

Chesterfield Borough Council Equality Impact Assessment – Full Assessment Form

<i>Title of the policy, project, service, function or strategy:</i>	Station Masterplan Chesterfield	
<i>Service Area:</i>	Economic Growth	
<i>Section:</i>	Planning	
<i>Lead Officer:</i>	Alan Morey and Antony Wallace	
<i>Date of assessment:</i>	07/2021	
<i>Is the policy, project, service, function or strategy:</i>		
<i>Existing</i>	<input type="checkbox"/>	
<i>Changed</i>	<input type="checkbox"/>	
<i>New / Proposed</i>	<input checked="" type="checkbox"/>	

Section 1 – Clear aims and objectives

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

The Council has prepared a non statutory Master Plan for the Chesterfield station area, which will sit under the Local Plan as a material consideration in planning decisions. The Master Plan is in the development stage, and the scope of this EqIA is to assess:

- the impact of the proposals in the Masterplan
- the impact of the consultation carried out with the local communities, businesses and stakeholders on the draft Station Masterplan, and on the options developed in response to this consultation.

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

The master plan will be within the framework of the recently adopted Chesterfield Borough Local Plan, and policy SS7 in particular. The Station Master Plan and its supporting evidence may be used to prepare a 'Supplementary Planning Document' to provide guidance on how development can meet the Local Plan and master plan objectives and also encourage more sustainable development within the master plan area.

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

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

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

3. What outcomes do you want to achieve?

Wider outcomes for the Station masterplan are:

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

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

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

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

Due to the Covid-19 situation engagement with the local community through consultation was predominantly online. A bespoke virtual consultation room was used with videos, display boards and an online consultation form to enable the local community and other stakeholders to view and provide feedback on the masterplan in its developmental stage. The consultation was promoted widely through the council and its partners communications, and hard copies of the information will be made available on request. Members of the public were also able to contact the team by telephone or email so that the Masterplan and/or consultation could be explained further. The online consultation was been designed to meet accessibility standards within the EU Accessibility Directive, and the consultation was available in alternative formats and languages in line with the Council's established community engagement standards. Landowners within or adjacent to the Masterplan area were written to individually to inform them about the consultation with the exception of those with whom the council were already in conversations with about regeneration proposals.

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

5. Any other relevant background information

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

- Engagement Strategy and Standards to support inclusive engagement with the development of the Masterplan with the development of the Masterplan.

Section 2 – Collecting your information

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

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

Section 3 – Additional engagement activities

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

Date	Activity	Main findings
24.4.17	HS2 North Derbyshire Growth Workshop	Initial development
24.05.18	Chesterfield Railway Station Stakeholder Workshop	Initial development
2020	Workshops with Key Stakeholders during review and scoping for masterplan	<p>Various issues raised and considered by the consultants and HS2 Strategic Sites Board as part of the review and scoping exercise, these includes:</p> <ul style="list-style-type: none"> - Operational railway requirements - Accessibility for pedestrians and by bicycle

		Issues taken into account in the review and scoping and also further evidence work leading into a proposal for consultation.
2020	Workshops with small group of key stakeholders on emerging evidence and design work	Issue raised in relation to the stakeholder's areas of interest e.g highway traffic flow and impact on the network, operational access to sidings. These were taken into account in the evidence work and proposal for consultation.

Main Consultation with affected groups has been carried out during the public consultation during February to March 2021. In addition to the general community, key stakeholder groups were identified as:

- Network Rail
- Derbyshire County Council
- East Midlands Railways
- HS2 Ltd
- Land Owners
- Chesterfield Cycle Campaign
- Chesterfield Borough Council Councillors
- D2N2 LEP
- SCR LEP
- Waterside regeneration partners
- Chesterfield College
- Stagecoach
- Historic England
- Natural England
- Environment Agency
- Transition Town Chesterfield
- Chesterfield Civic Society
- Taxi companies
- Residents living close to Masterplan area

- Wider community (public) and businesses
- Chesterfield Equality and Diversity Forum
- Trans Pennine Trail
- Destination Chesterfield
- East Midlands Chamber of Commerce
- Midlands Connect
- Cross Country Trains
- Northern Trains Ltd
- Chesterfield Climate Change Action Group

The main consultation generated numerous response's and these are set out in a consultation report, alongside responses by the master plan design team with recommendations to amend the master plan. The consultation report sets out how the issues raised have been considered by the design team and how they might be addressed.

Section 4 – What is the impact?

8. Summary of anticipated impacts.			
	Positive impact	Negative impact	No disproportionate impact
Age	<input type="checkbox"/>	<input type="checkbox"/>	✓
Disability and long term conditions	✓	✓	
Gender and gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	✓
Marriage and civil partnership	<input type="checkbox"/>	<input type="checkbox"/>	✓
Pregnant women and people on parental leave	✓	<input type="checkbox"/>	✓
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	✓
Ethnicity	<input type="checkbox"/>	<input type="checkbox"/>	✓
Religion and belief	<input type="checkbox"/>	<input type="checkbox"/>	✓

9. Details of anticipated positive impacts.

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

10. Details of anticipated negative impacts.

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

		coach and bus drop off and collection areas in terms of accessibility and legibility.					
Age	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Gender	<input type="checkbox"/> Marriage	<input type="checkbox"/> Pregnancy	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Ethnicity	<input type="checkbox"/> Religion

b)	<i>Negative impact:</i>	<p>The suggested development scenario in the master plan would require changes to the ground levels leading to and from the station in the direction. In particular; to and from the town centre. The route from station to town centre currently varies in gradient along its length from 5% around the engineers office, to 8% from the engineers office to the slip road crossing, to 10% from the slip road crossing to the A61 cycle and footbridge bridge.</p> <p>Based on current information the master plans suggested development scenario would be likely to result in:</p> <ul style="list-style-type: none"> - A cycle route from the A61 footbridge being at a 10% gradient over 30m into a flatter 3% gradient for 5m, followed by a further 9.6% gradient over 28.76m before finishing with a 1.5% gradient for 8m up to the crossing point. - A pedestrian route from the A61 footbridge at a 10% gradient over 30m into and flatter 3% gradient for 5m, followed by a further 10.38% gradient over 26.78m before finishing with a 3% gradient for 7m up to the crossing point. - A gradient from station to link road via the pedestrian 'boulevard' of 2.23%. <p>The levels would be likely to be relatively steep in places between the new link road and A61 foot and cycle bridge, and at or marginally above the maximum gradients in the guidance for accessibility in Inclusive Mobility (DfT, 2005). The guidance is that over short distances the maximum gradient used should be no more than 10 per cent (1 in 10). Also, as a general rule, 8 per cent (1 in 12) should be used as the absolute maximum.</p>
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	<i>Mitigating action:</i>							
	<p>The suggested development scenario shows a layout that is likely to require changes to levels between the station and the town centre via Corporation Street. The existing situation is not ideal for those with mobility impairments due to steep levels in places and also numerous crossings of vehicular accesses and roads.</p> <p>Whilst overall gradients will be improved in some places in other's they will be slightly worse, albeit overall there being an 'averaging out' of gradient. The overall effect would still be at the tolerance levels within the relevant guidance. However, the proposal would not be worse overall than existing and the layout shown will provide accessibility benefits in other ways. These benefits mainly are the improved convenience and safety of having a wider, more direct and legible route to Corporation Street with a single light-controlled crossing.</p>							
	Age	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Gender	<input type="checkbox"/> Marriage	<input type="checkbox"/> Pregnancy	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Ethnicity	<input type="checkbox"/> Religion

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

Section 5 – Recommendations and monitoring

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

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

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

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

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

Section 6 – Knowledge management and publication

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

Reviewed by Head of Service/Service Manager	Name:	Alan Morey
	Date:	13.07.21
Reviewed by Policy Service	Name:	Katy Marshall
	Date:	7/2021
Final version of the EIA sent to Policy Service		<input checked="" type="checkbox"/>
Decision information sent to Policy Service		<input type="checkbox"/>

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

Draft Vision, Aims, Objectives and Design Principles

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

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

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

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

- Framing the spire;
- Increasing economic investment;
- Improving connectivity;
- Creating a 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.

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

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

Appendix B – List of Key Stakeholders (extract from the Master Plan Engagement and Consultation Plan)

Stakeholder	When to engage	Specific areas of interest
Network Rail	Stages 1, 2 and 3 (ongoing)	Maintaining access and increasing parking and improving rail customers service, safety and experience of the station and its surroundings. Safeguarding areas for future development to meet operational requirements.
Derbyshire County Council	Stages 1, 2 and 3 (ongoing)	Highways options and detailed network design and wider integrated accessibility. Delivery of link road and enabling of homes and jobs.
East Midlands Railways	Stages 1, 2 and 3 (ongoing)	Maintaining access and parking and improving rail customers service and experience of the station and its surroundings
HS2 Ltd	Stages 1, 2 and 3 (on going)	Delivery of HS2 in terms of operational land requirements.
Land Owners	Stages 2 and 3	Landowners/leaseholders within and adjacent to the masterplan area interested in impact on their holdings/investment. Residents

		living nearby interested as neighbouring occupiers.
Chesterfield Cycle Campaign	Stages 1, 2 and 3 (ongoing)	Public realm, cycle hub, transport strategy, accessibility and bridge design, HLLR
Chesterfield Borough Council Councillors	Stages 1, 2 and 3 (ongoing)	All aspects
D2N2 LEP	2	Delivery of infrastructure, homes and jobs.
SCR LEP	2	Delivery of infrastructure, homes and jobs.
Waterside regeneration partners	Stages 1 and 2 (ongoing)	Implications for the layout of waterside in terms of accessibility and also for the transport network. Implications of land use mix on viability of waterside.
Chesterfield College	Stages 1, 2 and 3	Improved connectivity (safety, convenience, travel times) in relation to students, staff and visitors. Improved image of the town for promotion.
Stagecoach	Stages 1, 2 and 3	Station forecourt transport hub, highway network changes and effect on services to the town centre and elsewhere. Opportunities for new routing and new services.
Historic England	Stage 2 and 3	Heritage impacts including on a grade II Listed Building and setting and views of the Crooked Spire
Natural England	Stage 2 and 3	Protected species and biodiversity net gain

Environment Agency	Stage 2 and 3	Flood risk management and pollution control.
Transition Town Chesterfield	Stages 1, 2 and 3 (ongoing)	Reducing reliance on the private car and mitigating climate change through all aspects of the development.
Chesterfield Civic Society	Stages 2 and 3	Urban design and character of the townscape
Taxi companies	Stages 1, 2 and 3	Forecourt and 'transport' hub.
Residents living close to Masterplan area	Stage 2 and 3	Opportunities to enhance local area and potential impacts on amenity
Wider community (public) and businesses	Stage 2	Multiple.
Equality and Diversity Forum	Stage 2	Equality / accessibility
Trans Pennine Trail	Stage 2	Accessibility
Destination Chesterfield	Stage 2	Business Interests
East Midlands Chamber of Commerce	Stage 2	Business interests
Midlands Connect	Stage 2	Transport infrastructure
Cross Country Trains	Stages 1,2 and 3	Maintaining access and parking and improving rail customers service and experience of the station and its surroundings

