Whittam Cox ARCHITECTS

HS2 Masterplan
Chesterfield

Masterplan Report

July 2021 | 190133 | **Revision B**

Contents

Project Team:

CHESTERFIELD BOROUGH COUNCIL

Whittam Cox ARCHITECTS

AECOM

01

Introduction and Strategic Framework

Introduction And Strategic Framework

Document Purpose

Whittam Cox Architects have prepared this masterplan document in co-ordination with AECOM and Chesterfield Borough Council to illustrate a plan and vision for the HS2 vision area in Chesterfield. This masterplan document has been produced to provide an indication of how the area around the station and surrounding areas may come to fruition. The indicative vision proposals seek not to be prescriptive in how future developments should be formed in the built environment and consequently stifle any alternative proposals; but give a picture of how a holistic vision of a series of spaces can contribute toward a successful regeneration and promotion of the area. As described and agreed through initial co-ordination with key stakeholders the vision is:

"To reinvent the train station and rail travel as an integral part of the town centre."

This masterplan has been developed in co-ordination with key stakeholders and decisions on infrastructure has been aligned to evidence based decisions wherever possible. The document also follows on from the public consultation which was hosted virtually from the 8th February - 8th March 2021. This masterplan proposal has evolved to reflect the strategy outlined in the Consultation Report and Designer's Response as prepared by AECOM in April 2021.

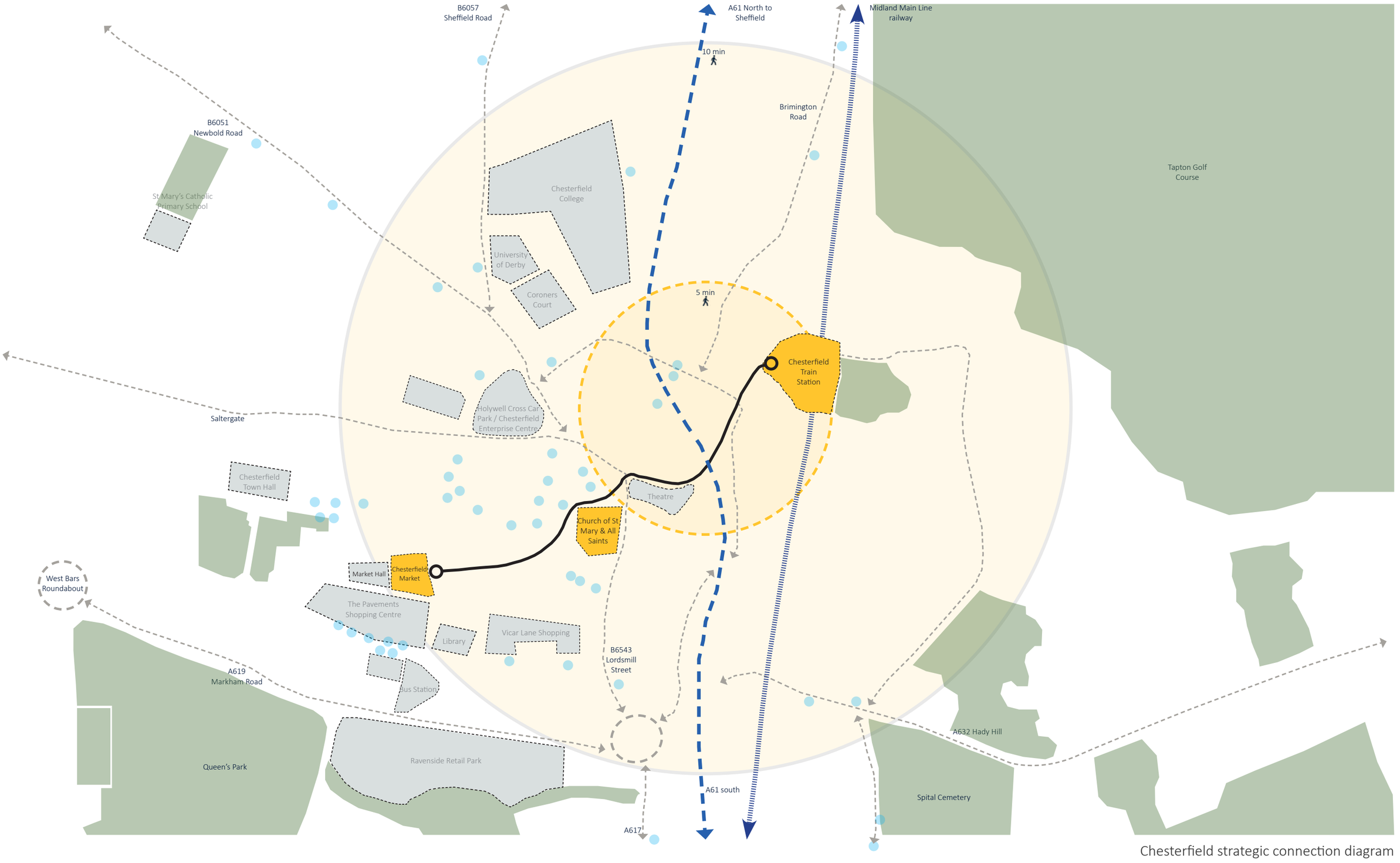
The HS2 masterplan site tackles some key development sites in the town centre including the existing station forecourt and the current Chesterfield Hotel site. The masterplan will also seek to strengthen connections to the town centre, the Waterside site and the Northern Gateway character area. Integral to the strengthening of connections will be accommodating a new link road, cycle routes and pedestrian permeability throughout the study area. Sustainability factors will be inherent throughout the masterplan and will be demonstrated in a variety of different ways in considering environmental, societal and economical impacts of developing this part of Chesterfield.

The document will analyse the study area, test the site opportunities and constraints; then show an aspiration for development in the area. This vision document will conclude by showing how the proposed built environment and public realm works can cohesively respond within this vision.

Chesterfield satellite overview

Introduction and Strategic Framework

Strategic Connections



Chesterfield strategic connection diagram

Introduction And Strategic Framework

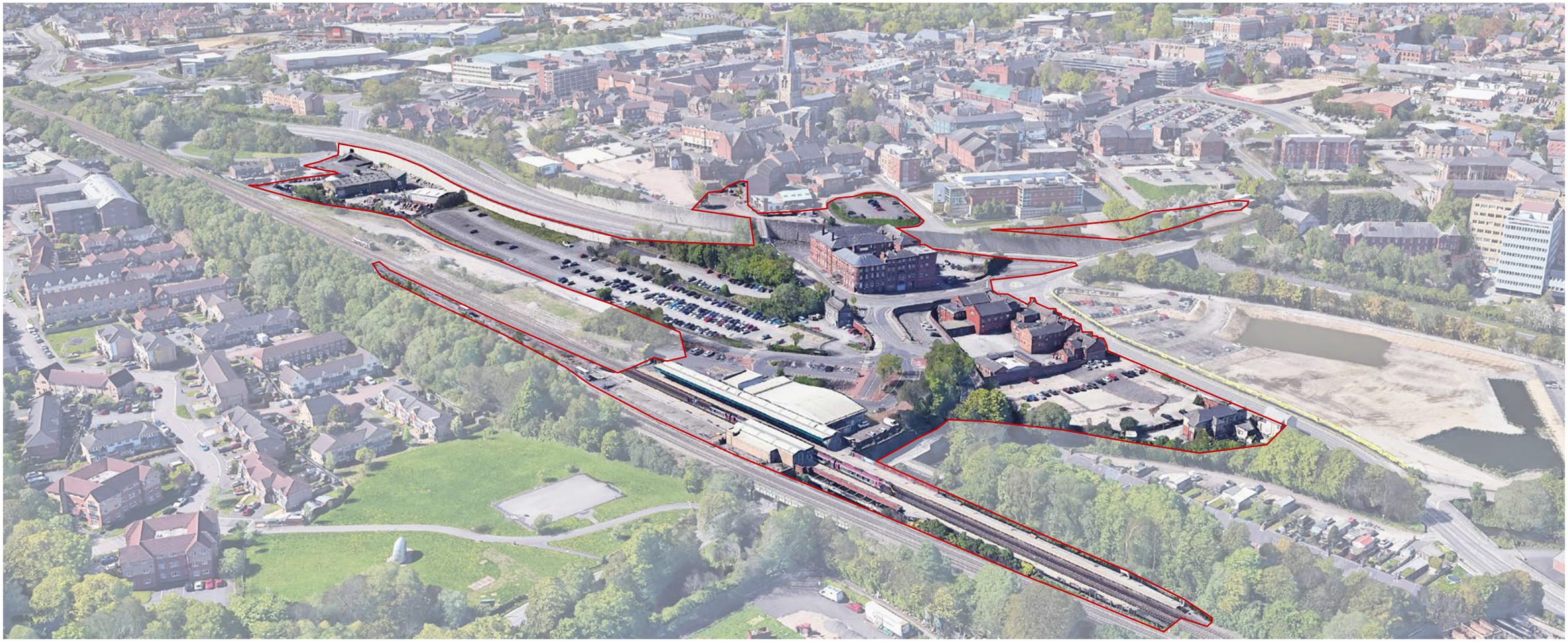
Introduction

Since the introduction of the railways in the late 19th Century, they have played a significant role in the history and economy of Chesterfield. They still do, and Chesterfield Station's importance for the borough remains to this day, with growth in passenger numbers predicted. The announcement of the High Speed 2 (HS2) route with a stop at Chesterfield has only served to heighten this importance and the likelihood of growth in passengers. It also brings with it the potential for significant positive change in the station area and the borough.

Chesterfield Borough Council has worked with other stakeholders to understand the potential of the station and its surroundings for regeneration in light of HS2 and other moves to improve the northern rail network. The station's location is tantalisingly close to the town centre and it could feel much more a part of it with the right changes, whilst the experience of the area around the station could be better in many ways for the variety of people using it. There are also opportunities for development to boost the local economy with new jobs and provide a vibrant mix of uses. The town centre hosts a richness of architectural character and whilst the Station Approach character area is not part of a conservation zone, there is opportunity to connect in with the heritage of the town centre via a route along Corporation Street.

In recognition of the area's potential for positive change Chesterfield Borough Council has progressed a masterplan vision. In doing so, it has involved stakeholders early in its preparation and has commissioned Whittam Cox Architects and AECOM to further develop and produce a masterplan document to be used as a strategic framework to develop the area. The work is set against a background of ongoing public funding opportunities and projects, and whilst the masterplan will ultimately not be part of the statutory town and country planning framework, the Council's intention is for it to show how both private and public investment in the area can be best co-ordinated to make the most of the station area's potential.

Aside from its ability to help co-ordinate investment, progressing the masterplan to this stage is a first step which will support the production of planning guidance for managing development in the station area through the statutory planning system.



Chesterfield satellite overview- study area

Introduction And Strategic Framework

HS2 Background

HS2 is the Government's proposed high-speed rail network to link London with major cities in the Midlands and the north. A preferred route was published in 2013 which envisaged a Y shaped route north of Birmingham with a western leg to Manchester and an eastern leg to Leeds with intermediate stops in the East Midlands and South Yorkshire. A first phase of HS2 is currently under construction between London and Birmingham, whilst parliament has yet to authorise the construction of the second phases of HS2 between Birmingham and Crewe (phase 2a), and onwards in two separate branches to Manchester and Leeds (phase 2b). However, the proposed route of HS2 phase 2b includes a loop off the new line using an existing route which would connect Chesterfield Station and Sheffield to the high-speed network. This loop would require modifications including the electrification of the Midland Main Line and when completed should provide a high-speed stopping service for Chesterfield.

The scheme being developed by HS2 Ltd is still anticipated to serve the region by 2033. Two services per hour are expected to serve Chesterfield in each direction, with journeys to London taking 1 hour and 15 minutes and connections providing improved journey times towards Sheffield and points further north such as Leeds.

Chesterfield Borough Council believes that HS2 will provide a once in a century opportunity to enhance the UK's rail connectivity and accelerate the country's economic growth potential. A HS2 service for Chesterfield will place the town on the UK and European High-Speed Rail Map.

HS2 railway line map

Introduction And Strategic Framework

Economic Strategy

The proposed HS2 has over the last 8 years increased the existing significance of Chesterfield Station to the borough and region's economic, social and environmental prospects. Whilst HS2 is not without controversy Chesterfield Borough Council and the Local Economic Partnership (LEP), have sought to make the most of its anticipated positive economic impact, by developing strategies and seeking funding. These strategies seek to maximise the regeneration benefits of the HS2 infrastructure and service regionally and locally.

The HS2 East Midlands Growth Strategy 2017, written by the East Midlands Local Economic Partnership (D2N2), believes 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.

The D2N2 strategy suggests making the station area a gateway to the Peak District; and also a change in 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 to public transport. Unused and under-used land around the station will be developed and linked to the adjacent Waterside development to provide a mixed use 'urban village' fit for future generations to live, work and play. 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.

The Chesterfield Borough Council's Growth Strategy 2019-2023 complements the East Midlands strategy, and sees the council playing a key role in the successful development of areas including Chesterfield Station in order to realise the opportunities it poses for economical growth. The growth strategy sees the arrival of HS2 services at Chesterfield as being a catalyst for significant change in 'growth prospects' as HS2 should boost the attractiveness of Chesterfield as a residential and business location, and as a hub for visits to the Peak District. The growth strategy sees a station masterplan as a way of establishing the station and its environs as a vibrant gateway with improved connectivity to the town centre and unlocking significant commercial and residential development.

Whilst economic strategies are by nature aspirational, these aspirations attract funding opportunities for infrastructure and development. Currently, funding is being provided by the East Midlands Local Economic Partnership for infrastructure within the station area, with a requirement for this to deliver new jobs in Chesterfield.

Chesterfield and surrounding area images (l-r) The Crooked Spire, the Peak District, Chesterfield Market, Chesterfield Town Hall

Introduction And Strategic Framework

The Local Plan

The driving force for a station masterplan comes from economic strategy but changes through new development must happen within the legal framework set by the statutory planning system. The Chesterfield Borough Local Plan provides this legal framework which came into effect in 2020. The Local Plan factors in not just economic strategy but also social and environmental considerations. The Local Plan shows what new development the council is planning for in the Borough, up until 2035.

The Local Plan sets a series of strategic objectives to be achieved through new development in the Borough, and these are relatively broad in scope, ranging from enhancing the health and wellbeing of the borough's residents, providing sites for at least 4080 homes, providing at least 50 hectares of land for employment development, minimising greenhouse gas emissions, and promoting a net gain in biodiversity. The Local Plan also seeks improvements in accessibility and the highway network alongside improvements in air quality, enabling healthier and more sustainable transport choices whilst also supporting the vitality and viability of the town centre. However, it may not always be possible to meet these objectives to the same degree on all sites and so the Local Plan seeks to balance and prioritise them, providing specific strategic policies for sites such as the station area.

For Chesterfield Station area the Local Plan has a specific policy called SS7 Chesterfield Railway Station which states:

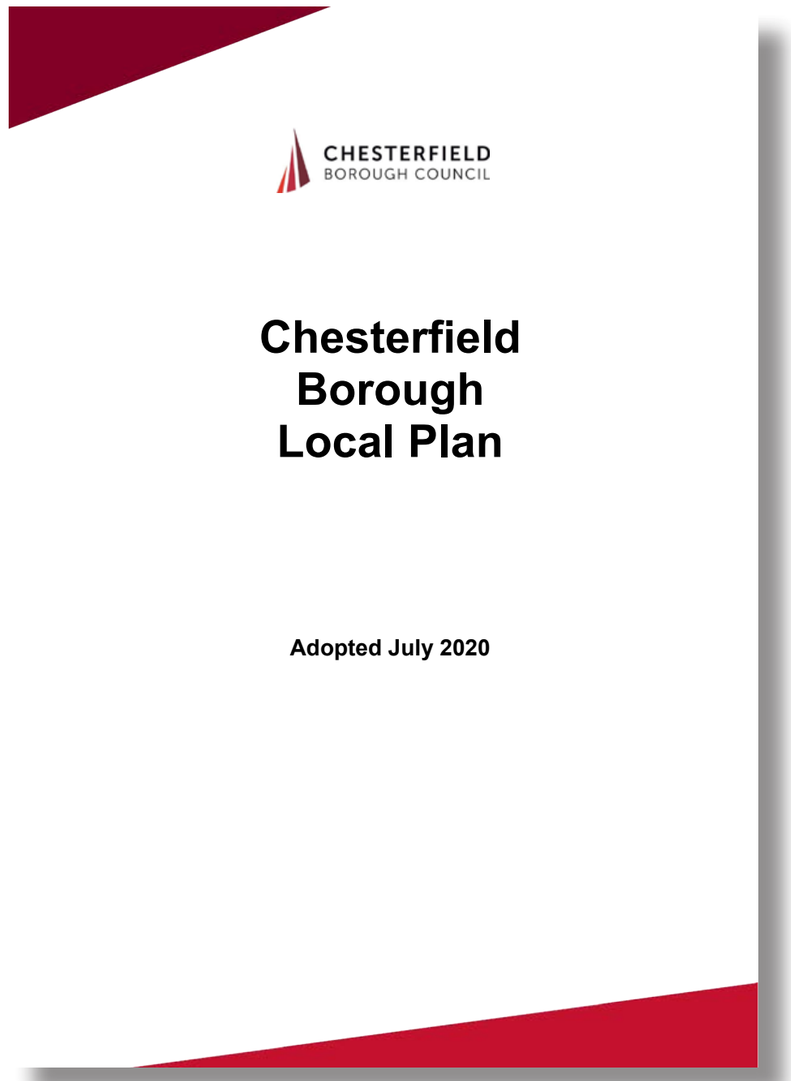
SS7 Chesterfield Railway Station

Within land between Hollis Lane and Crow Lane, as shown on the Policies Map, the council will prepare an approved masterplan/ development framework to maximise the regeneration benefits of future HS2 services and conventional rail services utilising the station. Within this area, and in accordance with the approved masterplan, the council will support development based on the extent to which it delivers:

a) improved access to Chesterfield Railway Station by all modes of transport including improved forecourt arrangements;
b) modernisation of station facilities and electrification of the Midland Main Line through it;
c) a new link road between Hollis Lane and Crow Lane and related road alignments;
d) improvements to the A61 Corporation Street footbridge, including its replacement with a new bridge;
e) mixed use development to include residential dwellings (C3), commercial office space (B1), car parking;
f) limited retail and leisure uses (A1 to A5 and D1 and D2) in association with the station;
g) pedestrian and cycle links to Chesterfield Waterside and Chesterfield town centre;
h) essential infrastructure required to deliver the improvements set out in the approved masterplan;
i) appropriate assessment, evaluation and, if necessary, recording of archaeological remains;
j) improved inclusive accessibility to Chesterfield Railway Station and within the masterplan/development framework area.

Planning Permission will not be granted for development that would prevent the delivery of the above improvements.

SS7 Policy Extract



Chesterfield Borough Local Plan- Front Cover

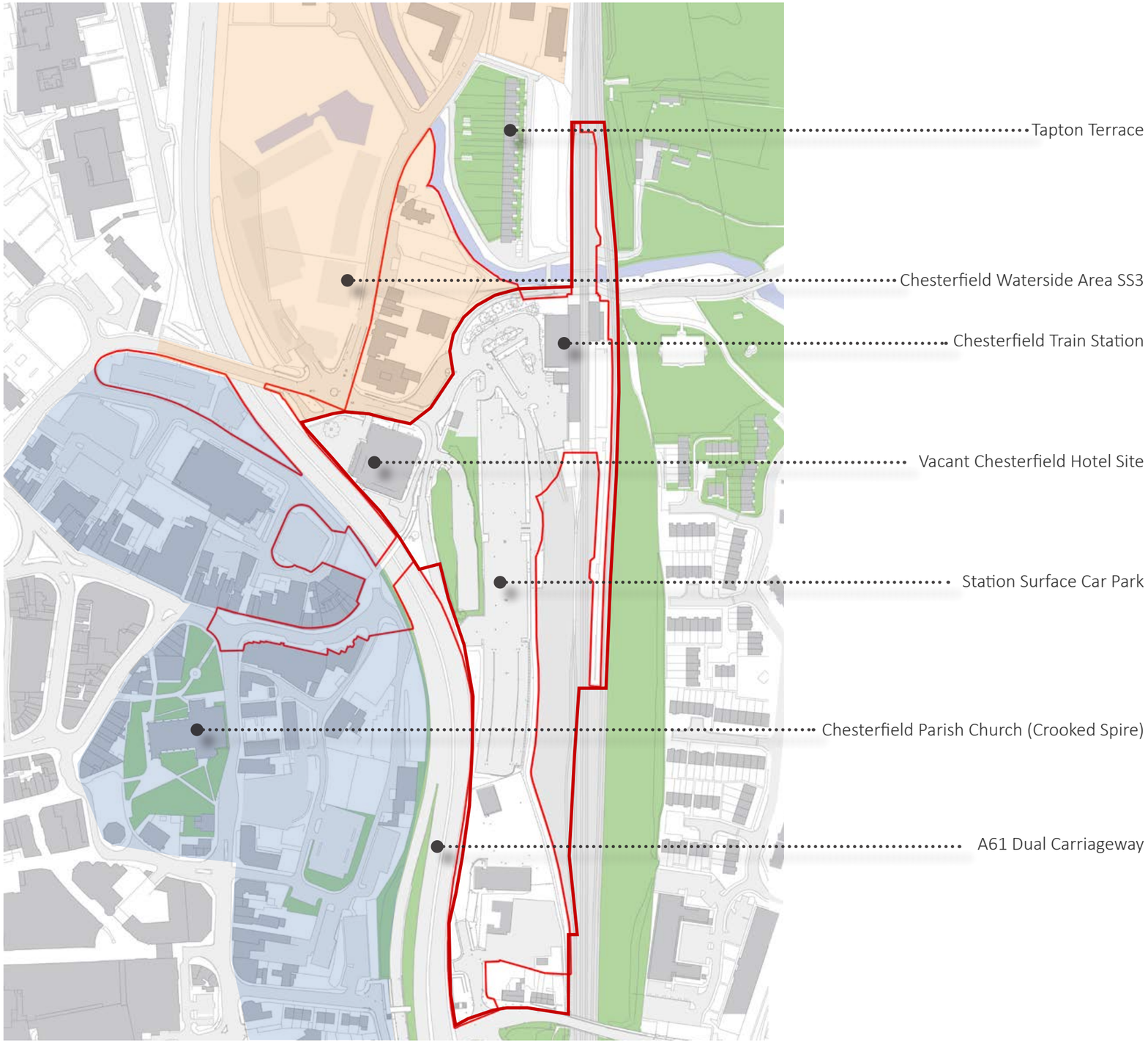
Introduction

Strategic Policies

The station area sits next to two other strategic sites in the Local Plan which calls them Spire Neighbourhood and Waterside, where it is envisaged that new development will create more homes, alongside commercial uses in an accessible central location that could reduce the need to travel by car. Whilst the Local Plan shows boundaries to these two strategic sites, the station masterplan can factor in sites beyond the Local Plan strategic site boundary to a degree. For instance, where such sites are needed to meet funding obligations for new infrastructure within the station area, or if there is a need to show how the station area will link into the wider transport network and relate to nearby planned development such as Waterside.

Alongside the provision of a link road between Brimington Road and Hollis Lane, the Local Plan seeks to prioritise pedestrians, cyclists and public transport in terms of how the area works. The link road is planned to run through the station area and the Local Plan contains a policy which safeguards an indicative route (policy CLP24). It is labelled as the Hollis Lane Link Road in many documents, but there is scope to refer to it as the Station Link Road for the purposes of understanding its contribution to the station masterplan.

The station area sits within a wider walking and cycling network with existing and proposed routes identified at a county and borough level. The Derbyshire County Council Local Transport Plan 3 (LT3) sets out a strategy for all modes of transport and Derbyshire County Council are actively pursuing improvements to the network. Currently work is on-going to secure enhancements to a route which passes through the station area from the south and leads to the north then east up Crow Lane and also to provide a cycle hub. The masterplan should recognise the station area's importance within the walking and cycling network and prioritise walking and cycling as much as is reasonable when balanced against other potentially competing operational considerations for the station.



Key

- SS1 Spire Neighbourhood
- SS3 Chesterfield Waterside
- SS7 Chesterfield Railway Station

Strategic policies map

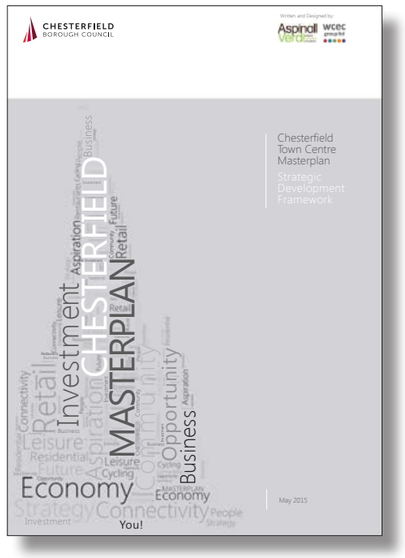
Introduction

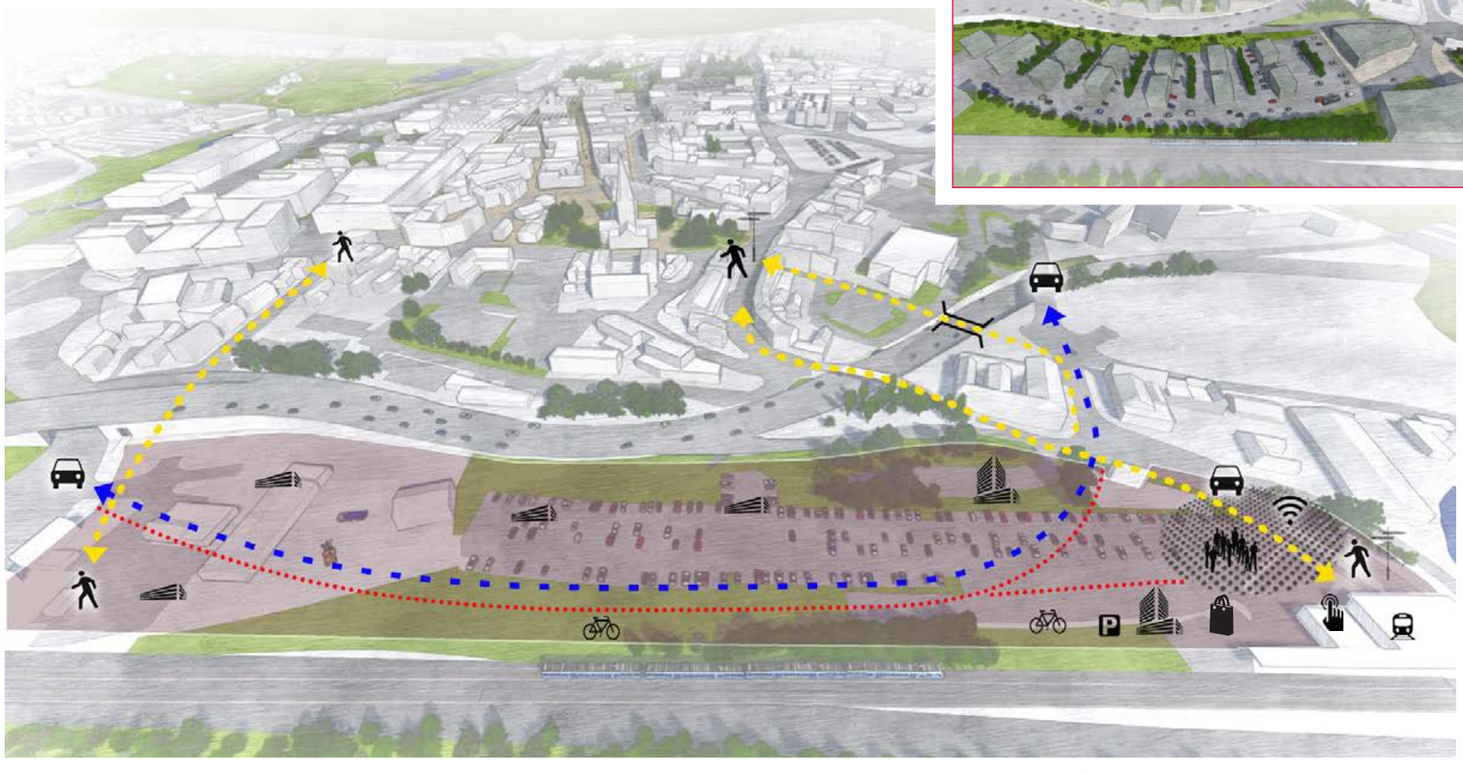
Town Centre Masterplans and Station Arrival Visions

Several masterplans covering Chesterfield Town Centre and its edges have been published over the last twenty years, comprising of two masterplans by URS Scott Wilson in 2004 and Urbed in 2009. The most recent masterplan was produced by WCEC Architects and Aspinall Verdi in 2015.

The 2015 masterplan describes the Station Arrival area and adjoining Spire Neighbourhood as identifiable character areas. The Station Arrival area is described as a 'critical project to reinvent the train station and rail travel as an integral part of the town centre'. The area's importance in creating a 'first impression' for the wider Chesterfield area is also discussed. In terms of connectivity, a need for a 'step-change' in pedestrian connectivity over the A61 as well as the opportunity for a vehicular link between Malkin Street and Hollis Lane are outlined.

A vision document has also been produced by AECOM as part of conversations around the East Midlands HS2 route strategy to assist in thinking about changes in the station area in light of HS2. As part of this work, an indicative development layout plan and land-development schedule was identified, and work was undertaken with regards to connectivity and accessibility. Key issues for further consideration were identified as being the potential replacement of the Corporation Street footbridge for a greater range of modes, the viability of closure of the A61 slip road, and whether or not the Station Link Road could be made in to a through-route for all traffic, or just for public transport.





Chesterfield Masterplan 2015 Extracts- Station Arrival

Introduction

The Railway and Station

The station and associated car parking is situated along the Midland Main Line, with four tracks passing through three platforms and is operated by the East Midlands Railway franchise but owned by Network Rail. The station is currently served by trains operated by East Midlands Railway, Cross Country Trains and Northern Trains and a significant proportion of passenger demand is for shorter trips to the Sheffield area and second to this London.

The Sheffield City Region Integrated Rail Plan 2019 acknowledges that there are opportunities to deliver additional services in the next two to three years as new timetables and franchise arrangements emerge, and that the Local Authority is working on options to improve infrastructure within the station and the wider rail network to deliver HS2 and maximise rail connections.

Whilst the introduction of HS2 could affect existing services, current forecasts suggest that the introduction of a one or two hourly HS2 service would be likely to significantly increase the number of passenger journeys to London, combined with an increase in demand for Sheffield, Leeds and York. This would be against an overall significant increase in use of Chesterfield Station. Such an increase in use combined with changes near the station building have the potential to warrant enhancements to the station building itself.

The sub national transport body 'Transport for the North (TfN) published a proposed network called Northern Powerhouse Rail (NPR). It contains a programme of rail investment with the aims of improving journey times and service frequencies between some of the major cities and economic areas in the north of England. Sheffield is seen as a key 'hub station' and Transport for the north recommends connecting Sheffield to HS2, which currently would be via Chesterfield.

Within the wider context of HS2 and the Northern Powerhouse Rail programme, Network Rail currently sees a proposed station masterplan as an opportunity to create a safer and more secure station environment and also to enhance revenue and commercial return within the context of their Rail Network Enhancement Pipeline (RNEP). East Midlands Railway who operate the franchise for the station and car parking, have requirements to expand parking provision at the station area to accommodate anticipated growth in demand and are also actively involved in developing a cycle hub within the station area.

The Council has been engaging with the railway stakeholders including Network Rail and East Midlands Railway with a view to exploring any opportunities for enhancing the station building and platform facilities and will take this forward through a separate detailed piece of work.

Given the large extent of Network Rail and East Midlands Railway interests in the station area, any proposals within this vicinity are highly dependent on their collaboration and need to factor in such considerations as operational requirements such as track access points, maintain station operations (including pedestrian access and facilities) throughout any development, meeting specific design, accessibility, operational and safety standards and guidelines. Network Rail will require that any enhancements to the station, which include not just the platforms and station buildings but also car parking, must obtain stakeholder acceptability in terms of station users, service providers and operating companies.

Chesterfield Masterplan 2015 Extracts- Station Arrival

Introduction

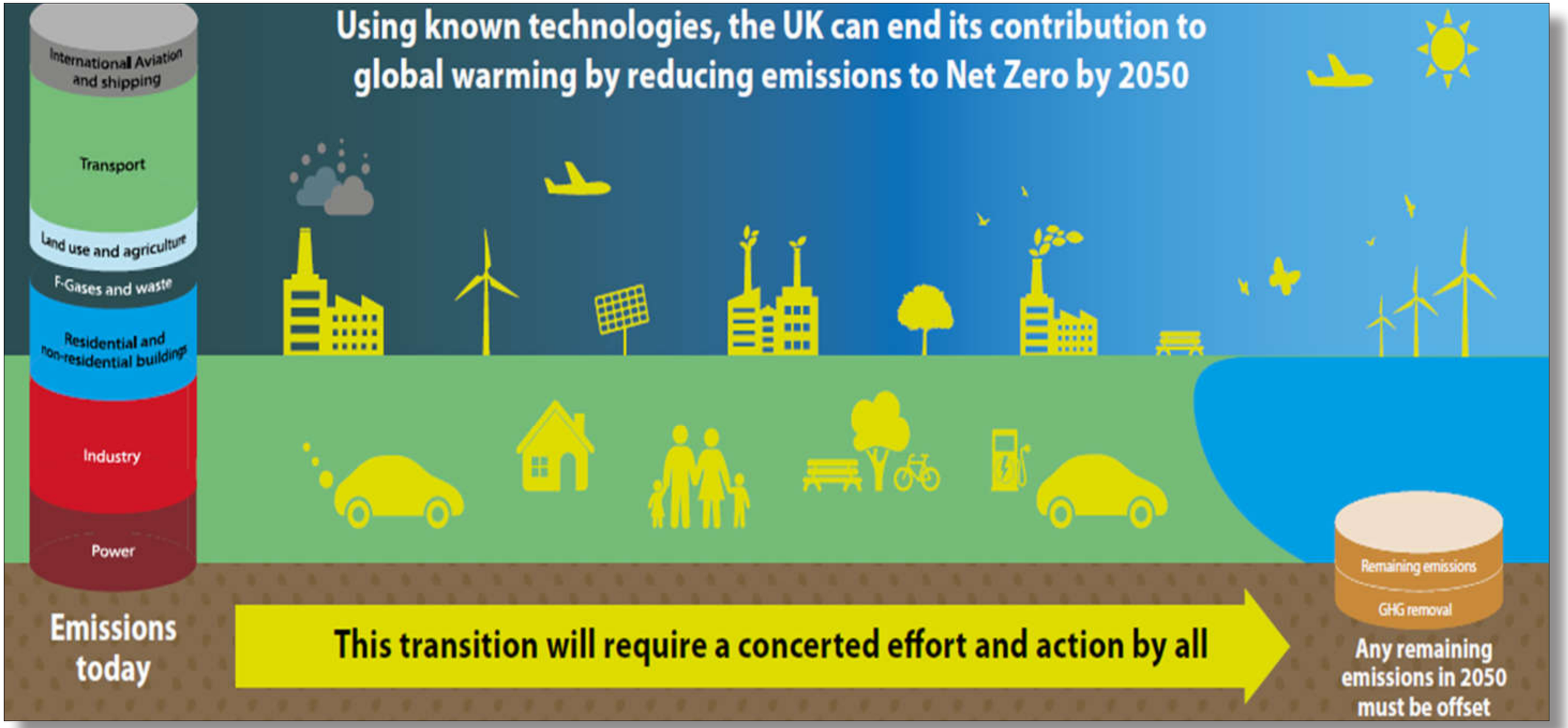
A Changing Context

The masterplan has been prepared within the context of significant change globally and locally, with the announcement of a climate emergency by Chesterfield Borough Council in 2019, BREXIT and the COVID-19 pandemic.

It is likely that the need to recover and grow the economy and reduce carbon emissions will be strong themes at least over the next five to ten years, as will the prospect of a HS2 line and changes in rail services. Whilst there is already in place a relatively well developed strategy and policy context from an economic perspective, and the prospect of a HS2 service is a key part of that, the strategy and policy context for climate change is still emerging in terms of its nature and its prioritisation. It is also still early days in understanding what any long-term effects of the global pandemic are likely to be.

The council's first Climate Change Action Plans was published in 2020 following the announcement of a Climate Change Emergency by Chesterfield Borough Council and it seeks to both mitigate 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. How these plans tackle climate change will not stand still.

Whilst the response to climate change will shift, and the pandemic has significantly reduced passenger numbers on the railways, the masterplan looks ahead to the recovery and eventual increase in rail users over the long term. Short term the masterplan provides for flexibility to adapt to changing circumstances by being non-statutory (and so not set in stone) and also by reflecting the broad range of commercial land uses permitted in the Local Plan.



Chesterfield Climate Change Action Plan 2020-2023

Introduction

Key Stakeholders

Co-ordination with stakeholders has been key in developing this masterplan, ensuring that opportunities and constraints identified by existing and future users and operators of the area could be considered, this being vital in providing a vision that is relevant and realistic. Engaging stakeholders is critical to the project's viability as it is these people who will most frequently use the infrastructure and developments in question; consequently co-ordination events as below have helped steer the masterplan as identified in this document.

- 24th April 2017 HS2 North Derbyshire Growth Strategy workshop
- 24th May 2018 Stakeholder workshop
- Summer 2020 MP scoping workshops
- Autumn 2020 collaboration with Derbyshire County Council and discussions on the emerging highways and access layouts with East Midlands Railway, Network Rail and HS2.

A consultation version of the masterplan was published as part of an online consultation on the masterplan held in 2021 between the 8th of February and the 8th of March. The consultation material was provided online within a consultation 'portal' and was publicised through local newspapers, a local authority magazine sent to all residents, Chesterfield Borough Council's website and social media. The following stakeholders were also notified of the consultation:

- Chesterfield Borough Council
- Derbyshire County Council
- HS2 Ltd.
- Network Rail
- East Midlands Railway
- Public
- D2N2 East Midlands Local Economic Partnership
- Sheffield City Region
- Department for Transport
- Midlands Connect
- Major Landowners
- Environment Agency
- Historic England
- Natural England
- Stagecoach
- Chesterfield Waterside
- East Midlands Chamber of Commerce
- Destination Chesterfield
- Transition Chesterfield
- Chesterfield Cycle Campaign
- Trans Pennine Trail
- Chesterfield College
- Chesterfield Civic Society
- Taxi Operators

Stakeholders and the wider public were asked to provide comments on the masterplan and an associated public realm strategy.

The responses to the consultation were summarised and analysed, with key issues identified, in a consultation report separate to the masterplan. The consultation report also shows how the key issues identified have been considered by the masterplan project team and which have been addressed by recommended changes.

Introduction

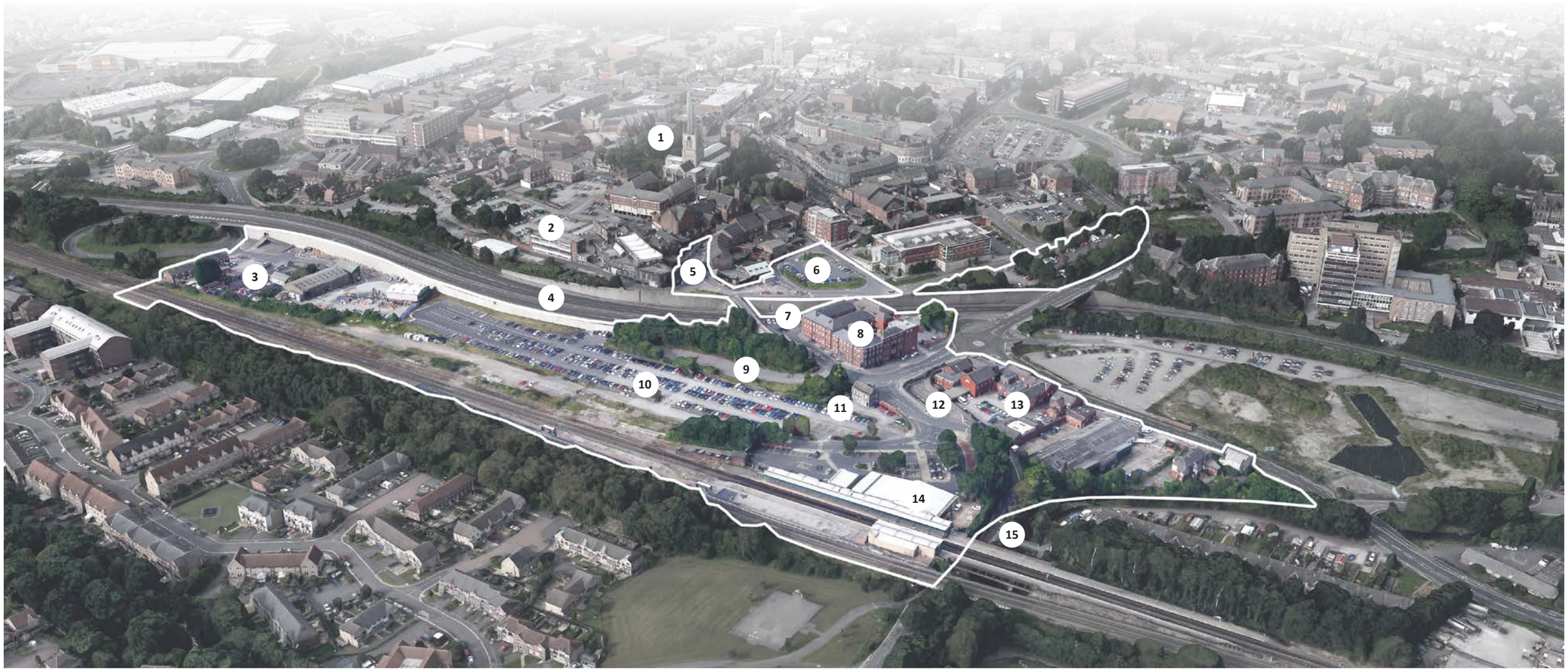
Study Area

The HS2 masterplan study area perimeter is primarily bound by the A61 dual carriageway and the railway lines to the east. The station building is situated to the north east of the study area and sits alongside a comprehensive amount of car parking that serves the station. The southern end of the masterplan sits directly adjacent to the A632 in anticipation that the study area will be tied in to the existing Spa Lane junction arrangement.

In accordance with the 2015 masterplan document the majority of the study area is addressed as the Station Arrival character area. The vision statement addresses the need to reinvent the train station and rail travel as an integral part of the town centre and consequently it is imperative that the masterplan proposal isn't just developed as the Station Arrival character area but in connection with the Spire Neighbourhood/ Historic Core via Corporation Street, the Northern Gateway via Malkin Street and the Waterside development via Crow Lane. Although sparse in existing developments, the study area contains important assets that will be considered further in this document. These include but are not limited to the station building, the Grade II Listed former station building, the link bridge from Corporation Street and the prominent Chesterfield Hotel site.

Key

1 St Mary and All Saints Church
2 St Mary's Car Park
3 Hollis Lane Private Car Park and Builders Yard
4 Rother Way
5 Corporation Street
6 Theatre Lane Car Park
7 Felkin Street Car Park
8 Chesterfield Hotel Building
9 Malkin Street Private Car Park
10 Long Stay Station Car Park
11 Old Station Ticket Office
12 Crow Lane Car Park
13 Brimington Road Properties
14 Chesterfield Station
15 River Rother



HS2 Masterplan study area (satellite view)

02
VAODP
(Vision, Aims, Objectives and Design Principles)

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

VAODP

Aims

- 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.
- Enhance the station’s role as a gateway to North Derbyshire and the Peak District National Park.

Objectives

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

Create mixed use developments

Realistic phasing strategy

VAODP

Design Principles and Approach

Design Principles

(as co-ordinated by AECOM and agreed with key stakeholders):

- 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 link 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 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.

Approach

The vision, aims, objectives and design principles (VAODP) have been co-ordinated by AECOM and agreed with the key stakeholders on this project. The ‘vision’ articulates the Chesterfield HS2 masterplan in a single statement. The ‘aims’ are derived from the draft 2019 HS2 station masterplan and HS2 Growth Strategy. The ‘objectives’ have been developed from the draft 2019 masterplan and the D2N2 Strategic Sites Business Case. The ‘design principles’ directly relate to the draft Local Plan Policy SS7.

These statements have provided the project team with a steer and brief to test the proposals against. This document will seek to demonstrate a balanced approach to achieving the vision, aims, objectives and design principles. Whilst the project also aims to test the capacity, urban strategy and spatial arrangement of each development plot, all of the objectives and principles will be referenced in developing a strategy that is right for Chesterfield. This document will also seek to demonstrate how design drivers (as denoted in the development section) that have been influenced by the VAODP’s will inform the direction of the masterplan and the established development plots.

03
Analysis

Analysis

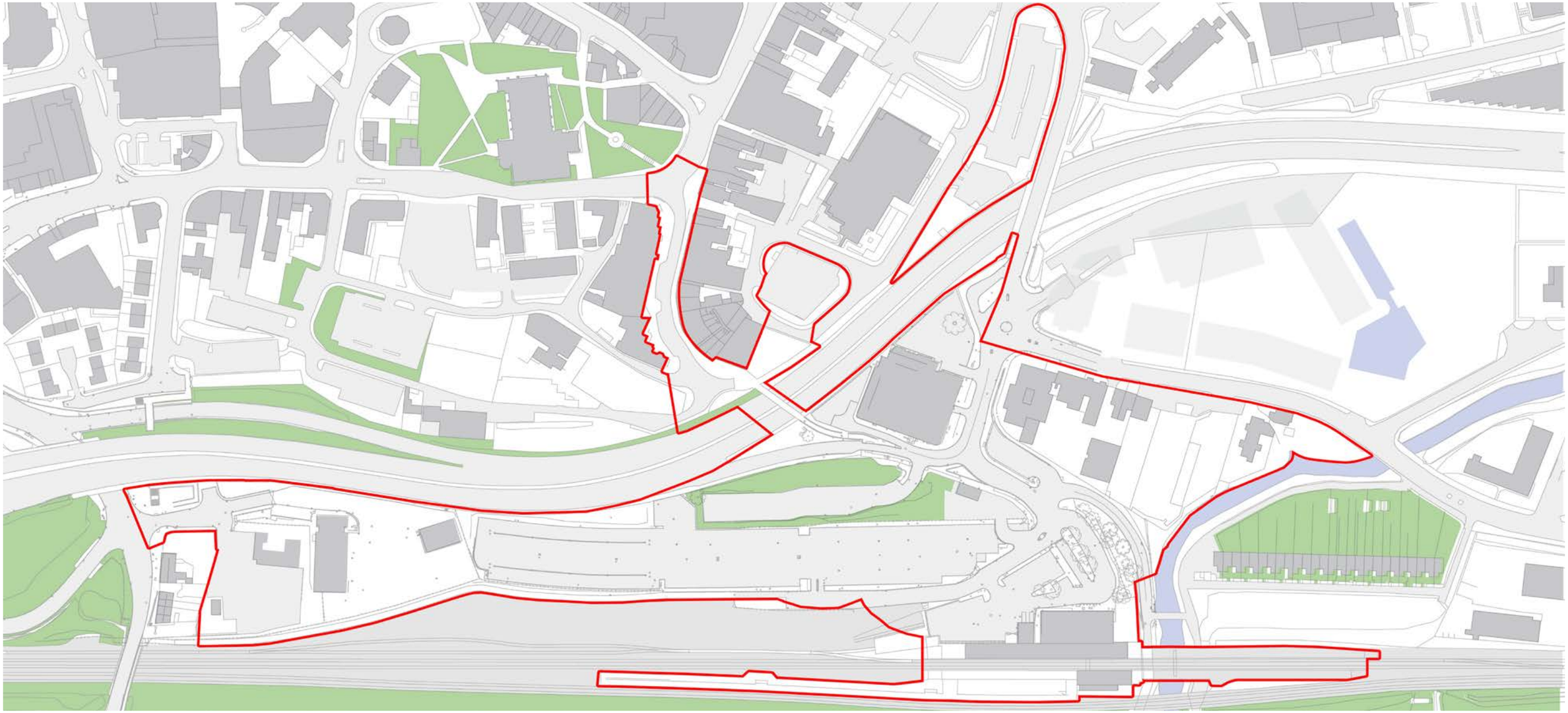
Approach / Delivery

To produce a vision that successfully accounts for the area's opportunities and constraints an examination of the existing conditions is imperative. The analysis will help inform the architectural and urban design drivers required to produce the vision and will cover the following factors:

Chesterfield Character Areas- Understanding the Station Arrival and how the masterplan proposals will relate to the surrounding character areas such as the Spire Neighbourhood, Educational Quarter and Waterside site.

Conservation and Heritage- Analysing conservation zones and heritage assets in and around the masterplan area.
Figure Ground- Demonstrating the density of built developments.
Key Views- Identifying current views across the study toward the centre. As denoted in the objectives consideration is to be taken of the view toward the Spire from the train station.
Highway Infrastructure- Maps demonstrating roads, cycle and pedestrian routes in the area.
Surrounding Proposals- Identify development sites that may potentially come forward in the future.

Building Uses- identifying building uses within the study area and immediate surroundings.
Topography and Building Heights- This will primarily demonstrate the level difference between the masterplan study area and the town centre.
Chesterfield Architectural Character- This will show the architectural typology in Chesterfield Town Centre.
Photographic Study- This will give the reader a visual account of the existing site and its context.



HS2 Masterplan study area- existing site (OS plan)

Analysis

Chesterfield Character Areas

The Chesterfield Town Centre masterplan identified eight key areas of town centre regeneration (including two outer-centre locations). Four of these are within close proximity of the development area and have individual defining characteristics. The proposal generated in the HS2 masterplan should not only benefit the immediate Station Arrival area, but seek to enhance and forge links to the surrounding character areas, acting as a catalyst for potential future developments.

Spire Neighbourhood

Concentrated around the famous Spire, the Neighbourhood contains many local landmarks. Key aspirations for the Spire Neighbourhood include extending the amount of residential premises located within close proximity to the town centre. Part of this area contains Corporation Street which falls into the demise of our study area.

Educational Quarter

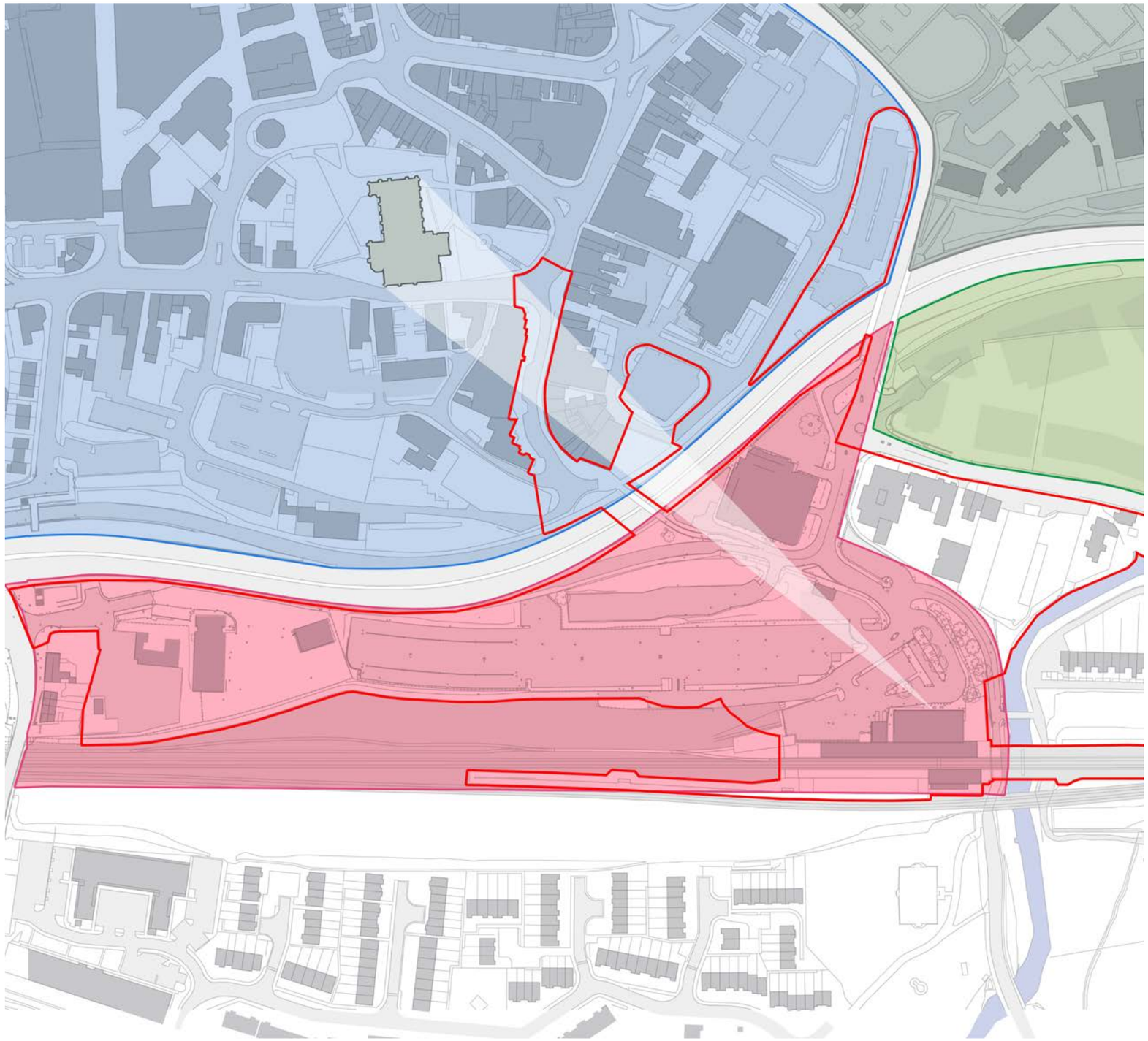
The Education Quarter around Chesterfield College is burgeoning with the establishment of a Derby University Campus. The study area has been extended toward the north to tie in with the Educational Quarter and the Northern Gateway.

Waterside

A new destination for Chesterfield providing up to 1,500 homes, over 30,000 sqm (322,900 sqft) of business space, ancillary shops, bars, cafés, galleries and hotels.

Station Arrival

Deemed ‘a critical project to reinvent the train station as an integral part of the town centre’, the HS2 masterplan vision seeks to improve on the strategy set out in 2015, and create a new arrival gateway in to Chesterfield.



Character area plan (study area shown red, view to the Spire highlighted from the station)

Analysis

Conservation and Heritage

To the west of the site, towards Chesterfield Town Centre lies two conservation areas. These conservation areas are deemed ‘of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’. With the western section of the proposed area falling within these areas, it will be an important aspect to respect the surrounding history and character.

Existing surrounding details and heritage should be taken into consideration with regards to materials and design. Any proposal within proximity to listed buildings or conservation areas should respect the area and seek to enhance the area’s character. The Station Arrival area is generally sparse in building density with a substantial percentage of the study zone currently designated as surface car parking. It is considered that the two main heritage assets are the Grade II Engineer’s Offices and Corporation Street. Corporation Street is part of the Town Centre conservation area and consideration will be given to the formation of landscaping to complement the architectural heritage and character going forward.

Should the masterplan develop further, consideration should be taken for the archaeological value of the site. The archaeological report prepared as part of the Malkin Street Outline Planning Application for offices (current Chesterfield hotel site) identified that the archaeological potential within the site was low, though it did identify that a Roman road from Chesterfield to Templeborough, South Yorkshire may have run several metres to the west of the site (please refer to ArcHeritage Archaeological Desk-Based Assessment 19.02.2020 for further details).

Surrounding and within the development area are the following listed buildings:

1. 42 St Mary’s Gate Grade II
2. Church of St Mary and All Saints Grade I
3. William and Glyn’s Bank and Bank Chambers Grade II
4. 2 St Mary’s Gate Grade II*
5. Stephenson Memorial Hall Grade II
6. Winding Wheel Grade II
7. Engineer’s Offices at Goods Yard, British Rail Station Grade II
8. Physiotherapy Department of Royal Hospital Grade II

Key

The Town Centre conservation area
The Church Close conservation area

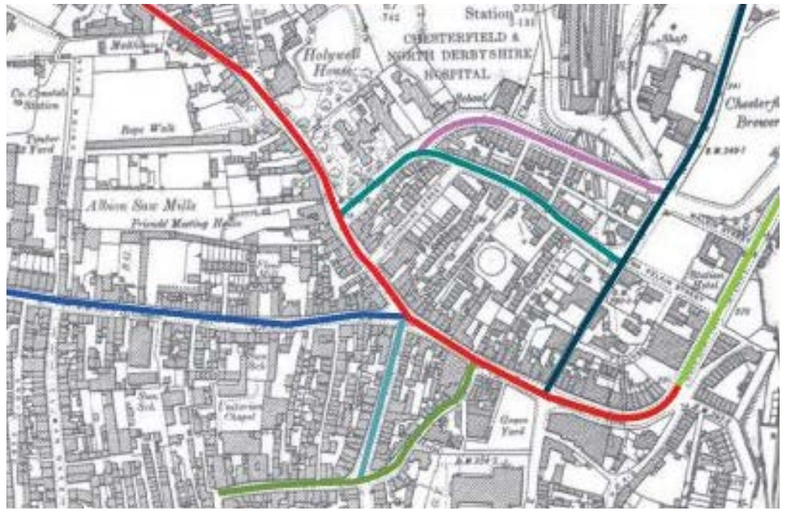
Conservation zone and heritage assets plan (study area shown red)

Analysis

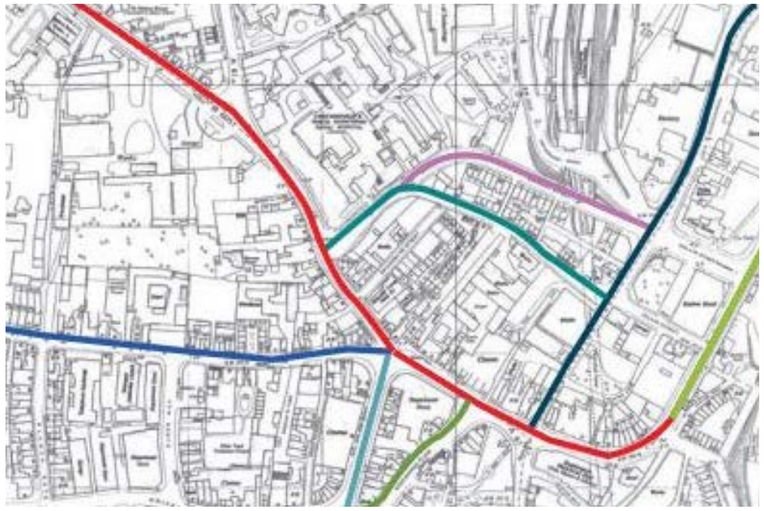
Heritage Routes

Chesterfield is known for being a historic market town with a rich heritage. The town centre has historic character in abundance and it is imperative that the forthcoming masterplan strikes a connection with the town centre. The diagrams below show heritage routes from 1890 and how they have evolved over time. With the construction of the Rother Way dual carriageway, many heritage routes lost their dominance and hence why the connection from the station to the town centre has been weakened. The key historical route along Corporation Street still exists as a pedestrian route, though the presence of the slip road means that the direct route to the station is fragmented.

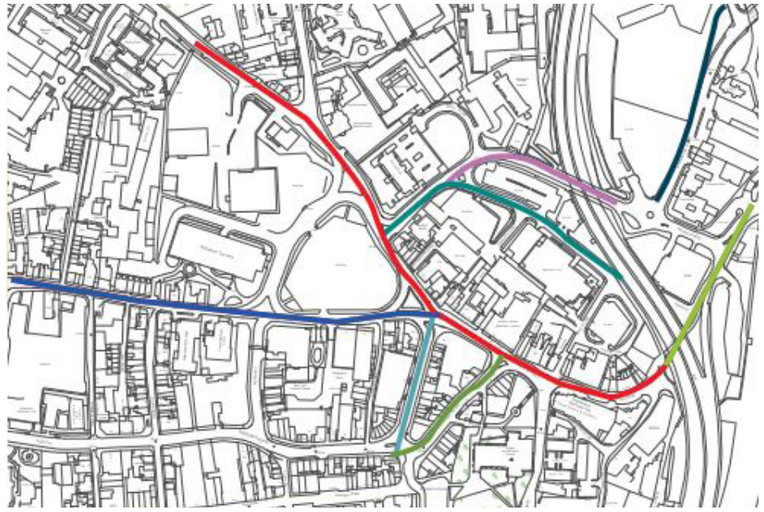
This masterplan will present the project team with an opportunity to reconnect the station and surrounding area with the town again through developing links to Corporation Street, Brimington Road, Brewery Street and Cavendish Street.



1890- Historical map



1960- Historical map



2020

Key

- Holywell Street
- Saltergate
- Cavendish Street
- Stephenson Place
- Corporation Street
- Durrant Road
- Brewery Street
- Brimington Road

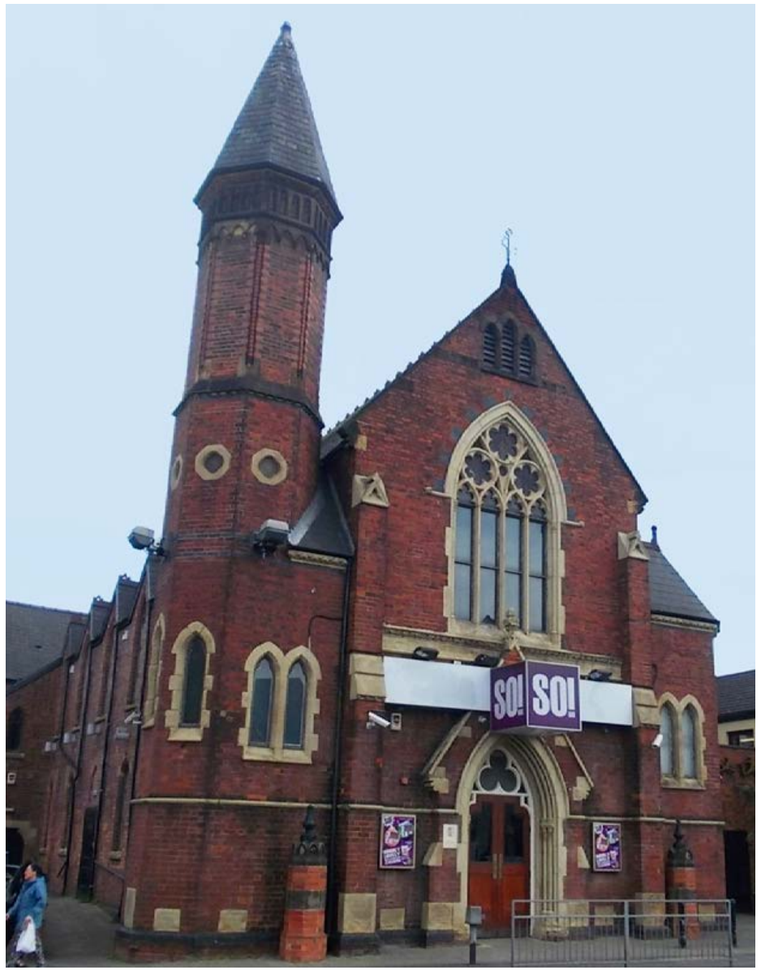
Analysis

Chesterfield Architectural Character

Chesterfield hosts a wealth of architectural character in the town centre and the range of architectural types demonstrates a town that has evolved and committed to developing buildings of longevity throughout the last century (and beyond). The town centre hosts the majority of listed buildings and buildings of character, the study area is primarily occupied by surface car parks and it is this masterplan that will seek to demonstrate how a balance can be struck between developing a contemporary series of developments alongside the historic character of the town centre. The HS2 masterplan presents an opportunity to develop aspirational contemporary buildings, though the masterplan urban strategy should be respectful to the low-lying historic character of the town centre.

Knifesmithgate

Hollis Lane



Holywell Street

The Station Canopy (Study Area)

The ‘Crooked Spire’

Grade II Listed Engineers Office (Study Area)

Pomegranate Theatre

Vacant Chesterfield Hotel Site (Study Area)

The Market and Market Hall

Chesterfield Town Hall

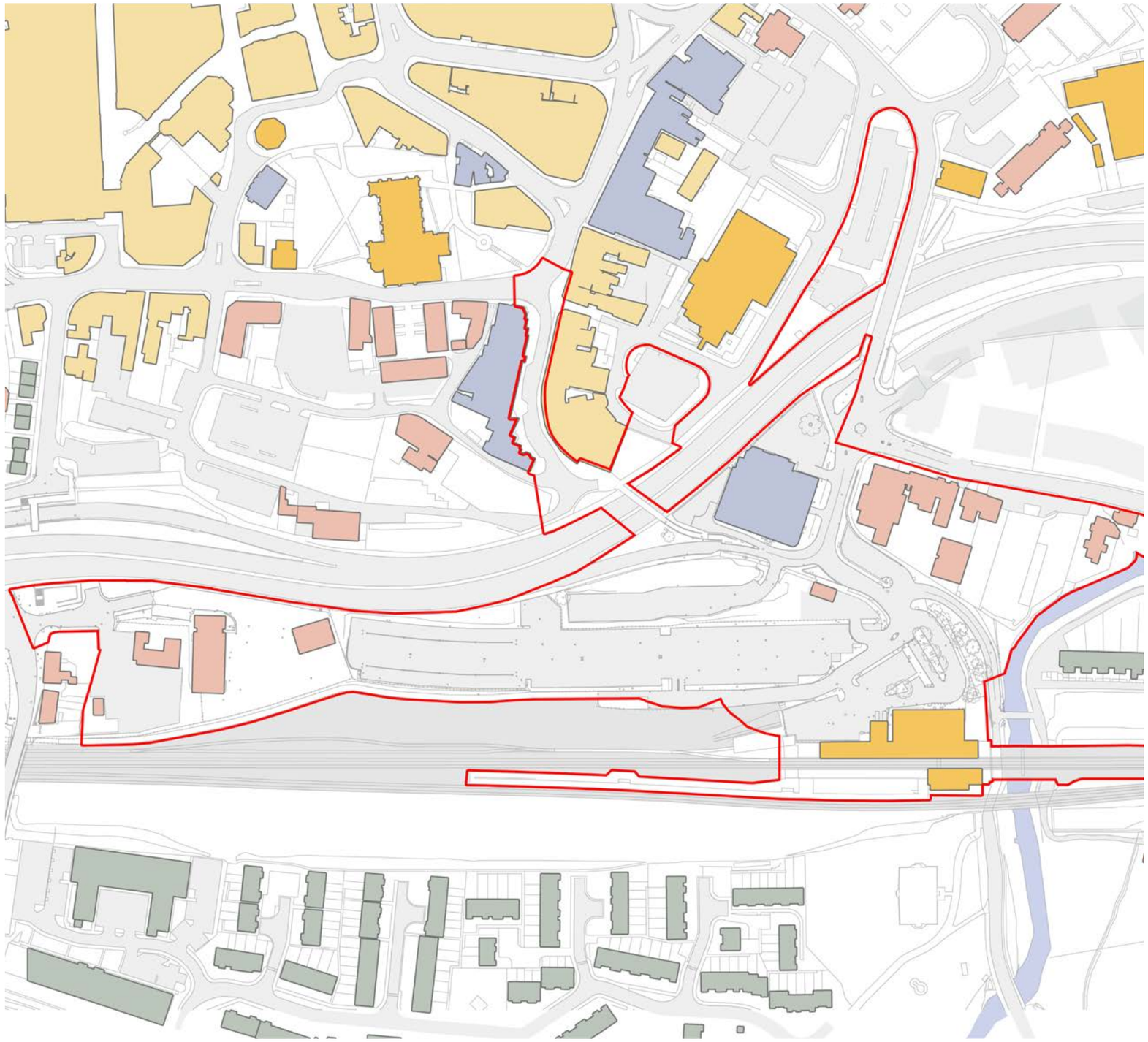
Vicar Lane

Analysis

Surrounding Building Uses

The study area hosts a sparsely arranged series of buildings but this changes toward the town centre to the west and to the residential area to the east. Small scale commercial / light industrial works and a builder's yard are located to the south, within the study area.

The three key buildings located within the study area include the vacant Chesterfield Hotel, the station building itself and the former station building which is now occupied as offices. The residential area to the east and the future mixed use development of the Waterside development area will mean that the masterplan site sits within a catchment area of a continually growing population, which demonstrates why the vision is critical in creating a link to the town centre. A successful connection of these areas may act as a catalyst to a successful neighbourhood and extension of the town centre.



Key

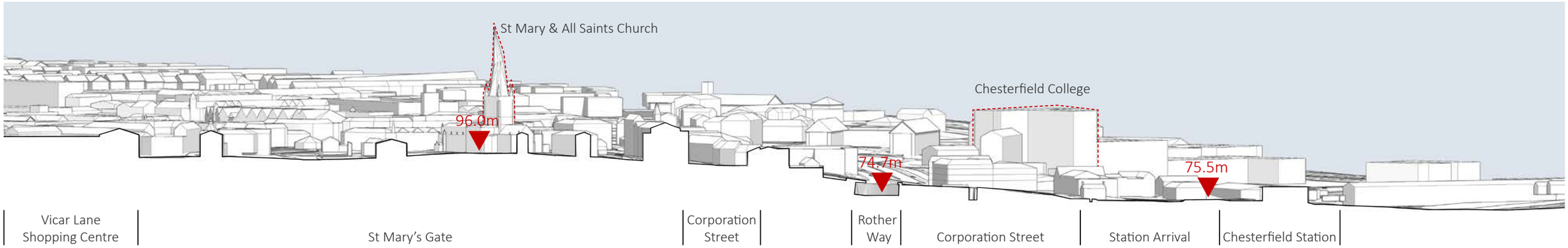
- Retail
- Public Building
- Commercial
- Leisure
- Residential

Building uses plan

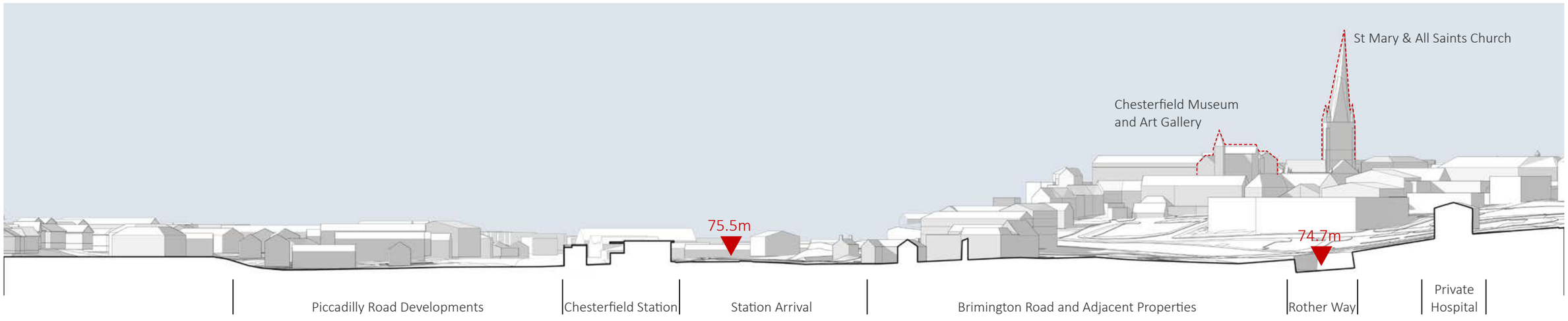
Analysis

Topography and Building Heights

These diagrams demonstrate the general trend in gradients from the town centre to the study area. The study area is particularly low lying as it is situated immediately adjacent to the River Rother. There is approximately 20m level difference from the Church Close conservation area to the Station Arrival area. With the development area lying comparatively lower than the town centre, there is an opportunity to propose significant development height without overpowering or significantly visually obstructing the town centre roof line. The long sections below and building height 3D visual on the following page indicates the low lying nature of the centre.



Site Section from Vicar Lane through to Chesterfield Station



Site Section from the Educational Quarter through to the Piccadilly Road Residential Premises

Analysis

Topography and Building Heights

3D building heights diagram

Analysis

Movement and Connectivity

The study area is most accessible at its northern end.

By road- the station forecourt is accessed by car and buses from Brewery Street and Crow Lane with vehicles having direct access to the south bound slip road of the A61.

By bicycle and foot – cyclists can access the area from Brewery Street, Malkin Street and Crow Lane with links to the Trans Pennine Trail but also along a dedicated cycle route along the eastern boundary. There is also access from the town centre down Corporation Street and over the A61 using a footbridge to the station.

On exiting the station the experience is of one disorientation and conflict with vehicles.

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.

*Existing movement and connectivity information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Movement and connectivity diagram as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Analysis

Existing Vegetation

A tree survey was undertaken in July 2019 which identified no high-quality trees but a few that fell into the moderate category of arboricultural and landscape value with the remaining categorised as low quality.

There are several specimen trees with the station forecourt and groups of mixed deciduous trees along the edge of Crow Lane, adjacent the slip road to the A61, between the two areas of car parking, on level changes within Jewson's site and along the western edge of the shared footway and cycleway.

However, whilst there is a general lack of tree cover in the area and there is a significant opportunity to increase tree cover.

There are two areas of open space adjacent to the site, the grounds of St Mary's Parish Church and the green space east of the railway accessed via Crow Lane. Views east towards the countryside are important to the character of the area and contribute to the verdant character of Chesterfield.

*Existing vegetation information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Existing vegetation diagram as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Analysis

Ecology / Biodiversity / Microclimate

Ecology

A survey across the study area undertaken in 2019 survey confirmed that most habitats are of low ecological importance with no notable habitats recorded. Suitable potential habitat for notable fauna was recorded, including roosting bats, hedgehog and nesting birds. It also provides a habitat assessment plan for most of the station area and suggests what new habitat might be suitable to enhance biodiversity.

The report suggested that the opportunities afforded by the design of the proposed development's green infrastructure to achieve significant ecological enhancement could include the following:

– The establishment of wildflower grasslands; and

– The planting of new hedgerows, stands of native woodland and roadside or street tree planting.

Therefore, there is significant opportunity to improve the biodiversity across the study area.

The planting plan should comprise native species of local provenance, where possible. Ideally, the design of planting should also seek to achieve new habitat connections across the site and / or between the site.

Biodiversity

The site falls under the Lowland Derbyshire Local Biodiversity Action Plan 2001. This has been taken to the local level through the Chesterfield Greenprint identifying the need for green infrastructure - a network of accessible natural greenspace, to maintain and enhance biodiversity. Key actions include increasing wildflower rich grassland, increase hedgerows and hedgerow trees, and planting of native species around new developments.

One key requirement of the GI study is for 'Improved connectivity to increase the opportunities for car free transport and access to green infrastructure assets'.

Microclimate

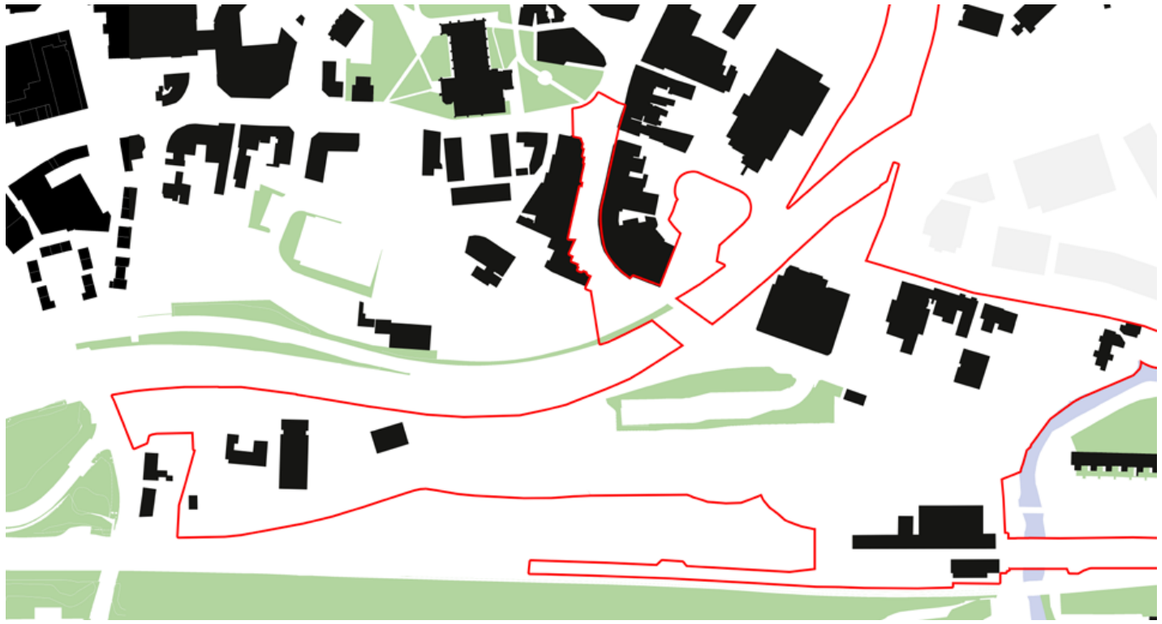
The prevailing wind is from the west, which is partially sheltered in the valley bottom, and exposed to cold winds from the north in winter. There are no known wind tunnelling effects. There is little shelter to the elements as the site is low lying in the river valley, covered in parking and lacks vegetation cover.

*Ecology / Biodiversity / Microclimate information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

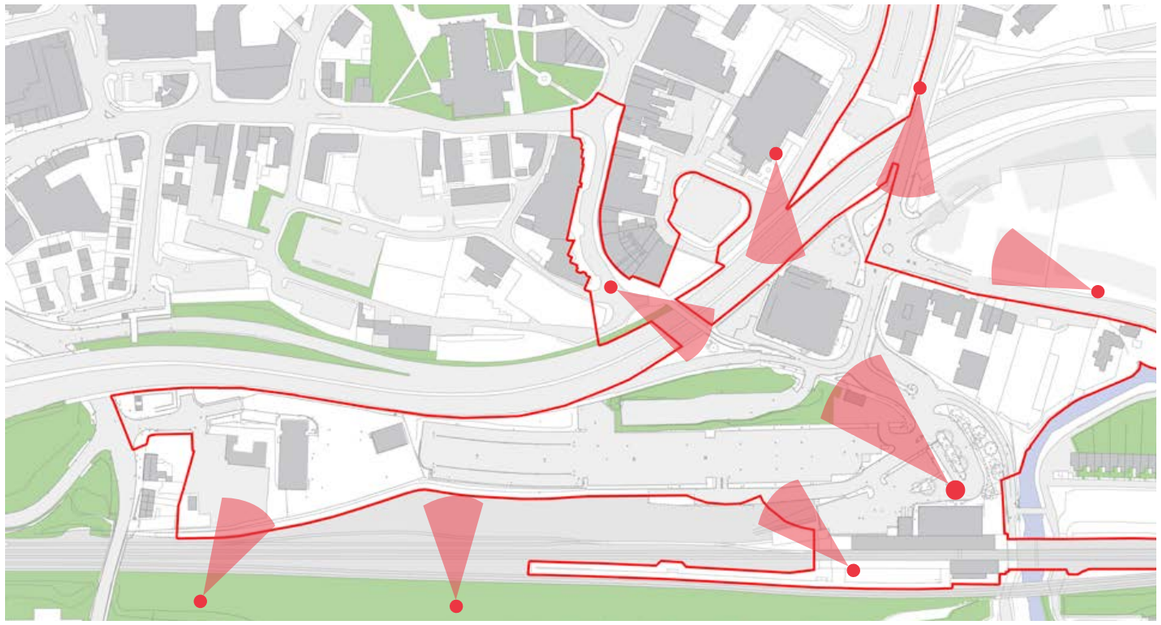
Ecology / Biodiversity / Microclimate images as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Analysis

Opportunities and Constraints

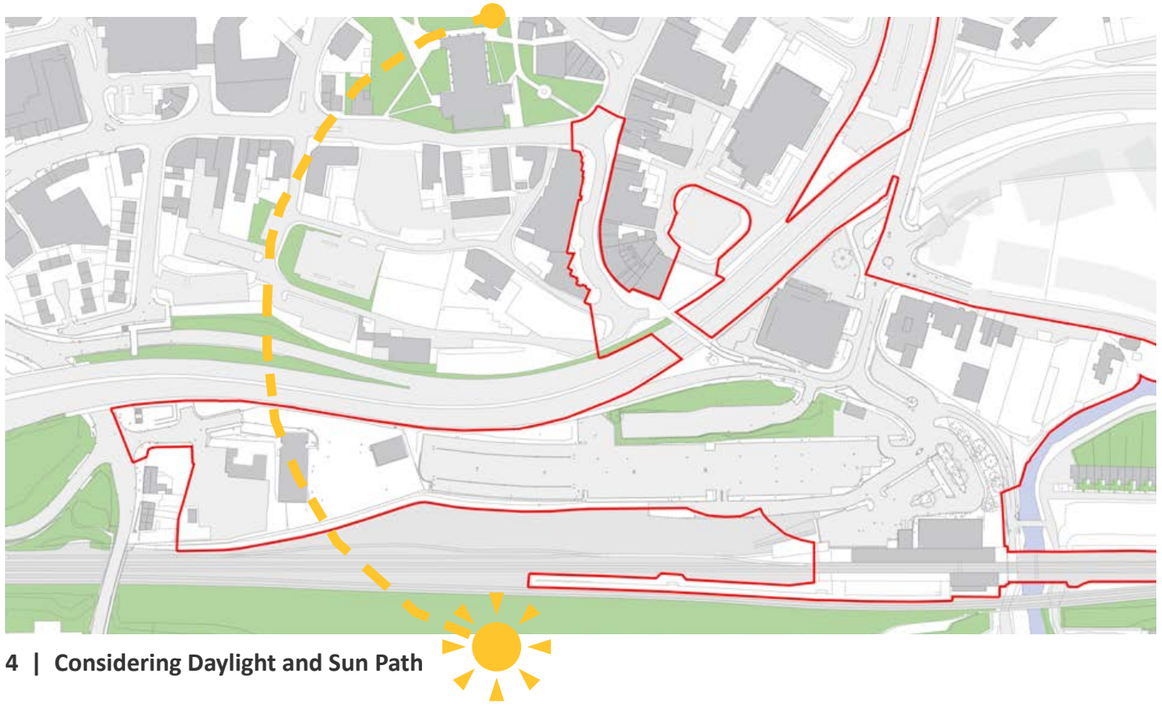


1 | Figure Ground Plan and Green Space - Sparse density and arrangement of buildings in the study area



2 | Key Views

3 | Surrounding Proposals - Waterside and Chesterfield Hotel Site (Outline Planning Consent Granted)



4 | Considering Daylight and Sun Path

Analysis

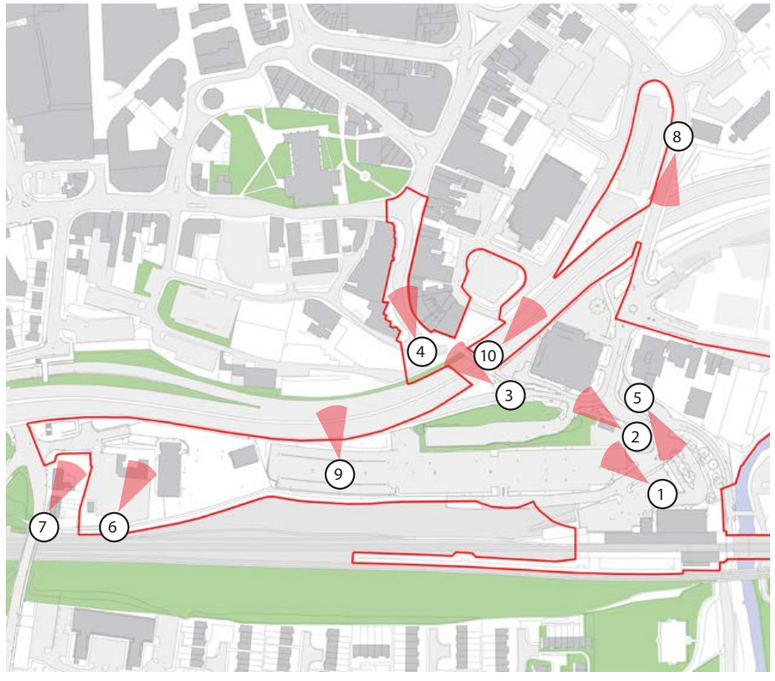
Photographic Study

This photographic study aims to give the reader a visual understanding of the study area. It demonstrates the key views across the site toward the centre, as well as views from the surrounding areas into the site. Whilst it is important to consider the relationship to the town centre it is imperative to also consider the perception of Chesterfield for a commuter arriving by train.

The photographs build upon the analysis work and demonstrate how fragmented and sparsely arranged the urban grain is in this location. The extent of surface car parks serve the station well however it contributes toward a sense of vehicular prominence. The extent vehicular prominence is also realised as the link toward Corporation Street is particularly hard to navigate. In walking to the station there is no less than 3 roads to cross including the junction to the A61 slip road. There are trees and pockets of landscaping within close vicinity to the station but there is currently no dedicated public realm space.

1. View from exiting the station looking toward the Spire

2. View toward Chesterfield Hotel when exiting the station



3. View toward Corporation Street from current pedestrian bridge

4. View along Corporation Street toward the centre

Analysis

Photographic Study

5. View of the station from the vacant Chesterfield Hotel site

6. View toward the Spire from Spa Lane

7. View of the dual carriageway from Hollis Lane cycle path

8. View along Brewery Street toward the A61 slip road

9. View from the station surface car park toward the centre

10. View north along the dual carriageway

04
Development

Development

Developing the Masterplan

The masterplan seeks to deliver a vision in accordance with the VAODP's as set out previously in the document. The masterplan study area will extend as far north as Brewery Street toward the Northern Gateway and as far south toward Spa Lane, however the primary focus of the masterplan will be centred around the development of the area immediately outside the station. The need for an improved environment around this area, in part, relates to limitations on the existing forecourt arrangement which include:

- Poor visibility for those crossing Crow Lane;
- Lack of pedestrian / cycle connectivity with Waterside;
- No provision for coach parking;
- Poor provision for bus circulation.

As shown on the following page, the project team has reviewed the VAODP's and assumptions and prepared a series of design drivers which will help formulate the approach to the design of the buildings proposed in the masterplan. The development plots will demonstrate the design drivers used further in the document.

Assumptions

In developing the VAODP's masterplan the project team has also needed to take certain assumptions to deliver the vision which include:

A New Station Link Road
The station access road is being developed in phases. The first phase runs from the existing A632 / Spa Lane / A61 Southbound off-slip junction to the southern edge of the existing Network Rail surface car park. Phase 1 obtained planning permission separately from the station masterplan work. Phase 2 (designed as part of this study) takes the route through the existing surface car park and connects to Crow Lane, Brewery Street and Brimington Road. The Station Link Road seeks to:

- Take traffic further away from the main station building (thereby reducing environmental impacts, and reduce the risk of informal passenger drop-off and collecting on the HLLR (Station Link Road) itself);
- Allow for better accommodation of public transport (service buses and coaches), taxis and waiting in an enlarged forecourt;
- With taxi, public transport and private vehicle movements in the same locality, AECOM's concern was suitable safe visibility to the toucan crossing and the required standards of forward visibility to the traffic signals (which will still need to be checked, once the MSCP location is determined);
- Take the route away from land required by Network Rail / HS2.

Removing the A61 Slip Road
The removal of the A61 slip road is to rationalise the general arrangement of the Station Link Road and form a more permeable pedestrian and cycle transition toward Corporation Street. Traffic currently using the slip road will take other routes, including the new Station Link Road to the A632. Transport modelling has been undertaken and the results are currently being considered by Derbyshire County Council, the local highway authority.

Crow Lane Realignment
Crow Lane will be re-aligned to provide a junction with the Station Link Road which complies with local highway design standards. A crossing has also been provided into the Former Magistrate's Court site (part of the Waterside development) and a footpath has been provided on Crow Lane's south side to better serve those arriving on foot from the East (Wain Avenue and Piccadilly Road).

Improved and New Pedestrian/ Cycle Routes
The core of the cycle provision is arranged around segregated provision for cyclists as per LTN01/20. It is noted, however, that there are existing cycle provision around the station and therefore the scheme transitions into each of these; whether this existing provision is segregated (to the south), shared (across the Brewery Street bridge) or advisory (along Brimington Road).

A New Bridge Across Corporation Street
The existing footbridge carries a shared-use path (pedestrians and cyclists) across the A61 into Chesterfield. The width of path effectively available for users is 2.5 metres. It is generally agreed that the current structure is too narrow (especially when also serving cyclists) and aesthetically displeasing. For comparison, the minimum width for a shared pedestrian / cycleway bridge in the new DMRB (CD353) is 4.0m if the routes are segregated by white lining and / or differing surfacing colours, or 3.5m if unsegregated.

A 550 Car Space Capacity MSCP
There are 425 spaces in the current car park, and EMR have a franchise commitment to increase this by 100 spaces. A 550 space car park allows for some pick-up spaces within the MSCP building, and future flexibility.

Utilities
The extent of utilities in the existing site is comprehensive and this service infrastructure is generally aligned into the current road network. There are also services that are incorporated in to the current pedestrian bridge to Corporation Street. It is acknowledged that this masterplan will seek to comprehensively re imagine both the highways infrastructure and building landscape in the Station Arrival area, consequently at this stage there are no notable restrictions on the design of the masterplan driven by the location of utilities. The extent of services realignment will be subject to further co-ordination as the project develops.

Further consideration has also been given to putting passengers first and in developing the proposal the following will be taken in to account:

Putting Passengers First:
- More legible pedestrian / cycle links to and from the town centre, including a new bridge over the A61, as well as improved links to Waterside, Chesterfield College and residential areas to the east.
- A more connected cycle network, allowing people to travel off-road all the way from Storforth Lane in the south to Dunston in the north, and across to Queen's Park.
- A cycle hub to cater for the needs of cyclists.
- Improved facilities for those arriving and departing by bus , coach and taxi.
- Scope to plan new bus routes (particularly serving Hasland), and provide better connection by bus to the town centre.
- The ability for drivers to reach the station without having to route through the town centre.
- A new MSCP, with provision for electric vehicle charging.

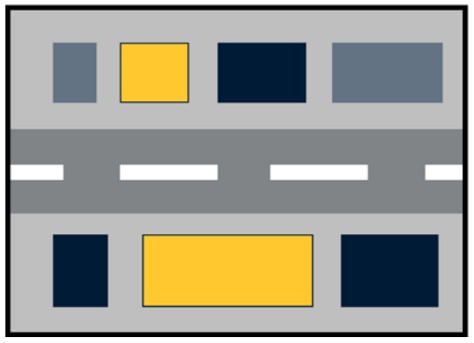
Detail Design and Moving Forward:
This masterplan seeks to help provide a framework to help inform the evolution of development plots. As this is a masterplan framework, it is anticipated that further consideration and details will be given to the formation of the area. Further architectural considerations may include but are not limited to:

- Form and character- to help provide a visual connection to the town centre.
- Materiality- the use of red brick and stone materials will help build upon the architectural relationship to the town centre.
- Levels- the level difference between the town centre and the station is over 20m.
- Secure by design- consideration to be given to the strategic design of public spaces with a Police Architectural Liaison Officer.
- Use classes- This masterplan seeks to put forward an indicative series of building uses, though use classes and specific operator requirements can be put forward as development plots progress, but should do so in consideration for the overall masterplan strategy outlined in this document.
- Phasing- consideration should be given to how the implementation of developments could impact on the overall phasing of the masterplan.
- Car parking capacity- as some of the development plots currently utilise existing surface car parking areas, consideration should be given to the retention of spaces to maintain sufficient spaces to serve the station.

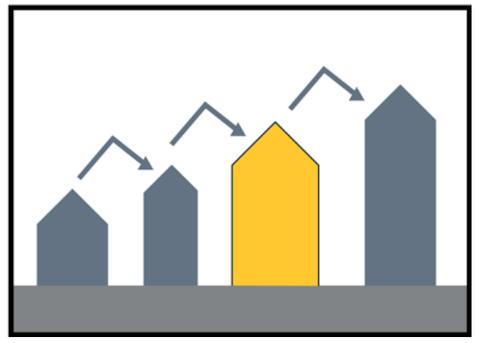
Development

Design Drivers

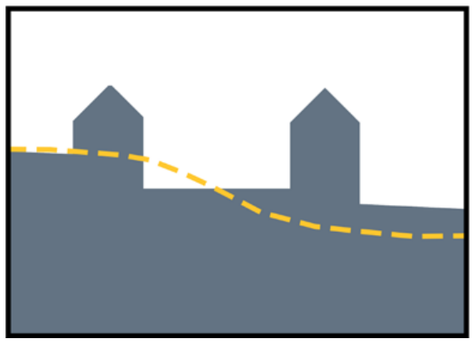
Protecting Heritage Assets
The study area slightly overlaps the conservation zone on Corporation Street and the amount of listed buildings (2) within the masterplan is comparatively low compared to other parts of the town centre. It is part of the masterplan strategy to protect heritage assets wherever possible. The strategy for protecting these assets will be based on, but not limited to: protecting views to the Spire, respecting the scale of existing heritage buildings with an appropriate massing approach and developing the external environment to compliment the character of existing buildings.



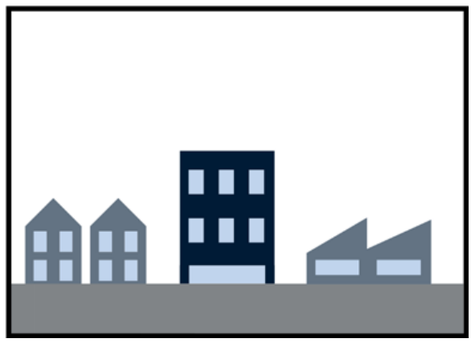
Stronger Urban Grain
As identified in the analysis, the study area is currently sparsely populated with buildings. The majority of the existing site is occupied by large surface car parks and therefore regeneration will need to carefully consider how building footprints are positioned to help direct both pedestrian and vehicular footfall.



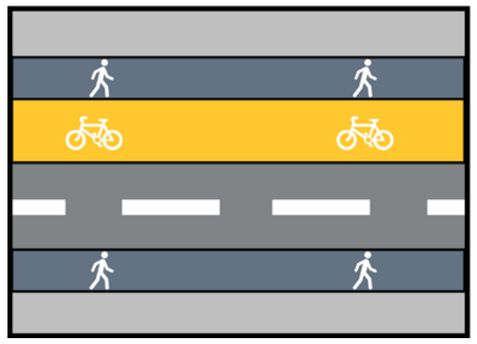
Appropriate Scale and Form
New developments need to demonstrate how they contextually respond to the existing scale and massing of Chesterfield. Form, roofscape and the way heritage assets are approached should be considered as part of an urban design strategy going forward.



Addressing Difficult Topography
The study area will aim to improve the existing terrain through the use of public green space, public squares and multi-level buildings; thus benefiting the accessibility and usability of existing and proposed buildings whilst providing much needed quality public realm space. As identified in the analysis work the level difference between Corporation Street and the existing station building is circa 8.5m high.



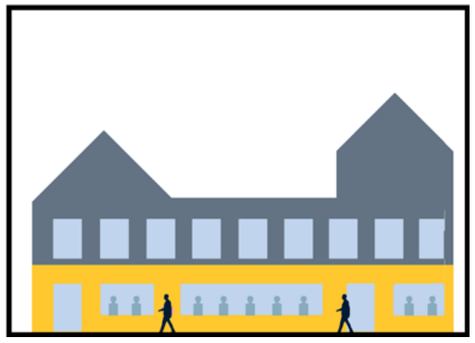
Promoting Mixed use Environments
The development of mixed use plots provides a base for stronger neighbourhood character, enhancing the areas unique identities and development potentials whilst promoting a sense of place, vibrancy and community.



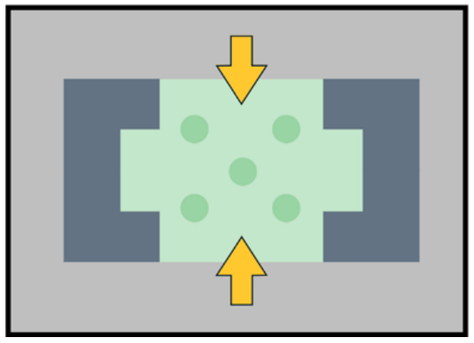
Improving Pedestrian Permeability + Improving Cycle Infrastructure
Improving the highways, pedestrian and cycling infrastructure to promote the use of walking and cycling is a critically important design driver. Along with the formation of cycling routes that tie into the existing infrastructure the proposal will seek to create a strong pedestrian link to the town centre.

Development

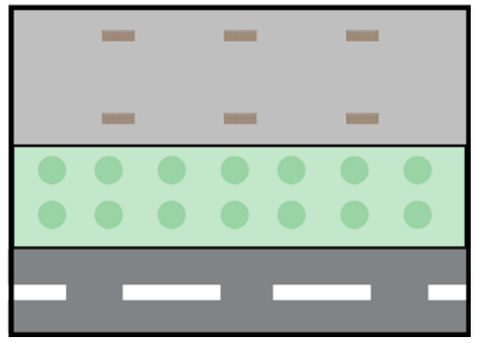
Design Drivers



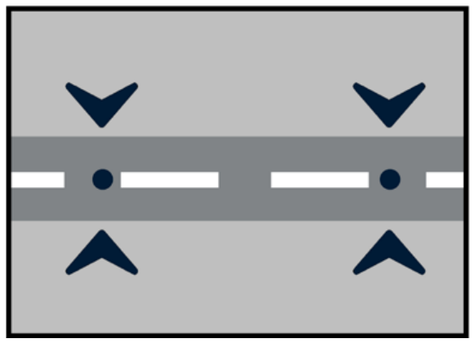
Active Frontage
Where key routes are formed and developments re-establish urban grain, the use of active frontage at ground floor can help promote a sense of activity in the area.



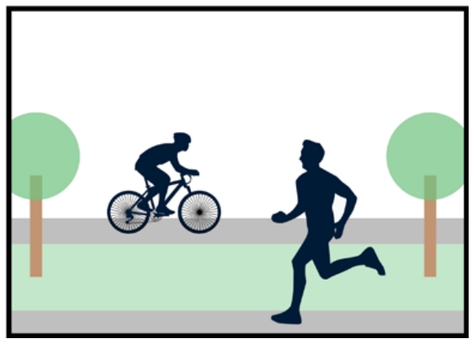
Creating New Public Spaces for People
In creating the public realm space it is critical to consider the importance of its role in creating a sense of place. Promoting a quality streetscape aesthetic and the development of a strong sense of local character will be inherent in the landscaping design. In developing the pedestrian and cycle infrastructure, an inviting environment should be proposed outside the station to reclaim the forecourt from the dominance of the car.



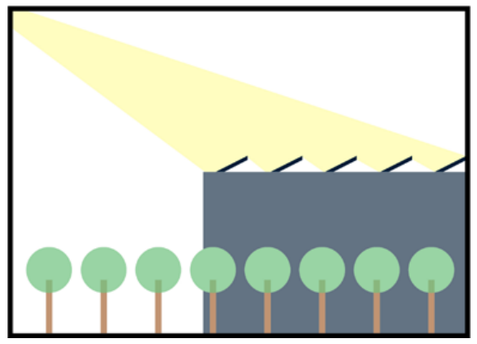
Improving Green Infrastructure
The existing study area hosts a significant surface car parking area. Improving the quality of the street scene through the introduction of street trees and improved green spaces will improve the aesthetic of the street, provide softening to any of the developments, improve air quality and boost wellbeing.



Creating Gateways and Landing Points
The masterplan will seek to achieve clear and prominent gateways through the formation of building footprints and the incorporation of realm spaces. Strategically placed landing points with well designed public realm spaces will help promote a sense of direction and encourage opportunities to dwell. A wayfinding strategy that proposes totems, fingerposts and street name plates will help define the identity of the area.



Opportunities to Promote a Healthy Lifestyle
The masterplan should seek to promote an active culture in Chesterfield through encouragement and ease of travel by foot and integrating cycle routes that are easy to navigate. The use of green spaces will help improve air quality and boost wellbeing.



Sustainability - Achieving Carbon Reduction Strategies and Climate Change Targets
Inherent to all the decisions made on the masterplan will be incorporating sustainability factors in to the vision. Key to achieving carbon reduction strategies and climate change targets will be consideration for ecology, biodiversity, the use of technology, the construction process and the sourcing of local materials to name but a few.

Development

Principles Diagram

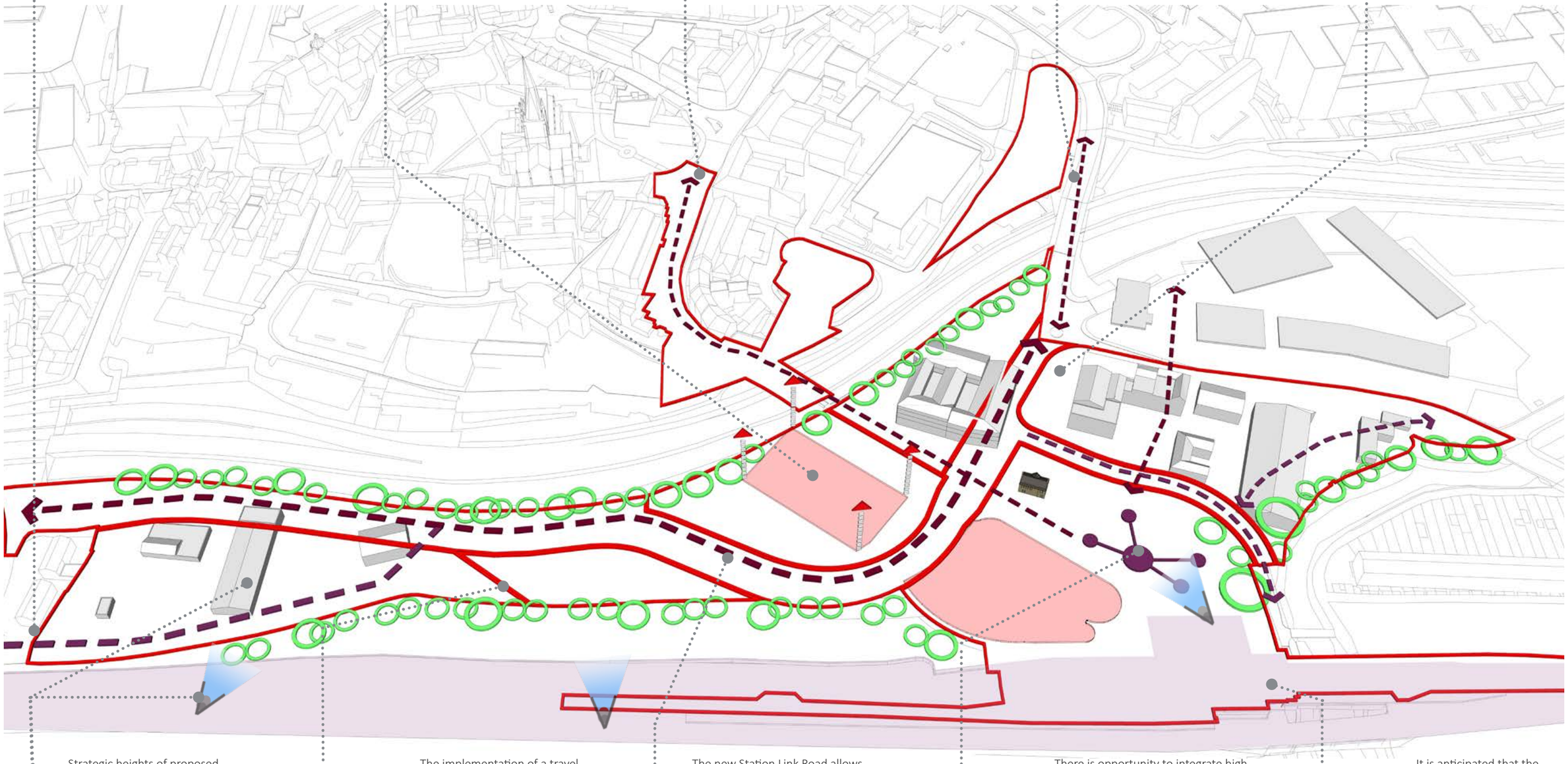
This proposal will take existing and proposed cycle routes into consideration and will encourage usage through a cycle hub.

To meet parking demands a new MSCP will be proposed to serve the station.

The primary route through the proposal will draw people towards the town centre. This will be made clear from the view of the Spire and the public realm layout.

Routes towards the Waterside development and Educational Quarter will be incorporated for greater connectivity.

A strategic phasing plan to keep the station operational and to maintain car parking spaces.



Strategic heights of proposed buildings will allow key views of the Spire to be unobstructed. This primarily focuses on the view from the station and from Hady Hill.

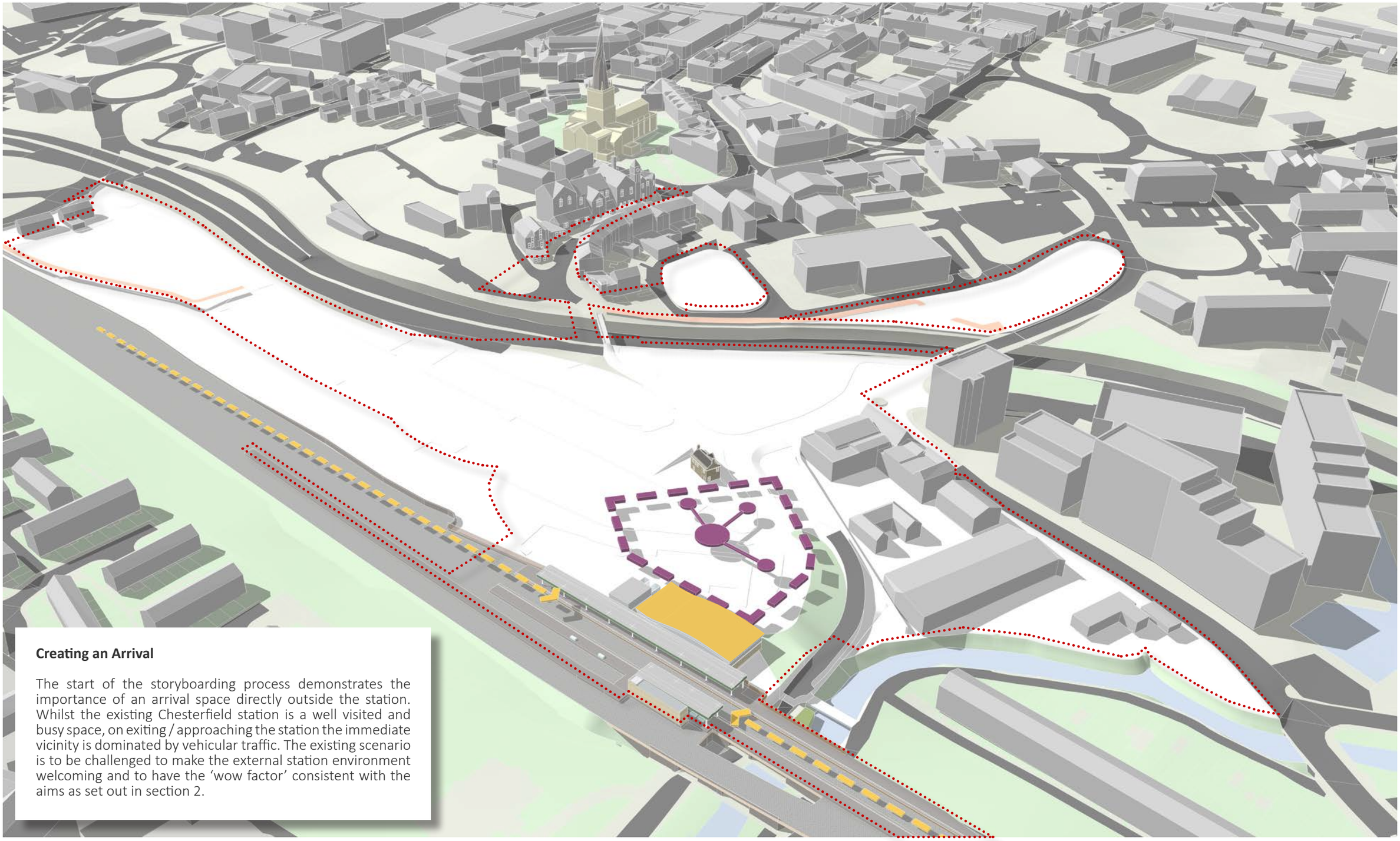
The implementation of a travel hub will mean that existing surface car parking can be used for development plots.

The new Station Link Road allows a primary north-south connection adjacent to the station. The proposed forecourt also improves vehicular movement around the station.

There is opportunity to integrate high quality public realm and commercial space directly outside the station. This space will leave an impression on people arriving in Chesterfield.

It is anticipated that the reduction in travel time to major destinations will have a positive impact on passenger numbers.

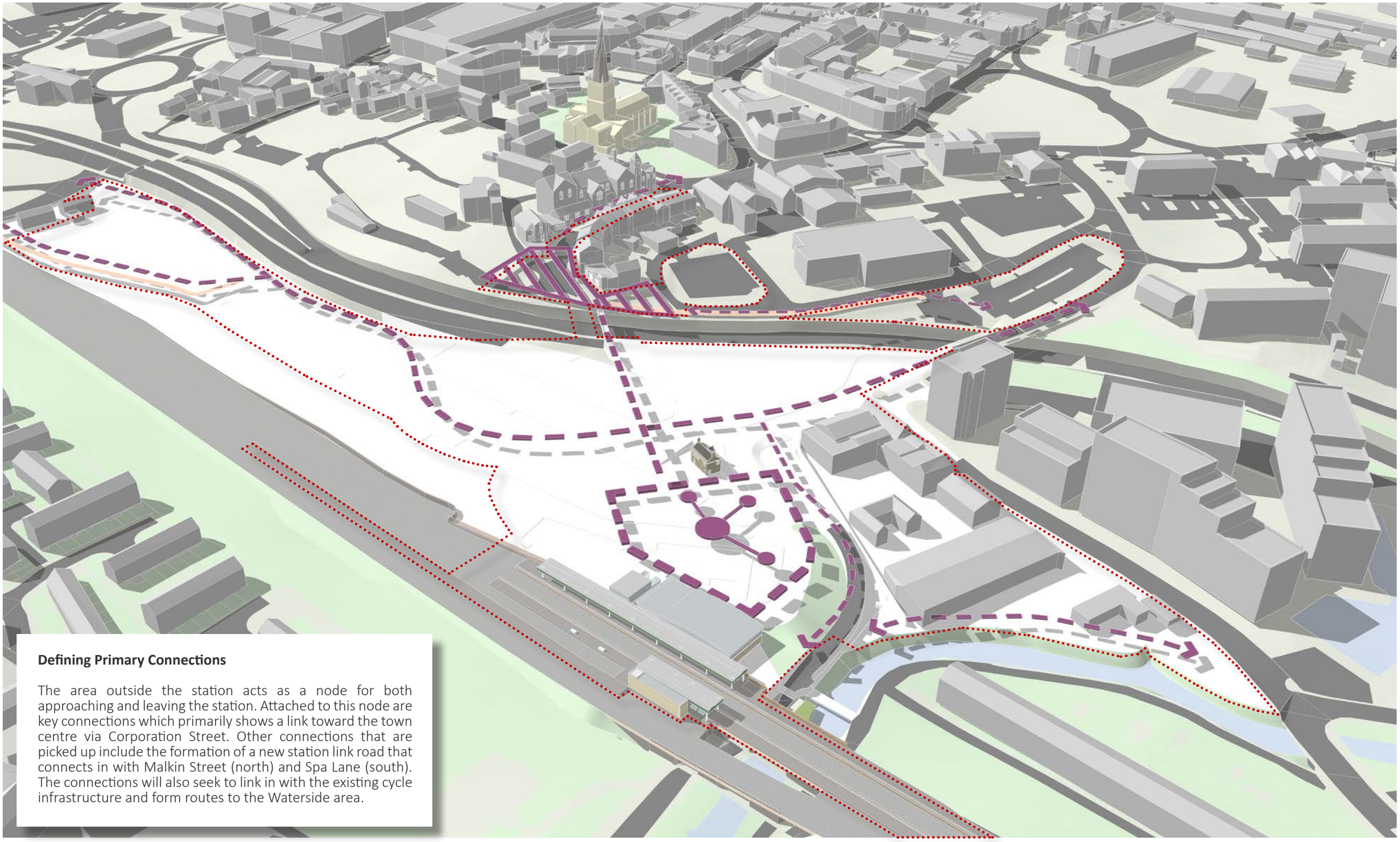
1. Creating an Arrival



Creating an Arrival

The start of the storyboarding process demonstrates the importance of an arrival space directly outside the station. Whilst the existing Chesterfield station is a well visited and busy space, on exiting / approaching the station the immediate vicinity is dominated by vehicular traffic. The existing scenario is to be challenged to make the external station environment welcoming and to have the 'wow factor' consistent with the aims as set out in section 2.

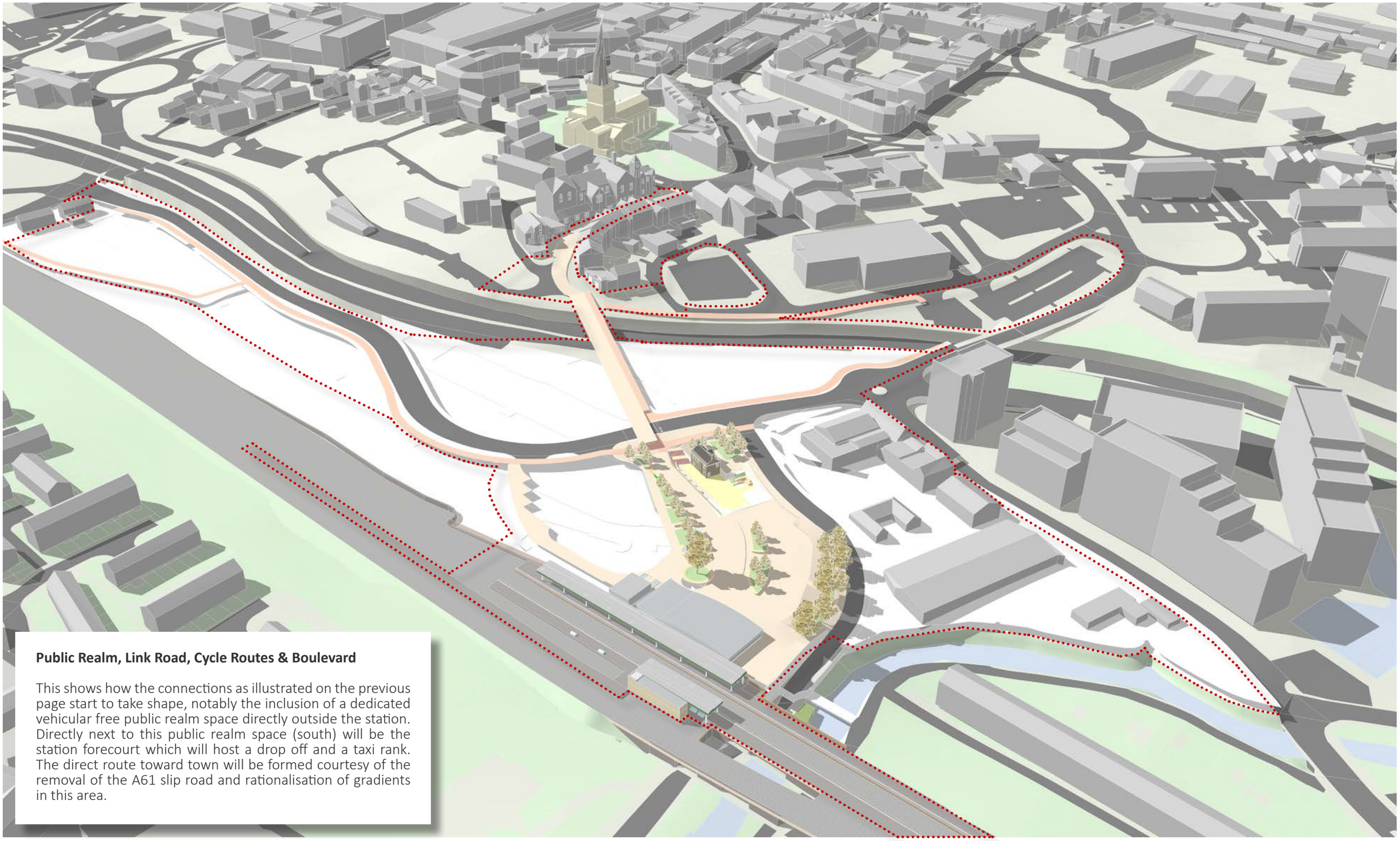
2. Defining Primary Connections



Defining Primary Connections

The area outside the station acts as a node for both approaching and leaving the station. Attached to this node are key connections which primarily shows a link toward the town centre via Corporation Street. Other connections that are picked up include the formation of a new station link road that connects in with Malkin Street (north) and Spa Lane (south). The connections will also seek to link in with the existing cycle infrastructure and form routes to the Waterside area.

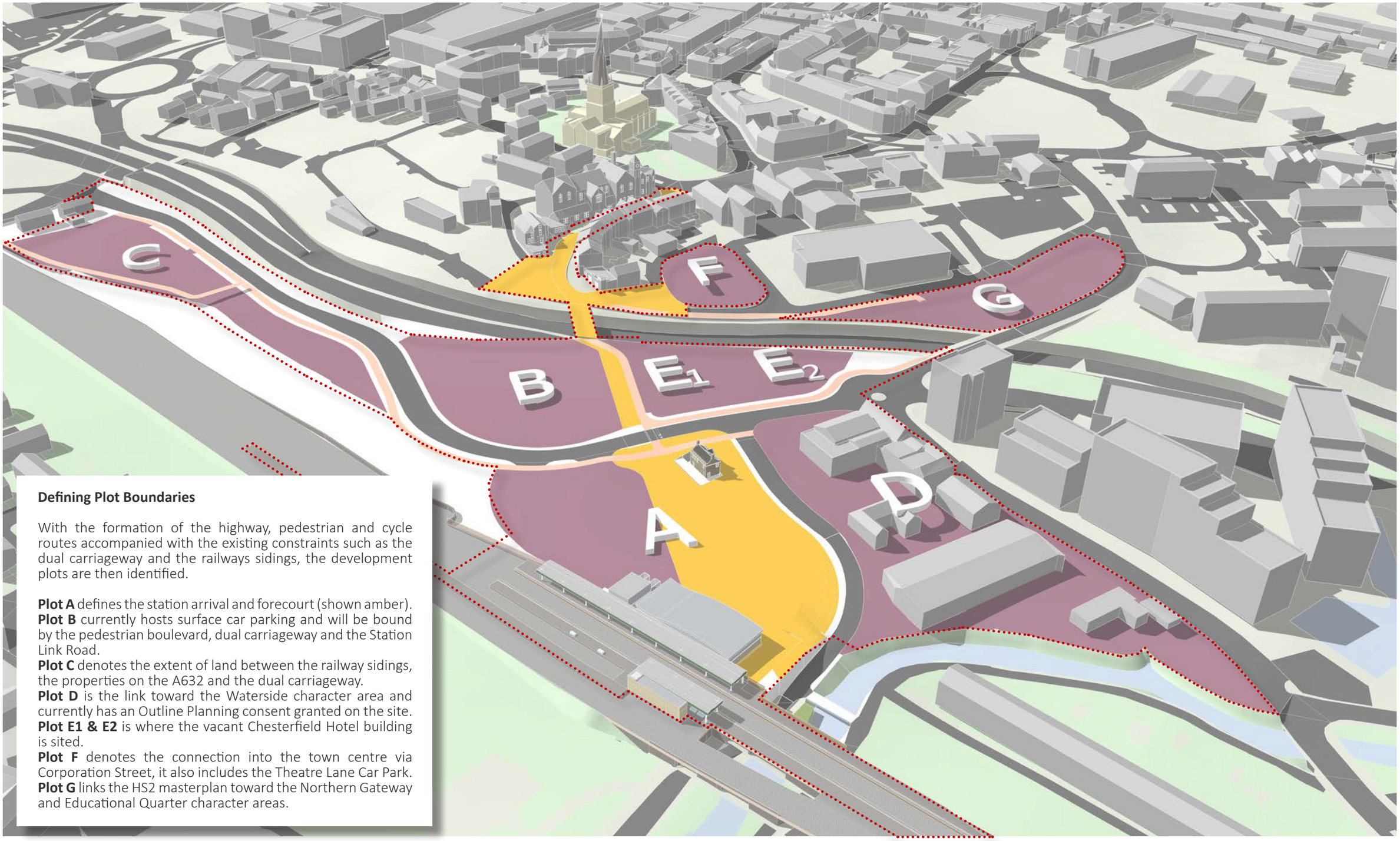
3. Formation of Public Realm, Link Road, Cycle Routes and Boulevard



Public Realm, Link Road, Cycle Routes & Boulevard

This shows how the connections as illustrated on the previous page start to take shape, notably the inclusion of a dedicated vehicular free public realm space directly outside the station. Directly next to this public realm space (south) will be the station forecourt which will host a drop off and a taxi rank. The direct route toward town will be formed courtesy of the removal of the A61 slip road and rationalisation of gradients in this area.

4. Defining Plot Boundaries

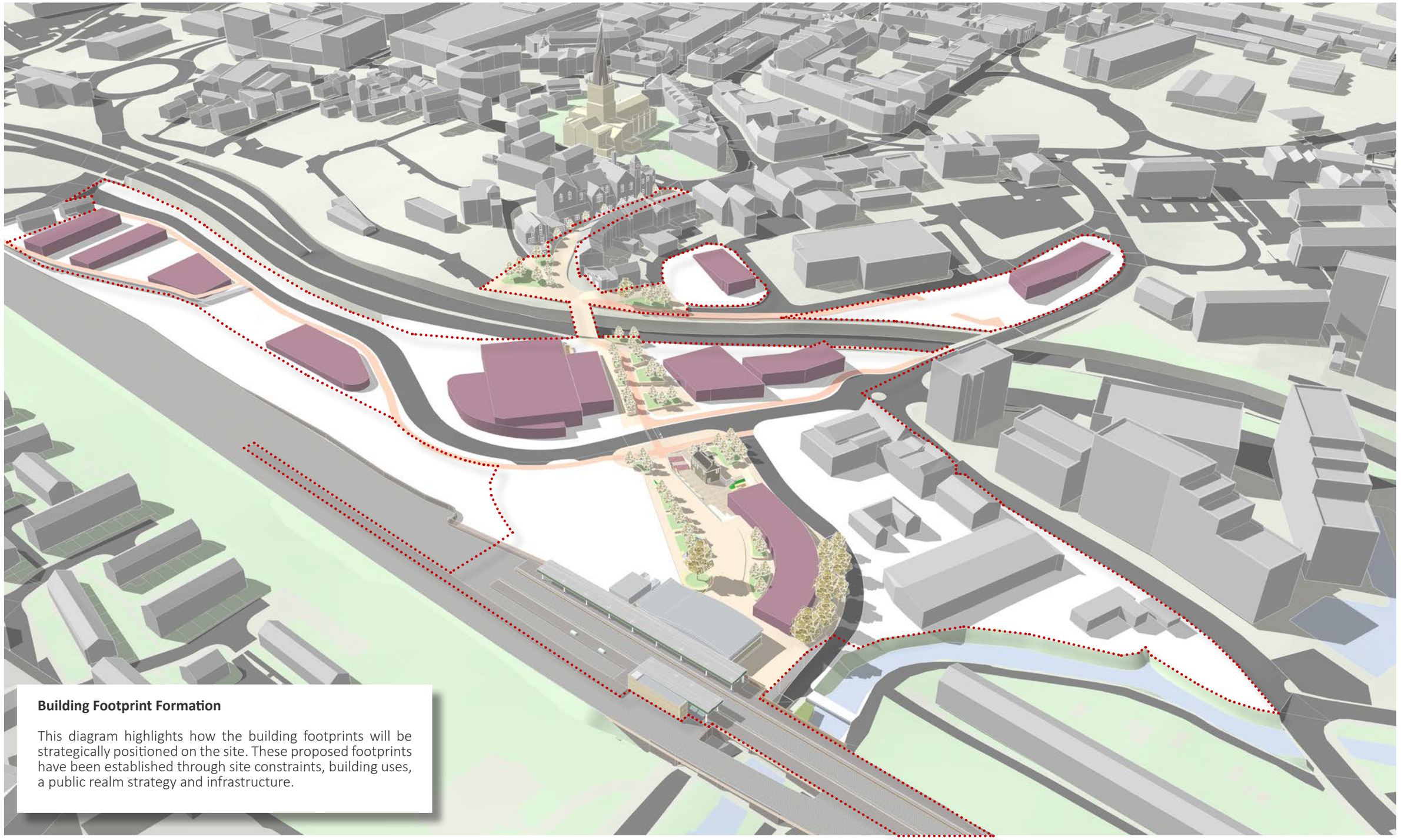


Defining Plot Boundaries

With the formation of the highway, pedestrian and cycle routes accompanied with the existing constraints such as the dual carriageway and the railways sidings, the development plots are then identified.

Plot A defines the station arrival and forecourt (shown amber).
Plot B currently hosts surface car parking and will be bound by the pedestrian boulevard, dual carriageway and the Station Link Road.
Plot C denotes the extent of land between the railway sidings, the properties on the A632 and the dual carriageway.
Plot D is the link toward the Waterside character area and currently has an Outline Planning consent granted on the site.
Plot E1 & E2 is where the vacant Chesterfield Hotel building is sited.
Plot F denotes the connection into the town centre via Corporation Street, it also includes the Theatre Lane Car Park.
Plot G links the HS2 masterplan toward the Northern Gateway and Educational Quarter character areas.

5. Building Footprint Formation



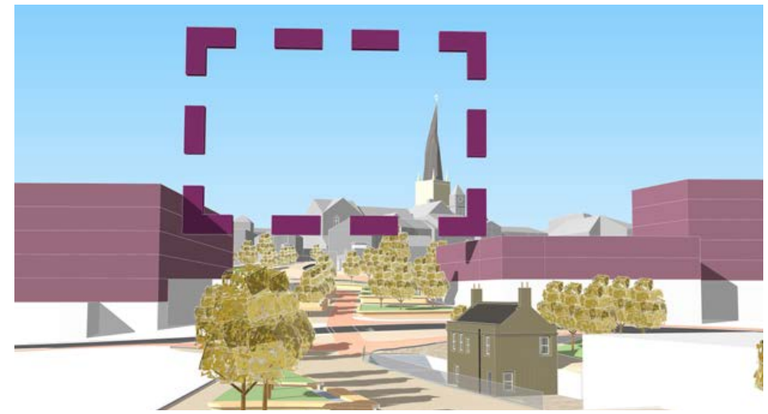
Building Footprint Formation

This diagram highlights how the building footprints will be strategically positioned on the site. These proposed footprints have been established through site constraints, building uses, a public realm strategy and infrastructure.

6. Framing the Spire

Framing the Spire

Framing the Spire is a key objective and as the diagram demonstrates has been inherent in the design strategy from the outset. The layout of the buildings and positioning of the boulevard in plan needs to be considered against a massing strategy that ensures that the view from the station isn't obstructed by the proposal on Plot E. As per the image on the right the development on Plot E must be tiered in massing if the Spire is to be strategically framed.

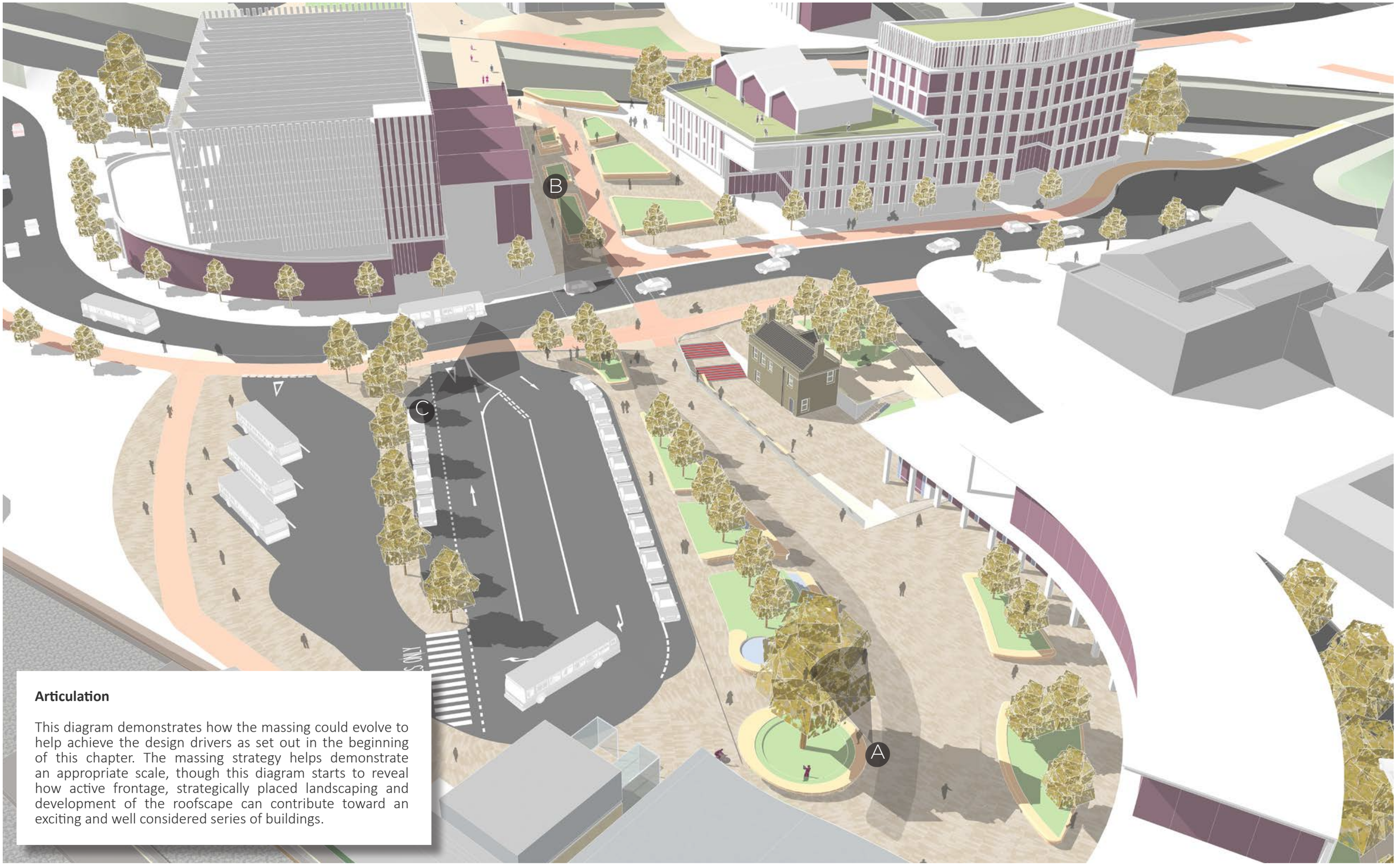


7. Further Massing

Further Massing

This diagram demonstrates the scale that can be strategically achieved on the HS2 masterplan without having an impact on the roofline in the town centre. It is worth noting that buildings in the study area will sit approximately 2/3 storeys below the level on Corporation Street.

8. Articulation



Articulation

This diagram demonstrates how the massing could evolve to help achieve the design drivers as set out in the beginning of this chapter. The massing strategy helps demonstrate an appropriate scale, though this diagram starts to reveal how active frontage, strategically placed landscaping and development of the roofscape can contribute toward an exciting and well considered series of buildings.

9. Building Form Strategy

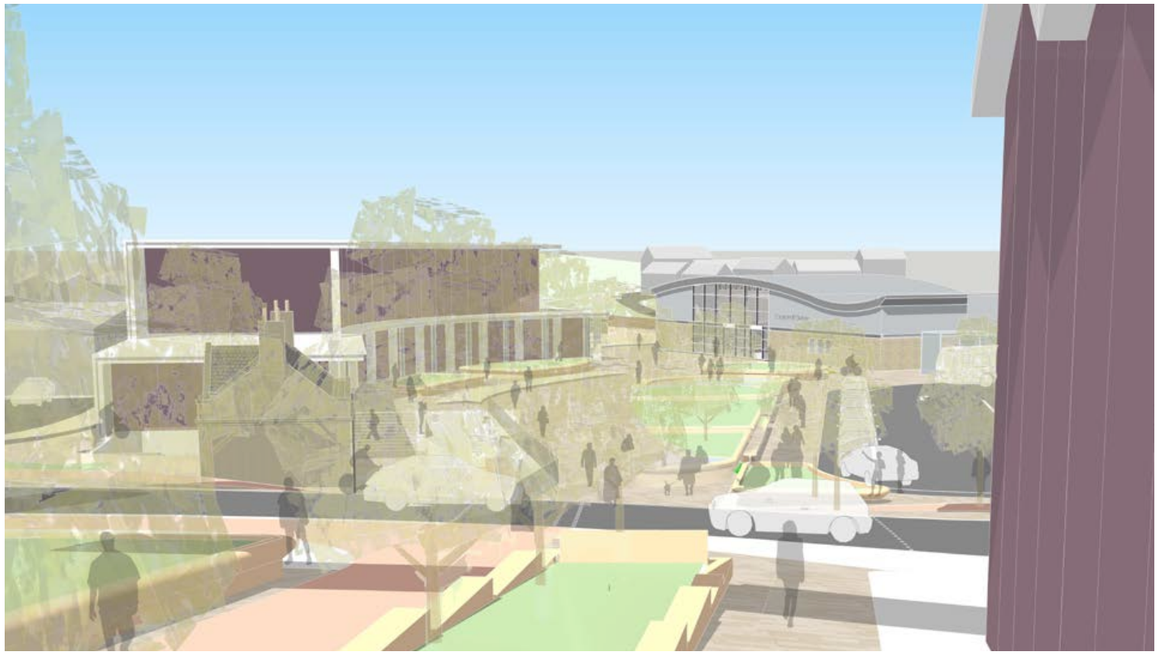
Key

A) This view shows how the framing of the Spire objective can be achieved through the strategic massing of buildings on Plot B and E.

B) This view illustrates how the station is visible from the boulevard. The Grade II Listed building should be referenced and respected in any forthcoming proposal.

C) This view highlights a strategic link between the large forms as proposed in the study area and the existing character in the town centre. In this image the proposal shows the dynamic roofscape which connects in with the surrounding context, notably in reference to Corporation Street.

A | Framing of the Spire



B | View towards the Station- Landmark

C | Architectural merit and roofscape

05
Proposal

Proposal

Masterplan Approach

This section focusses on how the masterplan drivers may come to fruition as a proposal. These indicative proposals are a suggested strategic benchmark for the town's aspirations by providing an indication of how the layout and forms of buildings come together as a vision for Chesterfield. The proposals seek to create a framework for future development and can be adapted to suit varied requirements. To avoid stifling development, proposals should be considered aligned to the existing economic conditions, external influences and market forces. Each proposal that comes forward will need to engage in the planning process like any other project and should be tested appropriately against the existing context.

Proposal

Masterplan Layout

Key

Plot A- Upgrade to the station, formation of new public realm and landmark mixed use building with cycle hub

Plot B- MSCP with approximately 550 car parking spaces and perimeter commercial units

Plot C- Office / business / light industrial units with adjacent cycle route

Plot D- Connection routes including a riverside walk

Plot E- Mixed use development strategically tiered to frame the 'Crooked Spire'

Plot F- New 4 storey office proposal. Landscaping and public realm upgrades to Corporation Street

Plot G- Residential / Commercial building linking the Station Arrival area to the Education Quarter and Northern Gateway

Proposed masterplan layout (not to scale)

Proposal

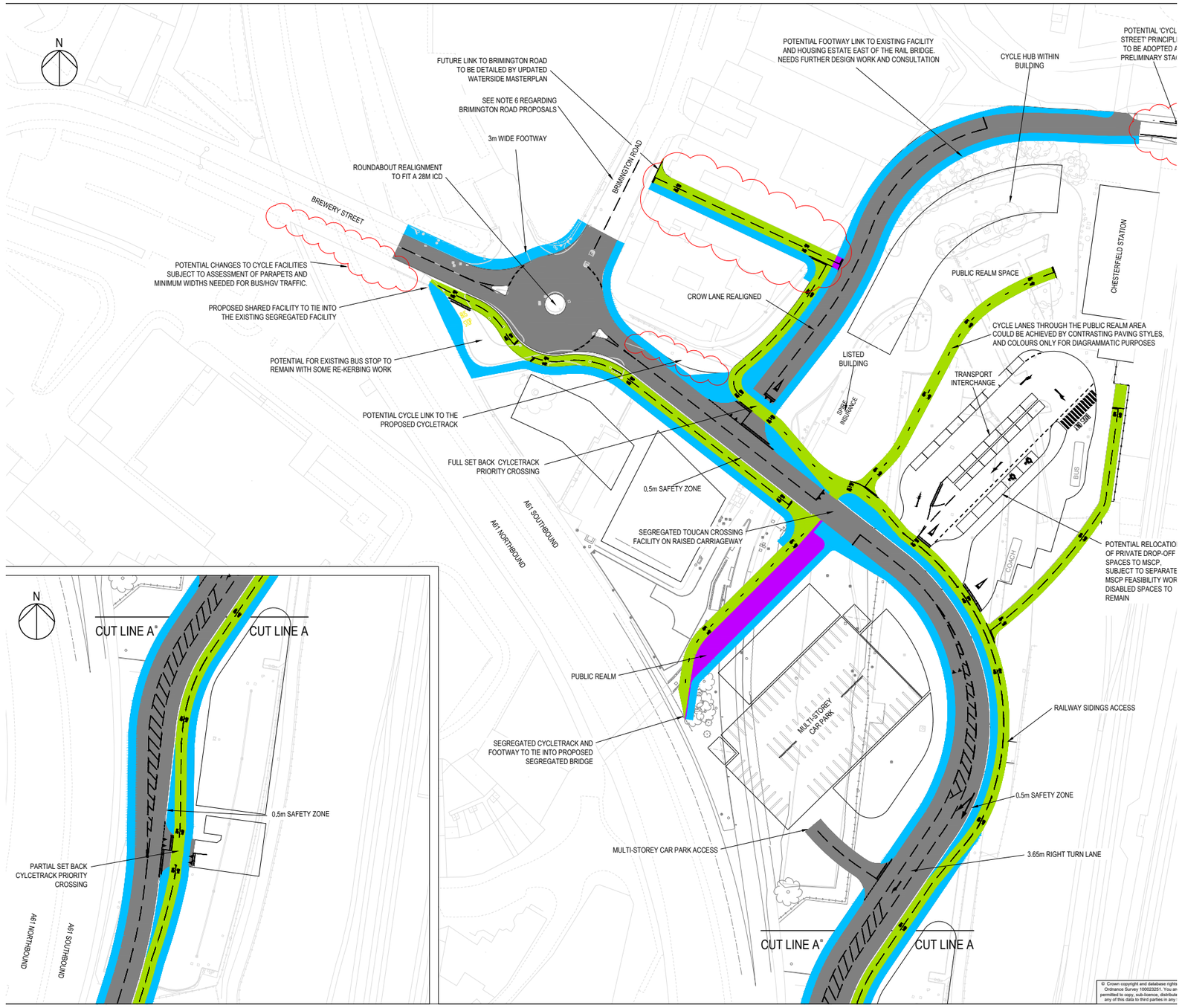
Approach to Pedestrian and Transport Infrastructure

This drawing prepared by AECOM demonstrates the general arrangement of the highway, pedestrian and cycle infrastructure. The highways arrangement is aligned to the Phase 1 Station Link Road that has planning permission to the south and connect in with Brewery Street and Brimington Road toward the north. For further details please refer to AECOM drawing 60633229-ACM-HGN-GEN-GEN-ZZ-Z-SK-CH-0010 Roundabout Option 1.

A Sustainable Approach

In addition to the new services provided as part of HS2 and potential re-opening of the Barrowhill Line, the proposed development will support sustainable transport choices by providing:

- an improved, direct route to Chesterfield Town Centre via a new shared-use bridge over the A61;
- improved pedestrian provision across Brimington Road and Crow Lane;
- continuous and segregated cycle facilities past the station area;
- a cycle hub, to support a cycling culture;
- improved provision for coaches, and existing service buses on the 7x route;
- potential to enable new public transport routes linking to Hasland; and
- provision of electric vehicle charging points within the transport hub.



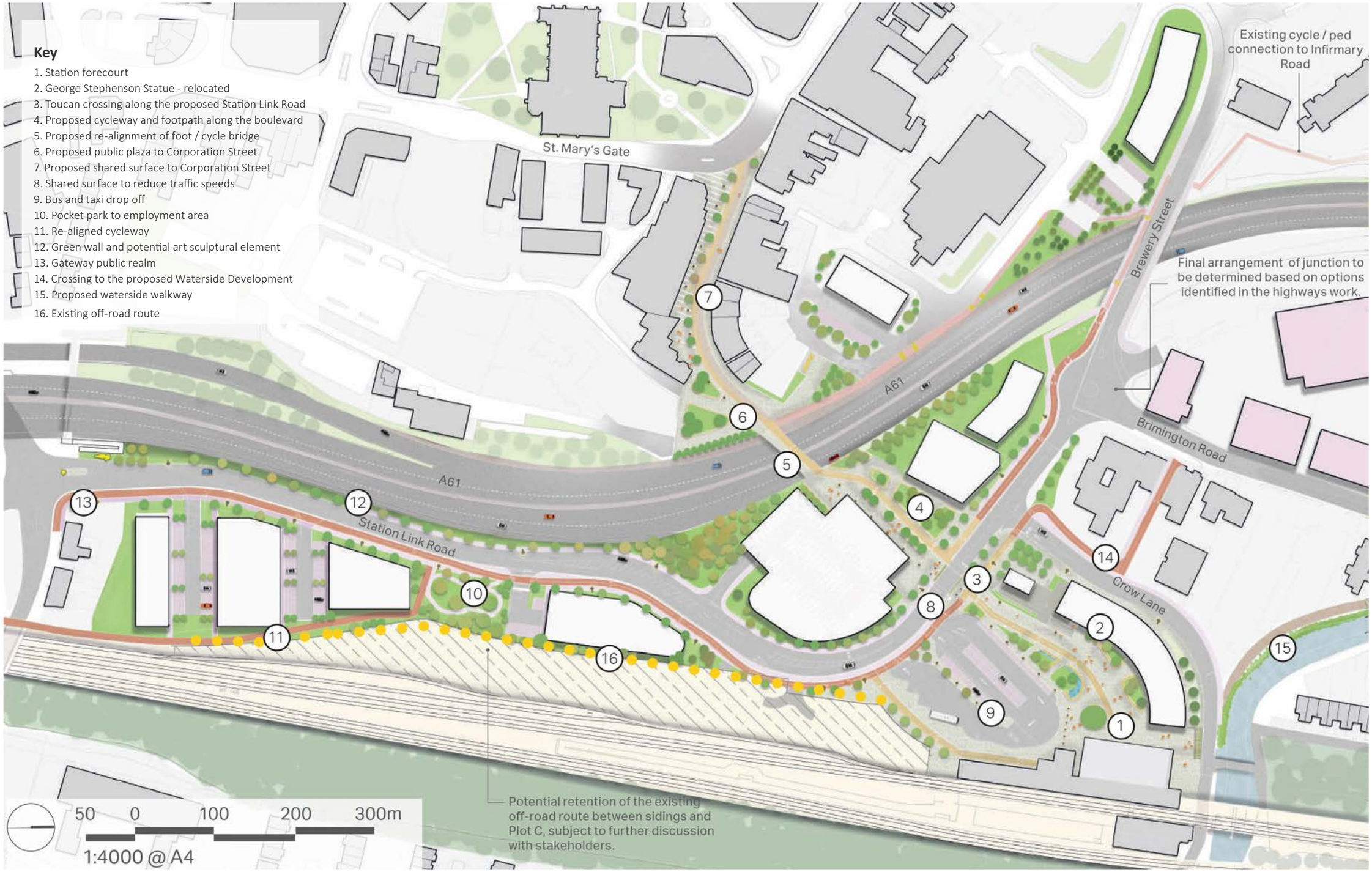
KEY

- 7.3m min.CARRIAGEWAY
- 3m min.TWO-WAY CYCLE TRACK
- 2m min.FOOTWAY

Proposed highways general arrangement layout (concept design) Please refer to 60633229-ACM-HGN-GEN-GEN-ZZ-Z- DR- CE- 00001. for further details

Proposal

Landscape Masterplan



Landscape plan as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Proposal

Connectivity

Pedestrians:

Pedestrians would have a dedicated footway adjacent the Station Link Road along the eastern side which would be accessed from the underpass to the A61 and from the A632. The footway would continue in parallel with the cycleway to the station forecourt and MSCP. Access would continue up the boulevard via the toucan crossing on the Station Link Road to Corporation Street as described above.

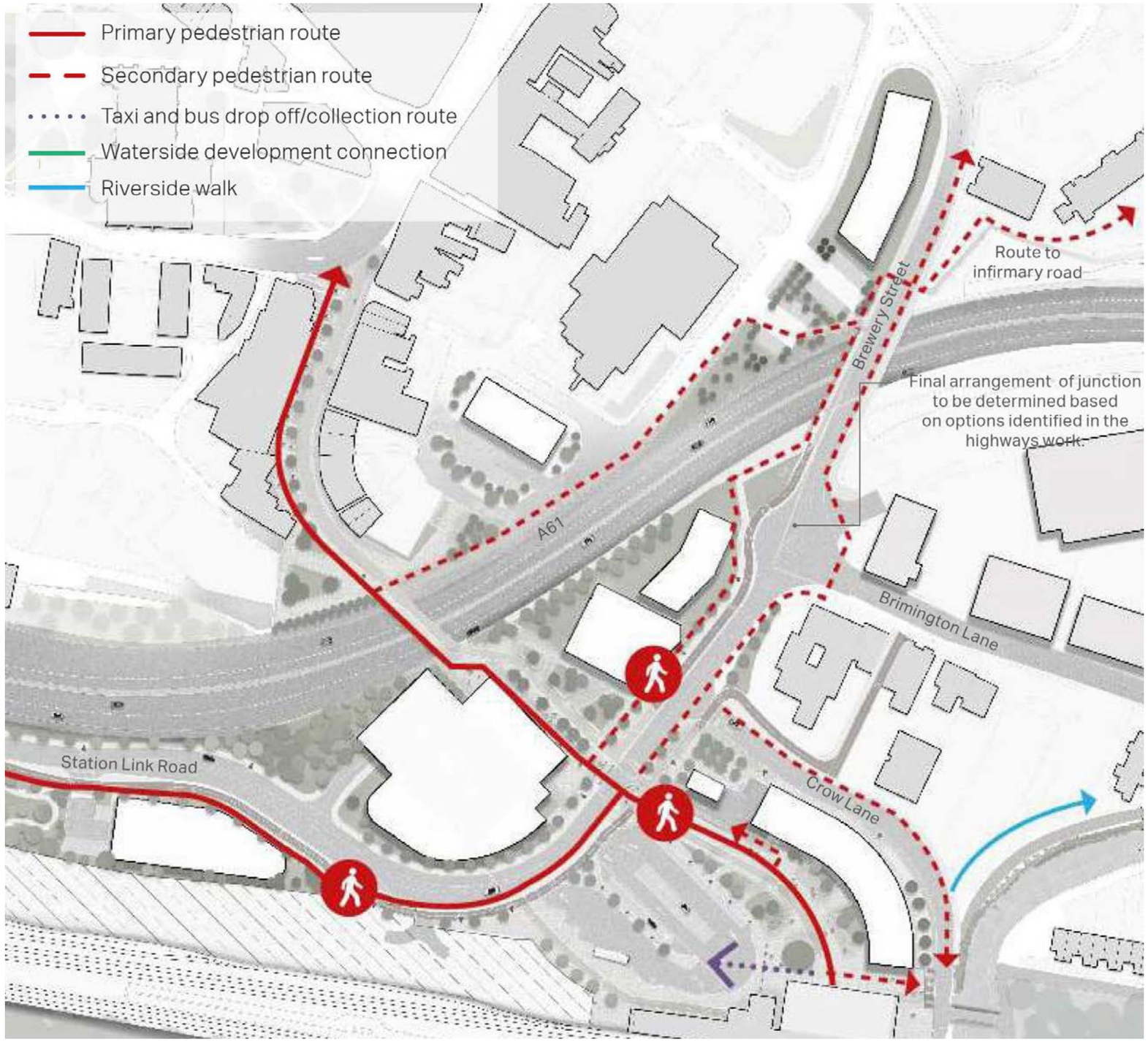
Cycling:

The design should enable clarity of movement between different modes of transport. Cyclists could have a dedicated lane alongside the Station Link Road from the A632 which could continue past the station over a raised table and continuation of the same surface material as the path can have precedence over vehicles. This route could enable ease of connectivity to the Trans Pennine Trail and Cuckoo Trail. Access to the station and cycle hub can be off the boulevard. The existing dedicated cycle route could be relocated at the northern end to join the Station Link Road to avoid conflict with arriving and departing passengers at the station.

Cyclists could leave the station and head up the tree lined Boulevard to Corporation Street across a shared surface which could give priority to cyclists and pedestrians over vehicles as the Boulevard crosses the Station Link Road.

The site could still be accessed from the south along the existing dedicated shared footpath / cycleway but could transition across to the Station Link Road route through a small area of open space. This could physically and visually break up the development as well as providing an open green space for adjacent employees to utilise as well as provide an opportunity to increase the biodiversity of the area through the introduction of wildflower meadow and native shrub planting.

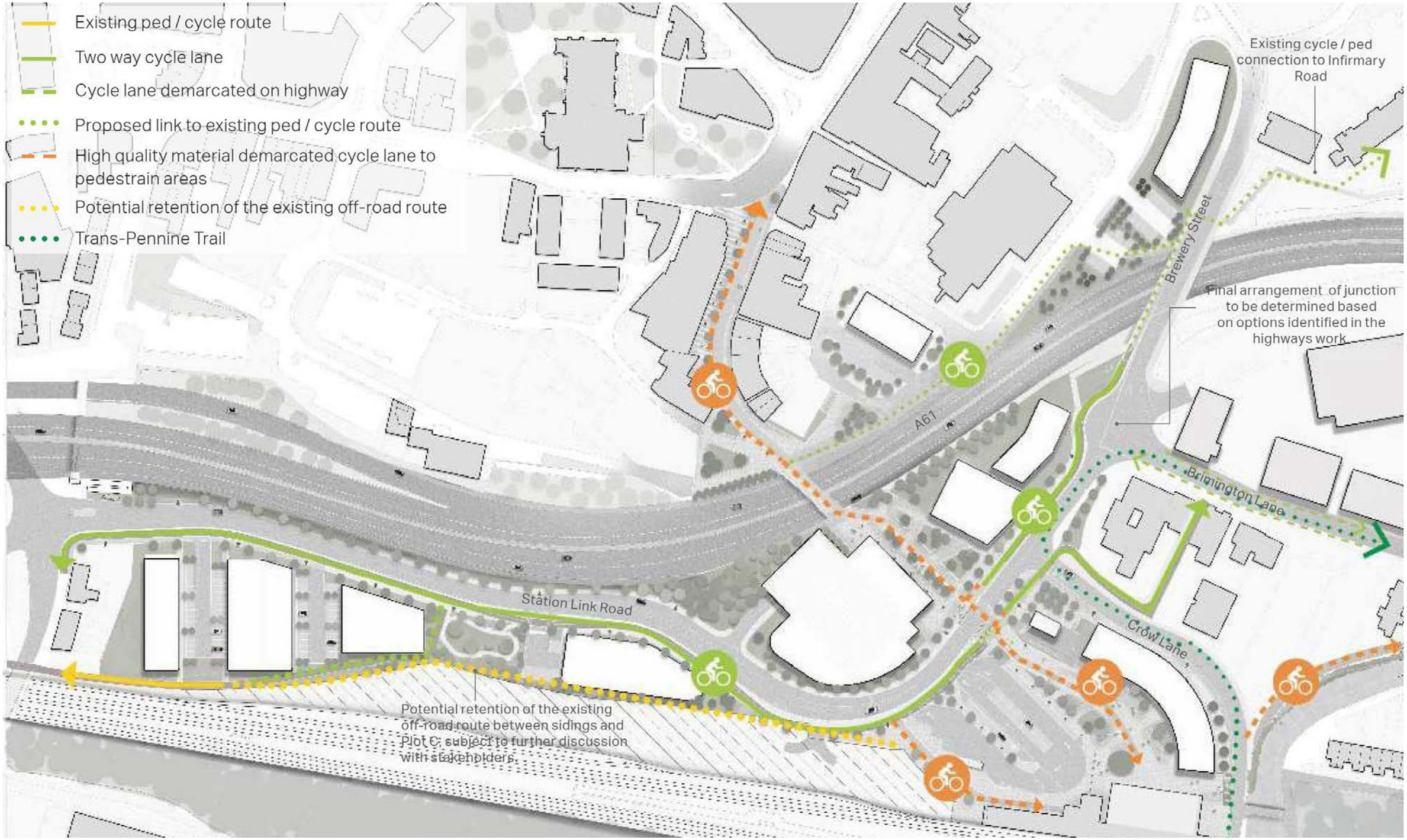
*Connectivity information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review).



Connectivity diagram as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Proposal

Cycling Design Analysis



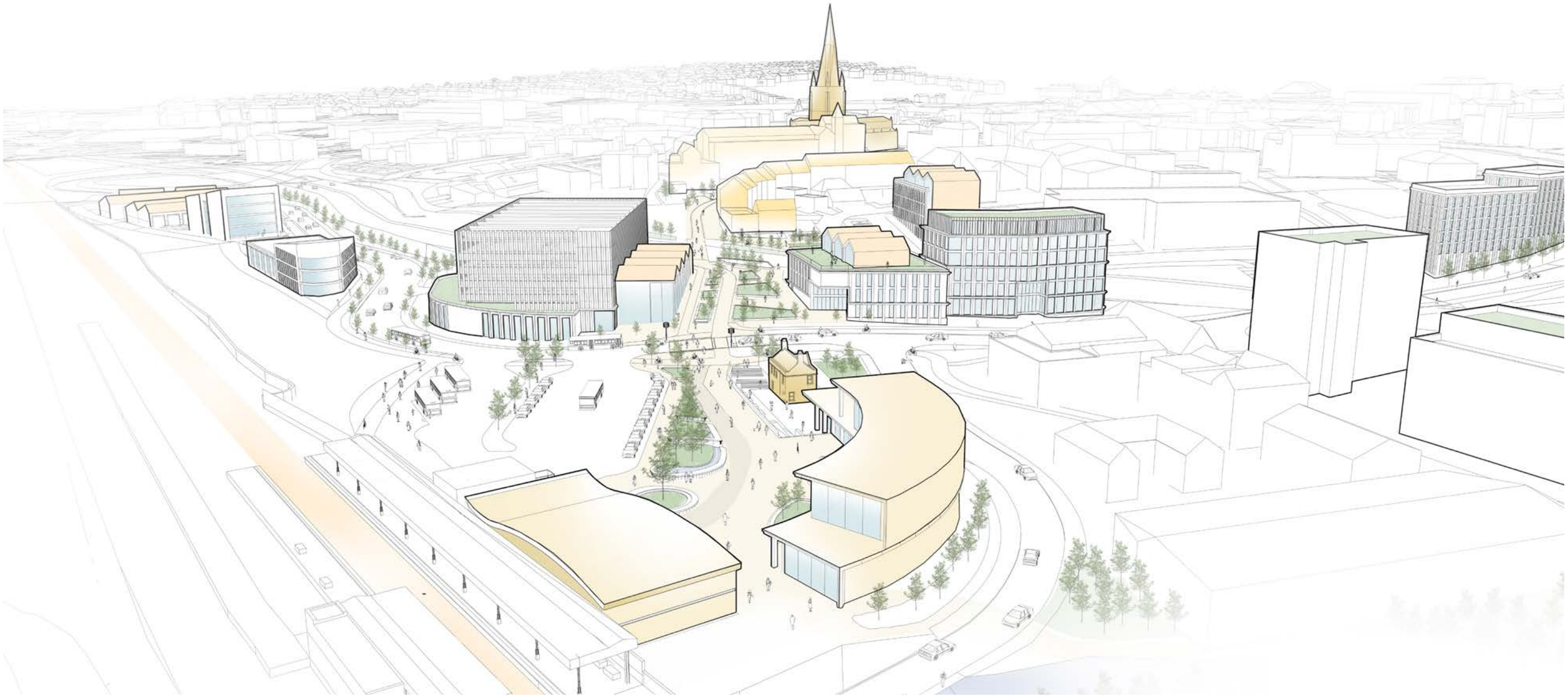
Cycle Design Analysis as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Please note further co-ordination is required to align the Landscaping Masterplan to the architectural information as presented in this document. No proposed buildings are to be shown on Plot D.

Proposal

Approach to Height and Massing

On appraisal of the topographical section through the town centre and study area it was demonstrated that the masterplan site could accommodate taller buildings in comparison to scale in the town centre. The study area sits approximately 20m lower than typical levels in the town centre. That said the developments on Plot B and E have been strategically massed to frame the Spire from the station in doing this the key view to Chesterfield's principle heritage asset is retained. This vision also demonstrates that a building of 4-5 storeys can be proposed on Plot A to give the arrival space a sense of hierarchy.



3D overview from the north east facing toward Corporation Street and the town centre

Proposal

Indicative Sustainability Approach

Overall Approach

A considered sustainable approach is critical to achieving carbon reduction strategies and climate change targets. It is not only a design driver identified in this document, it is inherent in all the decisions made on this masterplan. This diagram seeks to demonstrate considerations for a culmination of technological and environmental factors. As each development plot comes forward, sustainability principles should be tested from an early stage to embed targets within the design process to help achieve a carbon neutral masterplan.

Key

1. Rainwater would be captured along the boulevard and within the station forecourt within rain gardens before any surplus, would be piped into attenuation tanks under the transport hub before it was released into the River Rother.

2. Retention of existing quality landscaping.

3. Utilising roof space for improved ecology and biodiversity.

4. Retention and improvement of existing heritage assets.

5. Greening the streets and introducing quality public realm space thus boosting air quality and improving wellbeing.

6. The use of sustainable technologies (photovoltaic panels shown).

7. Any trees to be felled would be chipped and the resultant material used as mulch on the planting beds.

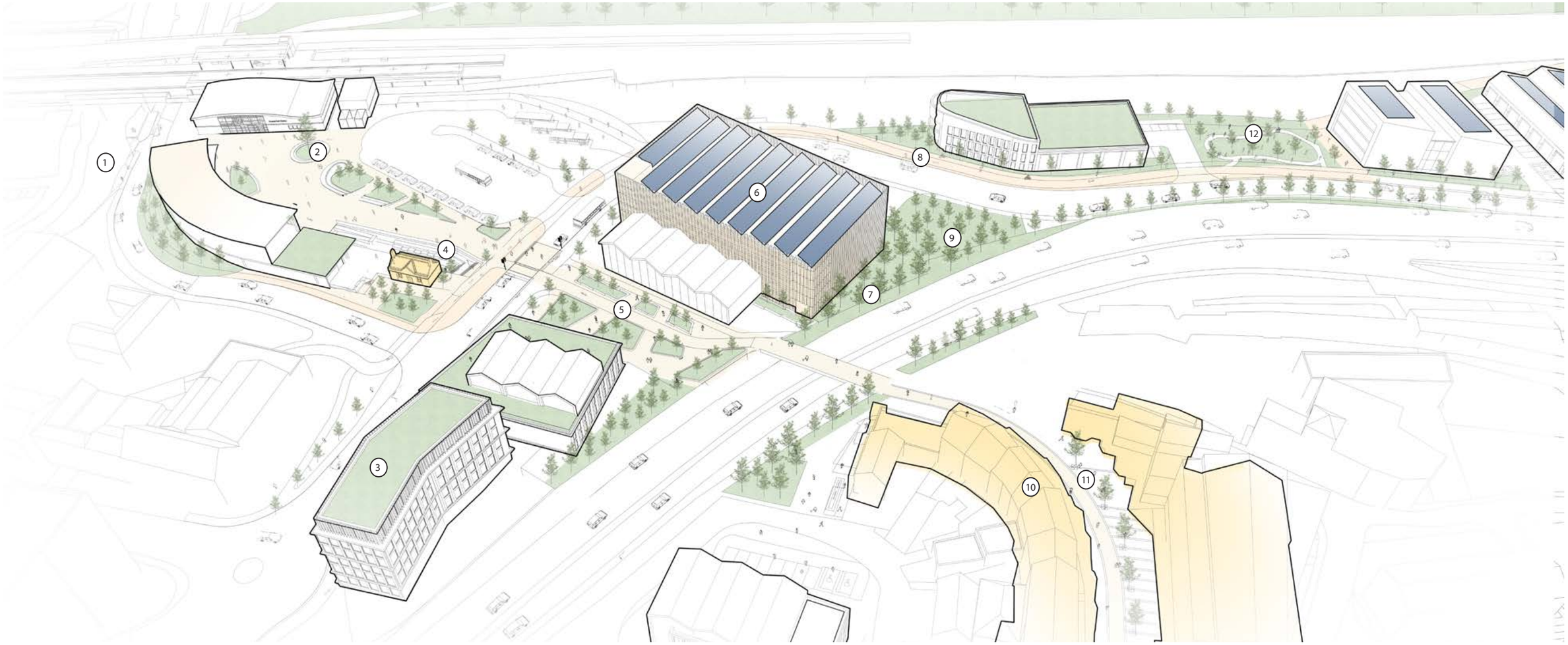
8. Reducing the dominance of the car and creating easy to navigate cycle and pedestrian routes.

9. Improving ecology and biodiversity with dense pockets of landscaping.

10. Improving connections to heritage assets and high quality existing building stock.

11. The removal of the surfacing to Corporation Street, the car parks and underlying material would be assessed for their ability to be utilised as sub base for the Station Link Road and public realm. The paving material would utilise recycled concrete products.

12. The biodiversity would increase through the introduction of street trees and shrub planting along the boulevard and Station Link Road. Wildflower grass and native shrubs would be planted within the park area between plots C1 and C2. The creation of biodiversity will be done by selecting native and locally appropriate species, in an attempt to improve ecology / habitat creation.



Sustainability diagram- 3D overview facing west

Proposal

Heritage Considerations

Overall Approach

Any approach to masterplanning must be considerate of the existing building typology in order to be successful. The proposals must be respectful of existing buildings as well as benefiting from positive social perception and experience. This diagram seeks to illustrate the heritage aspects of the masterplan that will need to be accounted for as the masterplan / development plots progress in the future.

Key

1. The Town Centre conservation area (blue dashed line).

2. The Church Close conservation area (green dashed line).

3. Grade II Listed Former Station Building - Engineer's Office- The retention of this building has been accounted for in this masterplan with further consideration given to how the building can become part of the urban grain- relinking Corporation Street to the station building.

An urban design strategy has been developed with consideration for levels around the Grade II listed former station building. It is anticipated that there will be a split level arrangement where a dedicated lower ground area will be created adjacent to the listed building and newly proposed landmark building. Comparatively, the main pedestrian / cycle route will be elevated to form a more accessible route towards the boulevard and by extension Corporation Street.

4. Framing the Spire- Consideration should be given to how the proposal strategically frames one of Chesterfield's key heritage assets.

5. Character of buildings on Corporation Street- The landscaping along Corporation Street should compliment the rich architectural character in this area.

6. Roofscape: The use of pitched roofs within the proposal will help tie in with Chesterfield's existing, low-lying building stock.

7. Massing of the MSCP- It is acknowledges that the massing of the MSCP is bulky and consideration should be given to breaking this mass down through a tiering strategy. Consideration should also be given to softening the building elevation with a well considered landscaping strategy.

8. Views toward the 'Crooked Spire' should not only be considered from the station but from a series of other key views, for example the dual carriageway, the station platform and Hady Hill.

Heritage Assessment diagram- 3D overview facing west

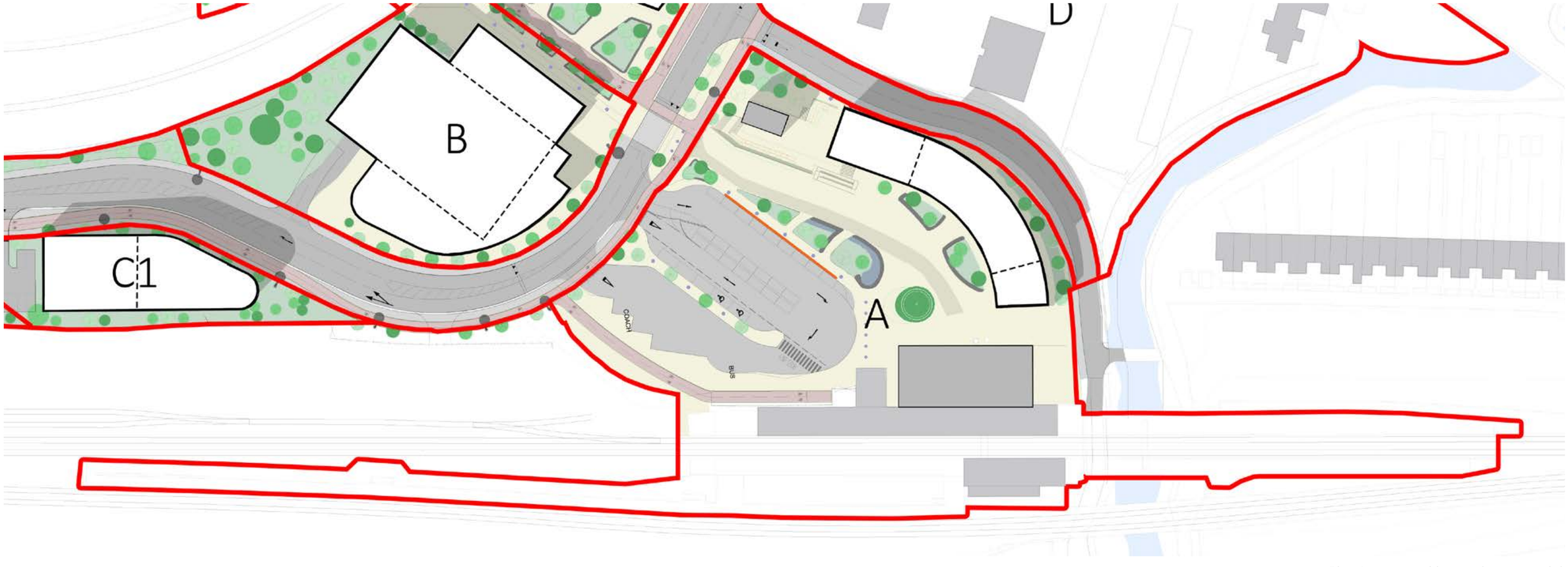
06
Development Plots

Plot A

Existing Location/ Proposed Site Plan

Plot A primarily addresses the station buildings, platforms and forecourt. On exiting the station building, there is an immediate presence of vehicular traffic and in turn any transition toward the town centre is difficult to navigate. The existing development plot also contains the former station building (Grade II Listed) which will need to be considered as part of the proposals.

Existing location- 3D overview



Plot A proposed layout (not to scale)

Plot A

3D Overview

Overview

It is anticipated that the existing station will be retained and uplifted to improve design standards consisting with other forthcoming HS2 stations. As part of a high level strategy for the station it is to be reviewed whether the incorporation of a fourth platform will be taken forward.

Design Strategy

The visual right shows a curved supplementary station building that is strategically positioned to sit perpendicularly to the station and arc around a central public realm space.

The newly proposed building is strategically massed to demonstrate a building of presence can be positioned on the site, whilst also being tied in to the two storey Grade II Listed building. The use of a colonnade feature and expansive use of glazing is to illustrate an aspiration to maximise active frontage and to create a wow factor on exiting the station. At this stage there is no prescribed use class for the proposed building but it is anticipated that the proposal will host an extensive cycle hub facility.

The station forecourt has been positioned to the south of the station and does not obstruct movement or views toward the Spire but is sufficiently close enough for commuters to immediately access bus and taxi services.

Objectives Achieved

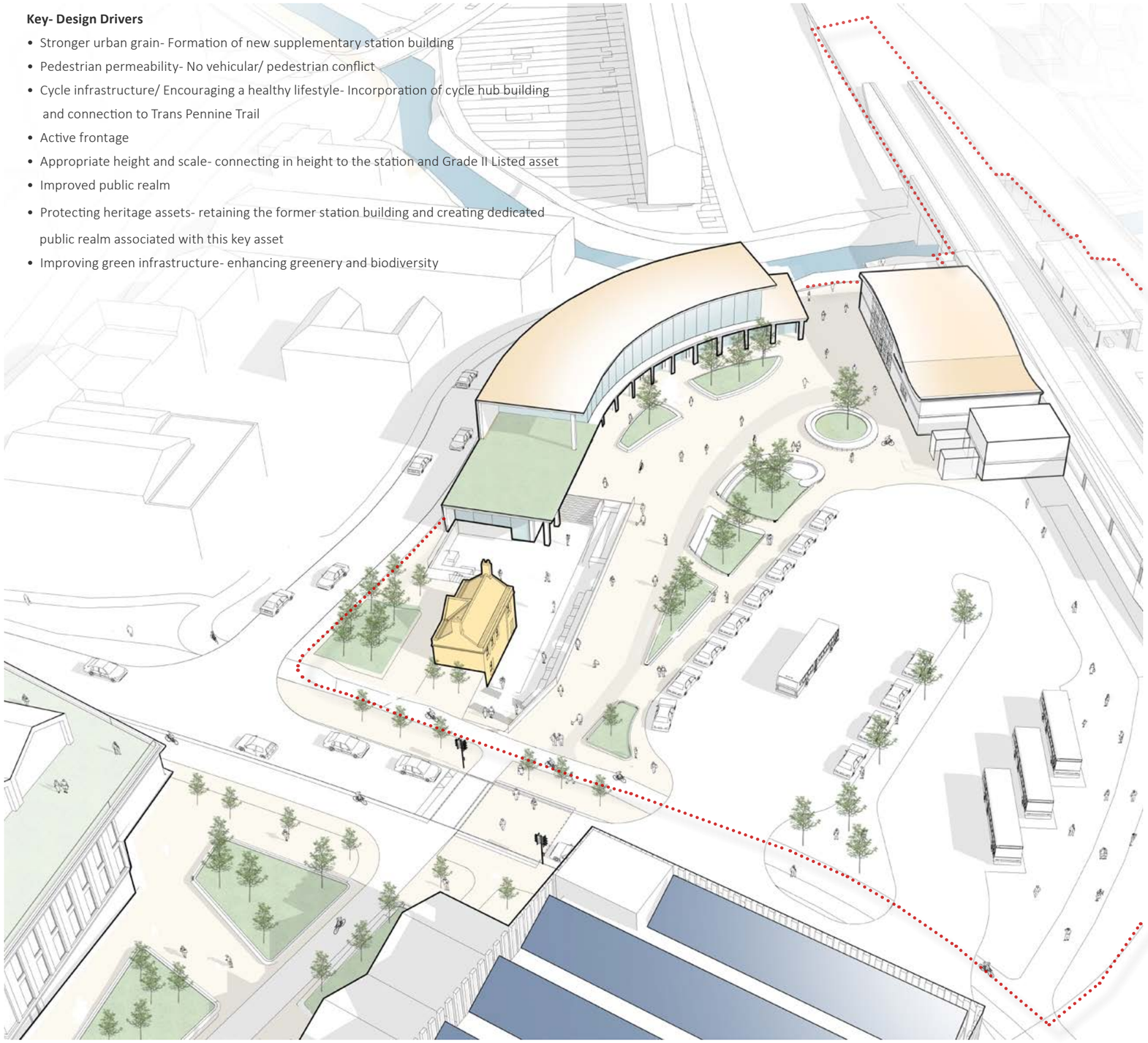
Framing the Spire- No building is positioned to obstruct views to the heritage asset.

Encouraging Tourism- The indicative design of the proposed building and public realm goes some way to demonstrating how a wow factor on arrival can be achieved.

Improving Public Realm- By removing vehicular traffic from the front of the station presents an opportunity to deliver a quality piece of public realm.

Key- Design Drivers

- Stronger urban grain- Formation of new supplementary station building
- Pedestrian permeability- No vehicular/ pedestrian conflict
- Cycle infrastructure/ Encouraging a healthy lifestyle- Incorporation of cycle hub building and connection to Trans Pennine Trail
- Active frontage
- Appropriate height and scale- connecting in height to the station and Grade II Listed asset
- Improved public realm
- Protecting heritage assets- retaining the former station building and creating dedicated public realm associated with this key asset
- Improving green infrastructure- enhancing greenery and biodiversity



Plot A 3D overview

Plot A

Landscape- The Station Forecourt

The redesign of the existing station forecourt would enable the relocation of the parking and set down areas away from the building entrance / exit and frontage, creating a space for pedestrians and cyclists to orientate themselves and start their journey. The space would enable the views of the 'Crooked Spire' to be visible and open to act as the wayfinding landmark feature on the journey to the town centre.

The use of tree planting and planting beds in the form of rain gardens to capture surface water run off, with integrated setting would create a focus for direction, to screen the taxi rank and provide a place to dwell. One existing specimen tree will be retained within the proposals, together with the group along the edge of Crow Lane.

The area incorporates the Old Station listed building, the setting of which will be significantly enhanced with the removal of the fencing and tarmac and opening up the rear of the building to show it as a whole but demarcated by a retaining wall to respond to the level changes and create an area of private space for the owners. It would be set within the public realm and physically and visually be more inclusive within the space.

The space would be enriched by high quality paving and detailing in the surface materials, building upon the story of the railway already embedded into the footway along Brewery Street, with lighting integrated into the paving and real time information display panels that would create a sense of place and clarity.

Landscaping Strategy- The Station Forecourt as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Please note further co-ordination is required to align the Landscaping Masterplan to the architectural information as presented in this document. No proposed buildings are to be shown on Plot D.

Key

1. Gateway Landscape
2. George Stephenson statue - relocated
3. Taxi / passenger drop-off
4. Bus drop off / collection
5. Two-way cycle lane
6. Taxi-rank
7. High quality material demarcated cycle lane
8. Steps to lower level
9. Ramp to lower level

Plot A

Perspectives

Existing view of the station facing the forecourt

Architectural Perspective- Station Forecourt facing the station building

Existing view facing the Spire on exiting the station

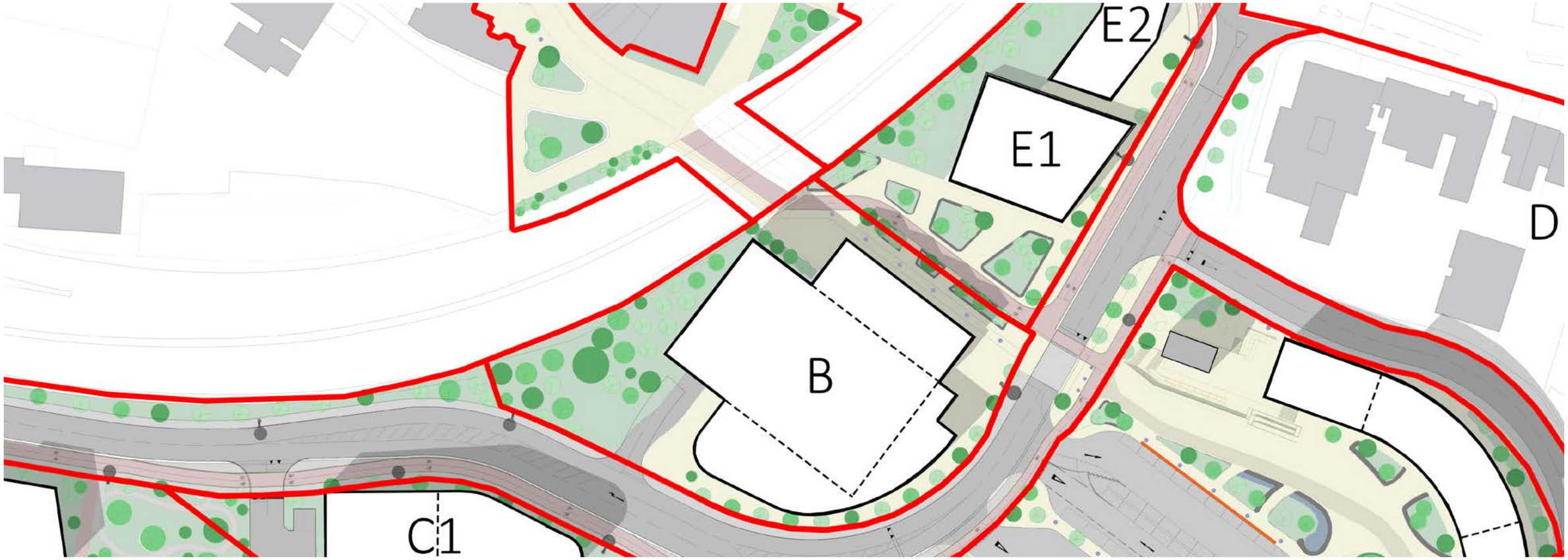
Landscaping Perspective- The Station Forecourt as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Plot B

Existing Location/ Proposed Site Plan

The current site hosts surface parking and the A61 slip road. The formation of the development plot is dependent on the A61 slip road being removed and the site being enabled to rationalise retaining systems and gradients on the site. The development of the plot is critical to forming links to Corporation Street and the train station building. As identified in the storyboarding process the strategic massing of this plot will also be aligned to the objective- ‘framing the Spire’.

Existing location- 3D overview



Plot B proposed layout (not to scale)

Plot B

Urban Strategy

Overview

Part of the brief for this site was to demonstrate how an MSCP with 550 car parking spaces can be accommodated on site. It is also an aspiration that the car park should be no more than 6 storeys in height. To achieve a height of no more than 6 storeys and 550 spaces, exploring the site levels and partial basements will be critical to the proposal. This is due to the areas gradual rise towards Corporation Street.

Design Strategy

The visual right shows how a 6 storey development can be orientated on the site. A 6 storey development in isolation would present a significant shear face facing the station building, Corporation Street and the dual carriageway hence the inclusion of low level massing to the perimeter edge. This massing strategy is to demonstrate how the development can be appropriately scaled. The visual demonstrates how Plot B can incorporate active frontage along the boulevard toward Corporation Street.

Objectives Achieved

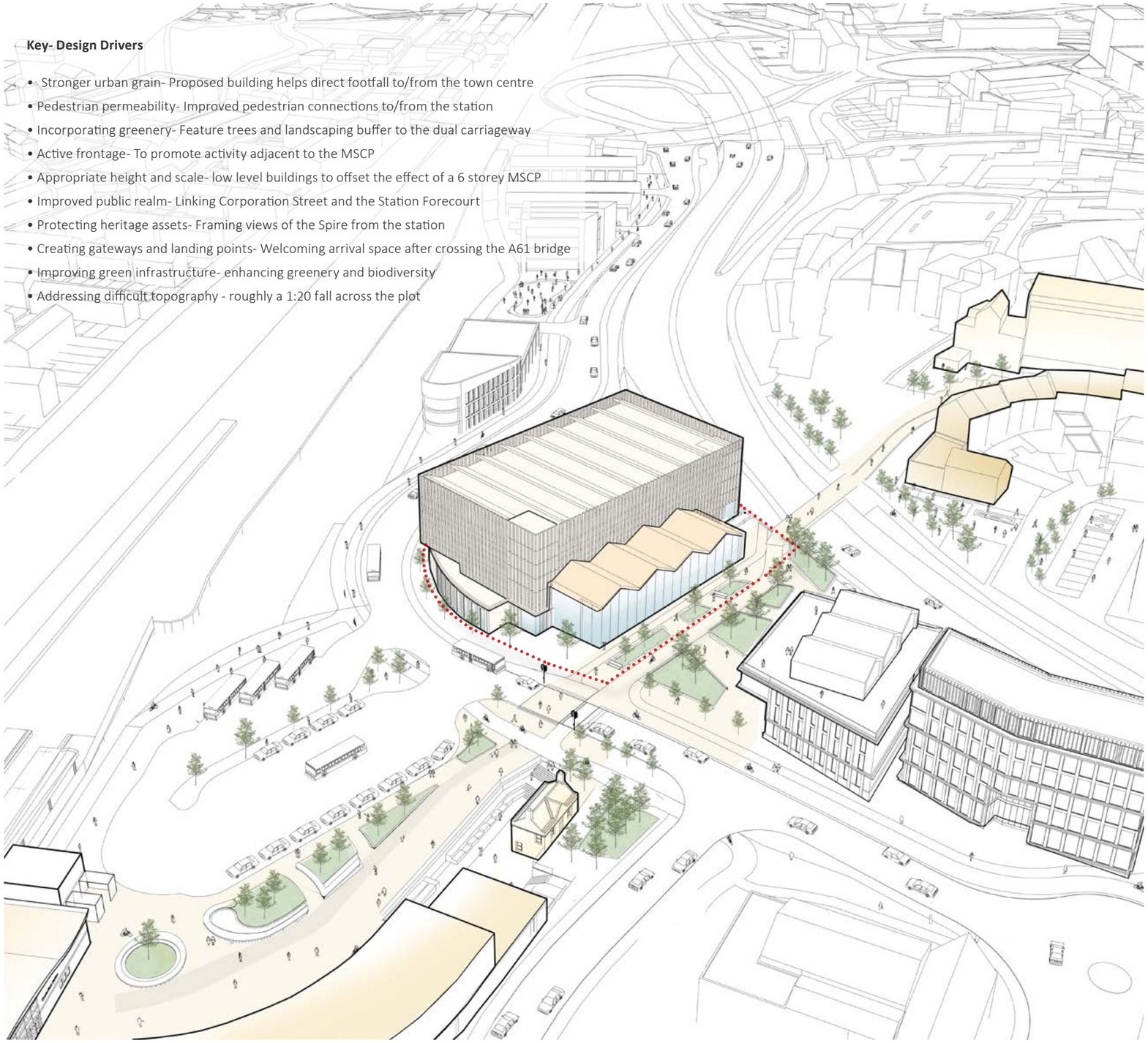
Framing the Spire- The MSCP shouldn't impact on the town centre developments in height if the development height doesn't exceed 6 storeys. The placement of height on this block means that the view toward the Spire isn't obstructed as demonstrated in the perspectives further in the document.

Improving Public Realm/ Improving Connectivity- The plot will incorporate public realm that will help direct footfall to / from the station and town centre. This public realm will also incorporate landing points off the new bridge and the Station Link Road.

Maintain Car Parking- The integration of a multi-storey car park that incorporates 550 car parking spaces, will help alleviate the need to use surface car parks to serve the station.

Key- Design Drivers

- Stronger urban grain- Proposed building helps direct footfall to/from the town centre
- Pedestrian permeability- Improved pedestrian connections to/from the station
- Incorporating greenery- Feature trees and landscaping buffer to the dual carriageway
- Active frontage- To promote activity adjacent to the MSCP
- Appropriate height and scale- low level buildings to offset the effect of a 6 storey MSCP
- Improved public realm- Linking Corporation Street and the Station Forecourt
- Protecting heritage assets- Framing views of the Spire from the station
- Creating gateways and landing points- Welcoming arrival space after crossing the A61 bridge
- Improving green infrastructure- enhancing greenery and biodiversity
- Addressing difficult topography - roughly a 1:20 fall across the plot



Plot B 3D overview

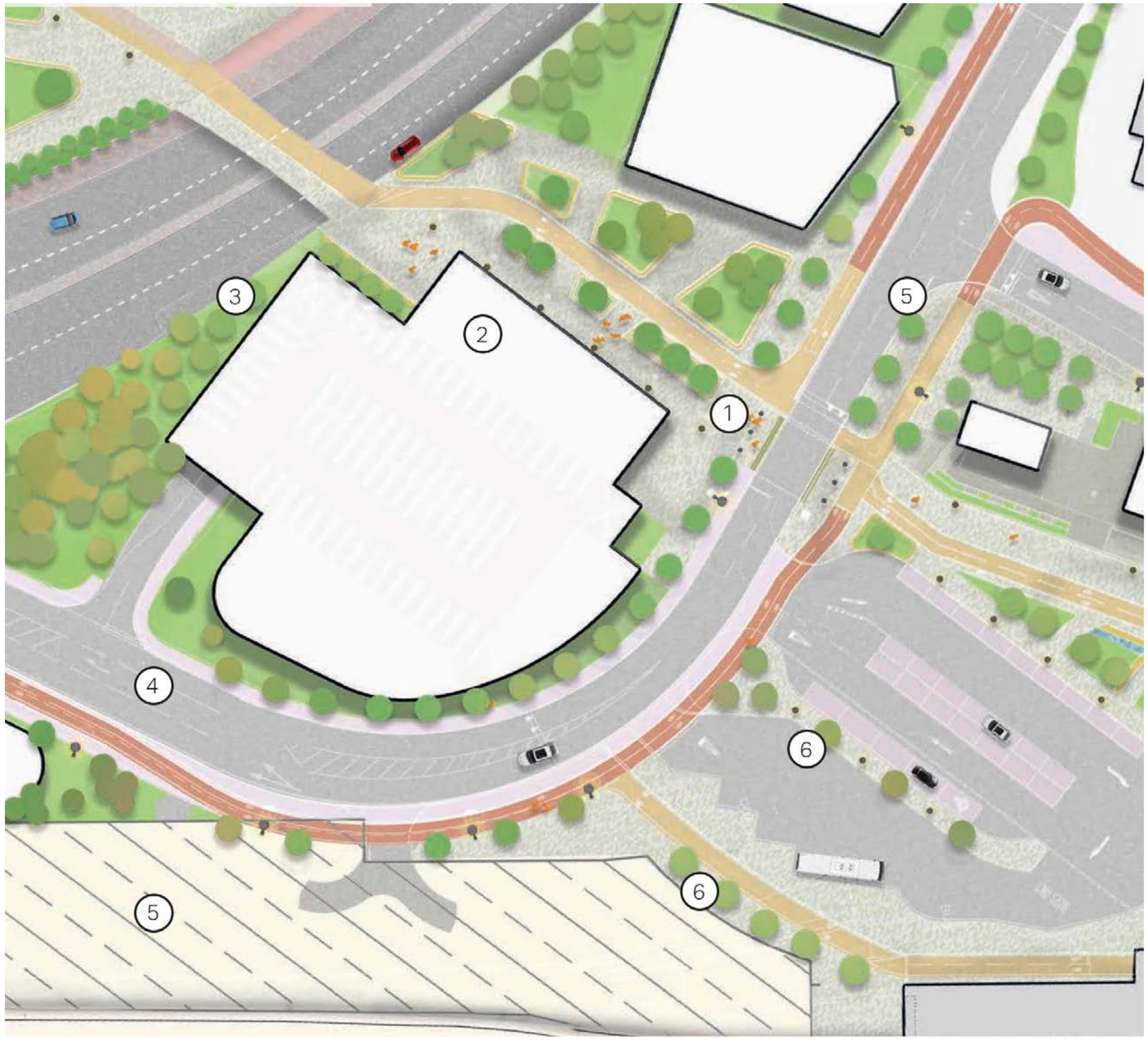
Plot B

Landscape- Boulevard

On leaving the forecourt the pedestrian and cyclist can approach the Station Link Road and cross at a toucan crossing over a raised table with a material that reflects the surrounding paving but differentiated by a change in texture and colour. This should indicate and encourage vehicular users to slow down. They could then take the journey up the 8% gradient, using the segregated route; the pedestrians to the left-hand side, past the retail frontages, way marked by the tree lined route and the cyclists to the right-hand side. Tree planting is arranged so as not to impact on the sightline to the town centre and the framing of the Spire.

The route should be punctuated with rain gardens to capture the surface water as it moves downhill, interspersed with seating areas to enable users to rest and dwell as they make their way up the hill to the foot / cycle bridge.

To the east of the Boulevard is situated Plot E: the former Chesterfield Hotel. This site seeks to deliver a mixed use development that fronts onto the boulevard and Brewery Street, creating an active frontage. The building could frame views of the Spire and the public realm can assist in creating a high-quality setting to the development.



Landscaping Strategy- Boulevard as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Please note further co-ordination is required to align the Landscaping Masterplan to the architectural information as presented in this document. No proposed buildings are to be shown on Plot D.

Key

1. Raised planters
2. High quality material demarcated cycle lane
3. Proposed new alignment of foot / cycle bridge
4. Multi-storey car park entrance
5. Two way cycle path
6. Pedestrian and cyclist priority at entrances

Plot B

Perspectives

Existing view from the station toward the Spire

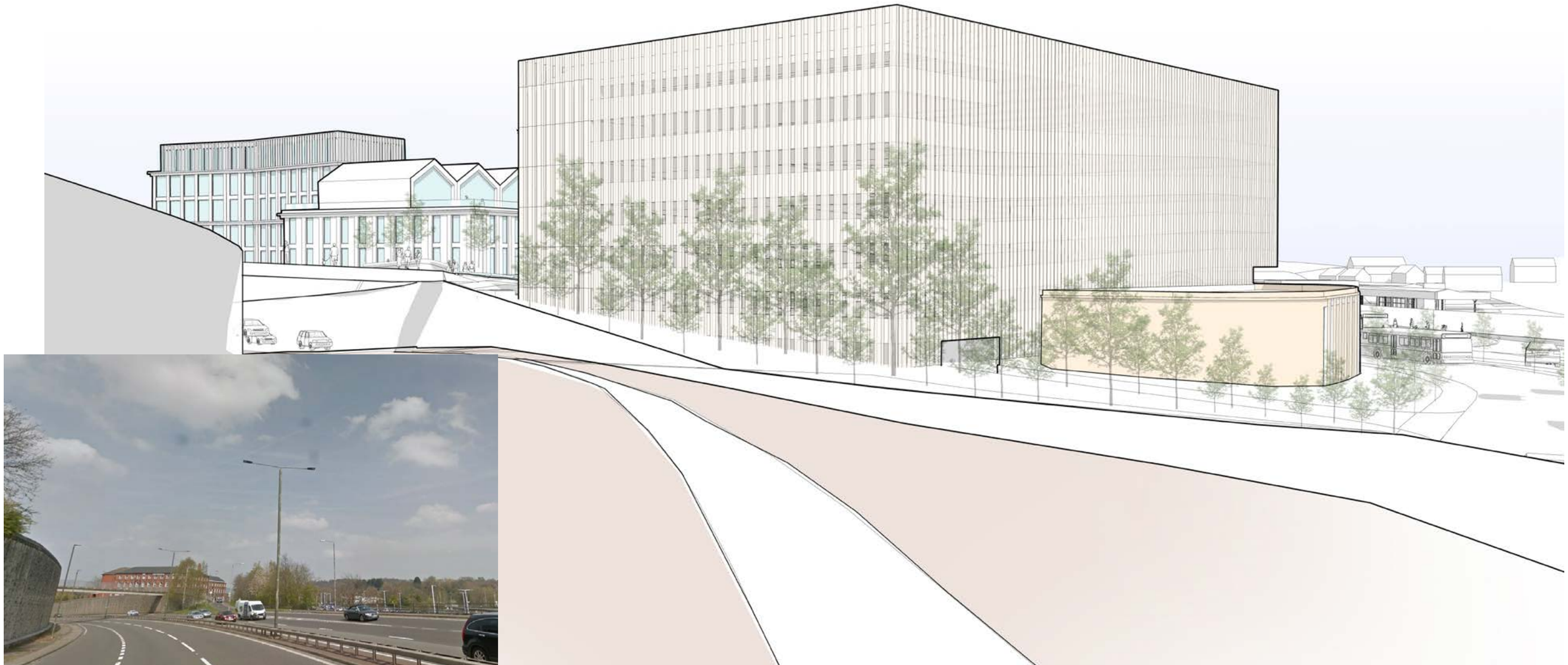
Architectural Perspective- Station Forecourt adjacent to the former station building facing the Spire

Existing view toward the A61 slip road

Landscaping Perspective- Connectivity as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Plot B

Perspectives



Architectural Perspective- Demonstrating the MSCP with comprehensive landscaping buffer adjacent to the dual carriageway

Existing view from the dual carriageway toward Plot B

Plot C

Plot Overview

Plot C currently hosts a builders yard and surface car parking. The site is linear in shape and is constrained by the railway sidings and the dual carriageway. The formation of the Station Link Road will further constrain the development plot in width, though will help provide a vehicular connection from Spa Lane connecting through to Malkin Street. Running directly next to the station is the cycle route to the south which is to be considered as part of this proposal.

Existing location- 3D overview

Plot C proposed layout (not to scale)

Plot C

Urban Strategy

Overview

The brief for this site was to demonstrate how employment and light industrial units could be located on site. The noise and air quality from the railway and dual carriageway means that opportunities for residential premises are limited.

Design Strategy

The buildings in this location will be accompanied by dense green spaces to soften the architecture and the dual carriageway retaining wall. Whilst the design of the buildings are indicative it is worth considering that there are two key vantage points to take in to account, one is that this site is seen by the commuter approaching the station in a northbound direction and that the proposed building shown furthest north will be immediately visible on exiting the station.

Should the construction of building envelopes not be realised in plot C then an intermediate landscape strategy should be considered to avoid the formation of visually vacant land in a prominent location. Consideration for the potential retention off the off-road route between the sidings and Plot C is subject to review with the relevant stakeholders.

Objectives Achieved

Increasing Economic Investment- There is opportunity to provide new business space directly adjacent to the station.

New Station Link Road- Plot C accounts for the construction of the Station Link Road and adjacent cycle infrastructure.

Realistic Phasing Strategy- On completion of the MSCP this will release Plot C for development as there should be sufficient car parking spaces contained with Plot B.

Key- Design Drivers

- Stronger urban grain - These series of buildings will be visible to commuters using the train
- Incorporating greenery- Comprehensive green spaces have been placed adjacent to the A61, between buildings and aligned to the Station Link Road
- Addressing difficult topography- There will be a step in levels between the A632 and the development site
- Creating gateways and landing points- The HS2 masterplan connects in with Spa Lane/ A632
- Improving pedestrian permeability and improving cycle infrastructure- cycling and pedestrian routes connect in with the existing infrastructure to the south of the study area
- Improving green infrastructure- enhancing greenery and biodiversity

Plot C 3D overview

Plot C

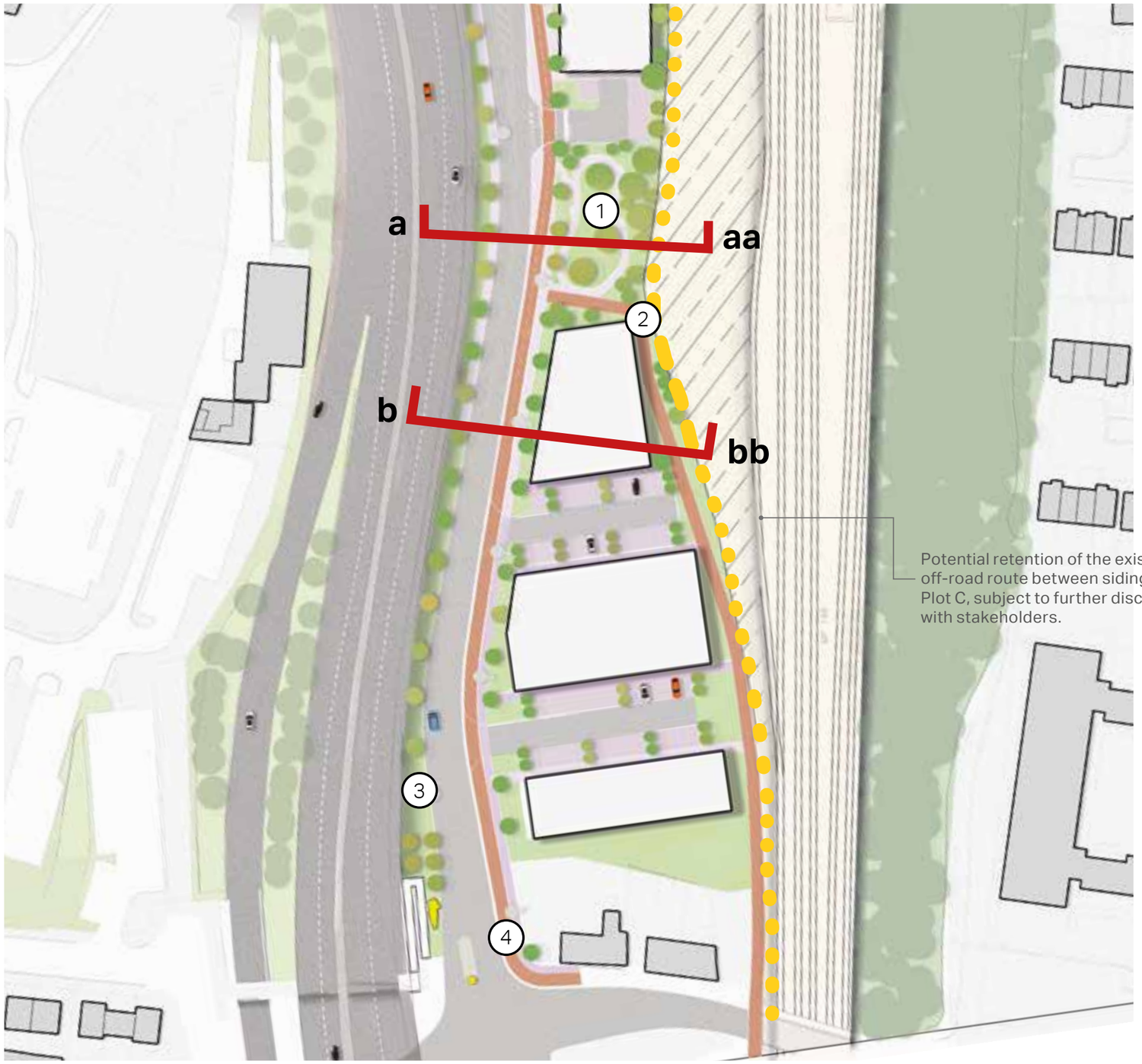
Landscaping- Southern Gateway

The introduction of the Station Link Road will enable access to the study area from the A632. The introduction of a tree lined road with groundcover planting will create a sense of arrival, along with tree and shrub planting integrated with the realigned ramp and step access to the subway. This area would also benefit from a large-scale piece of sculpture to counter the retaining wall and bridge over the A632.

Boundary Treatments

As approximately one third of the eastern boundary is constrained by topography there is little opportunity to improve the user experience along the route until it can be redirected to the Station Link Road through open space and onto the proposed cycle path.

The A61 retaining wall would be visually broken up with the introduction of street trees along the Station Link Road, along with hedging and ground cover planting interspersed with sculpture and animation with lighting projections.



Landscaping Plan- Southern Gateway as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Key

1. Pocket park to employment area
2. Re-aligned cycleway
3. Green wall and potential art sculptural element
4. Gateway public realm

Plot C

Landscaping Sections

Figure 1: Southern Gateway sections a' aa'

Landscaping Sections- Southern Gateway as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Plot C

Perspectives

Existing view along the A632

Architectural Perspective- Plot C from Spa Lane

Plot D

Plot Overview

Plot D 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). It is anticipated that there will be up to 3 connections through/ adjacent to the site:

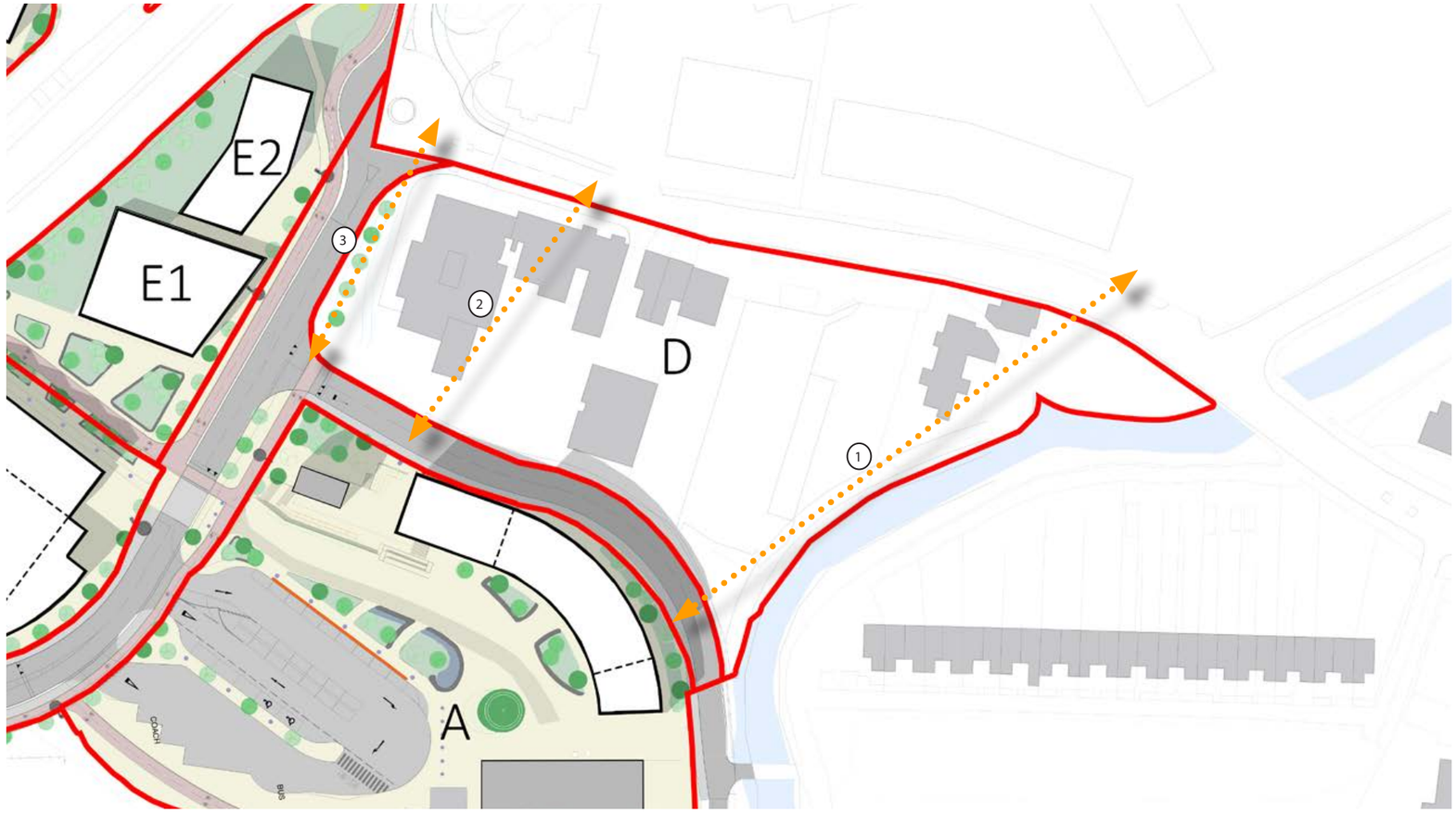
1. A riverside walk and connection to the entrance of the station building.

2. A permeable transition through the site from Crow Lane.

3. A link to the station realm space from Brewery Street.

Targeted objectives: Improve connectivity and public realm space

Existing location- 3D overview



Plot D existing layout (not to scale)

Plot E

Plot Overview

This site currently hosts the vacant Chesterfield Hotel building. From an urban design perspective the building is positioned in a strategically important location, linking the station and the town centre. There are two planning consents linked to the site; one for demolishing the current building and a second which secured an outline consent for a mixed use proposal.

Much like Plot B the development of the plot is critical to forming links to Corporation Street and the train station building. As identified in the storyboarding process the strategic massing of this plot will also be aligned to the objective- ‘framing the Spire’.

Existing location- 3D overview

Plot E proposed layout (not to scale)

Plot E

Urban Strategy

Overview

This site is subject to a separate commission prepared by Chesterfield Borough Council. Please refer to Planning Application no. CHE/21/00464/OUT for further information. Please note the approach in this masterplan is indicative only and seeks to provide a general urban design approach that is befitting of this key site in Chesterfield town centre.

Design Strategy

As identified in the development chapter, Plot B and E are critical plots when considering framing the Spire. The visual, right, shows how a smaller lower density building can be accompanied by a taller building that runs parallel to the new Station Link Road.

The mass has been strategically developed as demonstrated in the development chapter to tier the massing to avoid obstructing views toward the Spire. The form has been further developed to show a proposed roofscape which is a contextual link to the architectural character in the town centre. The proposal also shows how the ground floor opens up along the boulevard to create an invitation in to the building. Whilst the design of this building can be approached in a variety of ways, it is design strategies previously mentioned that will contribute toward a successful regeneration of the site.

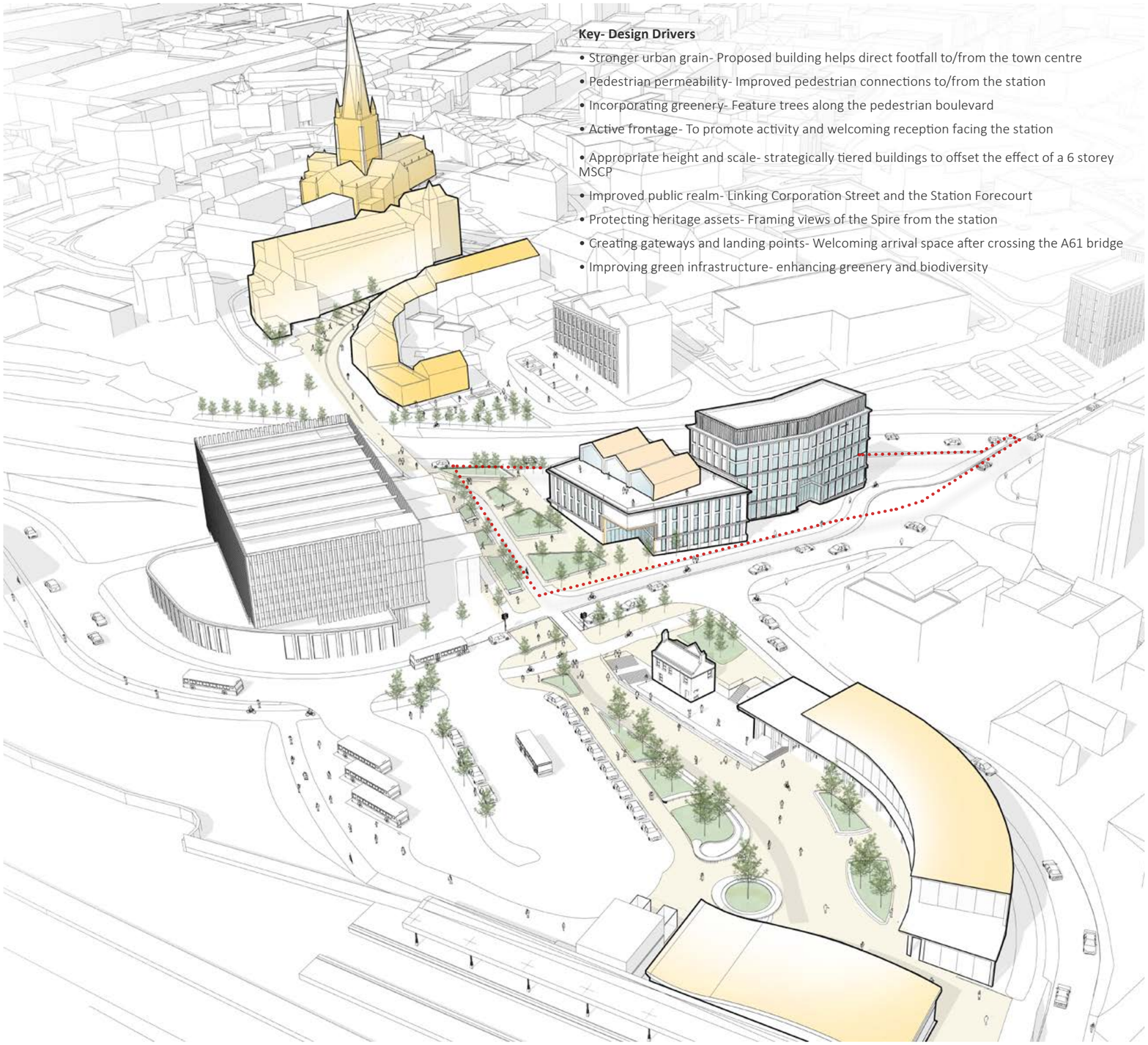
Objectives Achieved

Economic Investment- The development demonstrates how the site can be developed to incorporate a landmark building that helps connect the town centre and train station.

Improving Connectivity- The plot will incorporate public realm that will help direct footfall to / from the station and town centre. This public realm will also incorporate landing points off the new bridge and the Station Link Road.

Creating a Mixed Use Development- Chesterfield Borough Council has developed a brief (separate to this commission) to propose a mixed use development. Please refer to Planning Application no. CHE/21/00464/OUT for further information.

Framing the Spire- The strategic stepping of height on this block means that the view toward the Spire isn't obstructed as demonstrated in the perspectives on the following page.



Key- Design Drivers

- Stronger urban grain- Proposed building helps direct footfall to/from the town centre
- Pedestrian permeability- Improved pedestrian connections to/from the station
- Incorporating greenery- Feature trees along the pedestrian boulevard
- Active frontage- To promote activity and welcoming reception facing the station
- Appropriate height and scale- strategically tiered buildings to offset the effect of a 6 storey MSCP
- Improved public realm- Linking Corporation Street and the Station Forecourt
- Protecting heritage assets- Framing views of the Spire from the station
- Creating gateways and landing points- Welcoming arrival space after crossing the A61 bridge
- Improving green infrastructure- enhancing greenery and biodiversity

Plot E 3D overview

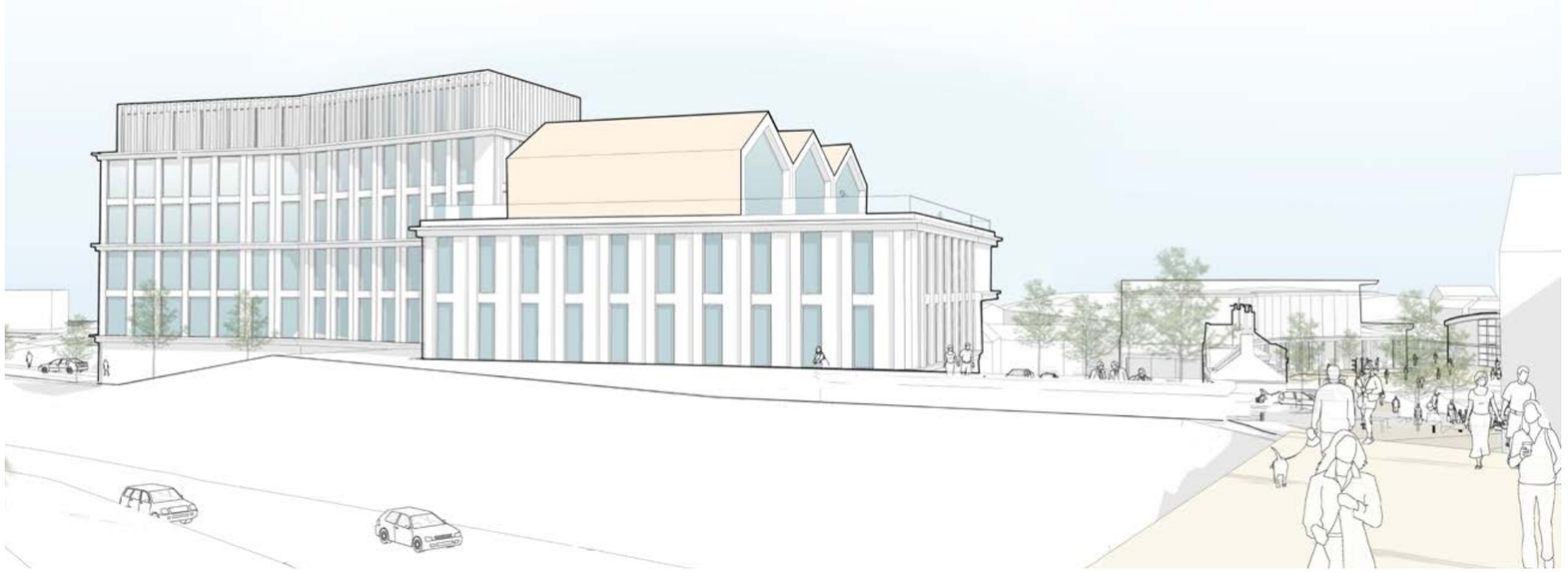
Plot E

Plan

Existing view from the station toward the Grade II Listed building

Architectural Perspective- Station Forecourt adjacent to the former station building facing the Spire

Existing view of the Chesterfield Hotel from the A61 pedestrian bridge



Architectural Perspective- View of Plot E from the A61 bridge

Plot F

Plot Overview

Plot F has been identified as a development plot within the HS2 masterplan to demonstrate connections through to the town centre via Corporation Street. Whilst the development zone does not sit within the Station Arrival area, the project team felt it was important to include within the masterplan to demonstrate how strategic links to the town centre may successfully come to fruition. The development predominantly highlights the improvements to realm space along Corporation Street and the formation of a new pedestrian / cycle bridge but also includes provision for 4 storey office block.

Existing location- 3D overview

Plot F proposed layout (not to scale)

Plot F

Urban Strategy

Overview

This development plot predominantly promotes the aspiration to connect the station to the town centre through Corporation Street, which in turn provides better accessibility to the Pomegranate Theatre, Chesterfield Museum, the Winding Wheel and the Crooked Spire from the station. The development plot also seeks to develop the Theatre Lane car park which has visibility from the dual carriageway.

Design Strategy

The image shows how a 3-5 storey building can be developed successfully on the site. A scale of 4-5 storeys may be achieved to the elevation facing the dual carriageway as the levels fall toward the dual carriageway. For the landscaping strategy please refer to the Corporation Street Landscape Plan and details on the following page.

Objectives Achieved

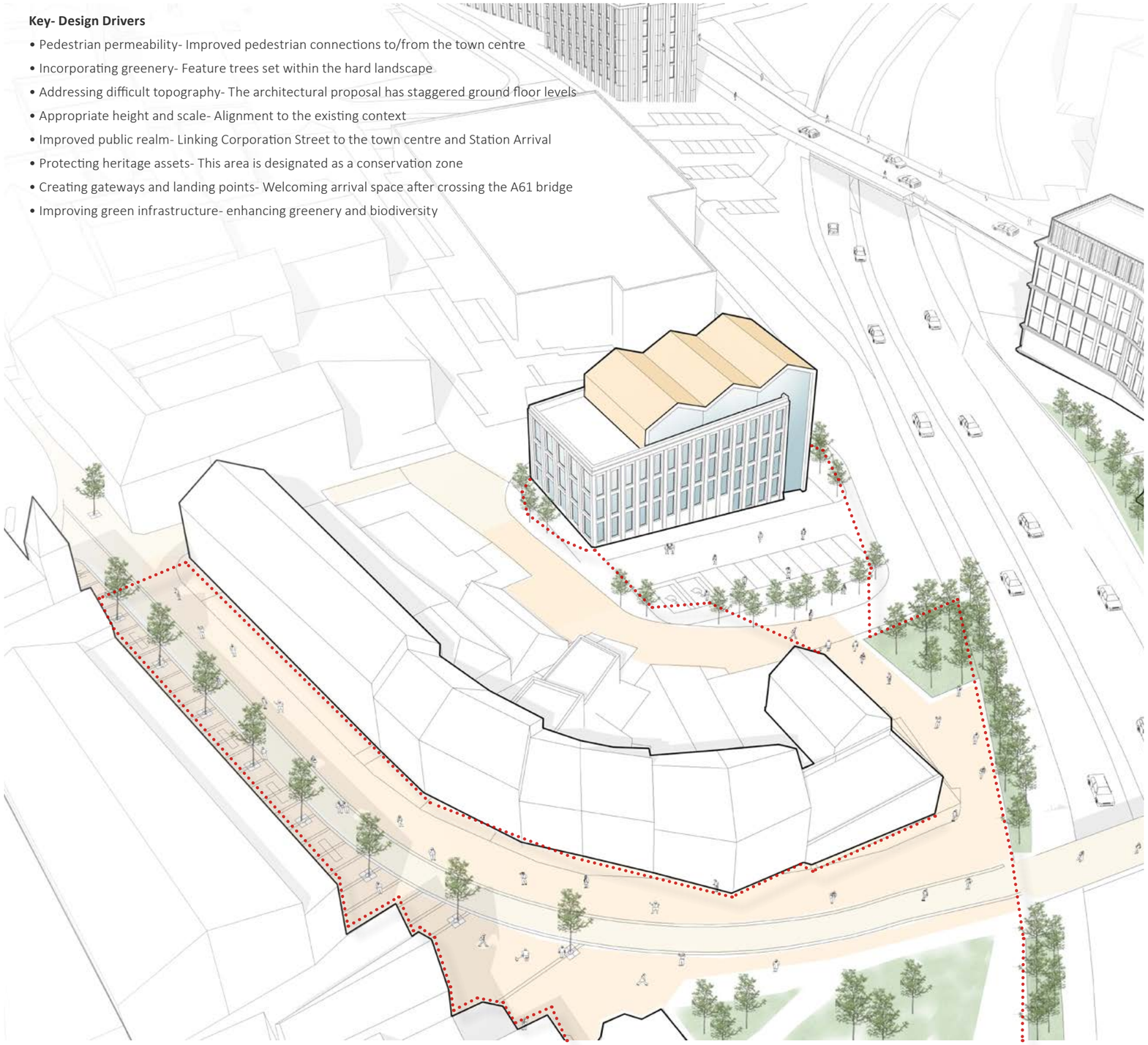
Economic Investment- Improvements to Corporation Street and the formation of a new pedestrian / cycle bridge will help connect the station and centre, potentially bringing additional footfall to businesses in the town centre.

Improving Connectivity- Improvements to the urban and landscaping environment along Corporation Street will help connect the town centre and the station area. The new pedestrian / cycling bridge will be strategically positioned to maximise connectivity between the two sites.

Improving Public Realm- The public realm improvements will help uplift and green the street. The addition of green space and dedicated public realm space will create a more welcoming landing either side of the dual carriageway.

Key- Design Drivers

- Pedestrian permeability- Improved pedestrian connections to/from the town centre
- Incorporating greenery- Feature trees set within the hard landscape
- Addressing difficult topography- The architectural proposal has staggered ground floor levels
- Appropriate height and scale- Alignment to the existing context
- Improved public realm- Linking Corporation Street to the town centre and Station Arrival
- Protecting heritage assets- This area is designated as a conservation zone
- Creating gateways and landing points- Welcoming arrival space after crossing the A61 bridge
- Improving green infrastructure- enhancing greenery and biodiversity



Plot F 3D overview

Plot F

Corporation Street

The proposed enhancement of the public realm along Corporation Street would be through the creation of a demarcated surface. This would be as a response to the likely increase in pedestrians and cyclists using the route. It would also improve the setting of the end of the theatre through the introduction of a raised stone edged planter that will act as a place to rest after stepping off the new bridge. It would also provide better definition for vehicular movement into Mill Street.

Street trees will help channel views and movement up and down the street and continue and link green infrastructure from the station and surrounds, as well as alleviating surface water drainage. The A61 foot / cycle bridge may be the subject of an architectural design competition.

Key

1. Proposed public realm to Corporation Street
2. Proposed public realm to Pomegranate Theatre
3. Spill-out space for bars and cafes
4. Proposed public realm to proposed building
5. Proposed planting to screen the A61
6. High quality demarcated cycle lane
7. Retained existing cycle lane

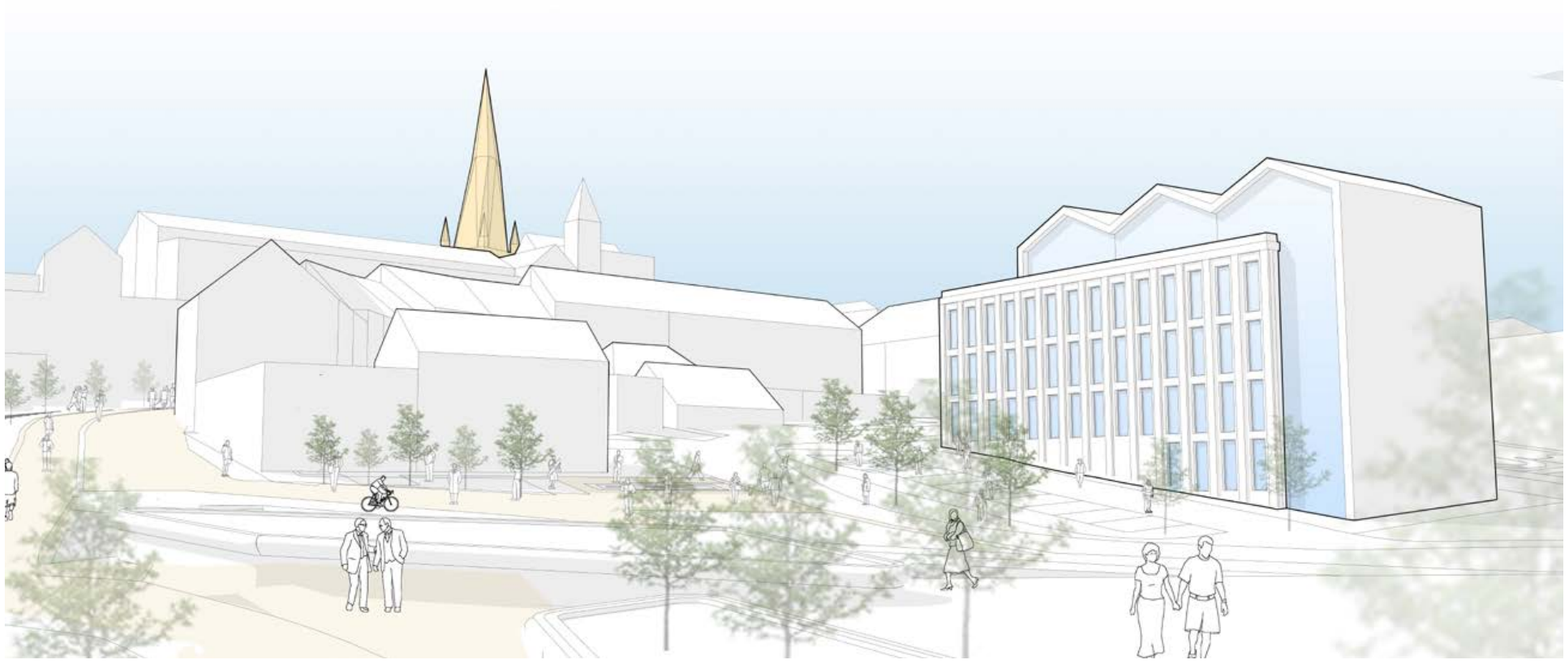
Landscaping Plan- Corporation Street as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Please note further co-ordination is required to align the Landscaping Masterplan to the architectural information as presented in this document. No proposed buildings are to be shown on Plot D.

Plot F

Aspirations

Existing view from the A61 pedestrian bridge toward Corporation Street



Architectural Perspective- Approaching Corporation Street

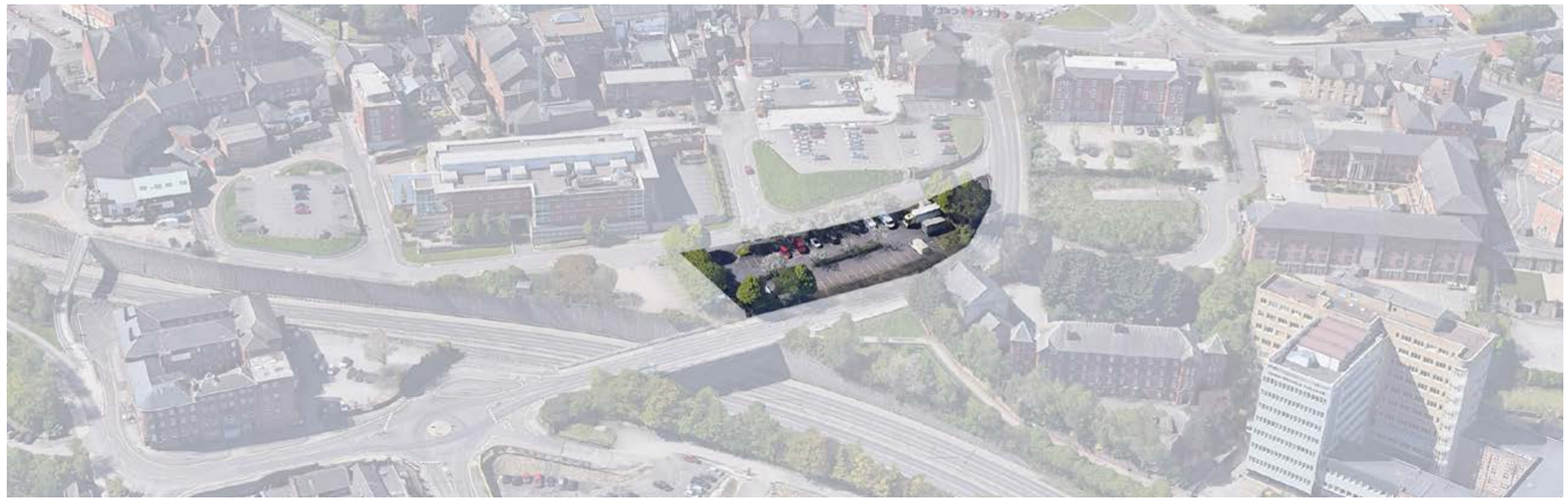
Existing view along Corporation Street

Landscaping Perspective- Corporation Street as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Plot G

Plot Overview

Plot G has been incorporated in to the HS2 masterplan to forge a connection between the station, the Northern Gateway and Educational Quarter. The site is currently used as a surface car park and has significant level changes along Brewery Street. The slope along Brewery Street toward the station is approximately 1 storey in height. Plot G also sits directly adjacent to the Grade II Listed hospital building and a sensitive approach to design should be considered accordingly.



Existing location- 3D overview

Plot G proposed layout (not to scale)

Plot G

Urban Strategy

Overview

The strategy on this vacant masterplan plot is to develop a proposal that improves the urban grain along Brewery Street and Durrant Road. The building will be highly visible along the dual carriageway and any forthcoming proposal should have architectural merit consistent with the visual prominence to a large volume of commuters.

Design Strategy

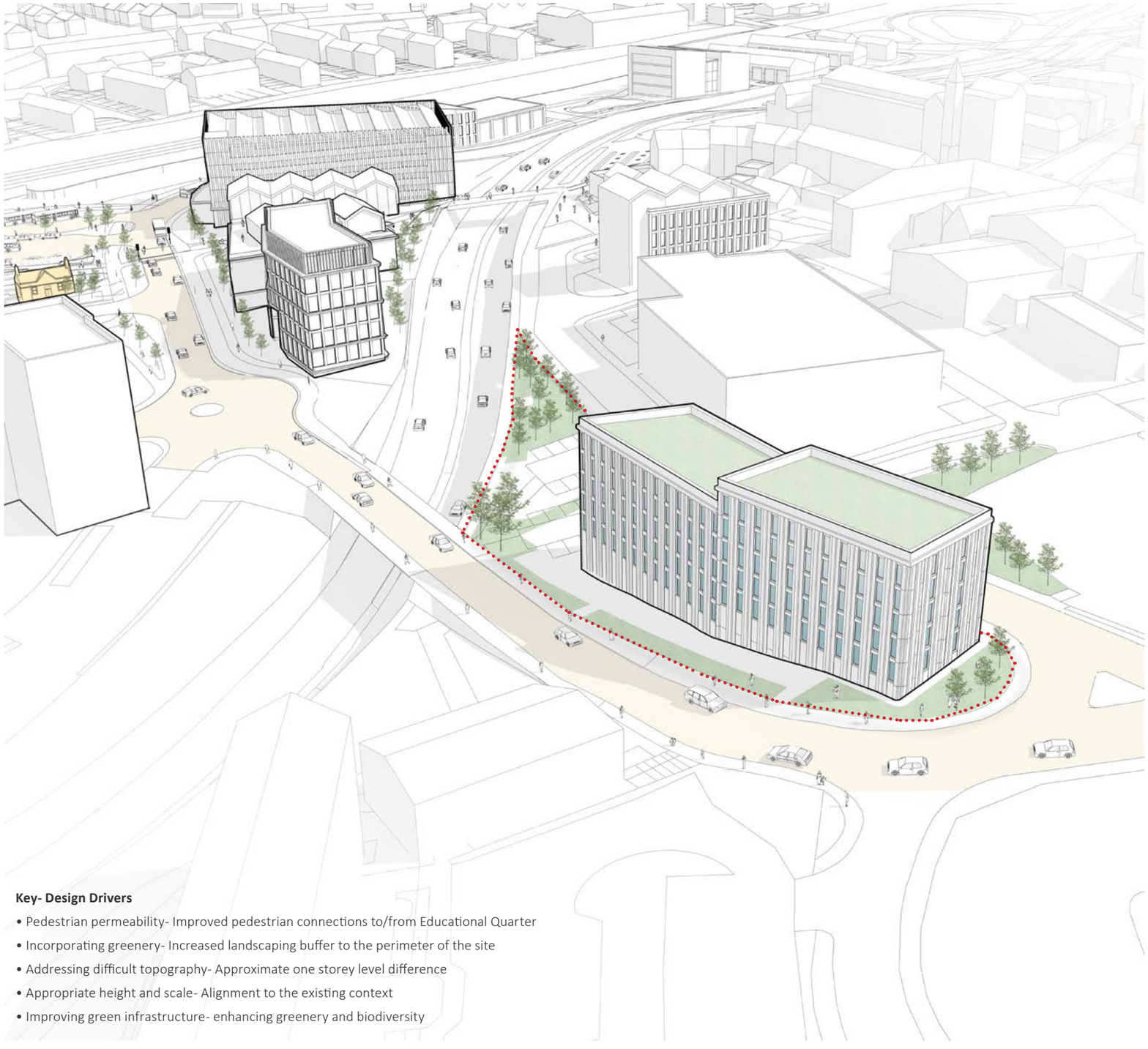
The image shows how a 3-5 storey building can be developed on the site without having an impact on height to the surrounding town centre context. A scale of 4-5 storeys may be achieved to the elevation facing the dual carriageway as the levels slope downwards toward the dual carriageway. Much like Plot B and E, this indicative proposal accounts for referencing the town centre roofscape by developing the roof and form on the top floor. For the landscaping strategy please refer to the Corporation Street Landscape Plan and details on the following page.

Objectives Achieved

Economic Investment- This image demonstrates how a vacant plot can be developed to benefit the town centre. The incorporation of a substantial residential/ mixed use proposal will increase footfall in the town centre.

Improving Connectivity- This development plot seeks to extend toward the Northern Gateway and Educational Quarter along Brewery Street.

A Mixed Use Development- The use of this development plot for residential accommodation will contribute toward there being a mixture of use classes in this area.



Key- Design Drivers

- Pedestrian permeability- Improved pedestrian connections to/from Educational Quarter
- Incorporating greenery- Increased landscaping buffer to the perimeter of the site
- Addressing difficult topography- Approximate one storey level difference
- Appropriate height and scale- Alignment to the existing context
- Improving green infrastructure- enhancing greenery and biodiversity

Plot G 3D overview

Plot G

Aspirations

Architectural Perspective- Along Brewery Street toward the Station Arrival character area

Existing view along Brewery Street

07

Landscaping Design Elements

Landscaping Details Strategy

Security/ Lighting

Security

The landscape design incorporates the key principles of Secured by Design including natural surveillance by keeping public areas visible and overlooked from buildings, avoiding enclosed spaces, corners and recesses.

It could use design features to prevent vehicular access driving into the station and up the boulevard using strategically placed raised planters and minimal use of bollards to reduce visual clutter. The spatial layout therefore provides clear, directly overlooked and well-lit spaces and routes can make the area safe and attractive.

The precedent images illustrate the use of planters and trees as security measures integrated within the public realm. Consultation was undertaken with both Derbyshire Police and British Transport Police. Issues raised by the police include:

- CCTV systems may need relocation and during planning should consider dovetailing existing CCTV networks to avoid blackspots;
- Publicly accessible high structure, specifically the foot / cycle bridge and multi-storey car park will require additional security measures;
- Public realm should be designed to avoid rough sleeping, and skateboards / BMX cycles using these spaces; and
- Developments and plots adjacent to the railway carry greater risk of trespass and vandalism. Consultation with both Network Rail and British Transport Police will be required during the detail design of these areas.

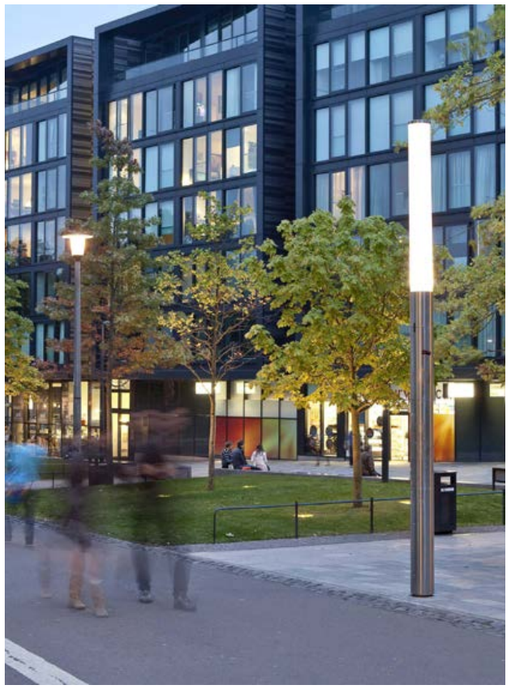
Further liaison will be required from with Derbyshire Police and British Transport Police as development plots progress.

Lighting Strategy

The lighting strategy is based upon a hierarchy of:

- Highway lighting of the Station Link Road and transport hub – would comprise light columns 10m high at approximately 15m centres on the east side of the link road. This arrangement will reduce the visual clutter and will allow the light columns to be set between the proposed street trees. The light columns would continue into the station transport forecourt to light the bus and taxi drop off area. These would be standard Derbyshire County Council light columns.
- The light columns within the station transport forecourt will provide lumination to the bus and taxi drop off area. These lighting columns should compliment those of the public realm. Efforts should be made to reduce the number of lighting columns in this area to reduce street clutter, this can be achieved by integrating two tiers of lighting fixtures within each lighting column.
- Public realm lighting would comprise light columns and lanterns with a contemporary design to complement their setting to provide a LUX level for safety and clarity of movement. They would comprise of 6m high columns with LED lantern units.
- Architectural feature lighting – would be used to highlight key elements in the landscape such as uplighters to specimen trees in the forecourt and LED strip lighting to the bridge edge and the raised seating areas with the use of LED strip lighting.

*Security/ Lighting information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)



Landscaping Details- Security/ Lighting as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Landscaping Details Strategy

Signage/ Art & Sculpture

Signage

The approach to signage is to minimise clutter by making the design provide the necessary clarity of movement from the station to the town centre.

Orientation – visitors arriving at the station would orientate themselves using pedestrian friendly / electronic map and information display located outside the station building.

Directional signing – would take the form of a simple, contemporary designed finger post indicating the Trans Pennine Trail, the Cuckoo Trail, Chesterfield Canal towpath, the town centre, and to Queens Park along the cycleway / footpath.

Existing Trans Pennine Trail (TPT) signage will be relocated to near the cycle lane within the station forecourt. Additional signage directing people towards the TPT on Corporation Street, the boulevard and the A61 would also encourage local residents to utilize the route.

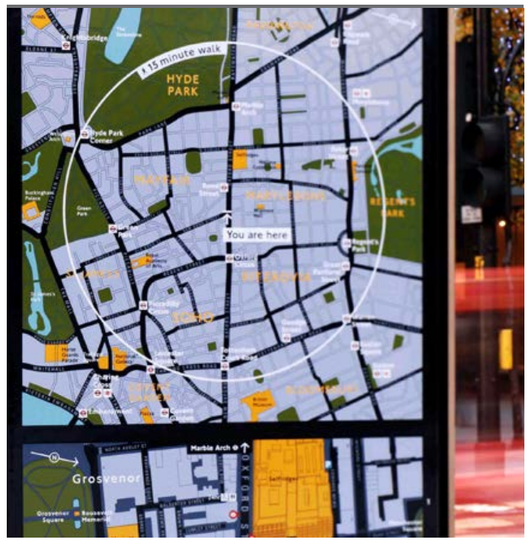
Note: Derbyshire County Council are currently in the process of implementing a cycle wayfinding strategy which will be relevant to the study area and any future work should make reference to that work.

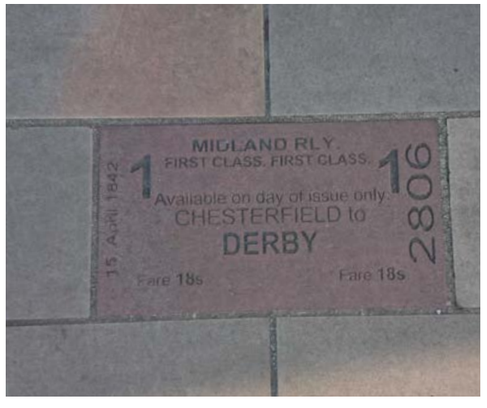
Art & Sculpture

Building upon the existing art trail across Chesterfield the study area lends itself to incorporation of more pieces. This would include:

- A relocation and improvement of the setting of the George Stephenson statue;
- A large scale artwork at the southern gateway to offset the dominance of the elevated A61 and associated access structures to the subway;
- Artwork along the front of the A61 retaining wall to visually break up the extent of the concrete;
- Incidental pieces along the boulevard to provide additional interest along the journey to the town centre.

*Signage/ Art & Sculpture information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)





Landscaping Details- Signage/ Art & Sculpture as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

Landscaping Details Strategy

Hard / Soft Landscaping

Hard Landscape

The paving to the station forecourt would need to be a high-quality robust material that referenced the existing building materials of Chesterfield but at the same time provides a contemporary feel to respond to the new developments.

Sandstone would be an appropriate material as it fulfils the above requirements and has the colour reminiscent of the ashlar of the local buildings. It can be laid on a rigid base and mortar pointed that will withstand vehicular movement for e.g. service and emergency services vehicles. It can be supplemented with porphyry that would bring out the red colours of the local buildings and could be used as banding and edging. There would be opportunities to relocate the existing etched rail tickets within the paving on Brewery Street into the station forecourt and continue the rail and historical theme within the paving and raised planters.

The same materials would continue across the Station Link Road and along the boulevard, bridge and along Corporation Street to provide visual continuity and simplicity. Opportunities for additional themes and etched paving motifs could include distance markers from the station up to the top of Corporation Street, building upon the history of the rail and town as well as the future.

Shared surface – as the Station Link Road approaches the exit from the transport hub and the boulevard crossing, the road level would be raised, and the material would change to reflect that of the pedestrian paving. This will signify to the driver of a change in the highway use.

Soft Landscaping

Improving the green infrastructure through the site is an important requirement to meet the objectives of climate resilience, biodiversity net gain and improvement of linked green corridors across the borough.

The hierarchy of planting would be:

– Station Forecourt, boulevard and Corporation Street:
– Ornamental individual semi mature specimens
– Shrub planting
– Groundcover

Station Link Road:

– Ornamental Street trees - semi mature
– Shrub planting
– Groundcover

Open Green Space:

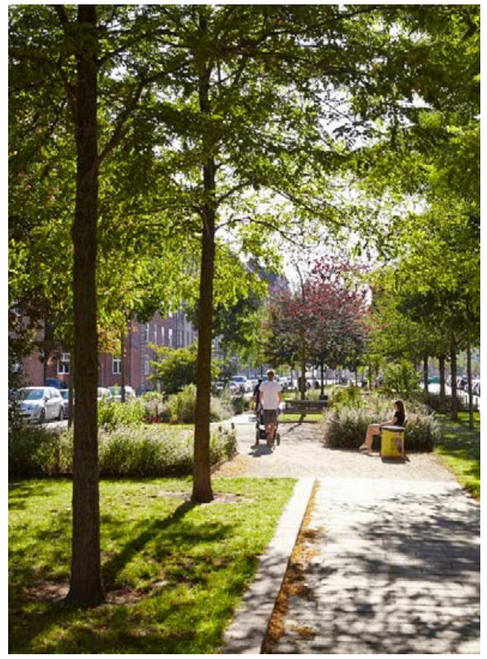
– Native trees - extra heavy standards and multi stemmed
– Native shrubs
– Wildflower grass

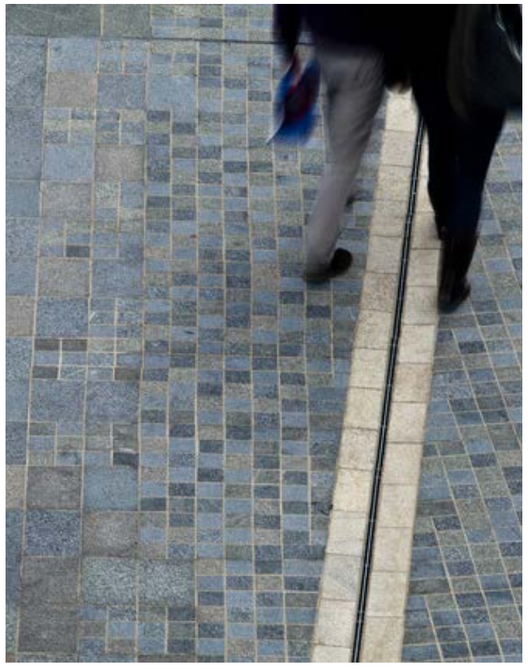
Planting should prioritise native, locally appropriate species which contribute to biodiversity, and provide direct habitat creation (advice can be sought from the Derbyshire Wildlife Trust).

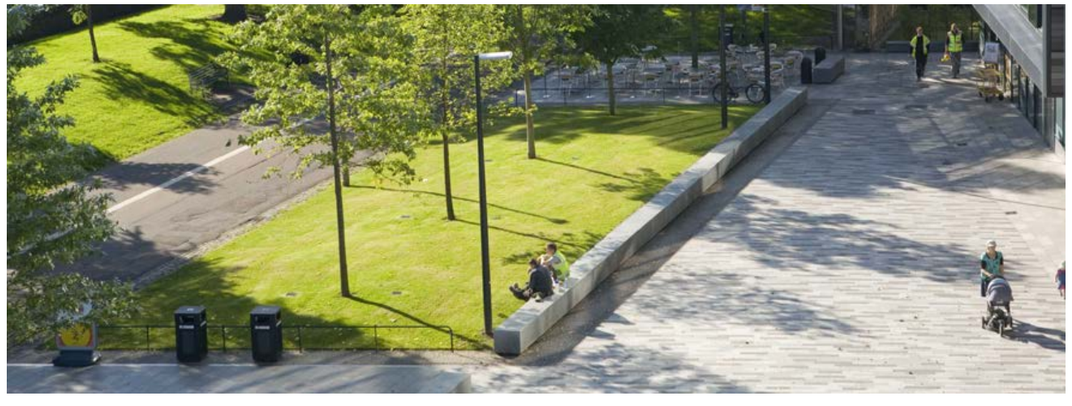
Planting can also contribute to other sustainability objectives (climate resilience, low water usage planting, or rain gardens/ SUDS planting etc).

–
*Hard/ Soft Landscaping information as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)








Landscaping Details- Hard/ Soft Landscaping as prepared by AECOM (please refer to Chesterfield MP Public Realm Strategy for further review)

08

Proposed Phasing Strategy

The following illustrates a potential phased strategy to realising the aspiration of the masterplan. It is evident that there are various approaches and opportunities that may inform a different route to delivery.

Phasing Stage

0 - Existing

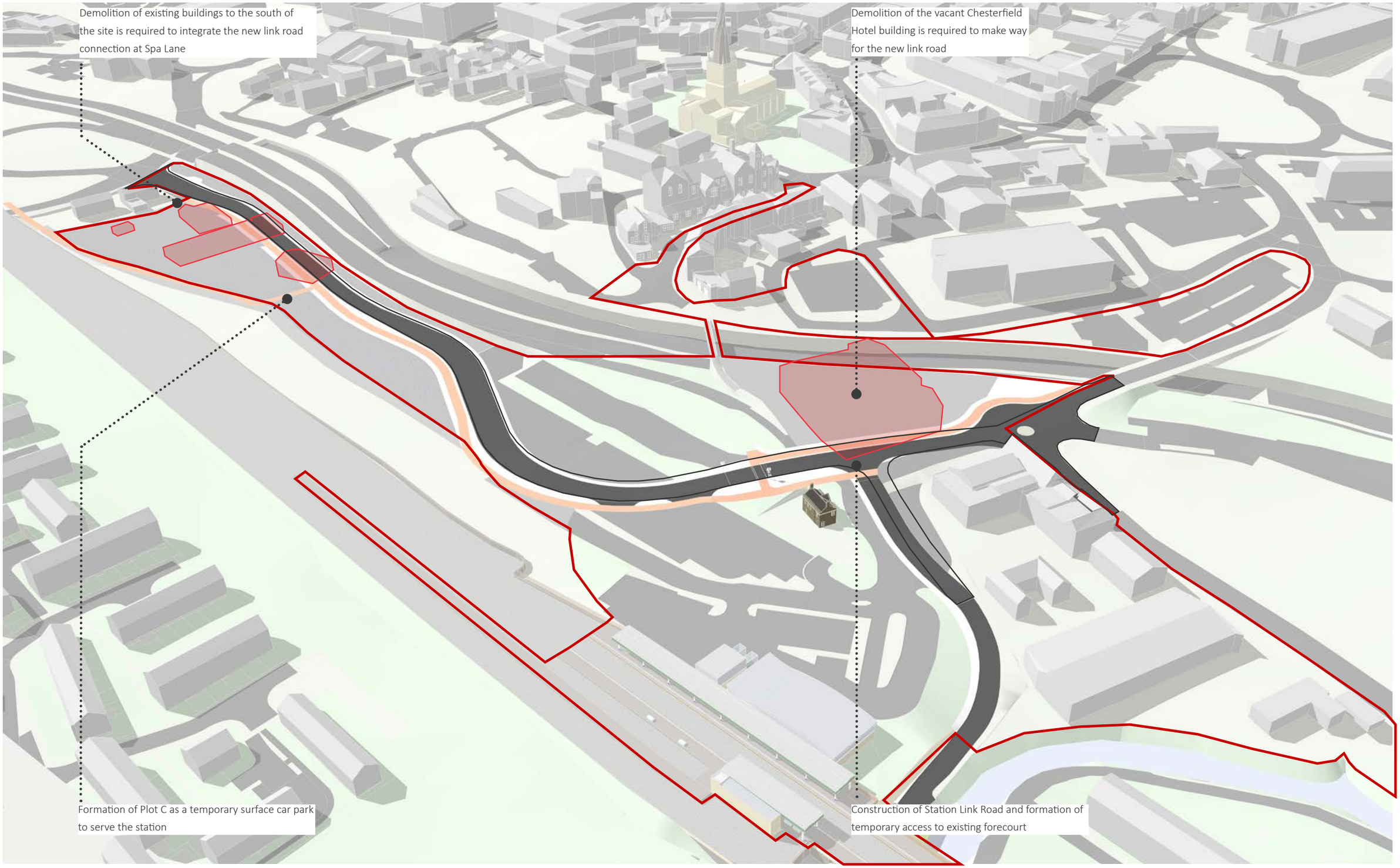
Phasing Strategy

This section seeks to demonstrate an indicative approach to how the masterplan could come forward. This high level phasing strategy indicates a potential approach to the development coming to fruition:

1. Formation of the Station Link Road
2. Removal of the A61 slip road and implementation of new forecourt
3. Plot A, B, E and public realm formation
4. Plot C development
5. Plot D consideration including a riverside walk
6. Plot F and G development

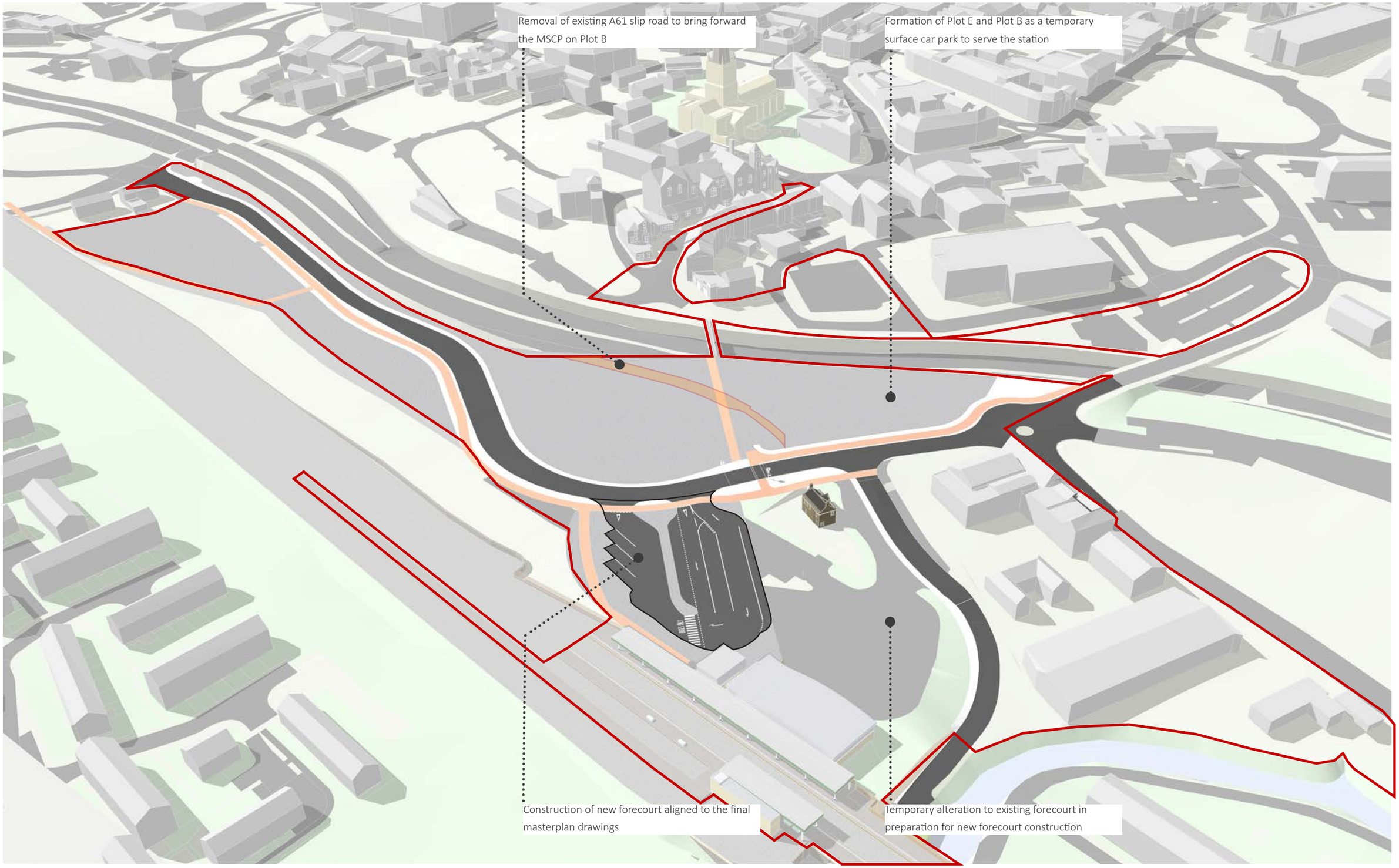
Phasing Stage

1 - Formation of the Station Link Road



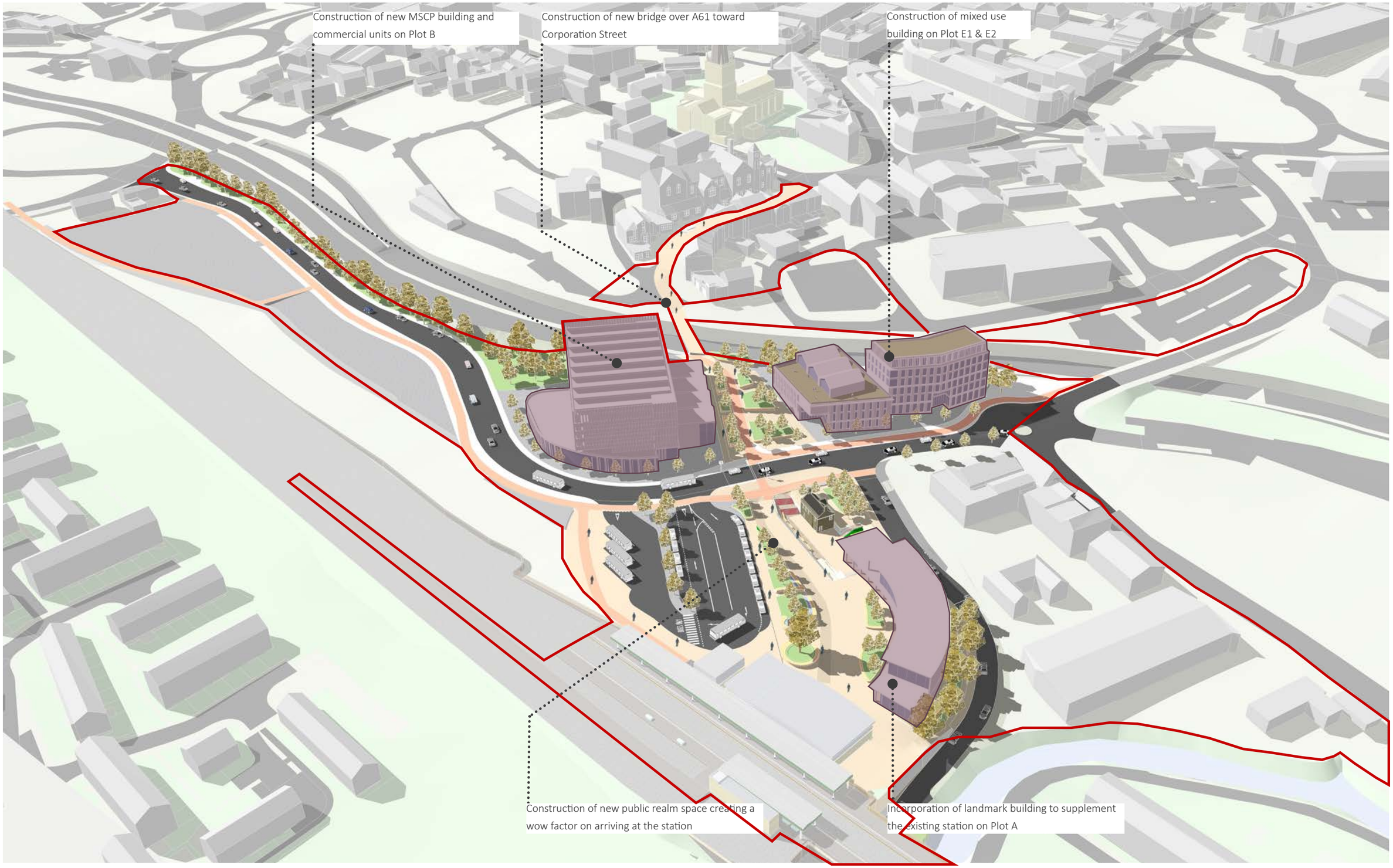
Phasing Stage

2 - Removal of the A61 Slip Road and Implementation of New Forecourt



Phasing Stage

3 - Plot A, B, E Development and Public Realm Formation



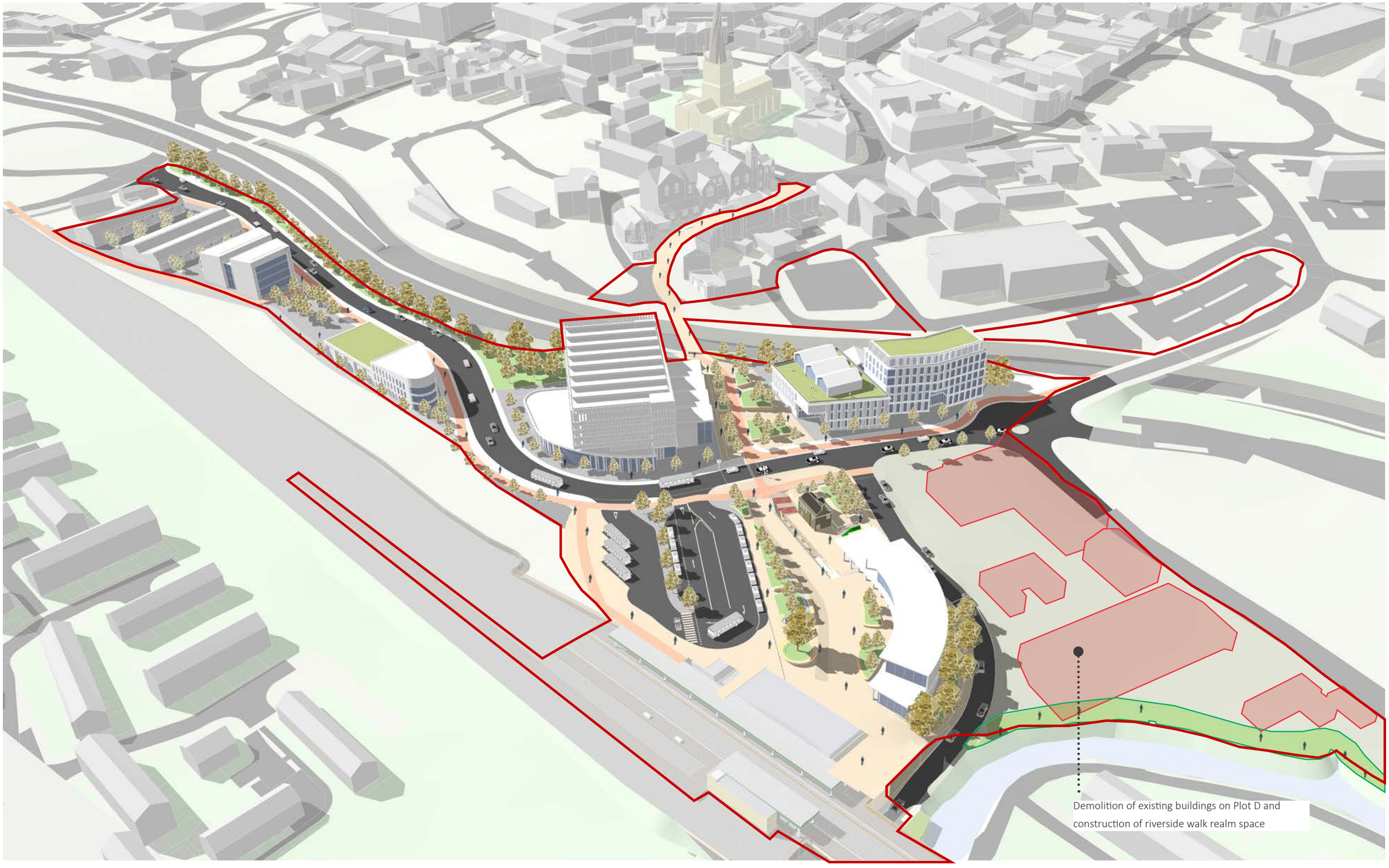
Phasing Stage

4 - Plot C Development

Construction of employment use buildings on Plot C

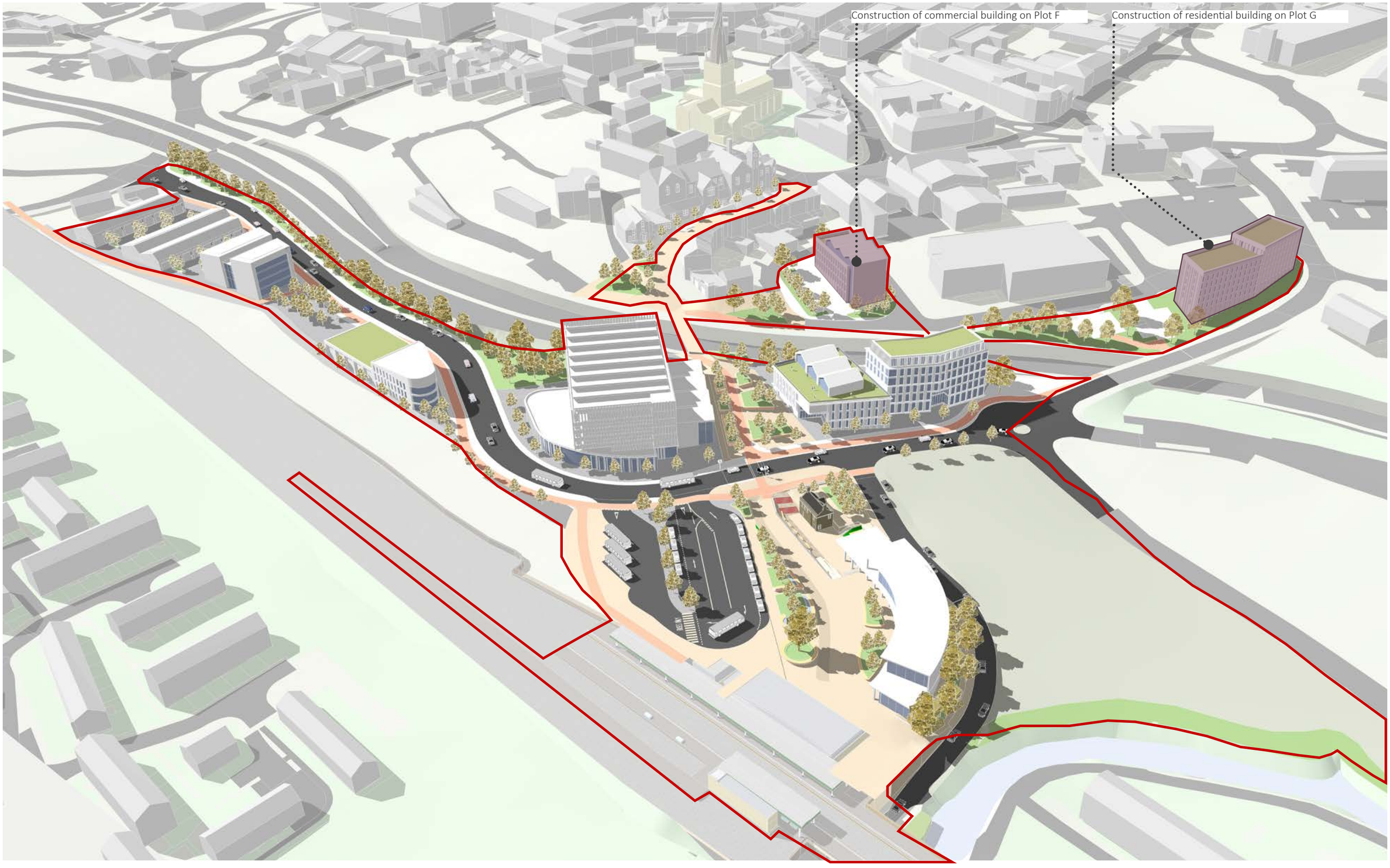
Phasing Stage

5 - Plot D Development Including Riverside Walk



Phasing Stage

6 - Plot F and G Development



09
Conclusion

Conclusion

Executive Summary

This masterplan document has been commissioned by Chesterfield Borough Council in conjunction with professional consultants AECOM and Whittam Cox Architects to help define the aspirations for a comprehensive evidence-based masterplan proposal for and surrounding Chesterfield Train Station.

The arrival of HS2 presents an opportunity for a comprehensive series of developments and it is this document that seeks to demonstrate how the vision, aims, objectives and design principles set out by the Local Authority can be achieved, accounting for the opportunities and site constraints the study area presents.

To recap the vision set out this aspiration:

"To reinvent the train station and rail travel as an integral part of the town centre."

The masterplan brief extended on this statement by providing aims, objectives and design principles, which are used to formulate design drivers to help develop a response to the masterplan. The vision seeks not to be prescriptive in development but give an indication of how the proposal can help inform the future development of the area as a framework to work within. Whilst this masterplan framework offers flexibility in how development plots come forward, it is still imperative that any designs coming forward seek to reference the rich architectural character and heritage in the town centre.

This HS2 masterplan document follows on from the public consultation hosted virtually on the 8th February to the 8th March 2021. The document has been designed and co-ordinated by the project team with an emphasis on developing the transport infrastructure following the consultation event. The masterplan is now based on comprehensive stakeholder consultation and evidence led information, which culminates in the formation of a well-considered, balanced and pragmatic approach in reimagining the Station Arrival character area of Chesterfield.

Whittam Cox ARCHITECTS

WCEC Group Ltd is trading as Whittam Cox Architects

whittamcox.com