Statement of Common Ground
Chesterfield Borough Council and
Derbyshire County Council
JUNE 2019

1. Purpose of the Statement of Common Ground

This statement of common ground has been prepared jointly between the parties consisting of Chesterfield Borough Council (‘the Council’) and Derbyshire County Council in its role as Highways and Transport Authority for the County of Derbyshire (DGLG).

The Purpose of this Statement of Common Ground is to set out the main points of agreement between both parties with regard to the submitted Chesterfield Borough Council Local Plan December 2018 (‘the Plan’). The statement also highlights areas where further work will be needed in the future and what mechanisms are or will be put in place to address these. The statement is intended to assist the Inspectors during the examination of the Plan.

The purpose of this statement is also to set out the agreed arrangements for on-going co-operation and liaison on identifying, monitoring and mitigating the impacts of the levels of growth set out in the submission version of the Chesterfield Borough Local Plan and identifying agreed key matters and issues that should be the focus of cooperation and liaison.

2. Background

The Council and DCC have been working positively together throughout the preparation of the Plan in respect to Highways and Transport issues.

As a two-tier area, Chesterfield Borough Council is responsible for the preparation of a Local Plan for the borough of Chesterfield, the most recent prior to the emerging Local Plan being the Local Plan Core Strategy (adopted 2013). Derbyshire County Council is responsible for preparation and publication of the relevant Local Transport Plan (LTP), the most recent of which was published in 2011 and covers the period up to 2026. The LTP sets out five transport goals:
1. Supporting a resilient local economy.
2. Tackling climate change.
3. Contributing to better safety, security and health.
4. Promoting equality of opportunity.
5. Improving quality of life and promoting a healthy natural environment.

It refers to a number of specific long term projects within the borough\(^1\), in particular

- The A61 Chesterfield Inner Relief Road Junctions
- The A619 Staveley – Brimington Bypass (also referred to as the Chesterfield-Staveley Regeneration Route)

DCC also maintains the SATURN based North Derbyshire Highway Assignment Model, which can be used to assess the transport impacts of major transport and land use schemes.

DCC, CBC and local community groups including Chesterfield Cycle Campaign and Transition Chesterfield worked jointly on developing a cycle network and strategy that has informed preparation of the Local plan.

The County Council is also responsible for providing Highways Development Control advice on planning applications. As part of this process the same team has also provided site specific comments on access and transport implications for potential site allocations through the Land Availability Assessment (LAA) process. The LAA process has also been supported by accessibility data provided through ACCESSION.

A joint evidence base was produced between DCC, CBC and the neighbouring authorities of North East Derbyshire District and Bolsover District and AECOM, published in 2012 to support the Local Plan Core Strategy examination.

**DCC Planning Representation on draft Local Plan**

DCC has commissioned, and expects to receive during 2019, an upgrade of its North Derbyshire Highway Assignment Model. This will be validated to the level required for the submission of major transport scheme business cases and will be available to support both private and public sector assessments of development and infrastructure scheme impacts.

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3. **Agreed matters between the Council and DGLG**

**Evidence Base**

The 2011 Traffic Impact Study remains an appropriate baseline for Local Plan preparation on the basis that:

- The emerging spatial strategy for Chesterfield remains broadly similar across most of the Borough to the scenarios tested in terms of the broad locations of growth. Where there is material change, in the north-west of the Borough, the authorities are content that development impacts can be adequately assessed on a case-by-case basis through Transportation Assessment. It is anticipated, though, that the authorities will need to agree a broader mitigation package drawing upon CIL as well as any Section 106 contributions relating to the direct impacts of development.

- The overall housing requirement for the borough has reduced significantly from the scenario tested

- Growth in the north of the borough, and large sites including Chesterfield Waterside and Staveley Works has been lower than anticipated in the intervening years and the flows predicted for 2026 would be expected to be lower

In order to ensure that the most relevant evidence has been used in supporting site assessments, up to date site-specific transport advice has been provided on individual site allocations through the LAA process.

**Approach to strategic Infrastructure**

- **A61 Growth Corridor**

  DCC and CBC are working jointly (through a bespoke project control board) on delivery of a strategy for the A61 corridor through Chesterfield and North East Derbyshire which involves the provision of a minimum of £16 million towards highways and transport infrastructure. This is in pursuit of two principal objectives; enabling development of specific sites, and improving the ability of highway and transport networks to accommodate the movement of people and goods. The strategy includes a number of sustainable travel improvements and the introduction of an urban traffic control system. It also includes delivery of the Hollis Lane Link Road within the context of the Chesterfield Station Masterplan.
Separately, DCC has made an initial application to Midlands Connect (the relevant Sub-national Transport Body) to include the grade-separation of the Whittington Moor roundabout in its recommended programme of Major Road Network schemes for the 2020-2025 period. A decision on this initial gateway is anticipated in July 2019.

- Chesterfield – Staveley Regeneration Route

The County Council has made an initial application to Midlands Connect for inclusion of the Regeneration Route in its recommended programme of Large Local Major schemes for the 2020-2025 period. A decision on this initial gateway is anticipated in July 2019.

- Strategic Cycling and Walking Network

Through the A61 Growth Corridor strategy noted above DCC is implementing substantial sections of its defined Key Cycle Network in Chesterfield, primarily through the completion of a segregated route parallel to the A61 between the Avenue site south of the Borough boundary and Sheepbridge at its northern edge.

- CIL funding

Transport infrastructure is included on the CIL Regulation 123 list.

- HS2

Delivery of the direct requirements for HS2 services to pass through and call at Chesterfield Station, through electrification of the Midland Main Line and platform alterations, rests with HS2 Limited. DCC and CBC are, though, through the HS2 Chesterfield and Staveley Delivery Board, bringing forward a package of regeneration and transport proposals to maximise the benefits of this strategic connectivity.

4. Outstanding Issues

No outstanding issues identified further to those set out above and the ongoing refinement of transport evidence summarised below

5. On-going Cooperation and Liaison

Both parties are committed to continuing to work together through regular liaison and specific working groups on the A61 Growth Corridor, HS2 delivery board and Staveley Delivery Board (for the CSRR).

DCC will continue to be a consultee on the Local Plan and in future Local Plan Reviews.
Local Transport Plan

LTP3 remains valid until 2026. However, in order to reflect subsequent changes in transport policy and trends, DCC is committed to a LTP refresh which will commence in the near future.

Refinement of Transport Evidence

A joint evidence base was produced between DCC, CBC and the neighbouring authorities of North East Derbyshire District and Bolsover District and AECOM, published in 2012 to support the Local Plan Core Strategy examination. The 2012 cumulative transport study is being updated and re-validated. DCC have commissioned first stage of revalidating the model. Outputs expected to be available from January early 2020. These outputs are therefore unlikely to be available to inform the Chesterfield Local Plan public examination. However, outputs from revalidated model would be addressed through 5 year review of local plan.

Moreover in relation to the 2012 cumulative transport study, it remains the case that the draft local plan proposes broadly similar amount of housing in broadly similar locations to those which formed basis for original transport model in 2012. Growth across the HMA overall is lower (and slower) than growth modelled in 2012 joint study. In principle therefore, this should result in a lower impact across the network than predicted in the 2012 model. The scale of development now planned at Dunston however was not incorporated in the 2012 model. There is the potential an anticipated need for the developer to commission additional work to demonstrate the potential impacts from additional development in this part of the Borough and how such impact could and will be mitigated.

In summary therefore, the level of growth proposed in the Local Plan is not significantly different to that which was included in the 2011 Joint Cumulative Transport Study. In 2015 modelling was done to support the Staveley and Rother Valley Corridor proposals which also included potential growth of up to 650 dwellings at Mastin Moor. The main difference is the proposed strategic allocation at Dunston. There is current work being carried out as a result of the granting of planning permission for the first phase of the Dunston scheme to ensure there is sufficient mitigation for the whole development. In addition, there is significant work being undertaken to mitigate the impacts of growth along the A61 corridor. The DCC transport model is being re-validated and updated during 2019/20 and will be available for use early 2020. It is agreed that the first review of the CBC Local Plan will be supported by an update of the cumulative study based on the DCC updated model. DCC is satisfied that, taken together, the existing transport evidence for CBC Local Plan provides sufficient evidence to understand and potentially mitigate the transport impacts of cumulative planned growth.
APPENDIX A: SIGNATORIES OF THE PARTIES

AUTHORITY

Chesterfield Borough Council

Officer
Name: Alan Morey
Position: Strategic Planning & Key Sites Manager
Signature:
Date: 20th June 2019

Member
Name: Cllr Terry Gilby
Position: Portfolio Holder, Economic Growth
Signature:
Date: 20th June 2019

Derbyshire County Council

Name: Mike Ashworth
Position: Executive Director Economy Transport and Environment
Signature:
Date: 24/7/19

Name: Cllr Simon Spencer
Position: Cabinet Member Highways Transport and Infrastructure
Signature:
Date: 24/7/19