces as vehicle often don't look for cycles there it would be better if it stuck to the current route, turning right after the station long stay car park and around the front of the building.</p>
<p>Concerned that the multi storey car park appears very prominent, will need very careful design so that it doesn't dominate views to the Crooked Spire.</p>
<p>I am not sure whether it actually fits with the economic reality of Chesterfield but I think it looks great.</p>
<p>I am a cyclist, pedestrian, public transport user and a motorist, and would like a fully integrated approach that makes clever links to the station for all users, but gives priority to sustainable transport options. The Council has a brilliant opportunity in this project. Please take every opportunity to work with and take advice from knowledgeable people in our town, like Transition Chesterfield and Chesterfield cycle campaign. We all want the best for our town and its future. Thanks</p>
<p>Overall, it's a great plan in it's own right if HS2 happens but, either way, the investment focus on that side of town is neglecting the areas where people really live. If HS2 does not come to Chesterfield then the whole Chesterfield masterplan needs a fundamental rethink to rebalance investment away from the Donut/Station/Waterside and towards the places where people really live and businesses are struggling.</p>
<p>Don't see the need for major roads being rerouted. No need for the additional office space when so many are unoccupied in town. New offices have their own services so will not bring people into town.</p>
<p>Please ensure the cycle path heading from the station to Corporation Street is clearly distinguishable from the footway. It looks like shared-space on the visuals, which is a recipe for conflict in such a busy area. A different colour surfacing would be enough. Just make it obvious where people should walk and people should cycle - then everyone's happy</p>
<p><i>Object strongly to the creation of a through road from the A632 as this was not part of the original proposals, which were to restrict vehicular access to an access / exit to the south of the station.</i></p>
<p><i>Too much like Sheffield, doesn't respect the 'local look' (just standard modern blocks). Prioritising cars/vehicles over walking and cycling.</i></p>

#### 6.2.15 Several email responses were also received as follows:

<p>The proposed improvements to the approach from Corporation St. looks encouraging, however what happens when the cyclist reaches St Mary's Gate ?. To me there seems to be enough room in the existing road footprint to make an appropriate transition to Stephenson Place. The present route from Queens Park &amp; Derby road is excellent. It should not be directed toward the new road, which will only result in more conflict with traffic entering the various sites as outlined in the plan. This route should continue on more or less its present path and terminate at a cycle parking facility at the south end of station forecourt and not go on, as the plan indicates, to the north side of the forecourt. This would prevent unnecessary conflict between pedestrians and cyclists. The cycle path next to the new road is redundant because there is not a safe way for cyclists to access it. A similar planning error already exists a few hundred yards away, where a cycle route abruptly ends on a public footpath, when it could have easily been directed on to an adjacent road. I can see that there is a need for a public footpath from the A632 and there are other possibilities for that, but in the interests of brevity I will continue with other points. The question is - how are cyclists from some parts of Hasland, Spital, Calow, Brimington Common and other outlying areas going to access the station ?. Approaches through Piccadilly road and Crow Lane would be the most obvious. The problem is the underpass at Crow Lane . I believe that there is a plan to improve this area by, in part ,moving the footpath to the other side of the road. Could this plan be altered to include a cycle route at this point ?.</p> <p>Brimington Road access. I know this is private land but I have observed that many cyclists and pedestrians presently use a lane which I believe is part of Taptan Terrace.</p> <p>The landscape plan indicates that there maybe a footpath in this area. Could this have a cycle route incorporated in it ?.</p>
<p>I am writing to offer some objections to the proposals included under CBC's Station Masterplan. I am bracketing these objections under two major concerns: one relates to transport and the other design and housing development. However, initially I would like to raise a complaint about the amount of</p>



jargon used in the presentation. The proposal should have included a jargon buster and presenters should have been encouraged to speak more in everyday language. I fear that, as a result, many people will not feel able to voice their thoughts on this and it is only when they begin to see what is proposed turn into reality that their objections will be voiced. I found it difficult to follow through the detail of the plan as a result, but generally gained the impression that the Council's stated 'Key elements' on their website were not followed through to the design.

#### Transport proposals

Although it is stated that a central priority is to be given to cycling in these proposals, I do not see much evidence of this in the details. Some of this is clear from the lack of cycles included in the representations. The plans seem to focus more on people arriving by car so that they can get away from Chesterfield rather than those arriving and wishing to travel once they get here. If the Council is to move towards a carbon neutral future, everything should be done to encourage alternative forms of transport. Even if cars become electric, this will not ease the problems of congestion on the roads and make people preferring to cycle feel any safer. Alternatives to car use must be to the fore and incentives put in place for their use – by the time these developments are realised, it is to be hoped that excessive car use will be a thing of the past. In addition, it appears that some of the existing cycling provision is being removed.

It is hard to make out the precise details of the onward journey for cyclists and pedestrians, but it appears that the plan focuses on the journey through Corporation Street to the town centre as if this is the only onward journey that people arriving in Chesterfield will make. If people travel either to Chesterfield College or to the Markham estate, then they will be expected to take a very awkward route; human nature will encourage people to shortcut that which may well lead to problems.

I see no specific proposals for secure bike parking at the station, although it is mentioned. Leicester has put in place brilliant provision in their town centre and Chesterfield would do well to emulate this. Will this include e-bikes and charging points for these?

#### Development plot proposals

Much of the design seems to resemble quite strongly design features of the new developments in Sheffield. There seems to be little that reflects the essential character of Chesterfield that was set out as a key principle of the proposal. Chesterfield has some lovely black and white building designs and amazing Victorian architecture that reflect its past and heritage – could these more interesting earlier design features not be reflected in some way? I understand that the Chesterfield Hotel is being demolished; is it not possible to retain the shell of the main building as has been done in other areas to preserve some architectural interest and character in the area?

It is not clear that there really is a fully researched need for all the buildings proposed. Whilst the proposals include suggestions for mixed use of the areas, a welcome idea to avoid areas being empty at different times of day, it is not clear that these would all end up being used. There are many buildings in Chesterfield that have remained empty for some time, including office developments – are we sure that we really need more of these? Behind the picture of the boulevard there appear to be large warehouse entrances – surely this does not fit with an area restricted to pedestrian, cycle and public transport access only?

How will it be ensured that the right mix is achieved and that, if the Council becomes desperate for funds, they will not end up to agreeing to a mix that is a disagreeable hotch-potch and an ugly eye sore? The Riverside development is one such – an unsightly development that has sucked interest from the town centre, partly by being allowed to offer free parking.

Will it be a requirement that all new buildings be erected to the highest possible carbon neutral

standards (in keeping with the Borough Council's declaration of a Climate Emergency)? Further, the aim of including "high quality natural habitats" in the design seems laudable but I wonder how this will be achieved. Such areas need regular stewardship if they are to work – currently, any such areas that already exist in Chesterfield seem to rely on volunteer work to ensure they become a vast communal litter bin (and thereby a danger to wildlife).

I fully support the planned cycle route to Crow Lane as I prefer to cycle to the station and this will avoid the muddy, slower and longer canal route. I also fully support the wider foot/cycle bridge, and improvements to Corporation Street. Locked cycle storage as per Derby and Sheffield would be good. I do hope the cycle hub includes a cycle repair shop.

My concerns overall are; how are bus services to and from the Town Centre to be improved, also to ensure that users are able to fully benefit from joined up travel tickets such as the Derbyshire Wayfarer. I also have concerns that a new road is to be constructed which will increase traffic away from town and put added pressure on pedestrians safety in this area.



## 7. Design Response

### 7.1 Overview

7.1.1 The purpose of this section is to consider the views submitted by the key stakeholders and public so that options can be submitted to CBC to inform a way forward such that the masterplan can be finalised. Responses have been provided by the design team (AECOM and Whittam Cox) explaining the choices made within the consultation-draft plan and identifying options for CBC / DCC.

### 7.2 VAODPs

7.2.1 Several amendments were suggested for the VAODPs. Table 7.1 provides a summary of the suggestions and a response for each.

**Table 7.1:** Transition Chesterfield VAODP Comments, Design Responses and Options

Issue Raised	Design Response / Options
The icon for 'encourage global tourism' could show a train cutting across the globe (rather than a plane) to provide clear messaging from the start	The masterplan will be updated to address this point.
Three of the nine objectives (relating to travel) are likely to increase carbon emissions	<ol style="list-style-type: none"> <li>1. The Hollis Lane Link Road (HLLR, or station access road) is a commitment within the Chesterfield Local Plan. CBC would need to consider if a masterplan could be delivered in contravention of its Local Plan.</li> <li>2. The issue at stake is the use of word 'global' in the context of carbon emissions. This could be re-worded: Encourage tourism by rail, and onwards by bicycle.</li> <li>3. The masterplan makes use of land owned by Network Rail and East Midlands Railway. It is unlikely that support of these stakeholders would be forthcoming without maintaining parking supply, and EMR have a franchise commitment to increase car parking at Chesterfield. CBC would need to consider if removing this objective would be acceptable to other stakeholders.</li> </ol>
Remove Design Principle: Station Link Road	As noted above, the provision of a link road is a requirement of the Local Plan.
Remove Design Principle: multi-storey car park that can accommodate growth	As noted above, this requirement is informed through discussions with a key stakeholder and landowner.
Expand Vision: The station is the focal point of not only the link to the town centre, but also to the Waterside area and the catalyst for sites immediate adjacent the stations including Plots A to G	This is already covered as a Design Principal.
Expand Aims: Aims should be linked to smart and measurable targets	This is most appropriately covered in any Business Case prepared to secure funding, rather than in the masterplan document. In addition, 'Success Factors' have been included in the accompanying <i>Integrated Transport Station Accessibility and Design Study</i> .
Add Objective: improve accessibility for	"Improving accessibility for all, especially vulnerable

all, especially vulnerable road users; road users” is likely best addressed by amending the Design Principles.

Add Objective: reduce carbon emissions	Carbon emission reductions are already stated as a Design Principle.
Add Objective: make the station safer and more pleasant for visitors and residents	The second element (pleasant for visitors and residents) is already stated as an Aim. The first element (safety) could be addressed by amending the Design Principles.
Add Objective: increase the number of visitors to Chesterfield arriving by train; and encourage more sustainable travel.	This can be addressed by amending the objective on ‘global tourism’ as stated above.
Insert Design Principle: improving pedestrian connectivity to Waterside and Chesterfield College	Links to Waterside are mentioned as a Design Principle. Chesterfield College could be added.
Insert Design Principle: More emphasis needs to be placed on electrical vehicle charging and provision to ensure that there is a positive transition to zero carbon movement between 2030 and 2050	This is already covered within the Design Principals.
Implementation: Transition Chesterfield feel that north-south connectivity for pedestrians and cyclists is arguably worse than it is at present, pedestrian and cycle accessibility has not been prioritised, and there is no evidence that improvements to cycle infrastructure have been implemented.	Full commentary on this is provided later in the consultation report; however, we would note that the station access road opens up a new north-south route from the A632.  Also, the masterplan includes a cycle hub, replacement of the very narrow A61 footbridge, creation of a new pedestrian boulevard, improvements to the crossing of Crow Lane and seeks a route through the Former Magistrates Plot of the Waterside development.
Implementation: There are no meaningful time horizons from which each of the plot areas will be realised over the next 15 years or how this will be delivered in the context of the Waterside masterplan	Although the masterplan provides a framework for the development, it remain market-led.

7.2.2 The remainder of this section considers the issues raised with the consultation draft masterplan design on an ‘issue by issue’ basis. The most important of these matters (in the design team’s opinion) have been picked out as a **KEY ISSUE**. These ‘key issues’ are ones which either are of concern to stakeholders / the public, or which have the largest impact on the delivery of the masterplan.

## 7.3 Safety and Security

7.3.1 **Issue:** Derbyshire Police and British Transport Police have made comments in relation to safety and security around the masterplan area.

7.3.2 **Response:** Issues raised by the police are mainly matters for detailed design and reserved matters applications. Notwithstanding this, the issues raised can be referenced within updated masterplan and landscape strategy documents.

## 7.4 Carbon Neutrality

7.4.1 **Issue:** DCC would hope to see more cycle shelters; more public transport provision / consideration; more provision for the expected shift to 'Mobility as a Service' and more renewable energy being generated.

7.4.2 **Response:** The proposals include a cycle hub and improve forecourt for buses and coaches. There is potential for solar panels on top of the MSCP, although this would raise building heights further (see issue below). Mobility as Service is an emerging technology; as such, the masterplan creates more space within the forecourt area to serve a variety of demands. It may be, for instance, that electric car club spaces are provided within the MSCP.

\* \* \*

7.4.3 **Issue:** A clear commitment should be set out in the masterplan proposals that the overall construction and implementation of the scheme will be carbon neutral or, ideally, carbon positive and that this is should be built more explicitly into the design and development principles in the masterplan.

7.4.4 **Response:** This will be examined at a later stage of the development, but a framework can be referenced within an updated masterplan document.

## 7.5 Station Access Road

7.5.1 **Issue:** Queries relating to the need for the station access road and requests that, if it proceeds, then St. Mary's Gate should close to traffic. In particular, Transition Chesterfield note that "other more progressive towns are removing vehicle access from stations to better allow walking and cycling access to reduce carbon emissions."

7.5.2 **Response:** The station access road is a commitment of the Local Plan, and the consultation-draft masterplan has therefore been progressed in accordance with prevailing policy.

7.5.3 The issue of closing St. Mary's Gate in conjunction with the scheme has been examined as part of the accompanying *Integrated Transport Station Accessibility and Design Study* (including examination of noise and air quality impacts of various options). The proposed station access road will enable a route to the station which allows people to reach it without routeing via St. Mary's Gate, and the Hollis Lane Link Road (station access road) was included in the Local Plan as a measure to help facilitate pedestrianisation of St. Mary's Gate. Closure of the A61 southbound on-slip will place pressure onto St. Mary's Gate, and scenarios in which both are closed is forecast to lead to large scale re-assignment of traffic around the western edge of Chesterfield (making use of unsuitable residential streets to gain access to A619 and Markham Road). It was therefore agreed by CBC and DCC to examine the closure of St. Mary's Gate as a separate project.

7.5.4 In terms of removing vehicle access near to the station, the consultation draft masterplan routes the station access road further away from the station building than the 2019 iteration (to provide more public realm space) and includes closure of the A61 southbound slip road which improves the pedestrian route not just in terms of connectivity but also in terms of gradient.

## 7.6 Land-Use Proposals

7.6.1 **KEY ISSUE:** Too much office space is shown. This has been raised by several members of the public.

7.6.2 **Response:** The consultation draft masterplan was progressed on the basis of a land-use scenario provided by CBC as part of work conducted in the summer of 2020. Notwithstanding this, a masterplan is not a planning application and is rather intended to provide a flexible framework to manage applications in response to market conditions, i.e. the masterplan does not stop other land uses happening, should there be no market for office space. A note to this effect can be included in the masterplan.

## 7.7 Landscape / Townscape

7.7.1 **Issue:** An aspiration of the Landscape Strategy is to enhance the eastern boundary against the A61. Concern expressed with the 'Green Wall' solution which are notoriously difficult to establish and maintain so DCC would much prefer to see the use of trees, hedging or even pleached trees to achieve this effect.

7.7.2 **Response:** This is noted, and a sentence on this can be added to the landscape strategy.

\* \* \*

7.7.3 **Issue:** Some care will be required to ensure that any tree planting does not itself impact on the sightline to the town centre and the framing of the Spire.

7.7.4 **Response:** This is noted, and a sentence on this can be added to the landscape strategy. It is also noted that tree planting may need to respond to proposed changes to the NPPF, currently being consulted.

\* \* \*

7.7.5 **Issue:** In the Lighting Strategy there is reference to the use of "standard Derbyshire County Council light columns", which would be disappointing in the delivery of a bespoke scheme of the highest potential quality.

7.7.6 **Response:** This is noted, and a sentence on this can be added to the landscape strategy.

\* \* \*

7.7.7 **Issue:** The strategy states that trees 'could' be introduced along Corporation Street but DCC would strongly urge that they 'should' be introduced to strengthen the overall landscape approach to this new connection.

7.7.8 **Response:** This is noted, and a sentence on this can be added to the landscape strategy. See above on NPPF.

\* \* \*

7.7.9 **Issue:** The masterplan includes broad aspirations for biodiversity delivery, which could (page 32) include the planting of wildflower grasslands, hedgerows and street trees, comprising of native species of local provenance. In DCC's view, these should become firm commitments, such that landscaping and street scene planting will either include native, locally appropriate species; contribute to biodiversity delivery through direct habitat creation (e.g. grasslands); or contribute to other sustainability objectives (climate resilience, low water usage planting, or rain gardens/ SUDS planting etc) wherever possible.

- 7.7.10 **Response:** This is noted, and a sentence on this can be added to the masterplan and landscape strategy. The Local Plan also has a requirement for net gain.

\* \* \*

- 7.7.11 **Issue:** For an ambitious scheme of this nature, the inclusion of extensive areas of sustainable landscaping should be a key principle hard-wired into the final masterplan, public realm commitments, and design briefs for the development plots, to ensure they are integral to the delivery of the overall scheme.

- 7.7.12 **Response:** For CBC to note.

\* \* \*

- 7.7.13 **KEY ISSUE (Heritage / Historic Environment):** The vast areas of hard surfacing interspersed with just a few bulky buildings (particularly plots B & E) as currently shown would regrettably give neither a flavour of the townscape beyond nor establish a successful new place in its own right. These buildings would also, due to their bulk, reduce the impact of the Spire, and thereby compromise its setting. This has been raised by Historic England.

- 7.7.14 **Response:** In general, the consultation-draft masterplan was prepared in response to the Vision, Aims, Objectives and Design Principles alongside a targeted brief outlining specific requirements (such as car parking spaces required). The formation of building footprints and heights are directly linked to the spatial capacity required for the plots and how the levels of the site could potentially support the strategic placement of height. It is worth noting that site sections in the report demonstrate that the ground plane at the Church of St Mary and All Saints is circa 20 meters higher than the area directly outside the station.

- 7.7.15 The MSCP massing and bulk is reflective of the car park capacity required to serve this area and it is acknowledged that any future design of the plot should seek to develop architectural solutions to visually reduce the bulk through the strategic tiering of massing. The design approach highlighted in the masterplan demonstrates how a 2 storey building with a series of roof pitches can help reduce the overall bulk of the MSCP, whilst providing a relationship with the existing low-lying town centre context. The suggested formation of a development on Plot E has been led by seeking to utilise both the prominence of the site and the large footprint to indicatively propose a building of stature. The approach at this stage to provide a larger envelope on Plot E will provide an alternative to the typically smaller building premises in the town centre, thus diversifying the offer for a multitude of users/ operators. The proposals on Plot B and E are orientated and placed not to obstruct views toward the Spire but to use the massing to frame one of Chesterfield's main architectural assets on arrival at the station.

- 7.7.16 The HS2 masterplan proposal integrates larger scale building envelopes in comparison to the existing building in the Chesterfield town centre. The masterplan also proposes new key highways proposals, both the architecture and highways are broken up by a comprehensive public realm and landscaping strategy. In consideration for the general approach to massing and height, the urban design of the proposal is strategically different from the town centre but this does not mean that the future design of development plots are exempt from drawing architectural character from the centre and as such we recommend that the masterplan document highlights example architectural precedents and suggested materiality of each development plot. This will help aid the design of any future developments coming forward.

\* \* \*

- 7.7.17 **Issue:** We advise that a contextual approach that goes beyond long views is adopted that employs established urban design principles. Spreading out the quantity of development to create a tighter grain and lower heights would help with this and assist in creating a more intimate sense of place more in tune with the character of the town. It would allow, for

instance, the integration of the GII listed Engineers Offices as part of a street scene, a far more appropriate setting for this building, which is illustrated marooned in a sea of public realm.

- 7.7.18 **Response:** To the west of the GII listed Engineers office, the space is limited by the alignment of Station Road and, to the south, space is required to enable clear movement for pedestrians and cyclists who wish to access the Waterside Development. Tree planting would visually break up the area of public realm around the building and also frame the structure.

\* \* \*

- 7.7.19 **Issue:** An increase in blue-green infrastructure to improve the public realm particularly at times of excessive heat

- 7.7.20 **Response:** The consultation-draft masterplan shows an increase in proposed green infrastructure through the provision of street tree plant in and around the concourse, along the pedestrian boulevard to the proposed bridge, and along Corporation Street. It is further complimented by street trees along both sides of Station Road. The shrub layer would also extend from the concourse to the start of the bridge in raised planting beds (designed as rain gardens), along with areas of turf. Wildflower seeding would be introduced in a pocket park between Plot C1 and C2. Surface water will be captured in attenuation takes below the station concourse. A water feature on the concourse would also contribute to cooling in the summer.

\* \* \*

- 7.7.21 **Issue:** Clear branded signage for the Trans Pennine Trail must be replaced if removed as part of the masterplan development. Signage to / from the TPT would also encourage local residents to utilize the route. Chesterfield provides a TPT loop in terms of the TPT provision which is very important to local users in terms of health benefits -not only physical health but also mental health benefits. There is a set template for TPT signage.

- 7.7.22 **Response:** Noted. Appropriate reference will be included in the landscape document. It is also noted, however, that DCC are currently in the process of implementing a cycle wayfinding strategy with which the masterplan proposals will also need to be consistent, and pedestrian wayfinding also needs to be included (as well as vehicle signage).

\* \* \*

- 7.7.23 **Issue:** There should be an alternative plan for landscaping on either side of the new link road from Hollis Lane, in case it proves impossible to go ahead with the proposed commercial development along this road.

- 7.7.24 **Response:** We agree that if there is a fundamental change in the land-use scenario then this would require an updated landscape strategy. (In addition, further traffic modelling would also be required).

## 7.8 Archaeology

- 7.8.1 **Issue:** NPPF and Chesterfield Borough Local Plan policy requires the archaeological resource to be appropriately assessed at the pre-determination stage. This should comprise archaeological desk-based assessment in the first instance, to include potential mapping aiming to identify potential areas of better preservation within the scheme footprint.

- 7.8.2 **Response:** This would be addressed as the scheme progresses.

## 7.9 Strategic Environmental Assessment

7.9.1 **KEY ISSUE:** An SEA is required. This has been raised by Historic England.

7.9.2 **Response:** The initial view of CBC was that this wasn't required, but CBC is seeking further advice on the matter of SEA with a view to resolving the issue raised by Historic England prior to finalising a masterplan and seeking its adoption.

## 7.10 Pedestrian / Cycle Boulevard

7.10.1 **Issue:** There should be consideration for an underpass under the Station Access Road, or lowering the station access road underneath the pedestrian / cycle boulevard.

7.10.2 **Response:** As part of preparing the station masterplan, consideration was given to lowering the station access road underneath a continuous pedestrian / cycle boulevard. This would have clear benefits; however, it was not considered feasible for a variety of reasons, principally relating to the challenging levels of the site and the requirement for retaining walls. In terms of a pedestrian / cycle underpass, this would have similar constraints but would also magnify the issue of gradient for pedestrians and cyclists up to the A61 footbridge / cycle bridge. Underpass solutions are also not favoured solutions due to ongoing public safety risks.

\* \* \*

7.10.3 **Issue:** The gradient on the pedestrian and cycle path from the station to the bridge over the Inner Relief Road should not be so steep as to make access difficult for any type of user.

7.10.4 **Response:** The gradient from the station access road to the footbridge will be relatively steep (exact gradient to be determined through detailed design), but this is dictated by local topography. This will be mitigated as much as possible as the design progresses.

\* \* \*

7.10.5 **Issue:** Pedestrians should be routed via the front of Spire Insurance (North Midland House) and not its rear elevation.

7.10.6 **Response:** The design strategy was to provide a direct, visible route from the station to the town centre. The existing route has been identified as being confusing for pedestrians.

\* \* \*

7.10.7 **Issue:** The pedestrian route around the former Derbyshire Times building towards Spa Lane and St. Mary's Church should also be improved.

7.10.8 **Response:** Similar to the transition into existing cycle infrastructure around the masterplan site (see below), CBC need to take a view as to boundaries of the station masterplan. Consideration of the route to Spa Lane was not included in the brief for the station masterplan team, though this could be examined as an extension of the work, if required.

\* \* \*

7.10.9 **Issue:** Access for students on foot and by bicycle through plot G (between Infirmary Road, over Brewery Road to Cowley Close) should be considered.

7.10.10 **Response:** The route through Plot G will be considered at the time of detailed design. The 'jitty' on this route is beyond the scope of the station masterplan.



## 7.11 Design of the A61 Footbridge / Cycle Bridge

7.11.1 **Issue:** The actual design of the (pedestrian / cycle) bridge, given its prominence above the A61, and that it should be a piece of architecture, not just a minimal civil engineered structure.

7.11.2 **Response:** A specific question was asked of the public on this issue, and this stakeholder opinion response fits with the outcome of the consultation. It has been taken forward into the recommendations shown within Section 8.

\* \* \*

7.11.3 **Issue:** The design could be improved further by increasing the width of the existing bridge substantially from its existing 2.5m to at least a minimum of 4m for segregated use or perhaps 5m or even greater.

7.11.4 **Response:** The proposed footway / cycle bridge over the A61 has been shown in accordance with standards in the updated Design Manual for Roads and Bridges (DMRB). The DMRB guidance was issued in 2020 and is therefore modern and wholly appropriate for the design of the foot / cycle bridge. The outline design provides a width of 5m.

\* \* \*

7.11.5 **Issue:** This could be taken a step further by creating an extended area of green space as a suitably landscaped and planted 'living bridge'.

7.11.6 **Response:** A living bridge was considered at an early design stage, but a living "green bridge" would require a thicker deck structure and therefore elevate the vertical alignment of the pedestrian / cycleway in the townscape. Clearance underneath the bridge is also a consideration. As such, this wasn't taken forward in the consultation-draft masterplan but could be reconsidered as the options for the bridge are progressed.

## 7.12 Forecourt Area

7.12.1 **Issue:** Suggestion that the private drop-off should be in the MSCP, and that the taxi and bus areas should be reversed.

7.12.2 **Response:** Private drop-off could be relocated to the MSCP (but with the important exception of disabled users) subject to further design work being conducted on the MSCP. This would also make the forecourt side-road less busy, which directly addresses a connected concern raised in respect of the segregated cycle route being provided along the station access road.

7.12.3 The order of taxis and buses within the forecourt is designed to ensure that there is a space where buses / coaches can reverse (if required) without small vehicles routeing through their area.

\* \* \*

7.12.4 **Issue:** Taxis are provided for too close to the station in preference to other modes.

7.12.5 **Response:** The closest modes proposed in the consultation-draft masterplan are cyclists (at the cycle hub), taxis, private vehicle drop-off, and disabled drop-off. Private vehicle drop-off has been raised as an issue separately. Note: taxis are considered as a form of public transport by the Department for Transport.



## 7.13 Cycling: Phrasing / Wording of the Masterplan

7.13.1 **Issue:** The Trans-Pennine Trail Partnership have raised a number of issues relating to the wording within the masterplan document, particularly in relation to references to cycling and the TPT itself.

7.13.2 **Response:** The masterplan document can be updated to address these points.

## 7.14 Cycling: Use of Signal Control

7.14.1 **Issue:** Consideration should be given to ‘cyclops’-style design to prioritise sustainable transport users.

7.14.2 **Response:** DCC is in the process of installing an Urban Traffic Control (UTC) system across Chesterfield and designs of signalled junctions would need to be progressed with DCC at the point of detailed design. AECOM would expect the A632 / Station Link Road junction to be incorporated into this UTC system, as a minimum.

\* \* \*

7.14.3 **KEY ISSUE:** The consultation draft masterplan shows a Toucan crossing of the station access road along the line of the pedestrian boulevard. An alternative ‘parallel crossing’ has been suggested to provide priority to pedestrians / cyclists using the boulevard and not to vehicular traffic. (Note: a parallel crossing is similar in form and application to a zebra crossing, but with a separate parallel cycle crossing alongside the zebra crossing).

7.14.4 **Response:** A Toucan crossing was included in the consultation-draft masterplan for the following reasons:

- Traffic Modelling indicated demand for the use of the station access road would warrant signalisation and control. This is recognised in Table 10-2 of LTN1/20.

**Figure 7.1:** Table 10-2 of LTN1/20 (Crossing Design Suitability)

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any					
40 mph and 50 mph	> 10000	Any					
	6000 to 10000	2 or more					
	0-6000	2					
	0-10000	1					
≤ 30mph	> 8000	> 2					
	> 8000	2					
	4000-8000	2					
	0-4000	2					
	0-4000	1					

The crossing is located at the busiest section of the station access road, combining trips to and through the area by all modes.

The closure of the A61 southbound on-slip would transfer some trips to the station access road. Modelling work has indicated that restricting capacity of the station access road in combination with the slip-road closure would add trips to St. Mary’s Gate or to Crow Lane – Piccadilly Road.

The use of the station access road as an alternative route to St. Mary’s Gate (to allow its potential pedestrianisation) and the option of constraining the station access road’s capacity are incompatible (pending further assessment). CBC would therefore need to make a choice between the two aspirations, or (potentially) to retain an A61 slip road.

- The traffic modelling has been conducted assuming that 20% of time is provided to pedestrians and cyclists at the crossing.
- A Toucan crossing would reduce delays to bus services, to encourage use of the forecourt by commercial services. (Note: in their response, Stagecoach raised the issue of buses having to cross two cycle routes to reach the proposed new forecourt).
- The Road Safety Audit (RSA) recommended the introduction of a chicane to slow cyclists approaching the crossing point from the north. In part, this is due to the gradient from the A61 foot / cycle bridge. It is the design team’s view that a light-controlled Toucan crossing would therefore be safer, to avoid the situation of a cyclist proceeding at speed towards a crossing point where they have priority but vehicles having reduced time to respond to their presence (e.g. if they are concentrating on a platoon of pedestrians crossing from the station towards town).

7.14.5 It is also noted that the proposed arrangement in the consultation-draft masterplan reduces the number of roads pedestrians have to cross to reach the A61 Corporation Street footbridge from the station building from 3 (two zebra within the forecourt, one uncontrolled across the slip road) to 1 (Toucan over the station access road).

7.14.6 Also, and as detailed above, the design team actively examined options to relocate the station access road underneath the boulevard to remove this crossing requirement.

7.14.7 Options for CBC and DCC are provided below (noting that DCC are the local highway authority, who would be adopting the road), and the masterplan / highway design can be updated on receiving an instruction. It may be that this issue is left open until the preliminary / detailed design stage, given the likelihood of some re-modelling post-COVID19.

**Table 7.2:** Options for CBC / DCC - Crossing of Station Access Road

Option	Description
1	Retain Toucan Crossing of Station Access Road. Recommended by design team, pending preliminary / detailed design.
2	Provide a parallel crossing, providing priority to pedestrians and cyclists.

**Design Group Note:** Following consideration of the draft consultation report, the design co-ordination group (including officers of CBC, DCC; AECOM and Whittam Cox) agreed to show a toucan crossing in the updated masterplan (Option 1). This can be revisited at the time of preliminary / detailed design.

## 7.15 Cycling: Transition into Existing Infrastructure

7.15.1 **Issue:** Schemes will transfer into existing cycle infrastructure. This masterplan provides the opportunity to also enhance existing schemes in line with LTN1/20 – not just new developments.

7.15.2 **Response:** It is correct to state that the masterplan is an opportunity to improve existing routes; however, the design team had to take a view on the extent to which the station masterplan could address existing issues and where other projects could also contribute.

Discussion within the Chesterfield Station Masterplan working group, for instance, has confirmed that the responsibility for improvements to Brimington Road rests with the Waterside development and its existing obligations. Notwithstanding this, potential options to improve the transition into Brewery Street are provided below.

## 7.16 Cycling: Connections via Plot D

7.16.1 **KEY ISSUE:** It is not clear as to why the station masterplan does not explore these connections in more detail as they are essential if the design principle of improving north-south pedestrian and cycle links, (to Waterside and TPT) is to be achieved. This has been raised by the Trans Pennine Trail, Chesterfield Cycle Campaign and Transition Chesterfield.

7.16.2 **Response:** Plot D is part of the Waterside development, for which there is already a separately approved masterplan. The station masterplan's remit was to show a connection through this site, only, and this has been confirmed by CBC within the technical working group. This may, however, require clearer description of this issue within the masterplan document (both in respect of the plot's status, and that the link would be for both pedestrians and cyclists). The design team fully acknowledge the importance of this plot to connect to the TPT (as noted by both the TPT and CCC).

\* \* \*

7.16.3 **Issue:** An appropriate crossing and its location to ensure the safe crossing of Brimington Road does not appear to have been addressed in the station masterplan.

7.16.4 **Response:** As noted above, amendments to Brimington Road fall within the remit of the Waterside development, rather than the Chesterfield Station Masterplan development. The design team fully acknowledge the importance of a suitable crossing of Brimington Road, and the indicative route through Plot D was located bearing in mind the requirement of Stopping Sight Distance (SSD) from the Brewery Street / Brimington Road junction in order to site such a crossing.

\* \* \*

7.16.5 **Issue:** As an addition to the Waterside connection it would seem prudent to ensure that the proposed riverside walk can accommodate cyclists also.

7.16.6 **Response:** As noted above, the working group for the masterplan has determined that connections through Plot D to Brimington Road fall within the remit of the Waterside development, rather than the Chesterfield Station Masterplan development.

## 7.17 Cycling: Segregated Cycle Route, Station Link Road

7.17.1 **Issue:** The 3m wide segregated cycle track indicated on the plan should be on both sides of the carriageway not just one.

7.17.2 **Response:** There is no requirement to have a segregated cycle way on both sides of the station access road, particularly since there is no development plots (aside from the MSCP) shown on the western side of the link road.

## 7.18 Cycling: Route Past Former Chesterfield Hotel

7.18.1 **KEY ISSUE:** The existing 3m wide shared pedestrian and cycle route (purple) to tie into the existing facility should be upgraded to a segregated cycleway and pedestrian provision to adhere to LTN1/20. This has been raised by the Trans Pennine Trail, Chesterfield Cycle Campaign and Transition Chesterfield.

7.18.2 **Response:** A segregated path could be provided past the former Chesterfield Hotel. This was not included in the consultation-draft masterplan as the design team felt it would lead to cyclists finding themselves moving from a modern, high-standard segregation to an ‘old-style’ (CCC wording) path directly after the Brimington Road / Brewery Street junction. On preparing the consultation draft masterplan, the design team instead proposed that a length of transition (following the segregated route past the station) would be the better solution, so that it is easier to tie the two facilities together. i.e.:

- 3m shared footway / cycle way (outside former Chesterfield Hotel) moving to 2.75m footway (marked for peds and cyclists over Brewery Street Bridge); (as shown in masterplan) OR
- 3m cycleway and 2m footway (5m total, outside former Chesterfield Hotel) moving to 2.75m footway (marked for peds and cyclists over Brewery Street Bridge); (TPT & CCC Preferred).

7.18.3 Notwithstanding the above, a further option could be to reduce the carriageway width across the Brewery Street bridge to the minimum for two-way vehicles (bus and maximum articulated HGV, passing) to enable localised widening to improve the cycle facilities to enable a better transition. The feasibility of this is being examined. Options for the consideration of CBC / DCC are provided below.

**Table 7.3:** Options for CBC / DCC – Cycle Route Past Former Chesterfield Hotel

Option	Description
1	Retain 3m shared route as shown in consultation draft masterplan
2	Provide a segregated route past the former hotel, transitioning into the existing old-style facility on the Brewery Street bridge.
3	Provide a segregated route past the former hotel, transitioning into a widened facility on the Brewery Street bridge. (Note: the feasibility of this is ongoing, and it may be incompatible with the signalisation of the Brimington Road / Brewery Street junction)

**Design Group Note:** Following consideration of the draft consultation report, the design co-ordination group agreed to include Option 2 in the updated masterplan. Subsequent analysis has shown there are difficulties with widening the ‘old style’ route across Brewery Street bridge and this is not being pursued at this time.

## 7.19 Cycling: Plots F and G

7.19.1 **Issue:** The existing cycle route past these plots should be retained.

7.19.2 **Response:** It is not proposed to remove this route, and this can be clarified in any updated draft of the masterplan document.

## 7.20 Cycling: Malkin Street

7.20.1 **Issue:** Existing advisory cycle lanes are shown as being removed.

7.20.2 **Response:** Cyclists using these cycle lanes will either come from (1) Brewery Street or (2) Brimington Road. For the latter, we would expect them to use the shorter route using the proposed link through Plot D (the Former Magistrate’s Court, or the riverside walk proposed

by CCC). For the former, there is little difference in provision given the advisory status of the lanes, and it is noted that these existing cycle lanes have been (separately) described as 'poor quality' by the Chesterfield Cycle Campaign. They were therefore shown as being removed.

\* \* \*

7.20.3 **Issue:** The proposed shared-use cycle track will terminate prior to the Brewery Street / Brimington Road roundabout and put cyclists back on the carriageway.

7.20.4 **Response:** This is a mis-interpretation of the General Arrangement drawing. We fully agree that the shared-use cycle track must transition to the 'old-style segregated path after the roundabout' and the General Arrangement drawing was not intended to show a termination point. Indeed, a note on the diagram states that it will tie into the existing facility.

## 7.21 Cycling: North-South Cycle Route

7.21.1 **KEY ISSUE:** The masterplan shows two routes from the south: one from the A632 and one from the off-road route to Ravenside Retail Park. The off-road route is proposed to join the HLLR (through Plot C) and continue along a segregated cycle track beside the station access road. CCC / TPT / TC wish to see this arrangement reversed, so that the route from the A632 joins the off-road route between Plot C and the railway sidings and then route around the southern side of the proposed bus / coach forecourt to the railway station entrance. Particular concern is raised at the routeing of the segregated route across side-road accesses and the taxi / drop-off / bus / coach interchange. Chesterfield Cycle Campaign state that they do not believe the proposals meet the criteria set out in the recently published Local Transport Note (LTN1/20).

7.21.2 **Response:** In respect of the design concerns:

- LTN01/20 states that two-way routes crossing side road access points are not preferable, but does not rule them out. Indeed, they have been used elsewhere, including in Chesterfield along A61 (south of Hornsbridge).
- The full quote of LTN01/20 para 10.5.12 is as follows:

*10.5.12 In all cases, it is preferable in safety terms that cycle tracks crossing side roads are one way in the direction of traffic on the main carriageway. Drivers are less likely to be aware of cyclists travelling in the other direction when turning into and out of the side road. Nevertheless, these conflicts can be managed by making the crossing conspicuous and reducing the speed of turning traffic.*
- Side road access points will be lightly trafficked.
  - We note that CCC is proposing pedestrian / cycle priority across the station access road itself, to replace the proposed Toucan. This will be much busier than the side roads crossings with which CCC raise an objection.
  - The route proposed by CCC still crosses one of the side-road junctions (the sidings access).
  - The forecourt area could be made less busy with the implementation of another of CCC's suggestions (in respect of removing private drop-off trips from the forecourt and retaining this for taxi, disabled and bus / coach only).
  - An amendment to the proposed infrastructure could be investigated by the design team so that the footway, rather than the cycleway, routes directly adjacent to the link road would allow for greater visibility between cyclists and turning vehicles.

7.21.3 Notwithstanding the above, an off-road cycle route could be provided between Plot C and the rail sidings as is suggested by CCC. This was not included in the consultation-draft masterplan for the following reasons:

- The off-road cycle track currently routes past an unused sidings area and is relatively 'open' in aspect. In future, this route could be enclosed by the Plot C development (unless this could be designed out) and be beside a busy sidings. Higher levels of natural surveillance are likely to be easier to achieve to the west side of plot C due to the presence of motor vehicles using the link road.
- In earlier correspondence, the CCC made the point that cyclists will take the route closest to their desire line. The route proposed by CCC (which includes the removal of the proposed road-side segregated route along the station access road) would optimise routing to the station entrance (for those taking their bikes elsewhere) but would not be a shorter route to the cycle hub (where parking is provided) and would be longer for those routing through the station area to the canal, waterside, or towards the Northern Gateway, and to the boulevard to the town centre. This added distance could encourage cyclists onto the station access road and away from a segregated route (i.e. on road, past the much busier MSCP entrance) or to make an uncontrolled crossing of the station access road just south of the bus / coach exit.
- The route proposed by CCC would take cyclists past the area being used by those boarding and alighting buses, and past the station entrance which would increase risk of pedestrian / cyclist conflict.

7.21.4 A decision by DCC / CBC on whether to re-instate the off-road route would be required and this option is included in the table below.

**Table 7.4:** Options for CBC / DCC – North – South Cycle Route

Option	Description
1	Show route along station access road (with potential amendments to side roads emanating from more detailed design work), and remove parallel route between Plot C and the rail sidings. This is the option shown in the consultation-draft masterplan.
2	Show route along station access road (with potential amendments to side roads emanating from more detailed design work), and show parallel route between Plot C and the rail sidings.
3	Remove route along station access road, and instead show parallel route between Plot C and the rail sidings. Not recommended by the design team.

**Design Group Note:** Following consideration of the draft consultation report, the design co-ordination group agreed to show Option 2 in the updated masterplan by including a dotted line between Plot C and the rail sidings but to include a note saying that this would be subject to further stakeholder engagement.



## 7.22 Public Transport

7.22.1 **Issue:** The masterplan visual proposals make virtually no reference to bus/coach/taxi provision. There are many references throughout the document to cyclists and parking but there is very little reference to what people seeking to continue their journey by public transport / taxis should do next.

7.22.2 **Response:** Updates will be made to the masterplan document; although it is noted that these are fully covered in the accompanying *Integrated Transport Station Accessibility and Design Study*.

\* \* \*

7.22.3 **Issue:** DCC is concerned that the proposals replicate the problems the current site has with a shared area which does not work because of poor drop off parking / waiting areas and over ranking of taxis, all of which make it very difficult for buses and coaches to get in and out of the station forecourt properly. Stagecoach have asked questions about the forecourt's design in terms of turning and visibility.

7.22.4 **Response:** Noted; however, we believe the proposed bus / coach facility shown in the masterplan is an improvement on what currently exists. In addition, the forecourt will be designed to allow vehicles to turn left and right from the site and have visibility to prevailing standards.

\* \* \*

7.22.5 **Issue:** More real-time passenger transport information for buses.

7.22.6 **Response:** The proposed bus facilities are proposed to include real-time information, with the accompanying *Integrated Transport Station Accessibility and Design Study* including for the current DCC real-time bus information system.

\* \* \*

7.22.7 **Issue:** Query as to whether the existing bus layby at the Brimington Road / Brewery Street junction would be removed.

7.22.8 **Response:** This will be related to the decision on the form of this junction, which is also being considered as part of the Waterside development.

\* \* \*

7.22.9 **Issue:** Bus journey times are likely to be worsened, given (1) the need to cross the cycle path twice and (2) given there will be more traffic heading to and from the "Doughnut" roundabout at top of Brewery Street.

7.22.10 **Response:** The accompanying *Integrated Transport Station Accessibility and Design Study* has provided indicative options and modelling of the signalisation of the Brewery Street entry into the Saltergate gyratory (doughnut roundabout). This was undertaken to show how the additional time required to route into the station could be mitigated.

## 7.23 Car Parking

7.23.1 **Issue:** Adequate parking should be provided for the commercial development, independent of the MSCP for rail users.

7.23.2 **Response:** Parking for the commercial development will be provided for within each plot. Exact spaces will be determined once planning applications are submitted. Notwithstanding

this, we see the development as being sustainable transport led; however, we note that there are several public car parks within walking distance (including the proposed MSCP on the Waterside development).

\* \* \*

7.23.3 **KEY ISSUE:** East Midlands Railway is concerned regarding the phasing of the work and the potential impact on its surface car park.

7.23.4 **Response:** Separate work is ongoing on the provision of the MSCP and the overall phasing would need to be agreed with EMR as the scheme progresses. A more detailed phasing strategy, where the impact on car parking capacity is shown, could be included in an updated masterplan.

## 7.24 Brimington Road / Brewery Street Junction

7.24.1 **KEY ISSUE:** This roundabout junction should be replaced with a signalised T-junction. This has been raised by the Trans Pennine Trail, Chesterfield Cycle Campaign, Transition Chesterfield and members of the public.

7.24.2 **Response:** The accompanying *Integrated Transport Station Accessibility and Design Study* examined this junction. The findings were that such a signalisation would improve pedestrian facilities, and worsen vehicle delays (including buses).

7.24.3 Earlier liaison with Stagecoach had indicated that it was currently unattractive to serve the station given existing delays (both within the station and on Brewery Street entering the Saltergate gyratory), and therefore the strategy pursued in the consultation-draft masterplan is to route pedestrians away from the junction so that this could remain a roundabout. Notwithstanding this, a specific question on this was included in the consultation as it was recognised as something that particularly required public input.

**Table 7.5:** Options for CBC / DCC – Brimington Road / Brewery Street junction

Option	Description
1	Retain the Brimington Road / Brewery Street roundabout junction
2	Provide a signalised T-junction at the Brimington Road / Brewery Street junction. (Note: this may be incompatible with improving the existing cycle facility over the Brewery Street bridge)

**Design Group Note:** Following consideration of the draft consultation report, the design co-ordination group agreed to box the Brimington Road / Brewery Street junction in the updated masterplan and indicate that either Option 1 and Option 2 could be pursued as the masterplan is progressed, to enable integration with the Waterside proposals which are currently being reviewed.



## 7.25 Crow Lane

7.25.1 **Issue:** Crow Lane is part of the Trans Pennine Trail but has inherently poor visibility for motorists. This needs to be taken into consideration to ensure walkers and cyclists remain safe. A crossing is noted but no further details provided.

7.25.2 **Response:** The limitations of Crow Lane are recognised in the masterplan proposals, which shows a re-aligned carriageway, a pedestrian / cycle crossing, and improved footway under the bridge. The Chesterfield Cycle Campaign have also noted potential further ways through which Crow Lane can be improved and these are set out in the options and recommendations; however, the masterplan does not address deficiencies in Crow Lane's geometry / standard outside of the scheme's extents. Crow Lane is also part of the east-west cycle route consultation, with mitigation works proposed separately by DCC.

\* \* \*

7.25.3 **Issue:** The present access to the station via Crow Lane should be closed to all motor traffic as soon as the new link road from Hollis Lane is opened, and for Piccadilly Road to become a residential cul-de-sac, with access retained to Tapton golf course.

7.25.4 **Response:** Consideration of the closure of Crow Lane is contained in the *Integrated Transport Station Accessibility and Design Study*, and within the supporting Technical Note 2. This identified that closure would lead to the A632 / station access road junction operating above capacity (and this is a location of concern, in any case, given delays at adjacent junctions and the formation of queues through junctions, which is likely to be improved by the introduction of the Urban Traffic Control (UTC) system and potential signalisation of Lordsmill roundabout). Notwithstanding this, AECOM agree that there would be pedestrian and cyclist benefits to closing Crow Lane, and therefore this option should be considered by CBC / DCC in light of the available information. This proposal might cause delays to residents along Piccadilly Road, and users of Crow Lane.

\* \* \*

7.25.5 **Issue:** A 'Cycle Street' should be implemented on the section beneath the railway bridge.

7.25.6 **Response:** The inclusion of further traffic calming and adoption of 'Cycle Street' principles could be included at the point of preliminary / detailed design. We note the consultation-draft masterplan does improve visibility for those crossing Crow Lane, which is a difficult location at present, and provides a formal crossing facility.

\* \* \*

7.25.7 **Issue:** A 'Copenhagen style' zebra crossing should be installed across Crow Lane (or make it shared space for pedestrians/cyclists/vehicles) and introduce a dedicated walking route between Crow Lane and Brimington Road.

7.25.8 **Response:** A pedestrian / cycle crossing of Crow Lane and introducing a route between Crow Lane and Brimington Road are already shown on the consultation-draft masterplan. The exact form of crossing would need to be determined (subject to discussion with DCC, the local highway authority, and bearing in mind the shuttle-signals under the bridge).

## 7.26 Corporation Street

7.26.1 **Issue:** Plot F: Corporation Street: The masterplan notes the creation of a shared surface. Cycling and walking provision should be segregated as indicated in LTN1/20.

7.26.2 **Response:** The suggestion can be considered as part of a separate process which would look in more detail at Corporation Street. A specific question was included in the consultation to seek views of the public on the issues relating to Corporation Street, in the light of the Active Travel Fund closure.

## 7.27 A61 Southbound On-Slip

7.27.1 **KEY ISSUE:** The A61 southbound on-slip should be retained. This has been raised by members of the public and Stagecoach has noted the impact on the Service 54.

7.27.2 **Response:** The A61 southbound on-slip was shown as being removed as part of the consultation-draft masterplan. This was for the following reasons:

- to provide sufficient space for a MSCP within the site;
- to provide a more continuous pedestrian / cycle route for those travelling on foot / cycle from the station to the town centre;
- to improve gradients for pedestrians / cyclists travelling from the station and the town centre; and
- to enable Crow Lane to remain open with the introduction of the station access road. As noted above, there is insufficient space to retain both the slip road and Crow Lane.

7.27.3 Results from the public show that this is a divisive issue, with both strong support and strong opposition. The design team has examined an alternative provision for the slip road coming off the Brimington Road / Brewery Street junction and through the plot of the former Chesterfield Hotel. Although no examination of the A61 retaining walls has been undertaken, this has been shown to be geometrically feasible for the slip road itself; however, the lengthened pedestrian / cycle bridge to Corporation Street significantly worsens gradients down to the station building. The options available to CBC / DCC are therefore shown below.

**Table 7.6:** Options for CBC / DCC – A61 Southbound On-Slip

Option	Description
1	Remove the A61 Southbound on-slip as per the consultation draft-masterplan
2	Retain the A61 Southbound on-slip.

**Design Group Note:** Following consideration of the draft consultation report, the design co-ordination group agreed to retain Option 1 in the updated masterplan. This is because removing the slip road was shown to be acceptable on transport modelling grounds, and retaining the A61 southbound on-slip would require a major re-design e.g. either (1) the relocation of the MSCP or (2) the re-routing of the station access road and loss of the public realm outside the station and the provision for bus / coach parking off the station access road. Retention of both the A61 Southbound on-slip and Crow Lane alongside the station access road is also not recommended due to geometrical constraints on the design.

## 7.28 Drainage

- 7.28.1 **Issue:** Sustainable water management (in the form of planted swales and surface SUDS) should be a stronger theme in the proposals. Query as to whether more use be made of the fall in topography from the town centre towards the train station and beyond to the River Rother, for the conveyance of rainwater.
- 7.28.2 **Response:** A drainage strategy encompassing both phases of the station access road (Hollis Lane Link Road) has been produced and within it an assessment of the feasibility of sustainable drainage systems and the drainage hierarchy in line with the NPPF and CIRIA Report C753 - The SuDS Manual.
- 7.28.3 In regards to delivering a sustainable drainage network: generally, the scheme delivers on improvements to water quality and water quantity through the use of attenuation, flow control and proprietary products; the lack of public space outside of that provisioned for development plots and, in places, steep gradient has meant there is little to no opportunity to deliver biodiversity and amenity benefits through the provision of a blue / green drainage network. The exception to this is an area of open space slightly north of the Phase 1 / 2 boundary that has been highlighted as an opportunity for the location of a wetland or detention basin, the feasibility of which is to be investigated in the next design phase. Infiltration, at the top of the discharge hierarchy, is not thought to be feasible due to the close proximity of structures and made ground within the area. Where the topography allows, the scheme will drain into the adjacent watercourse. The southern catchment is limited to discharge into a combined sewer, peak flows to which will be reduced.
- 7.28.4 It is proposed that the planting beds along the boulevard are designed as rain gardens to capture the surface water runoff.

## 7.29 Green Infrastructure

- 7.29.1 **Issue:** Further consideration should be given to improving green infrastructure through the site.
- 7.29.2 **Response:** This can be explored further as the scheme progresses (in addition to the improvements already shown), with a note provided in the updated masterplan. CBC will seek advice from the Derbyshire Wildlife Trust under a service level agreement when more detailed schemes are prepared.

## 7.30 River Rother

- 7.30.1 **Issue:** The development will require a Flood Risk Assessment (FRA) due to certain parcels being in Flood Zone 3 and historical flooding problems in the area. Development will need to ensure that it does not increase flood risk to the site and to other sites, as well as ensuring that there is no detrimental impact upon the existing flood defences.
- 7.30.2 **Response:** The local plan has assessed the strategic flood risk for the strategic sites which relate to the masterplan area. More detailed FRA's will be prepared to inform detailed proposals for the masterplan area.

\* \* \*

- 7.30.3 **Issue:** Environmental Permit will be required for works, since they are in close proximity to a river.
- 7.30.4 **Response:** The Environment Agency's comments are noted, and would be actioned at the next stage of masterplan development.

\* \* \*

7.30.5 **Issue:** The master document highlights the relevant local planning policies but excludes CLP19 River Corridors – page 71. Opportunities in line with this policy could be incorporated into the development.

7.30.6 **Response:** This will be addressed in the next version of the masterplan document.

\* \* \*

7.30.7 **Issue:** TA Water Framework Directive Assessment is required. Proposals will be expected to show contributions towards the delivery of WFD objectives.

7.30.8 **Response:** The Environment Agency's comments are noted, and would be actioned at the next stage of masterplan development.

\* \* \*

7.30.9 **Issue:** A Biodiversity Net Gain (BNG) assessment is recommended with a measurable net gain expected to be achieved. Hedgerow and river habitats associated with the River Rother are a particular concern.

7.30.10 **Response:** The Environment Agency's comments are noted, and would be actioned at the next stage of masterplan development. This is in line with local planning policy.

\* \* \*

7.30.11 **Issue:** The development should consider possible options for weir removal / fish pass opportunities at Marine Drive weir - SK 38976 71194

7.30.12 **Response:** The Environment Agency's comments are noted, and would be considered at the next stage of masterplan development but it is noted the weir is distant from the site.

## 7.31 Ground Contamination

7.31.1 **Issue:** Any development proposals would need to ensure that a thorough investigation is undertaken to determine any contamination risks from the development. Where contamination is found, remediation would need to take place to ensure there is no pollution risks to both the surface and ground water environments.

7.31.2 **Response:** A Ground Investigation specification and a GeoPhys Scoping document have been prepared, with such work to form part of ongoing work as the scheme is progressed.

## 7.32 Miscellaneous Issues

7.32.1 **Issue:** A new road bridge should be provided over the A61.

7.32.2 **Response:** This is not considered to be required, and hasn't been considered in detail.

\* \* \*

7.32.3 **Issue:** Pedestrian tunnels should be provided under Brimington Road and Brewery Street

7.32.4 **Response:** See previous response on underpass solutions for pedestrians / cyclists.

\* \* \*

7.32.5 **Issue:** The Station building needs to be improved.

7.32.6 **Response:** The Council is engaging with the railway stakeholders with the aim of exploring any opportunities for enhancing the station building and platform facilities and will do this through a separate detailed piece of work.

\* \* \*

7.32.7 **Issue:** The completion of the station access road should be Phase 2 not Phase 3 to mitigate any extra traffic to the 'donut' roundabout from closure of the A61 slip road.

7.32.8 **Response:** Phasing can be further considered as the scheme progresses in liaison with the highway authority. Closure of the slip road prior to the station access road is likely to be required given the geometrical constraints of the site.

\* \* \*

7.32.9 **Issue:** The plans are unrealistic and not achievable.

7.32.10 **Response:** The masterplan is intended to be aspirational and in concept form; however, a separate viability exercise is now being conducted. The work has built on the designer's experience of delivering schemes elsewhere.

## 8. Conclusions and Summary

### 8.1 Proposed Post-Consultation VAODPs

- 8.1.1 Based on the consultation responses from both stakeholders and the public, the following amended VAODPs are proposed, with changes in *red*.

The **Vision** is “to reinvent the train station and rail travel as an integral part of the town centre.”

The **Aims** of the HS2 Station Masterplan are to:

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

The **Objectives** are those contained in the D2N2 Strategic Sites Business Case. These are:

- Framing the Spire;
- Economic Investment;
- Improving Connectivity;
- New Link Road;
- Encourage tourism *by rail, and onwards by low carbon transport*;
- Maintain car parking;
- Improving public realm;
- Creating mixed-use developments; and
- Realistic phased strategy.

The **Design Principles** are to provide:

- a connection hub including taxi rank, multi-storey car park (MSCP), drop off point, bus / coach stops, cycling facilities which are to be located as close as possible to the Station.
- modern station facilities capable of accommodating passenger growth and which are *accessible for vulnerable users*.
- *safe* key links to the existing town over the dual carriageway including a key pedestrian / cycling route linking the site to Corporation Street and enhancing the existing link to Waterside, *the educational quarter*, and the Northern Gateway area via Brewery Street.
- to improve north-south pedestrian and cycle links through the Masterplan area (connecting to Waterside and the Trans-Pennine Trail).
- development that protects key views to the Crooked Spire.
- a Station Approach Road (currently named the Hollis Lane Link Road in the Local Plan) being a vehicular connection that links Hollis Lane and Brewery Street that can be utilised by various modes of transport.
- an MSCP that hosts a similar amount of spaces as the current surface car parking and that can accommodate growth.

- a mixture of development plots that include a variety of uses.
- *a development that considers maintenance requirements in its design.*
- a sustainable development that achieves carbon reduction strategies, and climate change targets.
- a development that supports Chesterfield to be a healthy place to live and work.

## 8.2 Summary of Proposed Changes

8.2.1 Based on the consultation responses, the following presentational and design amends are recommended. In addition, some aspects require consideration from CBC.

### Recommended Presentational Amends:

- Re-labelling of MSCP (i.e. not transport hub).
- Clearly show existing cycle route past plots F / G
  - The cycle route along Infirmary Road to Brewery Street should be indicated within the relevant masterplan plans).
  - The pedestrian route from Infirmary Road across Brewery Street then through Plot G to Cowley Close and through the alley to Holywell St should be indicated on relevant plans.
- Show transition of cycle route past the former Chesterfield hotel to the 'old style' route on Brewery Street (see below for options).
- Review all diagrams within the masterplan and landscape document to include cycle connections, particularly along pedestrian boulevard and over the pedestrian / cycle bridge.
- Ensure new A61 footbridge called a pedestrian / cycle footbridge, and boulevard is not just termed a 'pedestrian' boulevard. Review all references to pedestrians to ensure it covers both pedestrians and cyclists.
- Include references in masterplan and landscape document to issues raised by the police and requirement for further liaison as development plots progress.
- Include references in masterplan and landscape document to issues raised by East Midlands Railway (specifically on parking phasing), Derbyshire County Council, Natural England, Environment Agency and Trans Pennine Trail.
- Add note to the masterplan and landscape documents indicating that following public consultation, the A61 foot / cycle bridge may be the subject of an architectural design competition.
- Add north-south off-road route to diagrams on page 40 and 54 of the masterplan as a dotted line, with an associated note: "Potential retention of the existing off-road route between sidings and Plot C, subject to further discussion with stakeholders."
- Review all use of 'shared space' terms to avoid confusion with use of this term in LTN1/20.
- Add Carbon Neutral commitment
- Make sure red line boundary covers all of station and all platforms.
- Within the masterplan, box the Brimington Road / Brewery Street junction and state "final arrangement to be determined based on options identified in the highways work."

### Recommended Design Amends:

- Retain disabled and private vehicle drop-off in the forecourt area, but add note that relocation of private vehicle drop-off to the MSCP is being considered within the feasibility work of the MSCP structure.
- Include for a scheme along Crow Lane to make this more cycle friendly from the junction with Malkin Street under the railway bridge to the signals.
- Make the following amendments to the station link road design:
  - Consider reversing the footpath / cycle order, so that the footway is next to the station link road.
  - Provide more detail on side-junctions, indicate use of Dutch Kerbs and set-back the cycle route from the crossing.
  - Continue the cycle route through the toucan and provide localised widening into the public realm area (3m to 4m) to minimise conflicts at this location.
  - Add cycle lane spur around southern edge of bus forecourt, and stop it prior to the buildings.
  - Remove right-turn harbourage into Crow Lane to provide more space for the above and to reduce crossing length over toucan crossing.
- Segregate the cycle route past the former Chesterfield Hotel and show:
  - *Drawing iteration 1:* Connection of the segregated route with the 'old style' route across the Brewery Street bridge, and amendment to the Brimington Road / Brewery Street junction to a signalised T-junction.
  - *Drawing iteration 2:* Connection of the segregated route with the 'old style' route across the Brewery Street bridge, with retention of the Brimington Road / Brewery Street roundabout junction.

Note: All drawing iterations will have the station link road, Crow Lane, and forecourt amendments, so that CBC can choose between them.

### For the consideration of CBC / DCC:

- Drawing iterations 1 & 2, as above.
- VAODP Amendments.
- Waterside Development Strategy for Plot D.
- Closure of Crow Lane.
- A61 Southbound On-Slip.



Appendix A

Derbyshire County Council



Tim Gregory  
Director Economy, Transport & Environment  
County Hall  
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Derbyshire  
DE4 3AG

Alan Morey  
Strategic Planning and Key Sites Manager  
Chesterfield Borough Council

Email: [planningpolicy@derbyshire.gov.uk](mailto:planningpolicy@derbyshire.gov.uk)  
Telephone: (01629) 539808  
Our Ref: Chesterfield Consultations  
Your Ref:  
Date: 8 March 2021

Dear Mr Morey,

### **Consultation on Draft Chesterfield HS2 Station Masterplan**

Thank you for consulting Derbyshire County Council (DCC) on the Draft Chesterfield HS2 Station Masterplan (hereafter referred to as the 'masterplan'). DCC has worked collaboratively with Chesterfield Borough Council (CBC) to assist in developing the masterplan, particularly to consider the emerging highways and access layouts that are proposed. DCC fully supports the preparation of the masterplan and welcomes the opportunity to comment on the proposals as set out below.

From the Masterplan Public Consultation Report, it is noted that the masterplan has been produced to provide an indication of how the area around the station and surrounding areas may come to fruition; and that the indicative vision proposals seek not to be prescriptive in how future developments should be formed in the built environment and consequently stifle alternative proposals but to give a picture of how a holistic vision of a series of spaces can contribute towards a successful regeneration and promotion of the area. DCC's comments below are, therefore, framed in this context recognising that the proposals that are being consulted on do not include any level of detail about the development of the individual plots within the masterplan area. Accordingly, the comments below include suggestions and recommendations, where appropriate, for how various elements of the design and layout of the individual plots could be improved to enhance the sustainability and climate change mitigation merits of the scheme.

### **Growth Strategy Planning Policy Context**

#### *HS2 East Midlands Growth Strategy*

At the regional level, a key consideration in the development of the masterplan proposals is the HS2 East Midlands Growth Strategy (EMGS) produced by the D2N2 Local Economic Partnership (LEP). The Strategy indicates that HS2 will have a transformational impact on the Derbyshire economy and it identifies a 'North Derbyshire Growth Zone' that includes the former Staveley Works site and Chesterfield Station as locations that are key to maximising the benefits of a future HS2 service to the area.

With regard to the Chesterfield station area, the EMGS suggests making the station area a gateway to the Peak District and also suggests changes to the station area to 'provide a modern and attractive route across the A61 with well-designed public realm that will bring the station into the town centre, as well as allowing far greater accessibility by public transport and the need to link the station area to the adjacent Waterside Development. The Strategy views the provision of a new link road between Brimington Road and Hollis Lane through the station area as key to early development and growth in the North Derbyshire Growth Zone.

DCC considers that the Masterplan proposals have been well conceived and developed in the context of the EMGS and clearly aim to deliver its aspirations for the station area as set out above. Key to those aspirations is the provision of a new link road between Brimington Road and Hollis Lane for which DCC has worked with its consultants and CBC to design the link road, for which planning permission was granted by the County Council for Phase 1 of the scheme on 16 December 2019.

### *Chesterfield Borough Local Plan*

At the local level, a key consideration in developing the masterplan proposals is the Chesterfield Borough Local Plan, which was adopted by CBC in July 2020. The Local Plan incorporates a specific policy for Chesterfield Railway Station under (Policy SS7), which indicates that within land between Hollis Lane and Crow Lane, the Borough Council will prepare an approved Masterplan / development framework to maximise the regeneration benefits of future HS2 services and conventional rail services utilising the station. Policy SS7 indicates that within this area and in accordance with the approved Masterplan, the Borough Council will support development based on the extent to which it delivers a number of key elements including:

- Improved access to Chesterfield Railway Station by all modes of transport including improved forecourt arrangements;
- Modernisation of station facilities;
- A new link road between Hollis Lane and Crow Lane and revised road alignments;
- Improvements to the A61 Corporation Street footbridge, including its replacement with a new bridge;
- Mixed-use development to include residential and commercial office space and car parking; and
- Pedestrian and cycle links to Chesterfield Waterside and Chesterfield town centre.

DCC considers that the vision, objectives and aims, design and layout principles and overall approach set out within masterplan have been developed to fully reflect the requirements of the Policy SS7 in the Local Plan and welcomes that those requirements form key elements of development proposals for the specific plots that have been defined to deliver the overall vision of the masterplan.

### **Conservation and Design Considerations**

The following comments are made without prejudice and relate to potential impacts of the masterplan proposals on the built historic environment as well as the potential to enhance the overall townscape, landscape and ecological character of the masterplan area as part of the wider Green Infrastructure network.

## **1. Conservation and Built Design**

### **1.1 Historic Context**

DCC's records indicate that the Grade II listed former 'Engineers Offices' (HE LEN 1052355), built in 1837, is the only listed building within the masterplan area. Part of the proposed development boundary, the south west spur of Corporation Street, sits within the Chesterfield Town Centre Conservation Area (CA). Although most of the site sits outside the CA it forms part of its immediate setting and the many listed buildings and non-designated heritage assets within it.

According to the Town Centre CA Appraisal, available to download online, Chesterfield has a history dating back beyond the Roman empire, and yet most of the town centre was developed in the 18th and 19th centuries. Much of the redevelopment that took place within this period was as a result of the industrial revolution and the wealth derived from the surrounding coalfields. In providing a succinct summary of the character of the CA, it can be said that its interesting townscape still bears reference to its medieval road layout and comprises buildings of various scales, architectural periods and styles within a relatively concentrated area. The CA is interspersed with several landmark historic buildings such as the Town Hall, Market Hall and the Crooked Spire, of the Church of St Mary and all Saints, which is visible from the vicinity of Chesterfield Station.

Corporation Street was no exception to the dramatic reforms to the built environment that took place during the Victorian era. Stephenson Memorial Hall, which is a Grade II listed building (HE LEN 1334684), built in 1879, addresses Corporation Street and abuts the defined Chesterfield Station masterplan boundary. With its striking clock tower, and architectural features, the building is something of a landmark building within the CA when walking between Chesterfield Station and the town centre.

Other buildings along Corporation Street are of a similar period and architectural style and these contribute positively to character of the CA. The building materials used are typical of those prevalent in other areas of the CA and include red bricks and locally available coal measure sandstone for walls, timber for doors and windows, and traditional slated roofs.

### **1.2 Comments on Proposed Masterplan**

The desire to create a more engaging experience from the railway station to the town centre is supported in principle. At best the current experience is currently a frugal one, and clearly there are plenty of opportunities to improve it and to positively enhance its relationship with the CA.

As defined in the masterplan, this includes a number of plots set for redevelopment - A through to G. However, the general thrust of the comments in this response are concentrated on the urban corridor from the station along Corporation Street. This is

because this area of the masterplan is considered to have the greatest potential to impact directly on the CA and its immediate setting.

The massing diagrams and visuals help to clearly articulate the proposed improvements in visual and physical connectivity when arriving at the railway station through to the town centre. It is understood that this will be facilitated by the creation of a clear and widened landscaped pedestrian route facilitated through the demolition of the Chesterfield Hotel and replacement with a new mixed use building.

A simple map regression exercise indicates that the Chesterfield Hotel was built in the same period as the Memorial Hall. Although it has some historic and architectural merit, and its loss will be a shame, the new developments on plots B & E have the potential to enhance the immediate setting of the CA. 3D representations of the new hotel, and MSCP on the adjacent plot (B), indicate that the massing of these buildings will be sensitively staggered/recessed to improve the visual connection with the 'Crooked Spire'. Although taken from an elevated position the visual provided on page 57 of the masterplan document is useful in this regard.

The principle station building, and the immediate forecourt area at the front, is identified within plot A of the masterplan. The station is comprised of a modern collection of buildings and the masterplan indicates that these are to remain unaltered. With the exception of the former Engineers Office and attached brick walls much of forecourt area appears to be modern, largely comprising of a car parking area, associated drop off points and circulation.

Proposals for the station forecourt area (plot A) are clearly to undergo quite a dramatic transformation through a re-alignment of priorities on the pedestrian rather than vehicular experience. This is considered to be a positive change as a clearly defined pedestrian route with associated landscaping runs from the station building through to Corporation Street. Half of the forecourt area, identified by the amber area on the plans, has been allocated for a new curved building in between the station building and Grade II listed former Engineers Office.

DCC considers that its curved planform responds well to the historic urban fabric. The visuals indicate that the scale and massing of the new two-storey building should fit comfortably between the station and the former Engineers Office in that it should not be overbearing. While the former Engineers Office remains in isolation, as it always appears to have been, the plans and visuals indicate that the walls will need to be removed. The historic significance of these walls may be limited, however, their removal will have a negative impact on the setting of the listed building. This is because they are pleasantly detailed and are telling of the original alignment of the listed building to Corporation Street. The alignment of the new curved building and pedestrian link should help mitigate their loss to some degree as this maintains a very similar visual connection. However, in order to more fully mitigate the loss of these wall sections, it is of vital importance that the public realm around it is well considered and that the existing changes in level is satisfactorily resolved.

When combined with the new public realm including landscaping, pedestrian crossing and footbridge the proposed masterplan appears to provide a better overall alignment

to the spirit of Corporation street, as shown on the first edition OS map, until it was severed during the 20th century by the construction of the A61. Although a pedestrian footbridge was built, in place of the road, over the A61 it is considered that it's minimal design, including its narrow width, has had a very negative impact on not just physical connectivity to the town but also on the setting of the CA. It is therefore very encouraging to see that the masterplan incorporates the replacement of the existing footbridge with a larger shared use bridge. However, it is considered that the actual design of the bridge will be very important, given its prominence above the A61, and that it should be a piece of architecture, not just a minimal civil engineered structure.

DCC considers that the design could be improved further by increasing the width of the existing bridge substantially from its existing 2.5m to at least a minimum of 4m for segregated use or perhaps 5m or even greater, which might enable further enhancement of the space with landscaping. This is because it would further strengthen the potential to interpret the historic significance of Corporation Street in connecting Chesterfield Station to the Town Centre. This could be taken a step further by creating an extended area of green space as a suitably landscaped and planted 'living bridge'. This would potentially also sing well with the apparent 'green' theme running through the proposed visuals presented in the masterplan document, and, could also form part of the sustainable urban drainage strategy.

## **2. Landscape**

### **2.2 Landscape Context**

In general terms, the overall context for the landscape framework of the proposed masterplan is that of a distinctly urban environment. As set out above, Chesterfield is an historic market town set within the wider coalfield landscape of north-east Derbyshire and the western end of the masterplan area including Corporation Street is part of the historic core of the town centre reflected in its inclusion in the CA. The Landscape and Public Realm Strategy describes the current station forecourt as 'confusing', 'exacerbated by visual clutter' and as a consequence 'does not provide for a safe and easily navigable space'. There is evidence of existing landscape planting within this area either as individual trees within the forecourt or as belts of trees which do assist in screening the car park but overall the amenity value of the planting is very limited. There is some additional planting adjacent to the A61 slip road and again a number of specimen trees planted within the pavement along Corporation Street. Immediately north of the station building is the River Rother although this is not a particularly positive feature within a very urban dominated environment. The strategy concludes that there is a general lack of vegetation and a significant opportunity to increase tree cover, and DCC would very much concur with that judgement.

The overarching theme of the Landscape Design Approach is to create a public realm that enhances the experience of arriving at Chesterfield Station and the visitor's journey into the town centre and DCC would very much support that approach. Central to that aim is improving the legibility of the forecourt area so that it becomes clearly apparent where the town centre is located relative to the station. So in this regard the creation of a strong visual link to St Mary's Church and improved physical linkages to Corporation Street are very much supported, as is the strong emphasis of pedestrian

priority over vehicles in achieving this connection. The success of this scheme will very much hinge on the willingness of CBC to maintain these key design objectives – the framing of the church and strong pedestrian priority.

The overall landscaping within the masterplan could also play an important part in assisting with pedestrian legibility and permeability. The creation of a 'boulevard' effect connecting the station forecourt to Corporation Street is very much supported but some care will be required to ensure that any tree planting does not itself impact on the sightline to the town centre and the framing of the church. This could be achieved through species selection - although DCC would strongly recommend trees that make a meaningful contribution to the area - but could also be achieved through the type of management of the trees for example the creation of a pleached tree avenue could assist in framing views and directing people as well as contributing to the architectural merit of the space.

DCC welcomes the dedicated pedestrian and cycle lanes running parallel to the new Station Approach Road, where there is the opportunity to connect to the wider Green Infrastructure beyond the site but this needs to be balanced with the objective of creating a landscaped corridor between this new road and the existing high retaining walls of the A61 to help soften and visually mitigate the impacts of past poor development and again lift the visitor experience for people arriving from this direction. An aspiration of the Landscape Strategy is to enhance the eastern boundary against the A61 where it is possible to do so. DCC would express some concern with the 'Green Wall' solution which are notoriously difficult to establish and maintain so DCC would much prefer to see the use of trees, hedging or even pleached trees to achieve this effect. In addition, priority should also be given to pedestrians using this parallel route especially where it crosses new access points into proposed development areas or existing properties. As with any masterplan the overall success of the scheme will be within the implementation and the detail, and the overall desire to deliver the objectives of the masterplan.

The proposed masterplan creates a generous new station forecourt prioritised for pedestrians. Within this space there are, therefore, opportunities to create planting beds in the form of rain gardens and new tree planting. The concept of rain gardens is supported in principle as part of a sustainable urban drainage approach, although it is not obvious how this would be achieved from the visualisations, and the approach has the opportunity to assist in enhancing the ecological credentials of the area. The use of 'high quality paving and detailing' is welcomed and again supported but this should also extend to the proposed street furniture and lighting to create a simple and uncluttered urban space. In the Lighting Strategy it is noted that there is reference to the use of "standard Derbyshire County Council light columns", which would be disappointing in the delivery of a bespoke scheme of the highest potential quality. DCC would hope that innovative lighting proposals are not hindered by standardised approaches to lighting and ongoing maintenance requirements.

As stated above it is encouraging to see that the existing footbridge over the A61 would be replaced by a wider more generous crossing and this should be of some architectural merit or might even assist in meeting the Borough Council's 'Percentage

for Art' policy. If there was capacity for the structure to support additional landscaping then this could also assist in maintaining the rhythm of this new approach and again enhance ecological linkages. Screening of the A61 at this location is also a good proposal and the use of formal hedging or a pleached tree line might be a neat way of achieving this objective and could link with similar treatments at other locations within the masterplan area. The strategy states that trees 'could' be introduced along Corporation Street but DCC would strongly urge that they 'should' be introduced to strengthen the overall landscape approach to this new connection. Again, the overall masterplan would benefit from a consistency of approach to street furniture and lighting to help bring the entire route together.

### **3. Ecology**

The area considered by the masterplan is an overwhelmingly urban, town centre environment, with very little by way of existing ecological interest. The study area includes only small pockets of vegetation, mostly comprising of landscaping tree planting and street trees of limited innate ecological interest. Overall, these were mostly categorised as being of low arboriculture or landscape quality in the Masterplan Consultation Report, with only a small proportion considered to be of moderate quality. Similarly, habitats within the study area were confirmed as having low ecological importance, lacking notable habitats and of likely limited value to notable or protected species aside from localised potential for bat roost, nesting birds and species like hedgehog. Accordingly, the regeneration and redevelopment of the study area offers ample scope to improve on the ecological and arboricultural value of the area as it currently stands.

It is accepted that the proposed regeneration of this area is principally driven by the desires to protect and enhance the (built and historic environment) heritage assets; improve the legibility, permeability and accessibility of the pedestrian and cycle routes between the town centre and the rail station; improve the public realm; and enable the successful economic regeneration of this area. It is pleasing to see, however, that the masterplan also strives to incorporate sustainable development themes including improving green infrastructure and incorporating a strong theme of planting and landscaping in the public realm, as well as carbon reduction/climate change action including promoting healthy lifestyles utilising urban green space. Whilst this will continue to be an urban regeneration and heritage protection project in an urban context, the incorporation of these environmental and sustainability themes will be critical to the success of the project, if it is to bring sustainability, and a high quality, liveable urban environment into the heart of Chesterfield.

The masterplan includes broad aspirations for biodiversity delivery, which could (page 32) include the planting of wildflower grasslands, hedgerows and street trees, comprising of native species of local provenance. In DCC's view, these should become firm commitments, such that landscaping and street scene planting will either include native, locally appropriate species; contribute to biodiversity delivery through direct habitat creation (e.g. grasslands); or contribute to other sustainability objectives (climate resilience, low water usage planting, or rain gardens/ SUDS planting etc) wherever possible.



The masterplan showcases a variety of approaches to green infrastructure, landscaping and sustainable planting including green roofs around the station, rain gardens within the station forecourt, and landscape planting, street trees, pocket parks, green walls and planted verges at various locations throughout the masterplan area. These design elements are reiterated within the landscape strategy document. Whilst on their own, each of these features makes a relatively modest contribution to biodiversity and ecology, they collectively make a very important contribution to the natural environment in an urban context. Perhaps more importantly, they embed themes of sustainability, and liveable, high quality urban environments right into the heart of Chesterfield, symbolising the aspirations and desire for an exemplar renaissance of this area. Whilst the masterplan shows a broad palette of potential features which could be included in the scheme, care will need to be taken to ensure they are appropriate to the context and likely to succeed, i.e. noting the concerns above about the deliverability of green walls, for example. Conversely, while it is noted that water management and climate resilience is mentioned in the landscape strategy, and the use of rainwater capture/ rain gardens is proposed along the boulevard and around the station forecourt area, DCC would suggest that sustainable water management (in the form of planted swales and surface SUDS) should be a stronger theme in the proposals. Could more use be made of the fall in topography from the town centre towards the train station and beyond to the River Rother, for the conveyance of rainwater, for example?

Finally, whilst the masterplan shows a high level of ambition towards the inclusion of high quality landscaping, green infrastructure and sustainability features, the success in this regard will depend on the inclusion, and high quality execution of those features. Unfortunately, landscaping, street scene planting, green roofs and other sustainability features are very often compromised on, overlooked or under-delivered in 'standard' development. They are typically delivered towards the end of development projects, and with insufficient thought given to or investment made in the long-term management of those features, such that they never deliver their full potential. For an ambitious scheme of this nature, the inclusion of extensive areas of sustainable landscaping should be a key principle hard-wired into the final masterplan, public realm commitments, and design briefs for the development plots, to ensure they are integral to the delivery of the overall scheme.

#### **4. Summary**

On the whole, DCC is very pleased to see such a well-considered design response for the Chesterfield Station HS2 masterplan area. The masterplan is supported in principle as it has the potential to undo many of the inappropriate modern alterations in this area that took place during the 20th century and has resulted in the disconnect between Chesterfield Station and the town centre. In this regard, it is DCC's opinion that the new development described in the masterplan has the potential to preserve or enhance the significance of the CA and so fulfil the requirements of paragraph 200 of the National Planning Policy Framework (NPPF). However, ultimately the success of the scheme will lie in the quality of the architectural design, detailing and execution during construction, the extent and quality of the proposed landscaping, and the opportunities to deliver greater biodiversity as part of a sustainable approach to

development. In order to achieve this, it is strongly advised that good, reputable architects and designers with a proven track record in delivering high-quality urban environments are engaged to develop the proposals further. It is also important that any future designs developed utilise a simple but high quality contemporary architectural style that refers to the buildings and vernacular materials within the conservation area, particularly those along Corporation Street. The success of the scheme will be highly interdependent with good quality public realm, its associated landscaping and opportunities to enhance the biodiversity credentials of this part of the town centre.

### **Archaeology Considerations**

It is noted that part of the red line boundary for the masterplan proposals extends within Chesterfield's 'Town Centre Historic Core'. This is a local archaeology designation (within the Chesterfield Local Plan) designed to safeguard and/or promote appropriate identification and recording of archaeological remains within the area of the medieval town and the former Roman settlement. For the purposes of the current proposals the TCHC includes all the land on the town centre side of the A61.

On the station side of the A61, the likely area of the Roman town as recorded on Derbyshire HER (MDR5358) does extend slightly to the east towards the station site. There is also potential for early railway archaeology associated with the 1840 station by Francis Thompson in the vicinity of the station itself.

Obviously the extensive 20<sup>th</sup> century development and redevelopment of the area between station and town will have archaeologically truncated or even sterilised certain areas, although it is likely that there are also areas of enhanced preservation.

NPPF and Chesterfield Borough Local Plan policy on the TCHC requires the archaeological resource to be appropriately assessed at the pre-determination stage. This should comprise archaeological desk-based assessment in the first instance, to include potential mapping aiming to identify potential areas of better preservation within the scheme footprint. It is possible depending on findings that some element of pre-determination field evaluation (trial trenching) would be appropriate, and also that post-consent archaeological investigation and recording would be indicated by local and national planning policy.

DCC's Officers would be happy to advise the local planning authority further – whether directly through its Service Level Agreement or indirectly through the County Council officers.

### **Highways and Accessibility Considerations**

The proposals would afford both economic regeneration and enhancement of what is currently an environmentally poor site and would provide opportunities for better connectivity between Chesterfield Station, its town centre and enable wider destinations to be reached by sustainable travel modes and therefore the proposals are supported from an accessibility and sustainability point of view.

It is noted, however, that some of proposals would in themselves generate traffic, albeit some of which is 'committed', and that some of the consents have lapsed. The

proposals include closure of the A61 slip road together with rationalisation of the general arrangement of the Station Link Road and formation of a more permeable pedestrian and cycle transition toward Corporation Street.

Traffic currently using the slip road, however, will be required to take 'other routes,' including the new Station Link Road to the A632. Clearly, therefore, there will be wider traffic impacts which will need to be assessed through the transport modelling works which have been undertaken for the scheme for which the results are currently being considered by the County Council. It will be particularly important that the Transport Assessment / transport modelling works will need to consider and assess impacts on the Donut / Brewery Street junction as well as the Hollis Lane / Spa Lane signals, Markham Road Roundabout and signalised operation of the Horns Bridge Roundabout, taking into account all major committed development in Chesterfield Borough and North East Derbyshire District, especially the Waterside development and the former Staveley Works site. It is recognised by the County Council, though, that the A61 slip road does not carry a large volume of traffic and that its retention places significant constraints on the successful development on the masterplan.

Clearly, there will be significant highway considerations generated by the masterplan proposals, consequently, the County Council as Highway Authority will need to continue working with a number of stakeholders, including the Borough Council, to develop a coherent strategy towards highway considerations and ensure its satisfactory delivery.

### **Greenways**

DCC's Countryside Service manages the Trans Pennine Trail (TPT) in partnership with the national TPT office. The TPT makes connections to the station from the north (Brimington Road) and the east (Crow Lane).

The northern route is a well-used off-road cycleway that connects the northern and eastern communities of the Borough and beyond into South Yorkshire. This route is a vital conduit for sustainable travel into Chesterfield but for many years has not achieved its full potential as the route requires cyclists to negotiate the final 1km to the station on inadequate cycle lanes demarcated on the busy Brimington Road. The station masterplan offers an excellent opportunity to provide fit for purpose off-road cycling infrastructure that will connect the north and east of the Borough to the station

The Waterside masterplan outline approval proposes to create an off-road cycleway that would extend the TPT from the Chesterfield Canal on an off-road route through its development, exiting closer to the station. It is essential, therefore, that the station masterplan is synchronised with the approved Waterside masterplan to ensure connectivity. In this respect, it is not clear as to why the station masterplan does not explore these connections in more detail as they are essential if the design principle of improving north-south pedestrian and cycle links, (to Waterside and TPT) is to be achieved. Notably, an appropriate crossing and its location to ensure the safe crossing of Brimington Road does not appear to have been addressed in the station masterplan.

It is welcome that the TPT is recognised in the analysis of movement and connectivity, but it must be highlighted that the existing route as indicated on page 30 falls somewhat short of exemplary cycling provision. The masterplan proposes to “transition into” this route and therefore into existing problems. If the masterplan is to deliver an active culture in Chesterfield through encouragement and ease of travel then cycling or walking to the station must be safer, simpler, easier and more convenient than it is to drive. Cycling connectivity to the north appears to be based upon linking to a cycle lane demarcated on the highway, (Brimington Road) by way of the proposed “Waterside development connection” through plot D. It is understood that delivering cycling connectivity through the Waterside development thus far has encountered some challenges that may impact upon the original vision. It would not be unreasonable to consider that the station masterplan’s “waterside development connection” could encounter similar challenges. If this scenario materialised it is difficult to see where improvements to cycling connectivity to the north can be made. As an addition to the Waterside connection it would seem prudent to ensure that the proposed riverside walk can accommodate cyclists also.

### **Public Transport Considerations**

From a public transport perspective, the improvements to the area around the rail station entrance are welcome and supported as the current situation provides a very poor experience for passengers leaving the station, particularly those trying to walk into the town centre or who are new to Chesterfield.

However, DCC has concerns about some aspects of the proposals for the station and forecourt area linked to bus/coach/taxi provision. It is recognised in the strategic policies on page 10 of the Consultation Report that the Local Plan “seeks to prioritise pedestrian, cyclists and public transport in terms of how the area works and the design principles on page 19 reinforce this, which make reference to “A connectivity hub including taxi rank, MSCP, drop off points, bus/coach stops and cycling facilities which are located as close as possible to the station”. Page 37 also makes reference to putting passengers first with “improved facilities for those arriving and departing by bus and coach”. However, the actual masterplan visual proposals themselves make virtually no reference to bus/coach/taxi provision at all. There are many references throughout the document to cyclists and parking but there is very little reference to what people seeking to continue their journey by public transport / taxis should do next. It is considered, therefore, that there does need to be more emphasis on bus, coach and taxis in this masterplan proposals as these will be important considerations for most passengers arriving at the station, particularly as the proposals are seeking to encourage more people, particularly those travelling onwards to the Peak District and beyond, not to use the private car.

The limited information there is on bus/coach/taxis is in the Pedestrian and Transport Infrastructure Section on page 53 of the Consultation Report around the forecourt transport interchange, which talks about a shared area large enough to accommodate taxis, buses, coach parking and drop off area. DCC is concerned, however, that this seeks to replicate the real problems the current site has with a shared area which does not work because of poor drop off parking / waiting areas and over ranking of taxis, all

of which make it very difficult for buses and coaches to get in and out of the station forecourt properly. The same was true of the Derby rail station forecourt before the changes were made there. DCC would suggest that the proposals would benefit from a similar approach to what was done at Derby station, for example, to have a completely separate taxi waiting / drop off area with bus and coaches adjacent but separated from it. Coach parking provision is always an issue particularly for rail replacement services so there needs to be sufficient space set aside which can be used for this purpose as and when required.

### **Climate Change Considerations**

In terms of climate change considerations, DCC welcomes the clear intention for masterplan scheme to be sustainable and to reduce carbon emissions and there are many features within its proposals that are very positive. These include the emphasis on walking and cycling; the increased green infrastructure proposed and introduction of native flora; turf roofs; use of energy generation potential, such as solar PV and smaller, but nevertheless important, features like 'rain gardens'.

DCC would suggest, however, that more could be done and that the proposals could go further with sustainability features as suggested below and include:

- On a presentational point, the icon for 'encourage global tourism' could show a train cutting across the globe (rather than a plane) to provide clear messaging from the start;
- Three of the nine objectives (relating to travel) are likely to increase carbon emissions – this indicates the wrong balance of intentions and gives a clear message that the car still dominates so these objectives may need more refinement in the masterplan;
- Clearly this is a masterplan without too much detail, but DCC would hope to see more cycle shelters; more public transport provision / consideration (as above); more provision for the expected shift to 'Mobility as a Service' and more renewable energy being generated.

The scheme also needs to anticipate and indicate that resilience to a changing climate has been more carefully considered. This could include:

- Ensuring as many surfaces as possible, including walkways, are permeable to deal with sudden and severe downfalls of rain;
- An increase in blue-green infrastructure to improve the public realm particularly at times of excessive heat;
- Careful consideration to the native flora which is introduced to ensure it is adapted to, what is likely to be, somewhat of an urban heat island, so experiencing higher temperatures than flora currently experiences.

The impacts of climate change are specifically considered on page 13 of the Consultation Report, where it is particularly noted that CBC has declared a Climate Change Emergency and published its first Climate Change Action Plan (2020) that seeks to mitigate the impacts of climate change and increase resilience to it. The Adopted Local Plan also seeks to reduce carbon emissions, create resilience to

climate change and increase biodiversity. DCC would suggest, therefore, that a clear commitment is set out in the masterplan proposals that the overall construction and implementation of the scheme will be carbon neutral or, ideally, carbon positive and that this is should built more explicitly into the design and development principles in the masterplan.

I hope the comments above are of assistance in progressing the masterplan.

Yours sincerely

Tim Gregory

Director – Economy Transport and Environment

Appendix B

HS2

Godfrey, Daniel

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From: Craig Rowbottom  
Sent: 05 March 2021 10:06  
To: Local Plan  
Cc: Marcus King; Town Planning  
Subject: RE: Chesterfield Station Masterplan Consultation

To Chesterfield Borough Council

Thank you for consulting HS2 Limited on the above matter we have the following comments to make on the proposals.

As you are aware the government has announced its intention to construct and operate Phase One of a high speed railway, known as High Speed Two (HS2), between London and Birmingham; and Phase Two between Birmingham and Manchester and Leeds. HS2 Ltd is the non-departmental public body responsible for developing and promoting these proposals and the company works to a Development Agreement made with the Secretary of State for Transport.

In July 2017, the Secretary of State for Transport confirmed the preferred route for the next phase of HS2 from Crewe to Manchester and the West Midlands to Leeds (known as Phase 2b). Following the government's announcement in Summer 2017 that the preferred HS2 route would include a spur into Sheffield via Chesterfield, the Secretary of State asked that electrification of this section of the Midland Main Line be included within the next hybrid Bill for HS2.

To obtain the legal powers to build and operate this part of the railway, the government will need to deposit a hybrid Bill in Parliament. However the scope and programme for this is subject to the governments Integrated Rail Plan, which we are awaiting to be published.

In this context, we make the following comments on the draft masterplan:

- HS2 proposals associated with Chesterfield Station are limited to providing electrification for HS2 trains between Clay Cross and Sheffield Midland station.
- HS2 cannot carry out works or fund works that are not within our scope.
- As this is a non-statutory planning document, the HS2 Safeguarding Directions do not apply to our response to this consultation. However as the document has a role to coordinate development and investment, the Council should be mindful of our Proposed Scheme (in the Working Draft Environmental Statement October 2018) to ensure the masterplan coordinates infrastructure and development, and avoids potential future conflicts.
- While HS2 Ltd support the aspirations of the Chesterfield Station Masterplan we suggest that it should not be referred to as the "HS2 Station Masterplan". To this extent we note the related question in the consultation FAQ, and that the phasing plans in the masterplan do not appear to show the HS2 proposed scheme.

The benefits that HS2 will deliver are significant and should not be underestimated. The new railway will play a crucial role in rebalancing Britain's economy; driving business growth, creating jobs and securing investment right across the country. HS2 Ltd would welcome further dialogue with the Council on ongoing development of the masterplan at Chesterfield Station once the Integrated Rail Plan has been published.

If there are any immediate queries arising from this response please do not hesitate to contact me at: [town.planning@hs2.org.uk](mailto:town.planning@hs2.org.uk).

Kind regards

Craig Rowbottom | Town Planning Manager - Infrastructure Directorate | HS2 Ltd



Appendix C

Stagecoach

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From: John Young  
Sent: 08 March 2021 16:28  
To: Godfrey, Daniel  
Cc: Mark Jones; David Ellis  
Subject: [EXTERNAL] Re: Chesterfield Station Consultation

Hi Daniel,

Thanks for sending this through. Overall, we welcome the scheme, which should greatly enhance the area and improve linkages between rail station and town centre.

Our detailed comments are as follows:

- 1) We assume that buses/coaches will be able to turn both left and right out of the dedicated bus stands at the station?
- 2) If turning right, which looks to be on a corner, will drivers be able to see traffic coming from the left-hand side sufficiently?
- 3) What plans are in place to stop people being dropped off/picked up from outside the station as happens now, causing delay to buses?
- 4) It is noted that the A61 slip road is to be removed (service 54 uses this outbound at present to quickly get from station to the A617); this will presumably cause delays to outbound 54s if they have to use a different route.
- 5) Will the current set down stop which forms part of Brimington roundabout on Brewery Street be retained? It is the nearest stop to Chesterfield College students coming in the Staveley corridor services.
- 6) If the Staveley corridor services did serve the station, there would still be delays as they would have to cross the dedicated cycle lane twice, in addition to the extra time required to serve the station itself, so this is unlikely to be deliverable, although we would like to provide it.
- 7) Given there will be more traffic heading to/from "Doughnut" roundabout at top of Brewery Street, as a result of HS2 and redevelopment, what modelling work has been done on this? This area can already become very congested, especially at peak times.
- 8) I cannot see how the new link road is going to make it any easier or quicker for buses coming from South or West Chesterfield to access the station and be able to quickly access the town centre afterwards.

Many thanks.

Regards,

**John Young**

Commercial Director, Stagecoach Yorkshire

Appendix D

Trans Pennine Trail



## Planning Application Response

<b>Authority:</b>	Chesterfield Borough Council
<b>Detail:</b>	Chesterfield HS2 Station Masterplan
<b>Link:</b>	<a href="https://chesterfieldstation.consultation.ai/">https://chesterfieldstation.consultation.ai/</a>
<b>Closing Date:</b>	8 <sup>th</sup> March 2021
<b>Response to:</b>	alan.morey@chesterfield.gov.uk
<b>Submitted by</b>	Mandy Loach – Trans Pennine Trail Officer
<b>Date:</b>	8 <sup>th</sup> March 2021
<b>Summary</b>	<p>The development of Chesterfield’s HS2 Station provides a unique opportunity to strengthen the sustainable transport offer for locals and visitors to Chesterfield. An opportunity to provide a scheme to be proud of, one that will encourage the use of sustainable modes over vehicles wherever possible, a scheme for walkers and cyclists of all ages and all abilities.</p> <p>The TPT has already responded to the many applications relating to the Waterside development that should act as a catalyst for an exemplar sustainable transport scheme from the outset.</p> <p>This consultation does not provide reassurance or commitment that Chesterfield Borough Council will provide meaningful sustainable travel options resulting from this development or adhere to the LTN1/20 guidance.</p> <p>There are several developments that indicate no cycleway provision – this may be an error in the plan, but segregated cycle routes should be indicated on all sides of each development plot.</p> <p>The plan does not indicate the current full sustainable transport offer available at this location:</p> <ul style="list-style-type: none"> <li>• The link from Crow Lane to Brimington Road. The noted riverside connection should also be for cyclists and not walkers only.</li> <li>• Malkin Street is part of the Trans Pennine Trail.</li> <li>• A61 bridge to Brewery Street currently has cycleway / pedestrian provision.</li> </ul> <p>The Trans Pennine Trail Partnership cannot support the Station Masterplan in its current format. As noted earlier, there is a missed opportunity to create a safe, fully accessible town center sustainable transport scheme that is fit for the</p>

**Detailed Information:**

future.

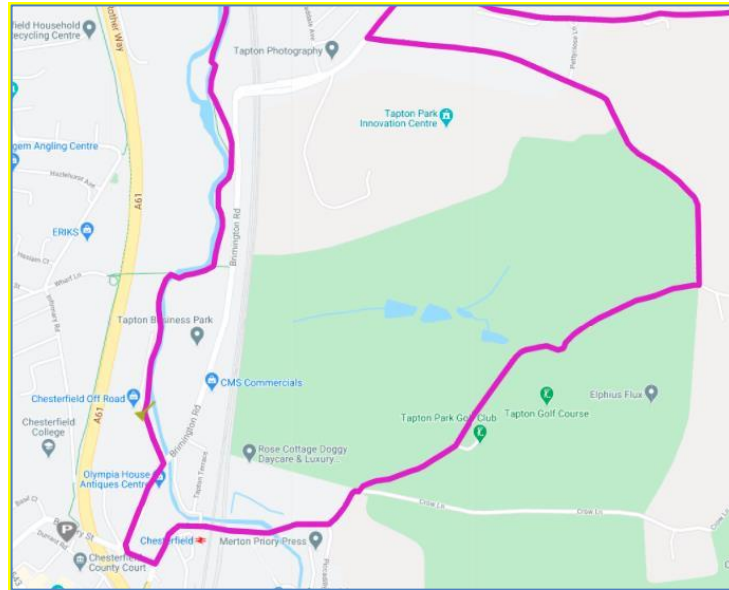
The Trans Pennine Trail has direct links to Chesterfield station and is the southern gateway to the Trans Pennine Trail network, providing over 370 miles of sustainable transport route.

There are already cycle links to / from the Station:

TPT: The TPT approaches the station by a route to

the north and a route to the east:

Pink – Trans Pennine Trail



©Google Maps

The route to the north of the station is also part of the National Cycle Network, NCN 67. This route uses the Chesterfield Canal and Brimington Road and Malkin Street. The route to the east is via an off-road route through the Golf Course and then Crow Lane.

It is understood recent Active Travel Funding provided traffic measures at the junction of the road up to Tapton golf course. This has now enabled the Crow Lane section to become a quiet, safe route to walk and cycle to the rear entrance of the Royal Hospital. It is anticipated that further Active Travel Funding will be sought to make the closure permanent and potential speed reductions on Crow Lane. This would also create an east west route from the hospital to the western edge of Chesterfield by upgrading existing paths and building a 'superhighway' along a road coming in from the Peak District - further evidence of the importance of safe, accessible sustainable transport routes within Chesterfield.

There are elements of the plan that are welcomed in terms of the sustainable transport offer, cycling and walking provision over the new A61 bridge and clear sight lines to

the crooked spire – a fantastic local visitor attraction for Trail users

The TPT provides the following further comments:

**Masterplan Consultation Report:**

Introduction: Strategic Policies: Page 10

Notes walking and cycling routes at county and borough level but fails to note that the Trans Pennine Trail covers 27 Local Authorities across the north of England, wider than just a county level route.

Introduction: Study Area: Page 15

There is no indication of the Trans Pennine Trail as a major sustainable infrastructure route currently available.

Objectives: Page 18:

There is no mention whatsoever to increase the sustainable transport offer. Surely this is one of the major objectives of the station development?

Accessibility does not feature. By enhancing accessibility there is also the potential for Chesterfield to gain from the Purple Pound spending <https://wearepurple.org.uk/the-purple-pound-infographic/>

Design Principles: Page 19:

There is no reference to improve accessible facilities.

There is no reference to the LTN1/20 guidance.

Analysis: Movement and Connectivity: Page 30

Note of the TPT welcomed but its importance isn't shown within the masterplan.

The last paragraph indicates the route isn't well used when in fact the route provides a link from the station into the Peak District National Park. The current TPT infrastructure is poor quality from the Station to the Canal but an improvement to the infrastructure would see an increase in user numbers.

Development: Developing the Masterplan: Page 37

Highlights the lack of pedestrian / cycle connectivity with Waterside.

A New Station Link Road: Has a cyclops design been discussed to provide the linking road network but also prioritise sustainable transport users? <https://cities-today.com/uks-first-cyclops-junction-opens-in-manchester-to-boost-bike-safety/>



Improved and New Pedestrian / Cycle Routes: Notes LTN1/20 but notes schemes will transfer into existing schemes. This masterplan provides the opportunity to also enhance existing schemes in line with LTN1/20 – not just new developments.

Crow Lane is part of the Trans Pennine Trail but has inherently poor visibility for motorists. This needs to be taken into consideration to ensure walkers and cyclists remain safe. A crossing is noted but no further details provided.

Development: Design Drivers: Page 38  
Improving Pedestrian Permeability and Improving Cycle Infrastructure - notes 'will seek to create a strong pedestrian link to the town center' – what about a strong cycling link?

Development: Design Drivers: Page 39  
Creating Gateways and landing Points: Chesterfield is the southern gateway to the Trans Pennine Trail.  
Creating New Public Spaces for People: Should include note that all facilities will be fully accessible.

Proposal: Masterplan Layout: Page 52  
Indicates that Plot D is the only area that will provide connection routes including riverside walk. It is presumed that this refers directly to sustainable transport routes. The riverside walk should also cater for cyclists. Page 53 indicates further sustainable transport provision is to be provided, therefore the masterplan layout is incorrect.

Proposal: Approach to Pedestrian and Transport Infrastructure: Page 53  
The 3m wide segregated cycle track indicated on the plan should be on both sides of the carriageway not just one. Identified in green on the plan

The existing 3m wide shared pedestrian and cycle route (purple) to tie into the existing facility should be upgraded to a segregated cycleway and pedestrian provision to adhere to LTN1/20

Proposal: Connectivity: Page 55

Cycling – notes 'reduce conflict'. The TPT is not aware of any existing conflict and this point is misleading. Wording should be changed accordingly.

The key indicates shared pedestrian and cycle route. The development should provide segregated routes as per LTN1/20 and this should include existing facilities to be upgraded within the masterplan.

Proposal: Cycle Design Analysis: Page 56

All shared pedestrian and cycle routes should be segregated as part of the development proposals to adhere to LTN1/20

Cycle and pedestrian routes should be installed along each side of the carriageway road network.

Plot B: Urban Strategy: Page 65

There is no mention of cycling provision within Plot B. Segregated cycling infrastructure must be available around the perimeter of the site.

Plot B: Landscape – Boulevard: Page 66

Text indicates an 8% gradient – developers must ensure all routes are DDA compliant.

5 – indicates shared pedestrian / cycle path. The development must take measures to ensure segregated facilities are provided as in LTN1/20

Plot C: Landscaping – Southern Gateway: Page 71

2 – indicates realigned cycleway. This reduces the offer for cyclists. A segregated cycle route should be provided around both perimeters of the site to encourage sustainable transport modes for potential employees to the new units.

Plot D: Plot Overview: Page 72

There is no clear plan indicating the walking and cycling provision but does note 3 connections:

- Riverside walk
- Permeable transition from Crow Lane
- Link from Brewery Street

All these links should also provide fully segregated facilities for walkers and cyclists without discrimination.

Plot E: Urban Strategy: Page 76

There is no mention of cycle integration within this section. 2 – notes pedestrian permeability only.

Plot E: Plan: Page 77

Bottom right hand image of 'architectural perspective – View of Plot E from A61 bridge' again indicates no provision for cyclists.



Plot F: Urban Strategy: Page 79

1 – notes pedestrian permeability only. Indicating no scope or vision to incorporate cyclists.

Plot F: Corporation Street: Page 80

Notes the creation of a shared surface. Cycling and walking provision should be segregated as indicated in LTN1/20

Plot G: Urban Strategy: Page 83

1 – notes pedestrian permeability only.

Landscaping Details Strategy: Signage / Art & Sculpture: Page 87

Signage: Clear branded signage for the Trans Pennine Trail must be replaced if removed as part of the masterplan development. Signage to / from the TPT would also encourage local residents to utilize the route. Chesterfield provides a TPT loop in terms of the TPT provision which is very important to local users in terms of health benefits - not only physical health but also mental health benefits. There is a set template for TPT signage.

Landscaping Details Strategy: Hard landscape: Page 88

Notes 'shared surface' as indicated throughout this document walking and cycling provision must be segregated to adhere to LTN1/20

Phasing Stage: Existing: Page 90

Developers should note that the Trans Pennine Trail must remain available 24/7. Therefore, any works that will impact on the availability of the route must provide a diversion for all users for the duration of the works. The diversion will need to be agreed by TPT partners.

Appendix E

Chesterfield & District Civic Society

# **CHESTERFIELD AND DISTRICT CIVIC SOCIETY**

## **Response to Chesterfield Borough Council's proposed redevelopment of the station approach**

### **SUMMARY**

The Civic Society committee generally welcomes the Station Masterplan but would like to raise a few mostly minor points.

We feel that there should be an alternative plan for landscaping on either side of the new link road from Hollis Lane, in case it proves impossible to go ahead with the proposed commercial development along this road.

We would like to be reassured that there will be adequate parking for this commercial development, independent of the multi-storey car-park for rail users.

We wish to be reassured that the gradient on the pedestrian and cycle path from the station to the bridge over the Inner Relief Road will not be so steep as to make access difficult for any type of user.

We would like the new bridge over the Inner Relief Road to be as wide as possible, for Corporation Street to be reopened to motor traffic on a limited basis, and for the area between Corporation Street and Spa Lane to be generally improved.

We would like the Borough Council to acquire Kilblean House, next to the Stephenson Memorial Hall, and to restore it for use as an annexe to both the Pomegranate Theatre and the Museum & Art Gallery.

We would like the present access to the station via Crow Lane to be closed to all motor traffic as soon as the new link road from Hollis Lane is opened, and for Piccadilly Road to become a residential cul-de-sac, with access retained to Tapton golf course.

# CHESTERFIELD AND DISTRICT CIVIC SOCIETY

## Response to Chesterfield Borough Council's proposed redevelopment of the station approach

### Introductory

- 1 The Civic Society welcomes the opportunity to comment on this important scheme and was happy to assist by providing some historical information for the report which has been produced. Subject to the limitations imposed by the continuing lockdown, our response is based on email and telephone discussion amongst the committee, starting from a draft prepared by our chairman, Philip Riden. He himself should properly declare an interest as a local resident (of Owen Falls Avenue, on the Riverside Estate).
  
- 2 In general, the society strongly supports the Borough Council's proposals, which will transform the station entrance and the route from the station to the town centre. It will also greatly improve the use of adjoining parcels of land which are at present either vacant or occupied by buildings of no architectural merit. Combined with the Waterside Scheme, the new station approach will transform the appearance of the north-eastern edge of the town centre. This is important not just for the benefit of local residents but also because this is the part of the town which visitors arriving by train, or by car from Junction 30 on the M1, see first. It is not at present an edifying prospect.
  
- 3 We would like to make a small number of suggestions, some general, others more specific.

### General

- 4 We understand that the scheme is to be financed from public funds and is not dependent on either a decision by the Government to proceed with the planned eastern arm of HS2 between Birmingham and Leeds or private investment. On the other hand, the scheme includes several buildings which are to be let to commercial operators, including factory, warehouse, office and retail units on the land between the new access road from Hollis Lane and the railway, at the station itself, and on part of the former Chesterfield Hotel site.

We obviously hope that tenants will be found for these buildings, preferably before construction begins, but we feel that the scheme should make alternative provision in case if it proves impossible to go ahead with some or all of them, either initially or ever. We would prefer to see definite plans for landscaping these sites if they are not built on.

5 The scheme includes a new multi-storey car-park which will contain more spaces than the existing surface car-park. We would like to be reassured that adequate provision has also been made for parking in connection with the proposed commercial buildings mentioned in the previous paragraph.

6 With the increase in residential accommodation (principally flats) planned or in progress in the town centre there may be an increase in commuting by rail from Chesterfield to Sheffield and elsewhere. At the same time, the new Hollis Lane–Brewery Street road is likely to be busy, not only with traffic going to and from the station but also to and from Waterside, or heading north towards Brimington and Staveley, or merely avoiding the town centre by heading for Hoywell Cross roundabout. Both factors will place pressure on the point at which the footpath and cycle path from the station to Corporation Street will cross the new road. A footbridge here is presumably impossible, given the levels, but we wonder if consideration could be given to an underpass.

7 Conversely (and we appreciate that this may be a reason why an underpass is not feasible) we are concerned that the pedestrian and cycle route between North Midland House and the bridge over the Inner Relief Road may be too steeply graded to be easily manageable by wheelchair-users and pedestrians with push-chairs or trolleys. As far as we can see from the consultants' report, the rise between this building and the bridge will be about 5m. but no figure is given for the gradient. It would obviously not be possible to make this a stepped path and we would like to be reassured that the gradient will lie within normal design limits for a path that can be negotiated without difficulty in all weather conditions (including snow and ice) by all types of pedestrian user. If an underpass was built, access to the basement of the multi-storey car-park could presumably be provided from it, which would reduce or avoid the need

for pedestrians to cross the new road.

### **Corporation Street**

8 We are pleased that the Masterplan envisages incorporating (rather than bypassing) the upper section of Corporation Street, but with a realigned approach passing to the south of North Midland House, instead of the north. Corporation Street was Chesterfield Corporation's first essay in urban redevelopment, laid out as a grander approach to the Midland Railway's new station of 1870. The Stephenson Memorial Hall of 1879 forms a fine feature at the top of the road, and the buildings on the opposite side are well designed, if not especially remarkable, commercial architecture of about the same date. Since they have been cleaned and the ground-floor fascias tidied up the street picture looks much better. We are also glad that there will be a new bridge over the Inner Relief Road. What ruined Corporation Street was the decision to put a narrow footbridge at the end of the portion of the road which was retained when the Inner Relief Road was driven through (the consequent demolition of the buildings on the lower part of the road, other than North Midland House, was no loss). We would like to see the new bridge made as wide as possible, not merely to facilitate the safe and easy segregated movement in both directions of cyclists and pedestrians but also for aesthetic reasons, to get rid of the impression that Corporation Street is a dead-end with a small bridge at the bottom. If possible, we would like the bridge to be wide enough to take motor vehicles, even if it was not normally used for that purpose (it might be worth providing for emergency access to the station by this route).

9 We share what appears (from the press) to be the widespread local opposition to the county council's temporary closure of Corporation Street, which has unnecessarily inconvenienced the taxi trade and seems to have achieved very little. We see no reason why this road should not revert to being a taxi-rank, since it adjoins the Pomegranate Theatre and several bars with late licences, and is near the Winding Wheel, all of which generate a demand for taxis. To avoid the awkward right turn from St Mary's Gate, which obstructs traffic travelling north along that road, Corporation Street could be made one way, with vehicles allowed to enter only by turning left off Holywell

Street and required to exit via Station Road. Its use by motor vehicles could also be restricted to taxis, delivery vehicles, and drivers dropping off or collecting for the two theatres and the bars.

- 10 Although we appreciate that this area is not part of the present Masterplan, we would like to see thought given to improving the appearance of Station Back Lane, Station Road, Eyre Street and Spa Lane. This area was built up in piecemeal fashion in the second half of the nineteenth century, and has suffered from piecemeal demolition since the 1950s. We would suggest that this whole area needs re-planning, keeping some of the car-parking spaces, but redeveloping other plots to give it a more closely built-up urban feel in keeping with St Mary's Gate, the adjoining main road. At the moment much of the land seems under-utilised.
- 11 We wish to put in a particular appeal for efforts to be made to bring back into beneficial use the property adjoining the Stephenson Memorial Hall at its north-eastern end. This large three- and four-storey red-brick building was originally a doctor's house and surgery named Kilblean House; the ground-floor extension at its north-eastern end was presumably the surgery. The house lost its garden when the Memorial Hall was extended to become a theatre and as a result itself became a private temperance hotel. It was later a licensed club but has been empty for several years. It is not a building of outstanding merit and would not be eligible for listing, but it makes a handsome addition to the street picture and blends in well with the Memorial Hall.
- 12 We would like the Borough Council to consider acquiring the property and adding it to the Memorial Hall estate. We are not familiar with the current internal layout of the building (or what scope there is for altering the layout) but we can envisage several possible uses for it. If a large internal space exists (or could be created) it might be used as a studio auditorium alongside the Pomegranate and Winding Wheel main houses (for music and lectures as well as drama). Other rooms could be used as a gallery for temporary and permanent art exhibitions, which would, we feel, be a great improvement on the present upstairs room used for that purpose at the museum. For example,

Peak District Artisans, a group of professional artists whose membership extends as far east as Chesterfield (and also to Sheffield) has been looking for some years for a gallery in which its members could exhibit permanently, instead of having to rely on short-term exhibitions in hired rooms. There are similar groups in Sheffield and other cities within reasonable travelling distance of Chesterfield. It would presumably also be possible to offer catering for museum and more especially theatre visitors, perhaps including sit-down meals (which neither the Pomegranate nor the Winding Wheel has space to do), in a quieter setting than the bars on the opposite side of the road. There would be some passing trade for a café from people walking up from the station and the lure of food and drink might get more visitors into the museum, which it badly needs. The house is also big enough to provide extra office and storage space for both the theatre and the museum.

#### **Vehicle access to the station**

- 13 We wish to draw attention to a problem concerning the present arrangements for vehicle access to the station and the opportunity this scheme provides to get rid of the problem. We greatly welcome the decision to build a new access road from Hollis Lane through the old goods yard to the station, connecting with Brewery Street/Malkin Street and Brimington Road. Our view is that once this is built the lower section of Crow Lane (between the junction with Piccadilly Road and the station) could be closed to vehicles without any detriment to traffic flow and with considerable benefits to local residents. The county council has already closed (temporarily, but we believe that there would be widespread support for making the closure permanent) Crow Lane from the golf course entrance to Dobbin Clough Farm, and we would like to see both sections of Crow Lane closed as a motor road.
  
- 14 Crow Lane between Piccadilly Road and the station is a modern creation of c.1920. There was previously a footpath from the station which passed under the railway to give access to a cornmill on the Rother to the east of the line. Until shortly after the First World War Crow Lane ran on a different alignment from near the present golf course entrance, passing to the north of the adjoining bungalows and of Tapton Terrace, ending in a junction with Brimington Road near the northern end of the terrace. The original railway



bridge of 1840 over the Rother and the modern line of Crow Lane was joined by another when the Midland main line was widened, creating the present unsatisfactory layout, with poor headroom and a reverse bend, which requires light-controlled single-line working. The road presumably cannot be lowered to provide more headroom because of the proximity of the river, and could only be straightened at enormous expense, since it would involve rebuilding two bridges.

- 15 The use of Crow Lane to drive to or from the station brings a great deal of traffic onto Piccadilly Road, for which it was not designed. The road is now lined by houses on the whole of its eastern side (and part of the western side), and many of the older properties lack off-street parking. Although the county council has introduced a new parking scheme for the road, the fact remains that safely negotiating Piccadilly Road in either direction requires more than usual care and a good deal of give and take by drivers. The difficulties are aggravated during the morning rush-hour at certain times of the year by a low sun. Apart from the growth of traffic to and from the station, the road has carried a much increased load following the building of the Riverside Estate in the 1990s, since Wain Avenue, the main spine road through the estate, begins and ends in junctions at either end of Piccadilly Road. The junction at the southern end, near the traffic lights controlling the junction with Hollis Lane, Hady Hill and Spital Lane, becomes very congested during the morning peak.
- 16 For all these negative reasons, combined with the positive reason that a new road is to be built to the station, specifically designed for heavy motor traffic, with no frontagers or parked vehicles to get in the way, we believe that the lower section of Crow Lane could and should be closed to all motor traffic (including taxis). It could remain a pedestrian and cycling route to the station. Everything which the Piccadilly Road–Crow Lane route does at present could be done much better by the new link road and there would be a huge gain in amenity for residents of Piccadilly Road and the Riverside Estate. Piccadilly Road and a short section of Crow Lane would obviously remain open to give access to Rose Cottage, the nearby bungalows and the golf course, but above the golf course entrance we believe that it should also be closed

permanently to motor traffic. This stretch is narrow and is flanked by high banks on both sides. No frontagers would be significantly inconvenienced if this section was closed, since from the top of the hill Crow Lane is wider and flatter, and provides a better route out through Brimington Common.

- 17 We do not believe that the plan for the station would suffer in any way by the closure of Crow Lane, and indeed traffic flows along Brimington Road would presumably be improved by the removal of the junction with Crow Lane. The layout proposed for the station forecourt would not require redesign to accommodate the closure, and there would be no adverse effect on the proposal for a riverside walk on the left bank the Rother from near the railway bridge. The existing bridge over the Rother near the southern end of Tapton Terrace could also be closed to vehicles, since there is easier access to Tapton Terrace and the back entrance to Rose Cottage from the existing turning off Brimington Road near Tapton Bridge (which could presumably be improved). We hope that sympathetic consideration will be given to this idea.

### **Conclusion**

- 18 Apart from these suggestions, we are very happy to support the Masterplan for the station and especially cheered by the repeated assurances by the Borough Council that funding for the project has been secured irrespective of what the Government finally decides concerning the eastern leg of HS2. Even if the line is not built, Chesterfield badly needs a new approach to the station, as it did in 1870, and we believe that this scheme is the best that could be achieved, given the constraints presented by the railway itself and the Inner Relief Road, which already compete with the river for space in the valley floor at this point. We hope that it goes ahead as soon as possible.

2 March 2021

Appendix F  
Environment Agency

Mr Alan Morey - Major Sites Officer  
Chesterfield Borough Council  
Town Hall Rose Hill  
Chesterfield  
Derbyshire  
S40 1LP

**Our ref:** LT/2006/000178/SD-  
07/IS1-L01  
**Your ref:**  
**Date:** 05 March 2021

Dear Mr Morey

## **Chesterfield HS2 Station Masterplan**

Thank you for consulting the Environment Agency on the Chesterfield HS2 Station Masterplan. We have the following comments below on a number of matters within the Environment Agency's remit.

### **Flood Risk**

We have the following comments in relation to flood risk:

On site D there is an area of flood zone 3 on the land adjacent to the River Rother. Existing buildings in the area have a history of flooding, No land raising must take place in this area that might increase flood risk or exacerbate flooding at Tapton Terrace. A flood risk assessment (FRA) will be required to demonstrate this.

On site C2 there is a historical flooding problem on Hollis Lane. An FRA is required to demonstrate prevention of flooding to new buildings.

### **Environmental permit - advice**

The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:

on or within 8 metres of a main river (i.e. River Rother)

on or within 8 metres of a flood defence structure

For further guidance please visit <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03708 506 506. The applicant should not assume that a permit will automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

### **Fisheries, Biodiversity and Geomorphology**

#### **General**

The master document highlights the relevant local planning policies but excludes CLP19 River Corridors – page 71. It is felt there are opportunities within the vicinity of the works that could be incorporated in line with this local planning policy.

## **1. Water Framework Directive Assessment**

The Rother from Spittal Beck to Doe Lea (GB104027057771) Water Framework Directive (WFD) surface waterbody runs directly adjacent to and within the proposed development site.

Based on the proximity and magnitude of the proposed development to the Rother from Spittal Beck to Doe Lea (GB104027057771) WFD waterbody, we would expect that a WFD compliance assessment is carried out as part of the proposed development. A WFD assessment must demonstrate that the proposed development does not:

- Cause deterioration in the status of any waterbody through deterioration in the status of the Biological Quality Elements (BQEs) or
- Compromise the ability of the waterbody to achieve its WFD status objectives (through improvement works if necessary);

and should where possible,

- Indicate how the proposed scheme contributes to the delivery of WFD objectives.

### ***Reason(s) / additional information***

The River Rother has historically be physically modified throughout much of its length, including throughout the proposed development site. This historic physical modification includes channelisation (straightening), construction of artificial in-channel structures (e.g. weirs and river walls) and an overall reduction in in-channel and riparian habitat complexity. The existing channel morphology limits the overall ecological value of the water body and this is reflected in the waterbody's Heavily Modified Water Body (HMWB) designation. As part of this HMWB designation, a number of WFD mitigation measures and actions have been identified as being required in order for the waterbody to achieve its objective of Good Ecological Potential. This includes mitigation measures to work with physical form and function, such as:

- Improvements to channel-floodplain connectivity
- Setting back of existing embankments
- Re-opening existing culverts
- Improving in-channel morphological diversity
- Preserving or restoring existing in-channel and riparian habitats
- Removing or softening existing hard bank protection; and
- Removing obsolete artificial (man-made) structures from the waterbody.

Based on the above, there is scope for the proposed development to not only protect, but also deliver meaningful morphological and ecological improvements in line with the Humber River Basin Management Plan and WFD objectives of the waterbody. As such, we recommend that proposed development should seek to deliver enhancements in line with those set out in the Humber RBMP and WFD water body objectives.

More information on the types of ecological enhancement opportunities, with specific reference to Plots C & D of the proposed masterplan, are provided below.

This approach is supported by paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) which recognise that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused. This reasoning is also supported by Policies CLP16 (Biodiversity, Geodiversity and the Ecological Network) and CLP19 (River Corridors) of the Chesterfield Local Plan.

## **2. Biodiversity Net Gain**

The proposed development has the potential to significantly change the existing land-use and therefore ecological value of the site. As such, we recommend that a Biodiversity Net Gain (BNG) assessment is carried out using the latest version of the DEFRA Biodiversity Metric. This will ensure that the post-development biodiversity gains and / or losses are accurately quantified (when compared to the pre-development / baseline scenario). A BNG assessment undertaken early within a project or development should identify constraints and opportunities which then help inform the final design and where necessary mitigation.

As well as assessing area-based (terrestrial) habitats, the DEFRA Biodiversity Metric 2.0 includes two distinct supplementary modules for linear habitats (A: Hedgerows and lines of trees & B: Rivers and streams). The Rother from Spittal Beck to Doe Lea (GB104027057771) surface water body and its riparian zone, fall within the red line boundary of the proposed development site. The current Biodiversity Metric 2.0 user guide states that “it is an important rule of the metric that the biodiversity units calculated through the core habitat area-based metric and each of the linear units are unique and cannot be summed or converted. When reporting biodiversity gains or losses with the metric, the different biodiversity unit types must be reported separately and not summed to give an overall biodiversity unit value”.

Based on the information above, we recommend that the BNG assessment should include an assessment of the likely gains / losses to the linear habitats present – i.e. hedgerows and river habitats. We would expect to see measurable (at least 10%) net gain for each of the habitat types present.

More information on the types of ecological enhancement opportunities, with specific reference to Plots C & D of the proposed masterplan, are provided below.

### **Reason(s) / additional information**

This reasoning is in line with the latest Biodiversity Metric 2.0 guidance and is supported by paragraphs 170 and 175 of the NPPF guidance as well as Policies CLP16 (Biodiversity, Geodiversity and the Ecological Network) and CLP19 (River Corridors) of the Chesterfield Local Plan. Depending on timescales of the proposed development, there is also a chance that 10% BNG may be a mandatory requirement (following the passing of the upcoming Environment Bill) – as such, we feel that flagging this at the earliest possible opportunity is important.

### **3. Plot C**

A fish pass on Chesterfield canal weir (SK 3881 7227) downstream of the works was conditioned by the Local Authority as part of a planning application for the Chesterfield Waterside Development. This application was submitted prior to the economic slowdown. Whilst some new enquiries have been made about the development, there has not yet been any construction work at the main development site (from WFD investigation report 2018).

When the fish pass at the canal is complete the next barrier will be the weir 400 metres upstream of Chesterfield Station. The weir is known to the Environment Agency as Marine Drive weir - SK 38976 71194, and is an impassable barrier to fish migration.

The development here should consider if possible options for weir removal / fish pass opportunities at the site, or as a minimum include a feasibility assessment of options for this site. This would be in line with CLP19, the WFD as well as design driver “6. Improving green infrastructure – enhance greenery and biodiversity” detailed in the development at Plot C. Although the weir is not within the red line boundary for the site

it is local to the site and in the stretch of the river Rother than runs parallel with the development, separated by the railway line and a housing estate. This presents an opportunity to utilise the existing resources that will be mobilised to the site as part of the development.

In the 2016 WFD cycle 2 classification, fish were classified as poor in this waterbody (Rother: Spittal Beck to Doe Lea - GB104027057771). The WFD investigation identified physical modification in conjunction with pollution as a likely cause. The latest cycle 2 classifications indicates there has been a recovery of the fish populations, with fish now classified as good (2019). However, pollution is still an issue in the watercourse; pollution from sewage discharge identified as a reason for not achieving good status. Although, fish populations appear to have recovered from the 2016 classification the barriers to migration still limit the ability of fish to migrate within the river, which can also hinder their ability to escape from pollution events, or to re-colonise following such an event. If future incidents were to occur it is likely there could once more be a deterioration in the fish classification.

### ***Groundwater and Contaminated Land***

Given the historic uses of the sites proposed for this masterplan, such as rail infrastructure, and other industrial uses in the past, there would be an expectation that some or all of the land would be impacted by contamination to some extent. Any development proposals would need to ensure that a thorough investigation is undertaken to determine any contamination risks from the development. Where contamination is found, remediation would need to take place to ensure there is no pollution risks to both the surface and ground water environments. Matters of human health are for the Environment Health Officer at your council.

### ***SEA Screening***

Thank you for consulting the Environment Agency on whether an SEA needs to take place. We note that Chesterfield Borough Council has decided that a SEA is not required. We note that some of the development proposals (Plot D) are situated in existing flood zones and near existing flood defences. Development will need to ensure that it does not increase flood risk to the site and to other, as well as ensuring that there is no detrimental impact upon the existing flood defences. If Masterplan proposals are expected to have an impact on these matters then they CBC may want to reassess the requirements for an SEA.

Yours sincerely

**Mr Joseph Drewry**  
**Planning Specialist**

Direct dial 02030 253277

Direct e-mail [joe.drewry@environment-agency.gov.uk](mailto:joe.drewry@environment-agency.gov.uk)

Appendix G

Waterside



Our Ref: 04B812802/JS/AH  
Your Ref: Chesterfield HS2 Station Masterplan



8<sup>th</sup> March 2021

Chesterfield Borough Council  
Town Hall  
Rose Hill  
Chesterfield  
S40 1LP

Dear Sir or Madam,

### **Chesterfield HS2 Station Masterplan – representations in relation to the Chesterfield Waterside development**

Thank you for the opportunity to make representations to the HS2 Station Masterplan. This letter has been prepared on behalf of Chesterfield Waterside Ltd ('CWL') in the context of the 'Chesterfield Waterside' development which is located directly adjacent to the HS2 Station Masterplan Area.

Chesterfield Waterside is a mixed-use, sustainable regeneration scheme that will be built across 16 hectares on the edge of the town centre. The site is located between Brimington Road and the A61 directly to the north west of Chesterfield Train Station. Construction of the new office building on the site known as One Waterside Place, began in October 2020 in the £75 million first phase of the Basin Square neighbourhood and represents the first step in delivering the commercial element of Chesterfield Waterside. In addition, leading UK housebuilder Avant Homes is also currently building out the Waterside Quarter neighbourhood at Chesterfield Waterside which will comprise 173 two, three and four-bedroom homes. Once complete, the Chesterfield Waterside development will create a thriving new quarter of the town including a new stretch of canal and canal basin, apartments, family homes, offices, a hotel, shops, bars and cafes. It will also deliver extensive public realm and highways improvements including a linear park and connections to the River Rother and Chesterfield Canal.

CWL is wholly supportive of the proposed HS2 Station Masterplan which offers an exciting opportunity to transform the area between the town centre and Chesterfield Train Station and create a new arrival gateway in to Chesterfield. HS2 will be transformational for the town, complement existing rail services and open up regeneration opportunities, enhancing Chesterfield's role as both a destination and a gateway to surrounding areas, including the Peak District National Park. It will improve transport infrastructure, rail connectivity and journey times and much like the Chesterfield Waterside site will create significant new jobs and attract significant new business investment to the town. The masterplan will also seek to strengthen connections to

the town centre as well as specifically to the Chesterfield Waterside site. Integral to the strengthening of connections will be accommodating a new link road, cycle routes and pedestrian permeability throughout the area.

The HS2 Masterplan Public Consultation Report (December 2020) sets out a series of key design principles for the study area which include creating a development that supports Chesterfield to be a healthy place to live and work and providing modern station facilities capable of accommodating passenger growth. The Masterplan area is split into 8 distinct plots each of which is accompanied by an individual design strategy. As illustrated in the diagram on Page 55 of the Public consultation report, the masterplan will include a 'pedestrian waterside development connection'. Plot D (which is located directly adjacent to the Chesterfield Waterside site) has been identified as a development plot within the HS2 masterplan to demonstrate connections through to the Waterside character area and the rationalisation of the Crow Lane junction connecting to the new Station Link Road. The Report states that it is anticipated that there will be up to 3 connections through/ adjacent to the site as follows:

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

CWL is supportive of the overall vision of the development and the associated design principles, in particular the principle of creating improved north-south pedestrian and cycle links through the Masterplan area connecting to Chesterfield Waterside and the Trans-Pennine Trail which will improve connectivity and create a high-quality network of public realm space.

It is absolutely imperative that the HS2 masterplan does not sever or impede links to the Chesterfield Waterside site and CWL is very pleased to see that due consideration has been given to creating pedestrian and cycle connections to the site within the masterplan document, including explicit reference to the Chesterfield Waterside development and the existing outline planning consent which is reflected in both the masterplan text and on the relevant diagrams through the Public Consultation Report.

CWL would be very happy to engage with CBC and its appointed consultant team as the masterplan is progressed in order to further understand the mutual benefits that can be realised for both the HS2 development and the Chesterfield Waterside development both in terms of the economic opportunities and the importance of creating connectivity between the development plots.

CWL respectfully requests that these representations are taken into account in further stages of the preparation of the HS2 Station masterplan.

Please do not hesitate to contact me if you have any queries or wish to discuss further.



Yours faithfully

A handwritten signature in cursive script that reads "AHenderson".

**Alice Henderson**  
**Planner**  
**+44 01619564018**  
**alice.henderson@avisonyoung.com**  
**For and on behalf of Avison Young (UK) Limited**

Appendix H

Landowner within Plot D

5<sup>th</sup> March 2021

Alan Morey  
Chesterfield Borough Council  
Town Hall  
Rose Hill  
Chesterfield  
S40 1LP

**Lambert Smith Hampton**  
3 Hardman Street  
Spinningfields  
Manchester  
M3 3HF

Dear Alan

## **HS2 Masterplan Chesterfield Consultation**

### **Introduction**

These representations have been prepared by Lambert Smith Hampton [LSH] on behalf of Brimington Land Nos 1 and Nos 2 [Client]. LSH's client has a significant freehold land interest in the Chesterfield area that sits between Crow Lane, Hollis Lane and Brimington Road [the Site] which has been identified in the HS2 Masterplan under Site D which sits immediate west of the existing Chesterfield train station plaza.

This representation seeks to provide our commentary and formal response to this consultation process and seeks to engage with Chesterfield Borough council (CBC) and the appointed design team who prepared the masterplan namely AECOM and Whittham Cox Architects. The masterplan comprises the following four documents:

- Draft Chesterfield Masterplan;
- Habitats Regulations Assessment;
- Rapid Health Impact Assessment; and
- Preliminary Equalities Impact Assessment.

### **Context for Masterplan**

The Council's masterplan sets out vision and key objectives to create a vibrant gateway neighbourhood to Chesterfield and North Derbyshire. The masterplan builds on the planned investment linked to HS2 rail infrastructure around Chesterfield train station, which will become a key link on the proposed HS2 phase 2b which will include a new loop off the new line using an existing route which would connect Chesterfield station and Sheffield to the high speed network. This loop will require modifications to the Midland Mainline including electrification and would provide a high speed stopping service for Chesterfield. It is expected that the HS2 scheme will serve the region by 2033 and will significantly reduce journey times to London with improved journey times towards Sheffield and Leeds. CBC sets out that HS2 will provide a 'once in a century' opportunity to enhance the rail connectivity of the Country and town and as such accelerate economic growth potential.

It is the recognition of the impact on the region's economic, social and environmental prospects that the masterplan has been devised. Working with CBC and the Local Economic Partnership (LEP) the masterplan seeks to maximise the estimated positive economic prosperity HS2 will have on the County and this is being formulised by developing strategies and funding. Indeed, The HS2 East Midlands Growth Strategy 2017 written by D2NP confirms that "*HS2 will have a transformational impact on the*

*Derbyshire economy and it identifies a North Derbyshire Growth Zone that includes Staveley works and Chesterfield station as key location”.*

Furthermore, the ‘D2N2’ strategy clearly sees the station area as a gateway to the Peak District and will transform the local area by *‘providing a modern and attractive route across the A61 with well-designed public realm that will bring the station into the town centre, as well as allowing far greater accessibility to public transport’*. The masterplan clearly recognises the need to actively redevelop the underused land around the station to link up with the wider Waterside masterplan but also importantly forge improved links to the traditional town centre. This will create a urban village mixed use area that will secure future generations with an improved place to live, work and play. The HS2 masterplan also builds on the CBC’s Growth Strategy 2019-2023 to realise the opportunities to grow the economy and create a vibrant gateway with improved connectivity to the town centre and unlock significant commercial and residential uses.

The masterplan has been developed in co-ordination with key stakeholders and decisions on infrastructure have been aligned to evidence based decisions. However, we understand that the masterplan will not be part of the statutory town and country planning framework but instead is to be used to show how both the public and private investment in the area can be co-ordinated. The masterplan will be the first step to support the production of planning guidance for managing development in the station area through the statutory planning system

### **The Site**

The subject site is located immediately adjacent to Chesterfield train station and to the north east of the town centre. The town centre is less than 500 m from the subject property but separated by a number of existing roads. The immediate area comprises period buildings and vacant land that is being used for car parking. Opposite the subject property is Phase 1 of Chesterfield Waterside Development – a large mixed use development. To the south of the site is The Chesterfield Hotel which is earmarked for demolition and redevelopment for multi-story car parking. The subject property is situated on the south side of Brimington Road (B6543) near its junction with Brewery Street.

The subject site comprises a fairly rectangular shaped site split between Peel House and the former SIXT Car Rental site. Peel House is located to the south and is positioned higher than the former SIXT Car Rental Site. Both sites have access from Brimington Road which is an adopted highway and maintained at the public’s expense.

Peel House comprises a period brick built office over ground and first floors. The office has been extended to the rear and comprises a number of detached outbuildings that have been operated as a gymnasium in the past but is now vacant.

We have been unable to inspect the office building but understand it is fitted out to a reasonable office standard. To the north of the main building is a detached former office that is boarded up and has been vacant for some time.

Externally the property has a rear surfaced car park accessed via an electronically controlled gate and off Brimington Road.

The former SIXT Car Hire comprises a surfaced open air car park. It has a mixture of ground coverings including tarmac and concrete with the ground works for the former building that has been demolished. There are a number of large potholes along with manhole covers. To the front the site is bounded by a

low level wall while top the rear is a large brick built retaining wall.

### **The Opportunity**

The subject site was subject to the wider Chesterfield Waterside proposals which were granted outline planning permission (Ref: CHE/09/00662/OUT) in March 2011 for the demolition and redevelopment of the site to form a comprehensive mixed use regeneration scheme comprising the following:

- residential (use class C3);
- retail (use class A1);
- financial/professional services (use class A2);
- restaurants, drinking establishments and hot food establishments (use classes A3, A4 and A5);
- offices (use class B1);
- doctors surgery and crèche (use class D1);
- two hotels (use class C1);
- health and fitness (use class D2);
- nursing home (use class C2);
- ancillary creative uses including a possible arts centre, a new canal link, new open spaces including linear and eco parks.

The outline consent provides a useful context for the transformation changes around the station approach area. However, we can confirm that the outline consent in the context of this site expires on the 16<sup>th</sup> March 2021.

The subject site is known as Station Place and lies within the south of the Waterside Masterplan area, closest to Chesterfield Train Station and adjacent to Phase One of the regeneration scheme: Basin Square (figure 4). Station Place is expected to accommodate mixed-use development including apartments, café/restaurants, a doctor's surgery, a hotel, office accommodation and retail space over 4-6 storeys.

The development of Station Place is expected to include the replacement of existing buildings with more coherent courtyard forms combining residential, retail, restaurants and other businesses. It is expected that a better defined grain and larger scale of built form, will create a more continuous frontage to Brimington Road, together with development on plot 1 (Basin Square).

The site's development will provide a containment of street scene and channelling of views, whilst the low-lying nature of the plot will mitigate against the height of taller buildings, allowing them to integrate well with adjacent tall structures. It is proposed that the provision of landscaped areas and substantial street tree planting will effectively compensate for losses of habitat incurred; and the impact is assessed as being beneficial.

Notwithstanding this Waterside consent and masterplan, the site now benefits from a land allocated under Policy SS3 of the Chesterfield Local Plan (2020) which specifically deals with Chesterfield Waterside and the Potteries area to 2035. For example, SS3 allocates the site until 2035 and any future development or planning application for the site now allows a variety of land uses including residential, employment, leisure, health and fitness, hotels, crèche, doctors and care homes. Therefore there is a strong presumption in favour of development that accords with Policy SS3.

### **Market Review**

LSH can confirm that we have been involved in the site since March 2020, and were instructed to review the market for a number of uses to identify and understand the scale of development that could be supported on the site. This included residential, car parking, commercial and hotel uses as associated with the outline planning permission and the adopted local plan policy (SS3).

Our market review found that the provincial hotel market is largely influenced by the state of the domestic economy and, as this covers numerous markets, trading performance will vary by region depending on the local economic conditions. In terms of Chesterfield, the review found that within a five mile radius of the site there were eleven hotels with 568 bedrooms, the majority being within a budget sector or unbranded independents, with a lack of corporately branded hotels in the market place. It identified a possible pipeline of seven new hotels with 416 bedrooms, mostly speculative.

The review found that, with the location of the site and the underlying trading characteristics of Chesterfield, it will be vital to secure a strong hotel brand with a large existing customer base, a loyalty scheme, good online booking system and marketing systems in order to help drive bookings to the location. From LSH's discussion with the operator brands it is apparent that there is limited appetite for anything other than a limited service product. As such, a full service brand is unlikely to invest in Chesterfield. The brands will generally be supportive of a developers brand choice, but this will need to be underpinned by a viable and deliverable scheme that is fully supported by robust trading projections and a feasibility study. LSH considered that there likely to be brands that would consider Chesterfield, and these would provide 120 bedroom concept with limited service line. This would include a business centre with basic meeting rooms, on site car parking and a fitness facility. This model would be delivered through a hotel franchise with third party management.

The review also considered the introduction of ground floor commercial uses and found that these would potentially be viable given the transit orientated location next to a train station and link to the town centre and wider waterside initiative.

In terms of the residential market, LSH confirmed that across the UK the market appears robust, even in the middle of the Covid-19 pandemic. From a unit sales perspective, the Government have introduced a zero SDLT policy up to £500,000 for main dwellings, which has acted as a catalyst to keep the market trading. This initiative is active until the June 2021, and critics suggest that the housing market will take a hit, both in terms of demand and pricing at this point. In our view, the market is robust enough to weather the storm, and whilst we do expect high end real estate to reduce in value, the mass market should remain relatively stagnant in terms of pricing. Ultimately, the overall UK residential market has a fundamental under-supply of high quality accommodation, both for sale and to rent.

The review found that Chesterfield has a substantially higher proportion of socially rented properties compared with the rest of England and a lower proportion of private rented. The home ownership statistics are broadly in-line with the rest of England. The vast majority of the market within Chesterfield is houses, as opposed to apartments. The social housing market is under-supplied, with high levels of demand and low levels of new, good quality product.

The pipeline for delivery of new stock is limited within Chesterfield. The general market conditions and rising delivery costs mean that large scale apartment schemes are generally unviable, and the market is primarily driven via estate housing, where higher prices are achieved and national house builders can deliver economically in relation to build costs. However, LSH recognise that there is an opportunity to provide more aspirational product within the market and with the prime location of Site D, LSH believe that a flagship scheme would function well and attract strong levels of demand.



The Registered Provider (RP) market has changed beyond recognition in the last decade. Registered Providers compete directly with the private sector to forward purchase apartment schemes, and then have the ability to release these schemes across a broad mix of affordable tenure. In our experience, the pricing analysis from an RP is relatively similar to that of a Build to Rent (BTR)/ Private Rented Sector (PRS) investor. We are of the view that the subject site would work well for either a local or national RP. However, the review found that there was a viability gap with medium to high density apartment living in Chesterfield at this time.

LSH are aware that CBC have commissioned a consultant to review the state of the residential housing market in the Borough. Reviewing the wider viability of the market, these are likely to feed into wider considerations linked to the masterplan and other projects in the Borough.

Notwithstanding the viability on residential development, LSH confirmed that the wider commercial uses and hotel development would be viable in this location, and we were of the view that the site could physically accommodate a mixed use development that would deliver a 120 bedroom hotel, 1,000 sq.m of commercial floorspace and between 200 and 250 residential units on the site. The tenure of these units it's not yet defined at this early stage.

### **Response to Emerging Options Consultation – Vision, Aim and Objectives**

As set out in the preceding sections, the representations herein will focus on the main vision and the key objectives in the context of our clients land interest within the station masterplan. and should be considered in this context.

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

Our Client strongly supports the notion to reinventing the train station and its links to the town centre, however, the vision needs to be expanded further as the station is the focal point of not only the link to the town centre, but also to the Waterside area and the catalyst for sites immediate adjacent the stations including Plots A to G.

#### **Aims:**

1. Create a station environment centred around passengers' needs;
2. Create a positive first impression (“wow factor”) of Chesterfield;
3. Provide a ‘step change’ in connectivity to the station; and
4. Enhance the station’s role as a gateway to North Derbyshire and the Peak District National Park.

Our Client agrees with the four principle aims of the masterplan; however, we believe that these are rather ambiguous and should be linked to smart and measurable targets which may include specifying land use targets and increased levels of economic prosperity linked to the wider objectives of D2NP so that it looks to provide meaningful and realistic targets to deliver new job creation and new employment markets and sectors that will create a new future for the Borough.

We totally concur that the arrival impression of Chesterfield needs to be significantly improved to repurpose active land uses through to the town centre and the wider Waterside areas and this should be through improved development and public realm infrastructure that creates an improved sense of place and entry to the Peak District National Park.

**Objectives:**

1. Framing the spire;
2. Increasing economic investment;
3. Improving connectivity;
4. Creating a new link road;
5. Encourage Global Tourism;
6. Maintain car parking;
7. Improving public realm;
8. Create a mixed use development; and
9. Realistic phasing strategy.

In the consideration of these objectives we have provided a summary of our Client's view of these, and considered these in the context of our subject site (Site D).

<b>Objective</b>	<b>Support</b>	<b>Comments</b>
1.	Support	LSH can confirm that Site D can contribute towards framing the spire through activating Brimington Road, the positioning of mixed use development on Plot D will not prejudice the ability of framing the spire from the arrival position of the station.
2.	Support	The landowner supports any initiative that seeks to enhance and increase the economic prosperity of Chesterfield. We believe that a mixed-use developed anchored by a new 120 bedroom hotel well positioned to the station will support economic regeneration of this area and create active economic uses that would be highly accessible to passing footfall to the station, the town centre and the Waterside areas.
3.	Support	The landowner broadly agrees with the masterplan' ambition to improve connectivity and we believe that, through good design principles within Block D and the improvements to Crow Lane and Brimington Road, will significantly improve permeability, pedestrian and cycle connectivity and accessibility that will aid movement to the town centre, the station and to the wider settlement and act as an important nexus.
4.	Support	The landowner broadly supports the link road in that this will facilitate the wider actions within the masterplan and the strategic land use and public realm improvements.
5.	Support	The landowner fully endorses the need to improve the global reach of Chesterfield and the Peak District and we agree that HS2 will in part enhance that audience. As mentioned above the introduction of a high quality hotel operator with limited service provision will qualitatively improve the hotel offer in Chesterfield and will provide an attractive offer for both business clientele in the trading week and tourists at the weekend and seasonal periods.
6.	Support	The landowner broadly supports improved and managed car parking

		within the masterplan; this has to be high quality and remove some of the less well-planned provision that can often blight the local area and prejudice sustainable development. More emphasis needs to be placed on electrical vehicle charging and provision to ensure that there is a positive transition to zero carbon movement between 2030 and 2050. Plot D can possibly sustain on-site car parking accommodation which will help to deal with some of the level changes between the station plaza and Brimington Road.
7.	Support	The landowner supports the improvement to public realm in key movement corridors to ease and enhance pedestrian and cycle movement between the development blocks identified. This needs to be of high quality, co-ordinated and comprehensive.
8.	Support	The landowner fully supports the application of mixed used development centred around the station. This needs to be medium to high density to ensure that it creates improved activity, footfall and interaction that will contribute towards improved economic productivity of the area and will address the under-utilised land resources around the station.
9.	Support	The landowner broadly supports the phasing; however, there are no meaningful time horizons from which each of the plot areas will be realised over the next 15 years or how this will be delivered in the context of the Waterside masterplan. We note that Plot D is phased as the last development plot to be delivered which seems unusual given the masterplan recognises its locational importance to provide the link between the station and the waterside development. We believe that the site should be phased earlier to ensure that an active link is created to enhance and forge those links. The current phasing approach could inadvertently prejudice movement between the two key regeneration projects which would damage the sense of arrival which is a key aim of the masterplan.

### Development Design Drivers

In terms of developing the masterplan, we believe it currently provides a very helpful insight to key assumptions on key infrastructure projects, through a series of twelve design drivers. We provide our comments on each of these below:

Objective	Support	Comments
1.Active Frontage	Support	LSH can confirm that Site D can contribute towards creating active frontages through its mixed use strategy, any design would seek to create ground floor active frontages to provide natural surveillance along the key frontages, namely Brimington Road and Crow Lane that will animate and ensure this currently underused built environment is repurposed to a revitalised neighbourhood.

2.Creating New Public Spaces for People	Support	LSH can confirm our clients' broad support for this intervention. It will help with the arrival position of Chesterfield and create a sense of place for users, workers and residents.
3. Improving Green Infrastructure	Support	LSH can confirm broad support to improve the green infrastructure along key arterial movement routes including Brimington Road and Crow lane in the context of Plot D and the wider area. This need to develop GI strategy with funding and costing to ensure delivery.
4.Creating Gateways and Landing Points	Support	LSH is broadly supportive of this, however, it is disappointing that despite the masterplan identifying that the design has sought to work with local stakeholders, our client has had no engagement to date. We would welcome the opportunity to work alongside the design team to influence the design of Plot D in terms of the wider aspirations of the masterplan. We believe that an opportunity has been missed to create a more comprehensive response including Plot D and its links with the Waterside area.
5. Promotion of Healthy Lifestyles	Support	As above, we broadly support the initiative to encourage green and active culture and to improve the current austere built environment.
6.Achieving Carbon Reduction and Climate Change Targets	Support	LSH agree that any redevelopment of Plot D needs to support the climate change agenda, however, to achieve this successfully we believe that the extra costs of associated with zero or low carbon development needs to fully explored from a viability position. As highlighted earlier, there is already existing viability constraints on development in Chesterfield and further costs on the facilitation of carbon reduction need to be further explored to ensure that the values can be realised without further prejudicing development, especially residential uses. We would request that further consideration of this is considered in the market review that the Council has commissioned.
7.Protecting Heritage Assets	Support	We believe that the redevelopment of Plot D is unlikely to cause a substantive harm to local heritage assets and this can be adequately dealt with through development management process.
8. Stronger Urban Grain	Support	LSH agrees the redevelopment of Plot D allows an active and strong development grain to be created that will create a defensible urban form with active and frontages that will regenerate and create a more legible urban form in this highly accessible location.
9. Appropriate Scale and Form	Support	The landowner has undertaken preliminary massing studies for Plot D in the context of the wider built environment and we believe that mixed use development in this location could create a strong urban design response that would be of an acceptable scale and massing. As with item 4 above, we would welcome dialogue with the design team, as it is disappointing that Block D is the only plot within the masterplan that has not been considered to date.

10. Addressing difficult topography	Support	The landowner recognises that the local topography in the context of Plot D and the wider area is not conducive to encouraging movement and we therefore support initiatives that seek to address this through improved public space, green space, and multi-level buildings. Plot D has topographical constraints between the station plaza on Crow Lane and Brimington Road and therefore careful design with new links and improved permeability will need to be considered to address this.
11. Promoting Mixed use development	Support	As with the key objectives, LSH supports the provision of mixed use development to create a strong neighbourhood character and vibrancy next to the site and within Plot D.
12. Improving Pedestrian Permeability and cycle infrastructure	Support	As with the key objective (3) LSH the landowner supports the design principle and, with improved public realm and movement strategy as shown in the masterplan, it will transform the local area and remove the barriers create by a private vehicle dominated built environment.

### General Comments

Notwithstanding the above comments and our broad support in respect of the wider masterplan, the landowner is disappointed that the level of design consideration in respect of Plot D is lacking in substance despite its strategic importance in facilitating the key linkage between the new improved HS2 station and the wider strategic waterside initiative. We believe that the masterplan could seek to encourage more residential land uses within the area to complement the others uses being considered on the varying plots.

We note that the Plots A, B, C, E, F and G all have detailed design considerations which look at the following matters: plot overview, urban strategy, landscaping, plan and aspirations. Instead, the consideration on Plot D is somewhat limited with a 'plot overview' only which confirms that the target objective is to improve connectivity and public realm space, this includes up to three pedestrian thoroughfares linking Crow Lane to Brewery Street and opening up the riverside walkway. The response unfortunately does very little to support a comprehensive mixed use led development role to be created which could address a number of the key aims and objectives of the masterplan as well as deliver some of the design principles identified above.

There is a genuine opportunity to engage with the landowner to consider varying design considerations and land uses. LSH can confirm through our market review commercial (office, retail and hotel) uses are likely to be viable and an appropriate development form for these uses can contribute towards the wider aims of creating a arrival point from the station; defining development boundaries, footprint formation, articulation and form, scale and massing parameters. These early design considerations would also allow the improved framing of the spire from long views south from Brimington Road. This exercise would also allow a more considered design response to the interaction with the adjacent waterside area, which has also been shown in the context of the HS2 station masterplan. As such, the lack of collaboration to date with the landowner is incongruous and further design consideration of Plot D should be welcomed in order that a plan led approach can be

endorsed, delivered and provide more clarity for this key site within the masterplan. Our offer is available to work with Whittam Cox to create a more comprehensive masterplan that includes Plot D.

We have concern that the lack of detail in the context of Plot D will prejudice the comprehensive nature of the masterplan and potentially cause uncertainty in how Plot D will come forward in the medium to long term and how it would effectively integrate with other development opportunities.

The current phasing of the masterplan seems focused on the delivery of public sector estate before private landholding and given the notion to create a vibrant neighbourhood around the station and linking up to the approved waterside masterplan it seems inexplicable that the main connecting site is to be delivered last in a 15 year vision. We believe that this phasing approach will be counter-productive to the wider improvements to the station area, public realm and sense of arrival. The current proposed phasing could potentially leave an under-used site at the centre of the masterplan and the waterside area which would in our view prejudice the integrity of the future built environment.

At present, the Council has confirmed that the HS2 masterplan is not expected to become a statutory development plan that will sit alongside the Local Plan. However, for the purposes of future development management it would be useful to understand how much weight CBC will place on the masterplan on planning decisions for future development.

Despite some concerns in respect of the content of the masterplan, the landowner is generally in broad support of the overall vision, aims and objectives and we genuinely believe that Plot D can offer more value to the wider masterplan. We believe that an opportunity has been missed by the Council and appointed design team not to have engaged with the landowner. We trust that we can work alongside CBC to deliver a more comprehensive masterplan.

## **Conclusion**

Our client trusts that the comments made within this representation will be taken into account when preparing the next iteration of the HS2 station masterplan. Our client will welcome further opportunities to engage with the Council and the design team to ensure that the concepts around Plot D are considered. We note that a more inclusive approach could help leverage more private sector investment to the wider masterplan which may help with the Council's ability to improve its benefit to cost ratio (BCR) when applying for public funding, including the recent announcement 'Levelling Up Prospectus' announced on the 3<sup>rd</sup> March 2021. Should you have any questions, or wish to discuss the details enclosed within this letter please do not hesitate to contact me.

Yours sincerely,



**Paul Shuker**  
**Director**  
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Copy – Faizul Bari – Brimington Land Nos 1 and Nos 2

Appendix I

Chesterfield Cycle Campaign

# Chesterfield Cycle Campaign

Response to Chesterfield station HS2 masterplan

February 2021



## Background

Chesterfield Cycle Campaign have had several meetings with Borough Council officers including a site (cycle) visit to demonstrate our ideas to improve cycle infrastructure and connectivity in and around the masterplan area.

Outside the immediate station area there are several strategic cycle links including:

### Trans Pennine Trail (TPT)

There are currently two 'arms' of the TPT approaching the station from the north, the flatter route which approaches the town from the Chesterfield Canal but nearer the station uses advisory cycle lanes along Brimington Road and Malkin Street. This 'arm' should eventually approach the station area through the Waterside development although details of that are unclear.

The hillier route which approaches the area along Crow Lane. A subsidiary cycle route from Hady Hill goes through the Riverside housing area using a traffic free path and joins Crow Lane before going under the existing railway bridge. Derbyshire County Council are planning to permanently close a subsequent section of Crow Lane to provide a safe walking and cycling route to the Royal Hospital.

### Stonegravels Way

This route approaches the area from the west side of the A61 and Chesterfield College. It forms part of the cycle route from Dronfield to Tupton. The route crosses Brewery Street using a Toucan and continues through a small car park and segregated route to Corporation Street and the existing foot/cycle bridge over the A61.

### Corporation St

Although not a dedicated cycle route many cyclists use the road to access the town centre. The road has been closed to through traffic with the Emergency Active Travel Fund.

### Station Link Cycle Path

This shared path links the southern side of the station along an old branch line to the skate park area and was built recently at a cost of £1M by Derbyshire County Council and a government grant administered by Sustrans. It leads to a continuous cycle route (mainly traffic free) to the south leading to Tupton and the Five Pits Trail. To the west it connects to the Hipper Valley and Holmebrook Valley Trails giving cycle access to the large residential areas to the west of the town centre instead of having to climb up into the town. There is also a short cycle 'spur' to the Queen's Park Sports Centre.

## Summary

The station link cycle path and TPT are already well used by cyclists and the station area forms an important link between the north - south routes. High quality infrastructure linking all these routes together will not only encourage greater use of cycling to the station but also facilitate more cross town cycle journeys reducing the need for car use.

The potential for cycle tourism has largely been ignored so far in Chesterfield. The station forms the southern end of the Trans Pennine Trail linking Chesterfield, Sheffield, Leeds, York, Hull, Manchester & Liverpool and stretching from east to west coast. As a gateway to the midpoint of the network there is considerable potential.



To the west the planned route leading to Holymoorside gives the potential to access the Peak District along quiet roads and the increasing use of electric bikes makes the gradients less daunting. A future link to the Monsal Trail will transform the use of that route.

To the east there is already an almost complete 40 mile traffic free loop from the station with at least two other shorter loops partially complete.

Cycle tourism has the potential to contribute to the Chesterfield and wider area and based on the station promotes low carbon tourism.

The provision of a cycle hub is welcomed and will provide a focus and information centre for all these routes and can incorporate various other cycling initiatives in the town making it vitally important the connections from the station are high quality and compliant with Local Transport Note 1/20.

We believe that to make the most of these opportunities it is vital that all these routes are connected together with the best possible infrastructure. Whilst we agree with many of the overall vision statements and also that at present the area is confusing and not welcoming **we cannot give our support to much of the cycling infrastructure proposed** because it is downgrading what is already there.

We will deal with each area in more detail below:

### **Approaching the station from the south (along the existing station cycle link)**

At present the link is along a shared path alongside the railway sidings until it meets the station car park access road. Cyclists and pedestrians then share the road as far as the station forecourt. Pedestrians have a red coloured path across a car park entrance entrance to the station building. In practice cyclists going to the station often use this too which has cycle parking adjacent. The road to the car park is lightly trafficked and causes little conflict.

The masterplan has the shared path turning left to access a planned two way segregated cycle route (with adjacent footway) running from the A632 junction to the realigned Crow Lane alongside the proposed 'Station Link Road'. This means that cyclists and pedestrians will have to cross at least five vehicle entry and exit points, three of which will be buses, taxis and drop off private cars/minibuses.

LTN 1/20 deals with cycle routes crossing side roads in chapter 10.5.

10.5.11 shows different layouts to accommodate these arrangements. 10.5.12 states that it is preferable that cycle tracks are **one way only** when crossing side roads.

If two way a cyclist going in either direction will have to turn their head over 120 degrees to spot potentially conflicting vehicles. In the UK drivers are unlikely to give cyclists priority and regularly ignore the Highway Code at side roads. Vehicles waiting to turn out of the side road will inevitably block the cycle path.

Our conclusion is that the arrangement shown does not comply with LTN 1/20 (contrary to what is stated in the masterplan) and that the cycle route should be routed away from any conflicts with vehicles.

Coming (see fig 1 below) from the south the shared path should continue between the railway sidings and plot C1 to avoid the first side road crossing. At the entrance to the sidings which is rarely used it becomes a two way segregated path with adjacent footway which then bears right towards the station building avoiding the two more side road crossings which will be very busy. The cycle path then swings around into the station forecourt retaining its segregated status until the crossing of the new link road. There will be a wide 'zebra' crossing allowing pedestrians to cross the cycle path from the bus/taxi area.

### **Crossing the new link road, boulevard and Corporation St**

The planned 'segregated Toucan' (there is no such official infrastructure) says it is prioritising pedestrians and cyclists. This is not the case, a signal controlled crossing defaulting to green for vehicles is not prioritisation. We suggest that this should be a 'parallel crossing' (LTN 1/20 10.4.12) which is uncontrolled and demand led leading to less waiting times for pedestrians and

cyclist giving them more priority. Whether the crossing is on a raised platform or not the surface treatment should make it clear this is a non vehicle prioritised area.

The road appears to be planned as three lanes wide here. We suggest there is a refuge in the middle filling the central lane with raised areas on either side to visually narrow the carriageway to reduce speeds.

We welcome the separate cycling area along the boulevard but on the artists impressions shown it appears to be compromised by pedestrian sitting areas and crossing points, it is important to visually steer pedestrians away from confliction points, not encourage confliction.

We welcome the resurfacing and partial creation of wider footways and a cycle route on Corporation Street, however we understand that vehicles will still be able to use the road so traffic calming measures such as staggered planters/trees will create an area that is unwelcoming to vehicles.

## **Crow Lane**

Crow Lane gives cyclists access to the hillier TPT route, the Royal Hospital and the Riverside estate. The planned crossing on Crow Lane adjacent to the new forecourt building is unclear whether this is controlled or not. However it should give cyclists a relatively safe way of accessing Crow Lane but visibility is a real issue for vehicles approaching the station so we suggest there needs to be traffic calming to slow them down to 10mph on the approach.

As Crow Lane descends to go under the railway as a single track road we believe a Dutch style 'cycle street' should be provided. Whilst innovative for the UK, in London there are many signs stating 'Cyclists ride in middle of lane' and 'Do not overtake cyclists'. This sort of approach will make Crow Lane safer. On the two way section if there was a cobble 'rumble strip' along the centre line this would discourage overtaking.

The masterplan suggests an extra footway will be provided along the south side of Crow Lane from the Riverside housing estate. It is difficult to see how that can be accommodated under the railway bridges.

## **Connections to Stonegravels Way, TPT/Brimington Road**

The masterplan mentions connections along Brewery Street towards the Northern Gateway but then appears to ignore any actual connections!

There is also shown a potential link from the Crow Lane crossing to Brimington Road but no mention of whether this is for cycling. In the phasing stage of the masterplan this link seems to disappear and the plot it goes through is very late on it phasing anyway.

We think that a cycle link should be established alongside the planned riverside walk on this plot. That would give direct access to Waterside having only to cross Brimington Road and not ride on it.

The existing southbound advisory cycle lane which is the TPT has disappeared from Malkin Street so there is now less provision for cyclists on that route and no obvious way for them to access the station safely. This is why the riverside walk link needs to be cyclists too.

To access the College, TPT north and the Stonegravels Way there is the crossing of the new link road (see above) then a shared path along the south side of Malkin Street rejoining the carriageway just before the roundabout at the end of Brimington Road. This is poor and dangerous design.

To access the Stonegravels Way cyclists will go the same way as above. LTN 1/20 6.5.4 states 'shared use should be regarded as a last resort', because this whole plot will be rebuilt we see no reason why this cannot be a two way segregated cycle path with adjacent footway to continue the similar facility nearer the station.

There is an existing (old style) segregated path after the roundabout leading to the Toucan crossing Brewery Street. These two paths must be linked together to provide a continuous route without cyclists having to use the roundabout.

To access Brimington Road and the TPT going north using the Malkin St path will mean cyclists are deposited onto the road in a very dangerous position to make a right turn. This is not acceptable.

Whilst not a cycling issue there is a conflict for pedestrians walking from the station to the college where they cross the end of Brimington Road, poor sight lines and speed of traffic make this dangerous.

We suggest that the roundabout is removed and traffic signals installed to make this a T junction. There could then be crossings for cyclists to get from the Malkin St/Brewery St side to the planned shared path on the west side of Brimington Road. Also a pedestrian crossing across the end of Brimington Road.

### Other connections

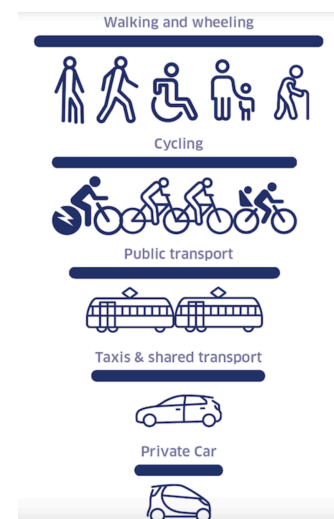
The current segregated cycle/footway that runs from the A61 bridge to the Brewery St Toucan is not shown on any of the drawings. This link needs to be retained and enhanced.

### Prioritising sustainable transport

We note that apart from pedestrians it is private cars that can get the closest to the station building followed by taxis, bicycles and then buses!

We suggest that the private vehicle drop off area is situated in the multi storey car park (erroneously called a 'transport hub'). Taxi parking/holding area is where the buses are shown and buses stop where the taxi/drop off area is shown. With a realigned cycle approach from the south this will give the correct priority of getting closest to the station building.

Hierarchy of transport shown by the graphic with walking and cycling as the first priority. The masterplan virtually reverses the rest of the modes of transport!



### Conclusions

Many of the cycling features shown are not compliant with LTN 1/20. When changes are being planned that will be in place for many years to come it is vital that they comply with at the very least the current design standards.

Approaching the station from the south the planned route is compromised by many road crossings and needs to be rerouted to avoid these conflicts.

The pedestrian and cycle crossing of the new link road needs to actually prioritise pedestrians and cyclists and not just 'pay lip service' whilst actually prioritising vehicles.

The cycle route into the town centre is generally good as long as conflicts are managed well by final design.

Cycle (and foot) connections to Waterside and the College area need much more thought and higher priority with phasing. Cycle and foot connections should be a higher priority than vehicles (as per the Local Plan) and be completed first or at the very least at the same time as the new link road.

We understand that little traffic modelling has been done nor detailed highway design work by Derbyshire County Council. What evidence is there that a new through road is actually needed?

It must be very obvious which are the cycling routes. We suggest that a red coloured surface is used for all cycle areas.

Please note the Local Plan SS7 - 'improved access to the station by all modes of transport including pedestrian and cycle links to Waterside and Town Centre' - the masterplan does not comply with this statement.

The masterplan states - 'the plan should recognise the station areas importance within the walking and cycling network and prioritise walking and cycling as much as reasonable' , 'enhancing existing links to Waterside and Brewery Street and improve the north south pedestrian and cycle connections' & 'indicative sustainable approaches no 8 reducing the dominance of the car' - we don't agree that the masterplan complies with these statements.

**Chesterfield Cycle Campaign does not support this masterplan in its current form.**

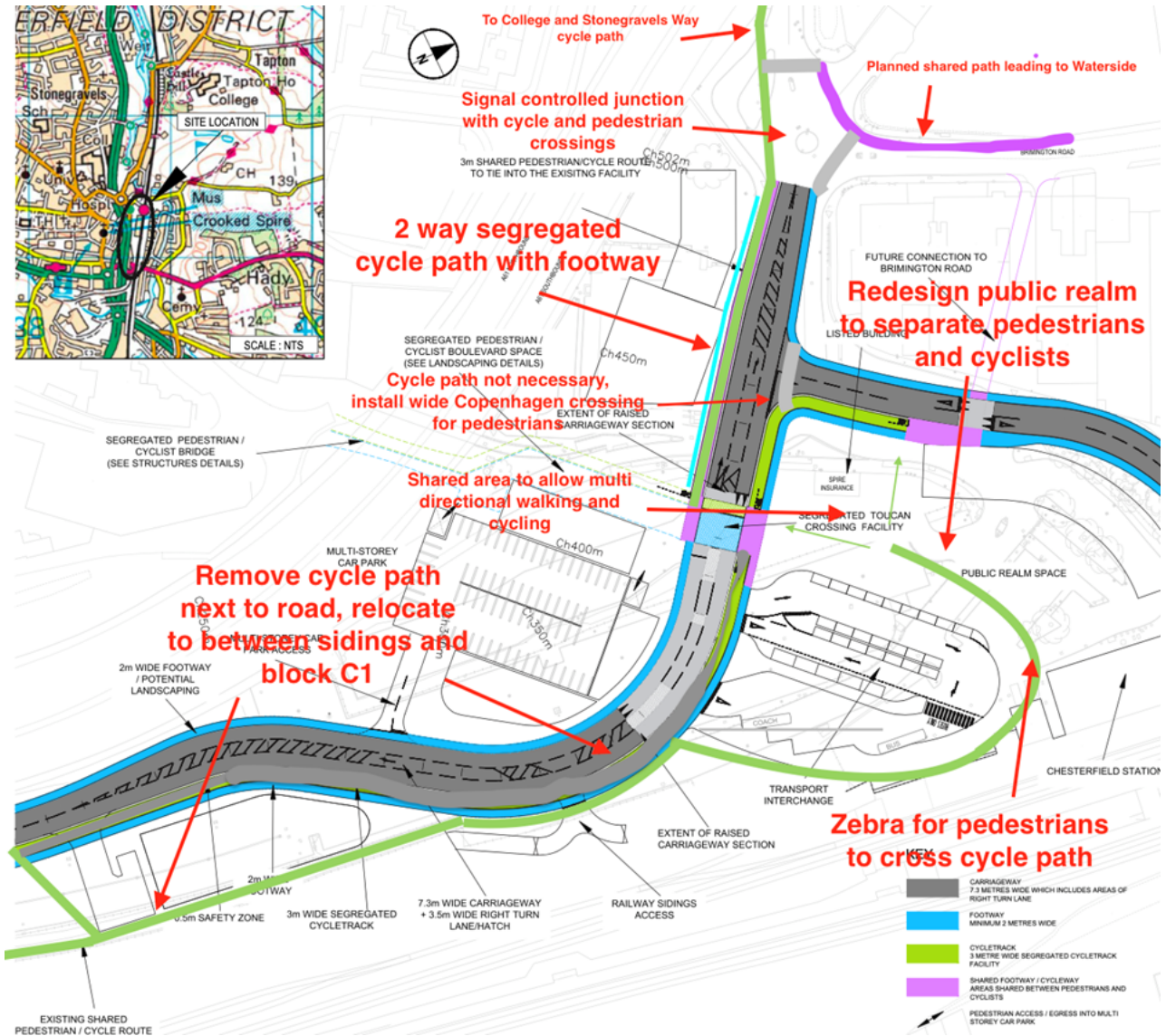
We have included two plans modified from those shown in the masterplan to illustrate the issues described above. Fig 2 shows the forecourt area in more detail with our amendments.

Fig 1 General cycle infrastructure



Cycle Design Analysis as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Fig 2 Station forecourt detail



Appendix J

Transition Chesterfield





## Transition Chesterfield

### Response to the draft HS2 Station masterplan consultation

<https://www.chesterfield.gov.uk/HS2-station-master-plan#>

February 2021

#### Summary

The station masterplan offers a once in a generation opportunity to vastly improve the area around the station, improve connectivity for pedestrians, cyclists and other vulnerable road users, and contribute to climate objectives. The area around the station certainly needs positive physical change but the plan presented represents a huge missed opportunity in that regard and risks becoming a white elephant within a few years time.

There are many good objectives and stated intentions in the masterplan. Unfortunately there is a fundamental conflict in the plan which is caused by a design centred around a new road (yet to receive planning permission) and vehicle access, driven by a misguided idea that roads promote economic development. The station masterplan needs to have a contingency plan if the new link road does not go ahead. If it does go ahead then there needs to be some commitment to close St Mary's Gate to traffic to ensure that road capacity overall is not increased.

The current masterplan which is based around a new road through the station, appears to conflict with some of the objectives, has inappropriate or missing objectives, has omitted or overlooked many key design principles, has ignored several strategic walking and cycling routes, has ignored modern design guidance, and is designed to make it easier for people to drive to the station, rather than making it easier to access the station without a car. By contrast many more progressive towns and cities are now removing vehicle access from their stations to make it easier for people to walk and cycle, and to reduce carbon emissions.

Transition Chesterfield recommends adding new objectives 'improve accessibility for all, especially vulnerable road users'; 'reduce carbon emissions'; 'make the station safer and more pleasant for visitors and residents'; 'increase the number of visitors to Chesterfield arriving by train', 'encourage more sustainable travel'.

We also recommend the following amendments to the masterplan design (in the event that the Hollis Lane Link road goes ahead):

1. Install a Copenhagen style crossing across the Hollis Lane Link rather than a Toucan crossing, to give pedestrians (and cyclists) priority.
2. Alternatively, instead of a Toucan, this whole area could be shared space with traffic restricted to 5mph between the mini roundabout and the multistorey entrance.
3. Have the cycle route on the Chesterfield Hotel side of the road leading up to connect with the existing cycle route on Brewery Lane, but have the pedestrian route on the other side (so pedestrians take the shortest route)
4. Install a Copenhagen style zebra crossing across Crow Lane (or make it shared space for pedestrians/cyclists/vehicles) and introduce a dedicated walking route between Crow Lane and Brimington Rd.
5. Install another Copenhagen style zebra crossing on Brimington Rd where the route above emerges, to allow pedestrians to cross safely onto the West side of Brimington Road.
6. From the West side of Brimington Rd provide safe segregated walking/cycling links into Waterside and onwards to Chesterfield College.
7. Route the station cycle link behind the bus/taxi rank (instead of across it) and have it emerge at the crossing with the Hollis Lane link (in line with Chesterfield Cycle Campaign recommendations).

## Introduction

Transition Chesterfield is a local community group aiming to make Chesterfield more resilient and sustainable. We want to create positive local solutions to the twin challenges of 'peak oil' and climate change and make our town a better place to live. Note that we have commented on previous local plans, masterplans and gateway proposals over the last few years, and consistently supported better access to the station in terms of walking, cycling and public transport (see Annex).

The station masterplan offers a once in a generation opportunity to vastly improve the area around the station, improve connectivity for pedestrians, cyclists and other vulnerable road users, and contribute to climate objectives. The area around the station certainly needs positive physical change but the plan presented represents a huge missed opportunity in that regard and risks becoming a white elephant within a few years time.

We support many elements of the plan including removing traffic access from the front of the station, having a pedestrian boulevard, opening the lines of sight to the crooked spire and making the town centre route more legible, and providing a separate walking and cycling bridge across the A61. There are also many good objectives and stated intentions in the masterplan. Unfortunately there is a fundamental conflict in the plan which is caused by a design centred around a new road (yet to receive planning permission) and vehicle access, driven by a misguided idea that roads promote economic development. The current masterplan which is based around a new road through the station appears to have omitted or overlooked many key design principles and is designed to make it easier for people to drive to the station, rather than making it easier to access the station without a car.

We are also concerned about the future-proofing of the plan in terms of demand for the retail/business space in the new buildings, and contingencies if this cannot be rented/sold, particularly if HS2 Phase B does not go ahead.

## Design conflicts with many of the masterplan objectives

This sub-optimal design will increase the number of cars and the current design will actually increase conflict between vehicles and vulnerable road users and undermines many of the other objectives and stated intentions of the plan including the following:

- *'to reinvent the train station and rail travel as an integral part of the town centre'* (vision p4)
- *'an accessible central location that could reduce the need to travel by car'*
- *'local plan seeks to prioritise pedestrians, cyclists and public transport in terms of how the area works'*
- *'the masterplan should recognise the station area importance within the walking and cycling as much as reasonable when balanced against potentially competing operational considerations'* (strategic policies, p10)
- *'a masterplan should show some flexibility to avoid becoming obsolete within the next 5 years'*
- *'it is likely that the need to recover and grow the economy and reduce carbon emissions will become strong themes over the next 5 years'*
- *'provide a stepchange in connectivity to the station'*

## Inappropriate or missing objectives

We disagree with several of the objectives which feel inappropriate for a 21<sup>st</sup> century design, including:



- “Creating a new link road”: We do not agree that a road should be an objective in its own right. There is already an objective to increase connectivity so what other purpose does a new link road provide? This is particularly objectionable when the new road has not even been granted planning permission and is likely to have negative impacts on the town in other ways, and when there is a strategic policy (stated above) to reduce the need to travel by car. What happens if the traffic modelling shows, as is likely, that a new link road will create unacceptable levels of congestion on the A632, doughnut or other parts of the road network and increased carbon and air pollution emissions? The station masterplan needs to have a contingency plan if the new link road does not go ahead. If it does go ahead then there needs to be some commitment to close St Mary’s Gate to traffic to ensure that road capacity overall is not increased, and is the main reason why a link road was proposed many years ago.
- “Encourage global tourism” It is not clear why this is an objective in a masterplan for Chesterfield in the year 2021? How on earth can this be compatible with an objective to reduce carbon emissions? If the objective is to increase the number of visitors to Chesterfield arriving by train, which is more understandable, this should be stated clearly.
- “Maintain carparking”: We understand that this is part of the EM Trains franchise but this seems a totally inappropriate objective for the masterplan that conflicts with the aims to reduce car travel and carbon emissions. While a multi-storey carpark is a more efficient use of land than the existing surface carparks, the objective for the long term should be to reduce car access to the station and therefore reduce the need for carparking.

We suggest that there are many objectives that would be far more appropriate with modern planning principles that should be included:

- Improving accessibility for all, especially vulnerable road users
- Reducing carbon emissions
- Making the station safer and more pleasant for visitors and residents
- Encourage more sustainable travel
- Increase the number of visitors arriving in Chesterfield by train

### **Design principles and drivers not implemented**

We support many of the design principles (p39) (eg to improve north-south pedestrian and cycle links through the masterplan area (connecting to Waterside and the Trans Pennine Trail), or sustainable development that achieves carbon reduction strategies, and climate change targets). However we disagree with some of the principles such as the Station Link Road (details and impacts still unknown) and a multistorey carpark that will accommodate growth) which undermine other objectives, and feel that key principles have been missed (eg improving pedestrian connectivity to Waterside and Chesterfield College).

We also support the design drivers (p38) (eg Improving Pedestrian Permeability + Improving Cycle Infrastructure) but as with the principles there is no evidence that some of these have been implemented. For example north-south connectivity for pedestrians and cyclists is arguably worse than it is at present, and pedestrian and cycle accessibility has not been prioritised.

Although we support many elements of the plan including removing traffic access from the front of the station, having a pedestrian boulevard, opening the lines of sight to the crooked spire and making the town centre route more legible, and providing a separate walking and cycling bridge across the A61 (note that this is referred to in the masterplan as a ‘footbridge’ but is actually a cycle bridge as well), overall the masterplan is fundamentally designed around motorised vehicles, contrary to good transport planning and design principles.

Although the design is supposed to support the development of a strong sense of local character, other than the viewpoint of the Crooked Spire we do not see any evidence of a particular Chesterfield character in the design.

### **Strategic walking and cycling routes ignored**

We are appalled that a key strategic walking and cycling route, the station cycle link built by Derbyshire County Council just 4 years ago, with a £1million grant from the government administered by Sustrans, will be severed and undermined by this masterplan. The only mention in the masterplan appears very dismissive (p30):

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

This is actually a heavily used route which is popular with pedestrians and cyclists and provides a key ‘missing link’ in an almost entirely segregated walk/cycle route from the station almost to the Peak District. As part of Phase 1 of the Hollis Lane Link, an additional pedestrian link will be provided to the station route at Hollis Lane which will make it much more accessible for people walking from Spital and Hady.

A key principle of the masterplan shown in the ‘principles diagram’ (p40) is to ‘take existing and proposed cycle routes into consideration’. Yet the significance of the Station Cycle link and onward connections with other routes appears to have been entirely overlooked or at best an afterthought in the masterplan. For example the ‘strategic connections’ diagram shows only roads, no cycle routes and only a single pedestrian route to the town centre. No pedestrian or cycle links to Chesterfield College or Waterside or links to the cycle station link are considered. The aerial photo of the study area on p15 shows 7 carparks but not the station cycle link or Chesterfield College a major destination from the station. Perhaps it is not surprising that the illustration ‘masterplan approach’ (pp51) doesn’t even show any cyclists!

### **Modern design standards and guidance ignored**

The infrastructure provided fails to meet government design standards for cycling (LTN 1/20)<sup>1</sup> or the principles of London’s Healthy Streets guidance<sup>2</sup> which was recommended to the consultants. For example:

- Networks and routes should be Coherent; Direct; Safe; Comfortable and Attractive (LTN 1/20)
- Cycle routes should be at least as direct – and preferably more direct – than those available for private motor vehicles
- Walking, cycling and using public transport should be the most attractive ways to travel, and making them more enjoyable will benefit everyone, including those already travelling on foot, by bike or public transport. (Healthy Streets Guidance)

### **Other cities are reducing not increasing car access to their stations**

Chesterfield seems to be out of step with many other places which are reducing not increasing car access to their stations.

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<sup>1</sup>

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf)

<sup>2</sup> <https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/healthy-streets>

For example Sheffield is planning to relocate the inner relief road to the back of the station “By removing the road barrier, and opening up new green space, the station will be better and more safely connected with the bus station and the city core.”

<https://www.transportxtra.com/publications/local-transport-today/news/65018/plan-to-relocate-sheffield-inner-relief-road-behind-rail-station/>

Stoke-on-Trent is also banning cars driving past the rail station, making the road outside the front of the station pedestrianised and building new cycle routes to the back of the station

<https://www.stokesentinel.co.uk/news/stoke-on-trent-news/revealed-multi-million-pound-vision-3662191>

Many other cities, including Nottingham, Leicester and Derby are planning public realm improvements to make it easier for people to walk and cycle to the station. However Chesterfield’s plan, in many ways, will actually make it more dangerous.

### **Recommendations to improve routes for pedestrians and cyclists**

Although the masterplan states that it wishes to provide a ‘*more connected cycle network*’ and ‘*more legible pedestrian links*’ this may be the case for pedestrians/cyclists going from the station to town but is not the case for other strategic routes such as from the station to Chesterfield College or Waterside or for pedestrians/cyclists going north-south from the station cycle link to Brimington Rd and the canal.

Below we have considered the route for pedestrians and cyclists and the conflicts, hazards and inconvenience they encounter as a result of the masterplan (see Figure 1 on pp7):

#### **For pedestrians walking to/from the station to Chesterfield College**

1. Pedestrians come out of the station and are forced to wait for a light controlled crossing which gives priority to cars to cross the new Hollis Lane Link Rd.
2. They then have a shared path with cyclists (not clear if this is a one or two way cycle lane), contrary to new government guidance.
3. They will then have to walk across a new servicing vehicular access to the site of the old Chesterfield Hotel.
4. They then have to wait for another light controlled crossing which gives priority to cars, to cross back to the north side of Brewery St.

#### **For people on bikes cycling from Brimington trying to connect to the Station Link onwards to Derby Rd or the Hipper Valley Trail**

1. People cycling south on the carriageway of Brimington Rd will need to turn left on mini-roundabout, which will have been made faster and more dangerous by the proposed new design
2. They will then have to cycle past the junction with Crow Lane onto a short section of cycle lane
3. They will then reach the toucan crossing where there will be immediate conflict with pedestrians wanting to cross the road
4. They will then cycle onto the shared path adjacent to the Hollis Lane link and have to cross the entrance/exit to the taxi area where there is immediate conflict with vehicles accessing the drop off/taxi rank
5. They then have to cross the exit with the bus rank where there is conflict with buses entering/exiting the area
6. They then have to cross another two road junctions before reaching the station cycle link

For cyclists coming from the station cycle link wanting to go north to Brimington Road and the Trans Pennine Trail via the canal they have the opposite problem. However when they cross the Hollis

Lane Link via the Toucan Crossing and turn right they are on a shared walking/cycling path on the south side of Hollis Lane Link. They then have to somehow get onto the road again to negotiate a dangerous mini-roundabout to be able to access Brimington Rd. When they get onto Brimington Lane they have the added problem, created by poor cycle infrastructure design for Waterside, that they have multiple road entrances to cross.

This is clearly not ideal for pedestrians and cyclists. We recommend the following amendments to the design (in the event that the Hollis Lane Link road goes ahead):

1. Install a Copenhagen style crossing across the Hollis Lane Link rather than a Toucan crossing, to give pedestrians (and cyclists) priority.
2. Alternatively instead of a Toucan, this whole area could be shared space with traffic restricted to 5mph between the mini roundabout and the multistorey entrance.
3. Have the cycle route on the Chesterfield Hotel side of the road leading up to connect with the existing cycle route on Brewery Lane, but have the pedestrian route on the other side (so pedestrians take the shortest route)
4. Install a Copenhagen style zebra crossing across Crow Lane (or make it shared space for pedestrians/cyclists/vehicles) and introduce a dedicated walking route between Crow Lane and Brimington Rd.
5. Install another Copenhagen style zebra crossing on Brimington Rd where the route above emerges, to allow pedestrians to cross safely onto the West side of Brimington Road.
6. From the West side of Brimington Rd provide safe segregated walking/cycling links into Waterside and onwards to Chesterfield College.
7. Support the Chesterfield Cycle Campaign's plan to route the station cycle link behind the bus/taxi rank (instead of across it) and emerge at the crossing with the Hollis Lane link.

There should also be dedicated cycle parking outside or inside the station – to allow door to door access.

[www.transitionchesterfield.org.uk](http://www.transitionchesterfield.org.uk)

## **Annex: History of Transition Chesterfield comments on connectivity to Chesterfield Railway Station**

1. **Pedestrian Audit 2010** – recommended decking over the A61; zebra crossings across Crow Lane, Brimington Road and opposite Chesterfield hotel, and moving the mini roundabout further south.
2. **Response to sites and boundaries consultation 2013** – comments about need to improved public transport and pedestrian links to station and land safeguarded next to the station for a public transport interchange
3. **Response to Gateway enhancements 2013** – recommended better pedestrian crossings across Crow Lane outside the train station, across Corporation St by the Chesterfield Hotel and across Brimington Road leading up to the College. The footbridge across the A61 also needs major improvements (eg. decking or enclosing or higher walls to shield pedestrians from traffic) and any work should be coordinated with the new Hipper Trail cycle route extension to the station. Also supported the development of a public transport interchange adjacent to the station. (all comments subsequently ignored by CBC in sub-standard work done outside station, which we were not consulted on)
4. **Town Centre cycling/walking audit 2015** - one of a series of audits led by members of a DCC working group (which included CBC) as part of a strategic review of cycling in Chesterfield. Recommendations included better signage and surfacing, as well as additional links from the new cycle station route. We were told that many of the connectivity issues around the station would be resolved through the development of Waterside.
5. **Transition Chesterfield comments on new Local Plan (2017)** – reiterated need for public transport interchange at station
6. **Numerous objections** to various Waterside development applications regarding poor walking and cycling connectivity. Eg CHE/15/00119/FUL; CHE/18/00626/REM1; CHE/19/0016/REM; CHE/19/0007/REM; CHE/19/00069/DOC.



Figure 1: Conflicts between people walking/cycling and vehicles shown as red stars, conflict between cyclists and pedestrians shown as blue stars below



Appendix K

Highways England

Via E-Mail to:

[local.plan@chesterfield.gov.uk](mailto:local.plan@chesterfield.gov.uk)

Liz Garlinge  
Strategic Projects Director  
Highways England  
The Cube  
199 Wharfside Street  
Birmingham  
B1 1RN

25 February 2021

Dear Sir or Madam,

### **Chesterfield HS2 Station Masterplan consultation notification**

Highways England operates as a wholly owned government company and is responsible for the Strategic Road Network (SRN) of motorways and trunk roads. The Infrastructure Act 2015 enabled the Secretary of State for Transport to appoint a strategic highways company to manage the operation and development of the SRN within England. The SRN has a vital role to play in delivering government's goals for the national transport network, carrying one third of all traffic and 70% of all freight movements. It is therefore crucial that proposed major infrastructure schemes, such as HS2 and Northern Powerhouse Rail (NPR) do not adversely affect the operation of the SRN during both construction and operation.

We are committed to working collaboratively with you and partners to resolve issues and agree solutions that will ensure that road journeys in this area remain safe and reliable during construction and operation of the Chesterfield HS2 Station Masterplan.

Highways England is a statutory consultee to the planning process. We have a specific remit to deliver economic growth through the provision of a safe and reliable SRN, in line with the provisions set out in DfT Circular 02/2013: The strategic road network and the delivery of sustainable development<sup>1</sup>. The Circular sets out how Highways England will work with developers to ensure that specific tests are met when promoting a scheme. This includes ensuring that the transport impact is understood, any mitigation (or other infrastructure) is designed in accordance with the relevant standards and that environmental impacts are appraised and mitigated accordingly. The Circular should be read in conjunction with Highways England's planning protocol document<sup>2</sup> which provides advice on working with Highways England, within the parameters of national policy and this policy, to progress their planning proposals in an effective and positive manner.

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<sup>1</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/237412/dft-circular-strategic-road.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/237412/dft-circular-strategic-road.pdf)

<sup>2</sup>[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/461023/N150227\\_-\\_Highways\\_England\\_Planning\\_Document\\_FINAL-lo.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/461023/N150227_-_Highways_England_Planning_Document_FINAL-lo.pdf)



We welcome the opportunity to respond to the proposed changes to the Chesterfield HS2 Station Masterplan consultation notification as outlined in the HS2 Chesterfield WCA Masterplan Consultation Report and HS2 Chesterfield Transport Study Summary.

We have provided further feedback in the summary appended to this letter and we request the opportunity to work with you in the development of Chesterfield Station and the supporting masterplan to ensure the infrastructure necessary to enable the benefits to be realised is considered.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Liz Garlinge', with a long horizontal flourish extending to the right.

Liz Garlinge  
Strategic Projects Director

## 1. Overview

- 1.1. Highways England supports the economic benefits that Chesterfield Borough Council's HS2 Station Masterplan will provide. We support the masterplan and the economic growth it will bring.
- 1.2. The impact of increased traffic as a result of access to HS2 services and aspirational employment growth will need to be assessed and where appropriate, mitigated. We would therefore seek opportunities to work with the Borough to understand the modelling undertaken, and assessment on SRN demand.

## 2. The SRN in relation to Chesterfield Station

- 2.1. The Chesterfield Station is a distance of 5.5 miles from the M1 at Junction 29, via the A617, which is a high quality dual carriageway local authority road and therefore an attractive route for passengers travelling to the Chesterfield Station. Chesterfield station can also be accessed via M1 Junction 30 and the A619.
- 2.2. Due to the proximity between the Chesterfield Station and the SRN, Highways England is keen to understand any potential impacts of increased traffic demand at M1 junctions and mainline resulting from the Chesterfield HS2 Station Masterplan improvements.

## 3. The Masterplan

- 3.1. An increase in train services, especially from HS2 (with 2tph to London in 1 hr 15 mins), will increase passenger demand for the station. We understand the aspiration is to use this improved connectivity as a catalyst for the regeneration of underused land adjacent to the station, to stimulate economic growth, and to make Chesterfield a more attractive destination in its own right.
- 3.2. This in turn, has the potential to increase the number of journeys to the town, both to access the station for onward travel and to other developments, including for employment purposes. Highways England is supportive of the economic growth this would bring to Chesterfield, however, we would expect that any aspirational growth plans also consider and appropriately mitigate impacts on the SRN.

## 4. Transport Approach

- 4.1. The Borough's approach is to encourage sustainable transport and it appears that the intent is to manage car use to access the station at "current" levels. Car parking provision is to be maintained at 550 spaces (which includes an additional 125 spaces to the existing provision as part of a franchise commitment).
- 4.2. Transport improvements are mainly focussed on cycling and pedestrian provision, with some enhanced bus access, although local highway improvements form part of the plans.
- 4.3. However, given the geography and population density of the area, we presume that much of the existing demand for Chesterfield station comes from the North (Sheffield southern suburbs) and from the west (North and East Derbyshire), and is highly car dependent. The growth in demand for the station post-HS2 would rely heavily on these markets and would result in an increase in car traffic. We are keen to understand the assumptions that support the car parking provision for medium-distance journeys to access the station.
- 4.4. In the consultation documentation, there are no forecasts for different traffic modes in any of the documentation provided and no evidence of any demand forecasting or traffic modelling having been undertaken. Without this information, Highways England are unable to assess what the impact would be to the SRN and if mitigation works are required.
- 4.5. Therefore, Highways England would like to engage with you to understand work undertaken on the demand forecasting and any other modelling output to ascertain the forecast demand accessing the station and using the highway network. In particular, the origin and destination information to understand if there is likely to be an increase in traffic to and from the east. We would like to engage with you regarding future work in relation to this.
- 4.6. Furthermore, as noted earlier, improved services at the station are also expected to be catalysts for growth in the area, with the aspiration to see significant economic development around the station. Highways England supports plans to increase economic growth, and is well placed to help promoters identify the solutions they will need to bring forward to realise benefits of their investment and realise a large amount of this growth through improved SRN connectivity. It is vital, in order to maximise both the use of the station, and the ability to develop the land around the station, that the surface access solutions take account of the entirety of the planned growth. This may include either identifying a single large-scale highway scheme that can cater for all the planned growth in demand, or a phased scheme of incremental

improvements that will work together. Without this integrated and planned approach, the economic benefits of the investment in the land around the station will not be maximised.

## 5. Summary

5.1. Highways England supports the idea of a Chesterfield HS2 Station Masterplan and the economic benefit & growth this will bring to the region. We are happy to work with you to support this and would welcome your responses in relation to:

- Engagement – how Highways England can work with you to ensure proposals include the right consideration of the SRN to support aspirations
- Modelling – to understand work done to date, and to ensure the strategic impacts are identified
- Car parking – to provide a greater understanding of the surface access strategy to support the proposals

Appendix L  
Natural England

Date: 04 March 2021  
Our ref: 342627  
Your ref: None



Antony Wallace  
Principal Planning Officer  
Chesterfield Borough Council  
[antony.wallace@chesterfield.gov.uk](mailto:antony.wallace@chesterfield.gov.uk)

Customer Services  
Hornbeam House  
Crewe Business Park  
Electra Way  
Crewe  
Cheshire  
CW1 6GJ

T 0300 060 3900

**BY EMAIL ONLY**

Dear Antony,

### **Planning consultation: Chesterfield HS2 Station Masterplan including SEA and HRA Screening**

Thank you for your consultation on the above dated 24 February 2021 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

#### **1. Masterplan**

Natural England welcomes the opportunity to comment on the Masterplan Public Consultation Report.

There is a great opportunity to design the station and its surroundings as an exemplar for green infrastructure within an urban environment and we are pleased to note that the importance of enhancing GI has been recognised within the masterplan document. We welcome the intention to increase tree cover, to create wildflower rich grassland, increase hedgerows and hedgerow trees and the planting of native species around the development. We also note within the landscape strategy that street trees and green roofs and walls have been included which as well as having benefits for biodiversity will provide resilience for climate change.

We suggest that the masterplan could include further opportunities to improve the coherence and connectivity of the ecological network to surrounding areas, following the guidance within the "Green Print for Chesterfield" document. We draw your attention to the recent launch of the Nature Recovery Network (NRN) partnership which provides an exciting opportunity for LPAs and developers to get involved in reversing the slow decline of biodiversity. Urban environments, such as the Chesterfield HS2 station site, can make an important contribution to biodiversity recovery when considered as part of a wider ecological network. For further details on the NRN please see the following link: <https://www.gov.uk/government/publications/nature-recovery-network>

#### **Biodiversity Net Gain**

Biodiversity Net Gain is a demonstrable gain in biodiversity assets as a result of a development project that may or may not cause biodiversity loss, but where the final output is an overall net gain. Net gain outcomes can be achieved both on and/or off the development site and should be embedded into the development process at the earliest stages.

The forthcoming Environment Bill will mandate net gains for biodiversity on new developments in

England to deliver an overall increase in biodiversity. Furthermore, net gain is referenced in the National Planning Policy Framework (NPPF) and is included within the government's 25-year plan "A Green Future". Natural England therefore recommends that the proposed Station development follows the net gain approach and takes the opportunity within this proposal to demonstrate a net gain in biodiversity. Natural England recommends the use of the Defra Biodiversity Metric which provides a clear, evidence-based approach to assessing a project's biodiversity impacts. For further information please see the link:

<http://publications.naturalengland.org.uk/publication/5850908674228224>

## **2. SEA and HRA Screening Report**

Natural England welcomes the Screening Report (dated 14th January 2021) which assesses the requirement for Strategic Environmental Assessment (SEA) and Habitat Regulations Assessment (HRA) the Draft Chesterfield HS2 Station Masterplan.

### **SEA**

Natural England considers that it is unlikely that any significant environmental effects will result from the Masterplan document that were not considered and dealt with by the Sustainability Appraisal of the adopted Chesterfield Borough Local Plan. We therefore agree with the conclusion of the SEA screening report that a Sustainability Appraisal would not be required for the masterplan.

### **HRA**

Natural England agrees with the screening report's recommendation that there would be a need to consider the impact of the proposed development on specific habitats when the applications are made however at the current masterplan stage there would not be a requirement for an Appropriate Assessment.

If you have any queries relating to the advice in this letter please contact me on 02080268500

Yours sincerely

Roslyn Deeming  
Senior Planning Adviser  
East Midlands Area

Appendix M  
Historic England





Historic England

Alan Morey, Strategic Planning and Key Sites  
Manager

[local.plan@chesterfield.gov.uk](mailto:local.plan@chesterfield.gov.uk)

Our ref:  
Your ref:

Telephone  
07771502052

09 March 2021

Dear Mr Morey,

**re: Chesterfield HS2 Station Masterplan**

Thank you for your letter of the 5<sup>th</sup> February consulting Historic England on the HS2 Chesterfield Station Masterplan, and thank you for granting us an extension to the timescale for response.

The West side of Chesterfield suffered extensive damage in the 1960's with the construction of the A61 inner relief road, which bypassed the town by building on the course of the Great Central Railway and part of the historic core, destroying much of value in the process. In doing so it severed streets and created breaks in the townscape that have affected the image and prosperity of the town to this day. This does not however represent the true value of Chesterfield. It has great significance as a market town, and the sublime, crooked spire of St Mary's and All Saints Church is a manifestation of the town's broader importance and interest as a historic place.

The site is part of the broken townscape created by the A61, and like many railway arrivals, creates a poor impression that in no way reflects the quality of the place it serves. While little can be done about the broader impact of the A61 the opportunities brought by HS2 to stimulate development could potentially mitigate the way it intrudes into the visitor's experience in this location. The creation of a masterplan to guide this process therefore is welcomed in principle.

Improved connectivity to London, while an undoubted asset, is by no means a guarantee of economic prosperity. Numerous towns with significantly shorter journey times than Chesterfield are also undertaking master planning exercises precisely to address this, in what are in some ways less challenging contexts. Chesterfield however has the advantage of being able to use the "crooked spire" as a landmark to orientate (and intrigue) the newcomer, but the foreground setting to this view will be all important, in both policy and placemaking terms.



Historic England, Historic England | The Axis, Birmingham B1 1TF  
[HistoricEngland.org.uk](http://HistoricEngland.org.uk)

Please note that Historic England operates an access to information policy.  
Correspondence or information which you send us may therefore become publicly available.





The provision of large multi-storey car parks is a regular feature of station masterplans, and the integration of such structures to create successful new places could be regarded as a discipline in itself. They have the merit of viability, but there is a risk that the aesthetic and functional downsides of such structures can result in them being the only buildings that are delivered due to impacts on the quality of the environment. In an area of damaged townscape such as this the challenge is all the greater.

The vast areas of hard surfacing interspersed with just a few bulky buildings (particularly plots B & E) as currently shown would regrettably give neither a flavour of the townscape beyond, nor we fear, establish a successful new place in its own right. These buildings would also, due to their bulk, reduce the impact of the spire, and thereby compromise its setting.

We therefore advise that a contextual approach that goes beyond long views is adopted that employs established urban design principles. Spreading out the quantity of development to create a tighter grain and lower heights would help with this and assist in creating a more intimate sense of place more in tune with the character of the town. It would allow, for instance, the integration of the GII listed Engineers Offices as part of a street scene, a far more appropriate setting for this building, which is illustrated marooned in a sea of public realm.

Map regression that shows the urban morphology of the site would allow a fuller understanding of how the townscape has changed. This level of understanding is in our experience essential to inform decision making in such historic locations. Such desk based assessment would also touch on the potential for archaeology, which is notable by its absence.

It is therefore with regret that we cannot commend the masterplan proposals as submitted, and would urge the council to consider making changes along the lines suggested, as this site is potentially of such pivotal importance for the town. If you would like to discuss this further I would be very happy to do so.

With reference to the SEA screening report, in our assessment what the masterplan proposes would have significant environmental effects, and the non-statutory nature of the document doesn't bear on this issue. We therefore advise that SEA is necessary.

Yours sincerely,

Clive Fletcher, Principal Advisor and Lead Specialist, Historic Places  
Mobile phone: 07771502052

Historic England | The Axis, Birmingham B1 1TF  
[www.HistoricEngland.org.uk](http://www.HistoricEngland.org.uk)

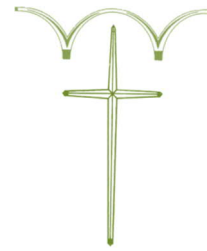


Appendix N

Methodist Church

# Central Methodist Church

Saltergate, Chesterfield S40 1UH



7<sup>th</sup> March 2021

HS2-station-master-plan

Thank you for the opportunity to contribute to the survey concerning the proposed HS2 Station Master Plan.

Central Methodist Church, a large church with around 200 members and a weekly footfall pre-pandemic of more than 500, is immediately adjacent to the area involved, so we have a significant interest as part of the Town Centre 'working' community.

Our main comment is that we welcome the forward thinking, whilst recognising that we live in a very uncertain time because of the Covid-19 pandemic and also because of the uncertainty surrounding the future of the eastern leg of the HS2 project. However, we strongly believe in the environmental importance of encouraging public transport, so we believe that it is important that this proposal goes forward irrespective of decisions about HS2.

We support the idea of developing a centre of technical skill, with the potential to attract new jobs and wealth into the local area, and we believe that it is important to encourage mixed development of housing and commerce in the area.

We recognise that communications have been considered, and that a new link road is proposed, but we are concerned that removal of the existing A61 link road is in phase 2 of the project whereas the new road is on phase 3. Prior to the pandemic, the route from the station up to the do-nut roundabout was already very congested at busy times and this would become seriously worse after removal of the A61 slip road. We therefore suggest that the inner link road be included in phase 2 rather than phase 3.

During previous developments of the site of the former Co-op, the multi-storey car park, and the developments on the do-nut car-park, we have appreciated being able to be involved in detailed discussions concerning continued access during development work, which has allowed us to continue to operate seven days a week, serving the community in a variety of ways, and we would be very pleased to be able to continue this close relationship with the Town Hall as these ideas gradually become a reality.

Richard Gostling MA, CEng, FIMechE (Church Steward)  
Bob McKlitrack BSc, CEng, FIStructE, FICE

