CHESTERFIELD WATERSIDE

REVISED MASTERPLAN – DRAFT

MARCH 2023

1.0 INTRODUCTION

Chesterfield Waterside, made up of a number of employment sites between the A61 and the Midland Mainline Rail Line, will be transformed from redundant industrial land into a vibrant waterside urban village, a destination for working, living and recreation.

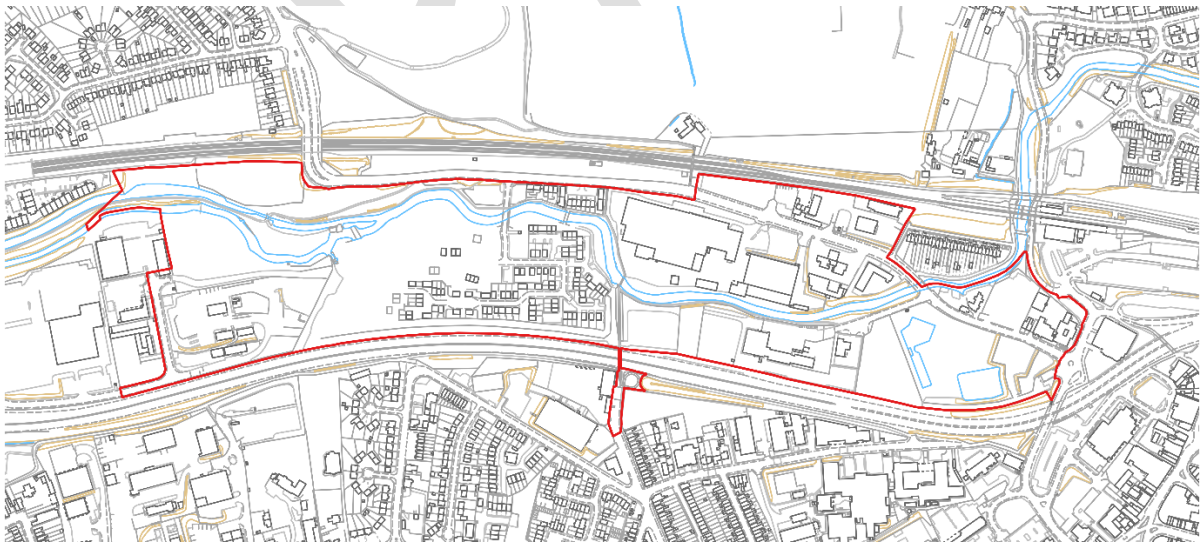
The focus of Chesterfield Waterside is on high quality place-making and architectural design, with a coherent sequence of new streets and public spaces.

The development aims to reconnect the town centre with a revitalised riverside whilst protecting and enhancing existing wildlife habitat.

AIMS OF PROJECT

The overriding aims of Chesterfield Waterside are:

- Rejuvenate one of Chesterfield's most important sites for a mix of uses;
- To create a thriving and diverse mixed-use high quality urban village at a range of scales and densities focused around new waterside public realm;
- To ensure activity through active street frontages reinforcing a sense of place and local distinctiveness;
- To protect and enhance the site's most important existing habitat and to effectively mitigate the impacts of built development on the natural environment;
- To reinvigorate Chesterfield's historic waterside providing improved public access and a new navigable route to the recently constructed Canal Basin



PURPOSE OF MASTERPLAN

It is important that Chesterfield Waterside should achieve high standards of design and accessibility. This Masterplan outlines the ambitions, objectives and proposals for the comprehensive development of this important strategic site.

It forms the 'approved masterplan' for the purposed of policy SS3 of the adopted Chesterfield Borough Local Plan 2018-2035.

It will inform the design, layout and structure for the development of Chesterfield Waterside and ensure it delivers a high quality and Coherent regeneration of the site, which should be used to shape planning applications for development within the Waterside area. As such the masterplan will serve as the 'touchstone' for determining planning applications for character areas and phases of development.

PLANNING HISTORY

As a key strategic site, a masterplanned approach to development has been taken to the site since first inception in the A61 Corridor Planning Brief, prepared in 2005. This considered a larger corridor, that included additional land to the norther that has already been developed for a mix of uses including retail, commercial, and the relocation of Chesterfield Football Club from their previous town centre site.

In 2010, Chesterfield Borough Council granted outline planning permission for the comprehensive development of the remaining Waterside site (application reference CHE/09/00662/OUT), subject to a masterplan set out in an illustrative masterplan drawing and detailed design and access statement. Under the coverage of this outline permission significant progress has been made, including:

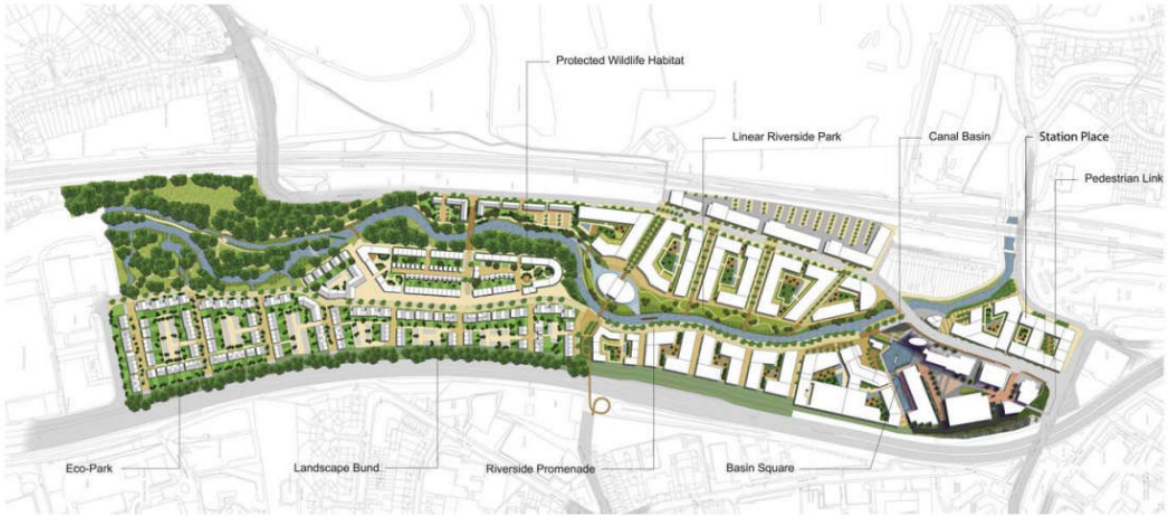
- Construction of a new canal basin
- Redirection of essential services and construction of noise bund
- 19 affordable homes on Brimington Road
- 173 new homes under construction by Avant Homes (due to complete before end of 2023), including construction of a new bridge to provide access from Brimington Road
- Construction of of new office space at One Waterside Place
- Site clearance, remediation and creation of development platforms at Basin Square

The masterplan underpinning these developments has been updated on a number of occasions to reflect changes in circumstances and understanding of the site through variations of the outline permission in 2016 and 2018.

The development described in the outline planning permission and its associate masterplan provided the basis for the allocation of Waterside as a Strategic Site in the Council's 2013 Local Plan Core Strategy, and the Chesterfield Local Plan 2018-2035 that subsequently replace it in 2020.

2011

2016



2018

The outline permission lapsed in March 2021 in respect of new applications for reserved matters although, at the time of writing, two reserved matters applications remain to be determined under the outline application – for residential development and a hotel, and a multi storey car park respectively, both in the Basin Square character area.

PLANNING POLICY

The Chesterfield Waterside site is allocated as a Strategic Site in the adopted Chesterfield Borough Local Plan 2018-2035 under policy SS3:

> **SS3 Chesterfield Waterside and the Potteries**
>
> **Within the Chesterfield Waterside area as set out on the Policies Map, the council will support development proposals that contribute towards:**
>
> **creating jobs in office, industry, retail, tourism and education;**
> **restoring Chesterfield Canal and the River Rother to navigation and creating a new canal terminus;**
> **achieving a mix of uses including residential (up to 1550 new homes), office (up to 30,000 sqm), employment, leisure, health and fitness, hotels, creche, doctor's surgery and nursing home;**
> **improving access to the site including enhancing the footpath and cycle network through the site and making links to the wider Trans Pennine Trail and Chesterfield Railway Station;**
> **a high quality urban environment including eco-park and green infrastructure corridor;**
> **managing flood risk.**
>
> **Land within the Chesterfield Waterside area will be comprehensively redeveloped in accordance with an approved masterplan, including provision of a new Local Centre located adjacent to the existing canal basin.**
>
> **Planning applications submitted for development outside of the existing outline planning permission, but which otherwise deliver the objectives of the approved masterplan, will be expected to contribute towards the overall delivery of the infrastructure required for comprehensive development, secured through a section 106 agreement.**

MASTERPLAN REVIEW

With the lapse of the outline planning permission and recognises that planning policy at Local and National level, and the local property market, has moved on, Chesterfield Borough Council took the decision to undertake a review and update of the masterplan.

In reviewing this masterplan the Council took the Design and Access statement from the outline permission as the starting point, on the basis that the principles it set out had been recently tested

through a Local Plan examination in 2019, and commissioned further work to support the revew, including:

- Market Review (BNP Paribas)
- Strategic Review (AECOM)
- Review of planning policy and DAS (CBC)
- Review of technical supporting information and infrastructure requirements (AECOM)

This review confirmed that the overall objectives and principles of the masterplan remained sound, and this is reflected in the adopted Strategic Planning policy, but that more emphasis should be placed on delivering family housing, with a reduced number of residential apartments and amount of commercial office floorspace.

2.0 Site and Context

The 23 ha (57 acre) Chesterfield Waterside site is located to the north of Chesterfield town centre and lies directly adjacent to the mainline railway station, which provides direct public transport links with Sheffield, London and other UK destinations, and which will host hourly HS2 services as part of the development of HS2 Phase IIb

The site, which is linear in nature, is bounded to the west by the A61 dual carriageway and to the east by the Midland Mainline rail line. Land to the immediate north of the site is occupied by a mixture of commercial uses, whilst the southern boundary is defined by Malkin Street and Crow Lane.

Flowing through the site is the River Rother and alongside it lays a stretch of the Chesterfield Canal and tow path. The main vehicular and pedestrian route running through the site is Brimington Road (B6543)

WIDER CONTEXT

Chesterfield lies in the East Midlands, some eleven miles south of Sheffield and is the largest town in Derbyshire. It stands on a network of regional routes including the A61 to Sheffield and Derby, the A617 to Mansfield, connecting also with the M1, the A619 to Worksop and Manchester, and the A632 to Bolsover and Matlock.

Due to its close proximity, the town has a strong relationship with Sheffield and more widely the South Yorkshire and East Midlands sub-regions.

Chesterfield is located near to the Peak District which is famously known for a striking landscape of topographical extremes. The town centre of Chesterfield is largely sited upon a hill (approx.100-110m AOD) overlooking the river/canal valley where the Chesterfield Waterside redevelopment site is located.

Due to a low lying site area (approx. 65m AOD) any proposed building is likely to have little significant visual impact on the historic character of Chesterfield as structures will not protrude into the skyline. This suggests that parts of the site are a suitable location to propose buildings that are in excess of four storeys in height.

EXISTING LAND USE

The site as it stands includes areas that have already been developed in accordance with the previous iterations of this masterplan (set out in Outline Planning permission CHE/09/00662/OUT) and as subsequently amended). The remainder predominantly consists of warehouse and industrial structures structures and large expanses of vacant land land, on most of which hard surface remains. There is mix of uses occupying the plots on the site, with some established companies using the space.

LOCAL FACILITIES

RETAIL:

Chesterfield town centre to the south of the site and the Tesco Extra and Sainsbury's stores to the north provide the main sources of retail locations close to the site. It is considered appropriate for future local shopping to be located within the Chesterfield Waterside site in order to provide the new residential population with day to day convenience retail within walking distance.

LEISURE:

Leisure opportunities within a 30 minute walk include Tapton Park, Tapton Golf course, and Chesterfield Town Centre, including the Pomegranate and Winding Wheel Theatres, and Chesterfield Museum, undergoing a refit and restoration at the time of writing. Chesterfield Football Club's stadium is located within walking distance of the site to the north on Sheffield Road. Travelling further allows access to parks, recreation grounds, sports centre, allotment gardens and open green space.

Chesterfield is ideally situated for access into the Peak District National Park and Derbyshire Dales, with direct bus services to Chatsworth House from Chesterfield Station, and rail services to the Hope Valley via Sheffield.

COMMUNITY FACILITIES:

The community facilities located within a ten minute walk from the south of the site include two places of worship, a college, the transport hub of the railway station, four important buildings: Chesterfield Museum and Art gallery, the Magistrates Court, Alexandra Private Hospital, and the site of St Helen's Chapel. Doubling the walking time to twenty minutes provides a wide range of facilities, including the Pavement's and Vicar Lane shopping centres, Chesterfield market and café culture located within the town centre.

Two Primary Schools are close to the site, Abercrombie Primary (less than 15 minutes from the majority of the site) and Christchurch CE Primary School.

Chesterfield College is a 10 minute walk from the majority of the site.

ACCESSIBILITY AND ACTIVE TRAVEL OPPORTUNITIES

PEDESTRIAN & CYCLE LINKS

The diagrams (below) illustrate the key strategic cycling and walking routes.

The cycling infrastructure in Chesterfield is gradually building and connectivity is improving. The West of Chesterfield is well served by the Hipper Valley Route and Holmebrook Valley Trail. To the North the Trans Pennine Trail comes into the town on the path beside the Chesterfield Canal or the alternative more hilly routes through Brimington or down Crow Lane. Derbyshire County Council is currently implementing improvements in East-West cycling provision that include the closure of Crow Lane (immediately to the south of the site) to motorised traffic – to improve active travel connections to Chesterfield Royal Hospital to the east.

The Waterside site provides a critical link between these strategic routes, as well as a key opportunity for improvement. Currently, pedestrian links between the TPT, HVT, Crow Lane and key facilities (including primary and further education facilities) rely on a combination of on-road advisory cycle routes and poor quality footpaths and bridges that do not confirm to LTN1/20

standard. The development of Waterside presents an opportunity to improve or replace this provision with LTN1/20 off road provision.

[EXTRACT FROM THE MOST RECENT CYCLE DIAGRAM & SHOW TPT AND PROW TO BE ADDED]

PUBLIC TRANSPORT

BUSES

The bus network in Chesterfield is excellent, offering a broad selection of destinations and relatively frequent services. A number of services either run close or traverse the site on Brimington Road and Malkin Street, with additional services accessible from the Railway Station immediately to the South.

The majority of the Chesterfield Stagecoach fleet are low-floor, easy access buses, with dedicated space for pushchairs, shopping trolleys and wheelchairs.

The site is serviced mainly by Brimington Road, which passes through the east of the site, by the bus routes 74 and 77, linking Chesterfield with Staveley and onwards to Worksop. Chesterfield Station currently also provides access to Services 170 to Bakewell, serving the Peak District and Chatsworth House; 55 to Alfreton, and 54 to Clay Cross. A short walk to Chesterfield Town Centre provides access to a wide range of services across Chesterfield and beyond.

RAILWAY

Chesterfield station is located on Brewery St/ Crow Lane, approximately 5 minutes walk from Chesterfield town centre and within close proximity of the site. The station operator at the time of writing is East Midlands Railways (EMR).

There are a range of services stopping at the station between 08:00-09:00 Monday to Friday providing easy access to the national network and a range of destinations.

Key journey times for direct services from Chesterfield include:

Under 1 hour	**1-2 hours**	**2-3 hours**	**3+ hours**
• Sheffield • Birmingham New Street • Derby • Nottingham • Leicester	• London St Pancras • Leeds • Manchester Piccadilly	• Bristol • Newcastle • Liverpool Lime Street	• Edinburgh

HIGH SPEED RAIL

Chesterfield Railway station is on the route of HS2 phase IIb, which will provide classic compatible services from the main HS2 line south of Toton to Leeds via Sheffield. It is anticipated that Chesterfield will be served by a minimum of one service per hour in both direction, providing connections to London taking less than an hour.

RESTORING YOUR RAILWAYS – BARROW HILL LINE

The Government has announced that plans to reopen the Chesterfield -Sheffield 'Barrow Hill Line' to passenger services will go to the next stage of the national 'Restoring Your Railways' programme. If successful, re-opening the Barrow Hill Line to passenger services could see stations reinstated at

Beighton, Killamarsh, Eckington/Renishaw, Barrow Hill/Staveley, with a potential new station at Clay Cross south of Chesterfield, and the return of a regular service linking Sheffield, North East Derbyshire and Chesterfield.

Providing new stations on the existing Barrow Hill Line would enable the introduction of two trains per hour, providing local (stopping) passenger services with minimal infrastructure interventions. Introduction of these new local services would link existing communities, where public transport is limited, to employment and training hubs in Sheffield and Chesterfield and would also support strategic housing allocations along the Staveley corridor. Improvement to public transport connectivity for these areas would significantly boost the local economy, unlocking the jobs, training and infrastructure, as well as delivering significant environmental benefits. The line is connected to an existing and expanding cluster of rail related facilities at Barrow Hill. It would also improve access to leisure opportunities in the countryside, such as the Trans Pennine Trail and Chesterfield Canal.

ROAD

The strategic road network of Chesterfield is generally permeable with a number of A roads converging on the town centre. The nearest motorway, the M1, offers access to the national road network and is located approximately three and a half miles to the east. The proposed Chesterfield Staveley Regeneration Route (CSRR) will provide direct access from just north of the site directly to Junction 29a on the M1.

North-south movement through the site is provided in the form of Brimington Road which is currently not of a residential character exhibiting relatively high observed traffic speeds.

The site currently has excellent access to the southern slip road of the A61, which in the long term is planned to be replaced with a direct link road past the Railway Station

PUBLIC SPACES

EXISTING OPEN SPACE

The existing site provides natural space alongside the River Rother, with some open areas acting as ecological locations for wildlife. Until recently the Rother provided a habitat for Water Voles, Britain's fastest declining mammal, and is a home for a range of birds, it not being unusual to see the electric blue flash of a kingfisher darting along the river.

Within the wider local area there are areas of open space and sport and recreational facilities with the greatest provision being in open countryside and fields.

The majority of localised open space falls to the east of the site, beginning immediately with Tapton Park and golf course and progressing into farmland with extensive public rights of way provided access. Scattered recreation and sports grounds provide open green space in the more developed areas to the west of the site.

However the site itself is poorly provided with more structure open space and, whilst there is access to the most of the riverside, much of this is in poor condition with minimal management and maintenance.

GREEN INFRASTRUCTURE NETWORK DIAGRAM TO BE ADDED

BARRIERS

The Chesterfield Waterside site is flanked on both sides by significant man-made barriers. The A61 runs North-South along the eastern boundary – crossed by vehicles on Brewery Street and pedestrians at the Wharf Lane footbridge,, whilst the western site boundary is defined by the Midland Mainline railway, with a limited access footbridge carrying public right of way FP18 over it.

The main barriers internal to the site consist of Brimington Road, the River Rother and the existing Chesterfield Canal, currently only crossed by a poor quality footbridge at the end of the Wharf Lane Footbridge and the laver's Drive bridge.

[PHOTOS]

CHESTERFIELD CANAL

The Canal is a key driver behind the regeneration of the site. It holds the key to creating a special place where people will want to spend time and live. Currently the site contains contrasting characteristics with leisure uses, light industrial and ecological landscapes coexisting side by side. One of the core challenges includes how to tackle these landscapes.

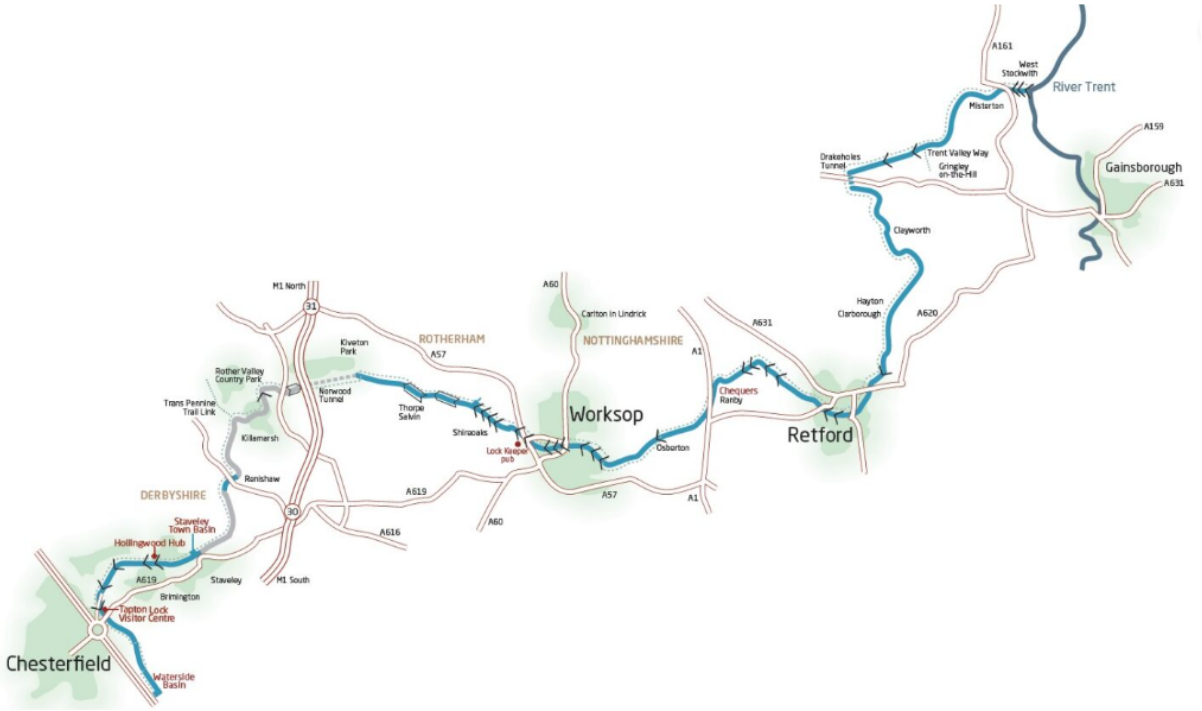
The Canal was created in the early years of the Industrial Revolution, and opened in 1777, with the original surveys were carried out by the celebrated engineer James Brindley. It's main function was to transport Derbyshire's coal to market, although it also served Brewery's and other industries. The Canal featured one of the earliest examples of a large staircase of locks – the 2880 yard Norwood Tunnel. After gradual deterioration, in 1907 the Derbyshire section of the canal was isolated due to the collapse of part of the Norwood Tunnel.

RESTORATION

In July 2003 the navigable section in British Waterway's section was extended into Rotherham, allowing movement off the River Trent. In Derbyshire, the isolated five mile section between Chesterfield and Staveley was opened to navigation in 2002 and has been extended significantly since then, including a new basin at Staveley, and the basin constructed within the Waterside site.

Canal-side walking is available along the total 46 mile length of the canal on the Cuckoo Way, (named after the unique look of the canal boats that operated on the canal). The Cuckoo Way forms a vital east-west link between the Trent Valley Way and the Trans-Pennine Trail. Cycling is permitted on limited sections of the canal towing path, including the section immediately to the north of the Waterside site, with is also part of the southern link of the Trans-Pennine Trail, a multi-user route between Liverpool and Hull.

With the aim to re-connect the isolated Derbyshire stretch of the canal with the British Waterway's section, the Chesterfield Waterside site will become the terminus to the Chesterfield Canal in its journey from the River Trent. The Canal Partnership, which consists of the Chesterfield Canal Trust and the Local Authorities along its route (which includes Chesterfield Borough Council and Derbyshire County Council), aspires to restore the full canal to navigation by 2027, the 300th anniversary of the canal opening.


River Trent
Gainsborough
Retford
Worksop
ROTHERHAM
NOTTINGHAMSHIRE
DERBYSHIRE
Chesterfield
Staveley
Brimington
Tapton Lock Visitor Centre
Hollingwood Hub
Staveley Town Basin
Waterside Basin
Rother Valley Country Park
Trans Pennine Trail Link
Kiveton Park
Norwood Tunnel
Thorpe Salvin
Shireoaks
Lock Keeper pub
Chequers Ranby
Osberton
Carlton in Lindrick
Clayworth
Hayton
Clarborough
Drakeholes Tunnel
Trent Valley Way
Gringley on the Hill
Misterton
West Stockwith
Ronishaw
Killamarsh
Staveley
M1 North
M1 South
A57
A60
A631
A620
A619
A616
A1
A161
A159


Revolution House
Bluebank Pools Local Nature Reserve
New Whittington
Old Whittington
Chesterfield Canal
Hollingwood Hub
Works Road
Mill Green
To M1 Junction 30
Lowgates
Staveley
Station Lane
Newbridge Lane
Bluebank Lock
Dixons Lock
Hollingwood Lock
Billy La
Troughbrook Rd
Wheeldon Mill Lock
Brimington
Station Road
Cycle Shop - J.E. James
Chesterfield Canal
Lockoford Lane
Tapton Lock Visitor Centre
Ringwood Park
Cemetery Lane
Brimington Common
Inkersall Green
Pools Brook Country Park
Recreation Road
Manor Road
West Wood
Bamford Road
Inkersall Green Road
Inkersall Road
Balmoak Lane
Pathcroft Lane
Tapton Golf Course
Grove Road
Brimington Road
River Rother
Brooke Drive
Westwood Lane
Crow Lane
To Holmebrook Valley Park 2.5 miles
Holbeck Close
To Linacre Reservoirs 3 miles
Saltergate
Railway Station
Museum
Chesterfield
Bus Station
Visitor Information Centre
Look out for the signposts and waymarkers along the way
Trans Pennine Trail
Key to Map
Access Points
Walkers
Cyclists
Horse Riders
Footpath Link
The Cuckoo Way
Bridleway Link
Artwork
Car Park
Horsebox Parking (permit only)
Cycle Hire
Toilets
Public House
Shop/Gifts
Refreshments (times may vary)
Information Centre
Map not to scale.
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3.0 Constraints and Opportunities

WEAK PEDESTRIAN LINKS/POOR LEGIBILITY

Confused pedestrian relationship between the train station and town centre and waterfront development opportunities.

EXISTING PEDESTRIAN ACCESS

Access to the site is generally limited to poor quality footpaths along the canal/river, which are not to LTN1/20 standards.

FOOT AND CYCLE BRIDGE

A lack of good quality public footbridges spanning the canal/river is notable. The bridges accessible by foot are of aesthetic poor quality and do not meet the minimum standards set out in LTN1/20 for cycle access.

The footbridge spanning the A61 is functional but aesthetically poor, is not to LTN1/20 standards in terms of width or gradient, and terminates in an awkward and potentially dangerous interface with the canal and existing footbridge over the Rother..

The current bridge across the Rother between the A16 footbridge and the Tapton Business Park currently only has a freeboard of approximately 2.0m. This is insufficient to allow the safe passage of canal boats along the river to the Canal Basin at the southern end of the site and would prevent the restoration of the river to navigation.

EXISTING VEHICULAR ACCESS

The site is generally impermeable to motor vehicles, with the exception of the site being developed by Avant Homes at the time of writing, which is served by a modern and recently constructed road bridge. There is limited vehicle access at the southern end from Holbeck Close, an unadopted road. Meltham Lane to the north currently provides access to the DCC Depot site, but this is via an industrial state, making it a poor access to a potential residential development in terms of place making.

WEAK GATEWAY

The transition areas between the train station/town centre and the proposed redevelopment site are unwelcoming and often dominated by vehicles at the expense of the pedestrian experience.

WEIRS

The weirs are an essential part of the local canal infrastructure and mark the point at which the Rother and Chesterfield Canal diverge. They currently do not allow for the passage of fish upstream.

NOISE GENERATOR

The A61 generates a significant level of noise and visual pollution.

BARRIER (A61 & RAIL LINE)

The site's east-west connectivity to surrounding areas is hindered by the A61 and rail line.

LOW QUALITY WATERFRONT

The canal and setting is in need of improvement. The river is currently unnavigable and suffers from issues with debris from surrounding and upstream uses. Pedestrian access to the canal is permitted in places, however the majority of footpaths are infrequently used, aesthetically unattractive and sometimes intimidating, especially during quieter times of day.

100YR FLOOD LEVEL The areas marked on the adjacent plan are susceptible to flooding from the River Rother. Flood risk must be considered in the context of any redevelopment proposal.

[LATEST FLOOD MAP FROM ENVIRONMENT AGENCY TO BE ADDED]

OPPORTUNITIES

The waterside setting and proximity to the town centre present a wide range of opportunities. Its position as a development island (flanked by major road and rail barriers on either side) allows the opportunity to create a type of development new to Chesterfield with its own style and character, whilst still within a scale and proportion suitable for the location. The low lying topography , relative to surrounding areas, and the adjacent college buildings present the opportunity for higher density, larger scale development to the south of the site. The main opportunities are as follows:

PROMOTE LEGIBILITY THROUGH GOOD DESIGN

The design of a clear way finding strategy, through the use of sight lines, lighting, materials and other streetscape elements, and improvement of access and internal routes to meet LTN1/20 standards, will serve to reconnect the fractures between the train station and town centre, and also the train station and canal side.

IMPROVE AESTHETIC AND SAFETY OF BRIDGES

The unattractive but functional footbridge spanning the A61 has the potential to become an asset through redesign of the eastern end and improved co-ordination with the wider network.

HUMANISE BRIMIONGTON ROAD TO CREATE A PEDESTRIAN FRIENDLY BOULEVARD

Interventions such as raising portions of the carriageway, realignment of kerbs and the application of a quality streetscape equipment would transform a traffic dominant route into an asset gateway corridor to the town centre.

URBAN WATERFRONT PARKLAND

There is the opportunity to create a new high quality waterfront setting that respects the proximity and urban character of Chesterfield town centre.

NEW FOCAL PUBLIC SPACE AND BASIN

Opportunity to provide a high quality square enclosed by shops, bars, cafes, business and residential uses. The new square and basin will act as the focus for a new neighbourhood and will provide additional water storage to alleviate flooding.

'SOFT' LINEAR PARK

The creation of a soft landscaped linear park would act as a ecological and movement link through the proposed redevelopment and would accommodate the public art and heritage walk.

MANAGED WOODLAND ECOLOGICAL PARK

The ecological park seeks to reinforce the natural assets to the existing canal side setting by providing the perfect habitat for wildlife, flora and fauna and people alike.

HERITAGE TRAIL

Opportunity to locate the public art and heritage trail alongside the canal within the 'soft' linear park and urban waterfront parkland. The strategy has the potential to encourage exploration by linking together the key components of the proposed redevelopment.

CREATION OF NEW GATEWAY TO DEVELOPMENT

The potential exists to create/renovate key gateways to and from the development site. Key opportunities include the proposed redevelopments relationship with the town centre and train station.

LANDSCAPE BUND

The creation of a noise and visual barrier between the proposed redevelopment and the A61 is essential to the success of any new scheme and provides the opportunity for habitat and biodiversity creation and enhancement of the highway verge as linear linking habitat.

INTEGRATION WITH STATION MASTERPLAN

The Council has published a masterplan for the land around Chesterfield Railway Station, immediately to the south of the Waterside development.

Proposals at the southern end of the Waterside site provide an opportunity for improved connectivity between the canal basin and the station, and potentially to relocate land uses around the station more efficiently to allow for the creation of a link road past the station, connected into an improved Brewery Street/Brimington Road junction.

Proposed masterplan layout (not to scale)

Source: HS2 Station Masterplan, July 2021; Whittam Cox Architects

Design Framework

In response to the site analysis and opportunities & constraints set out above, the design framework sets out the underpinning principles for the masterplan.

In reviewing these principles the Council has had regard to the latest local and national planning policy, including the newly adopted Local Plan, 'Successful Places' (the Council's residential design SPD), and the ten principles set out in the National Design Guide):

- Context
- Identity
- Built Form
- Movement
- Nature
- Public Spaces
- Uses
- Homes & buildings
- Resources
- Lifespan

Context and Identity are addressed in the previous section. The rest of this section will address the remaining principles.

The key objectives of the design framework are as follows:

- Humanisation of Brimington Road to create a pedestrian friendly Boulevard along the site's main vehicular route, including subtle traffic calming interventions, pedestrian crossing points, improved bus stops and new street tree planting where appropriate.
- Creation of a high street environment and active frontage along the southern section of Brimington Road and around the new canal basin.
- A new waterside walking and cycling route along the western bank of the Rother, constructed to LTN1/20 standards, that will allow the re-routing of both walking and cycling elements of the Trans Pennine Trail onto an improved off road route.
- A new road bridge across the Rother (now complete).
- Upgrade and improvement of the existing A61 pedestrian/cycle bridge.
- New and replacement walking and cycling bridges across the Rother to provide enhanced and extended pedestrian and cycle routes connecting to the existing canal tow paths.
- New pedestrian links from Brimington Road to the waterside.
- New and enhanced links to the railway station.
- New public realm in the form of public squares, a linear riverside park and enhancement of the existing woodland.
- Areas of protected wildlife refuge through management of areas of existing woodland.
- Integration with the Station Masterplan and proposals for the improvement of the southern A61 footbridge and Corporation Street.

BUILT FORM

KEY PLANNING POLICY DEPENDENCIES

- SS3 – Chesterfield Waterside
- CLP14 -
- CLP20 - Design
- Successful Places Residential Design SPD

DENSITY & MASSING

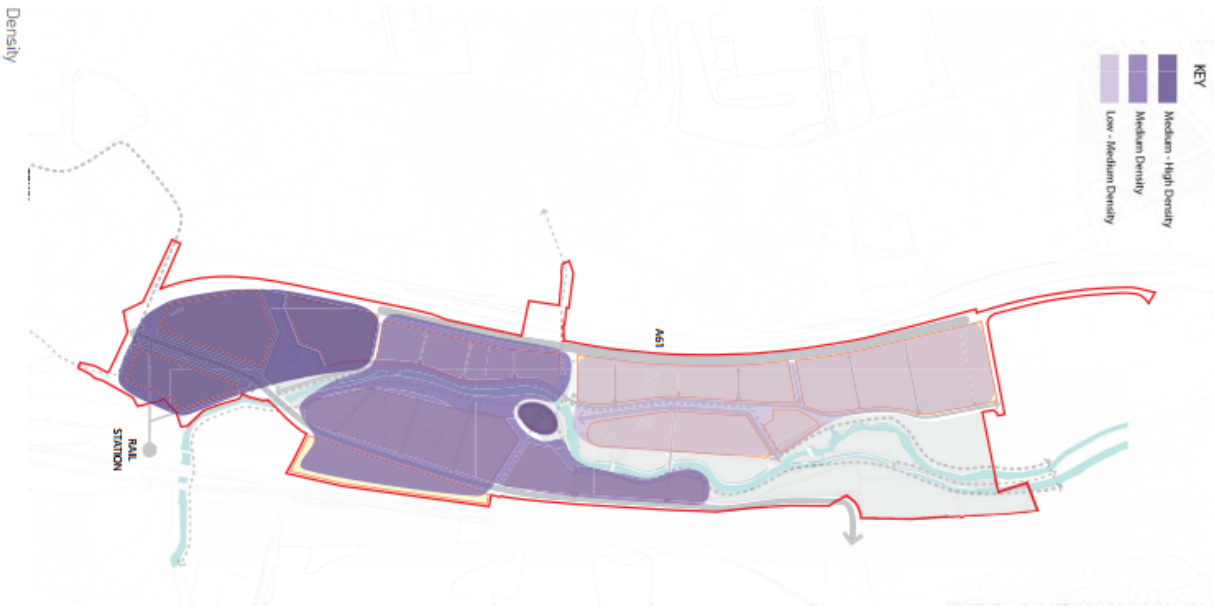
There is natural transition from the south to the north of the Waterside site, from a more urban character around the station and relating to the Town Centre, to a more rural feel at the north, where the site connects to the existing canal towpatH.

Combined with the natural topography, with the site surrounded by higher ground at the southern end, and more level at the north, this naturally leads to a gradual change in development density and building heights that reflects this.

This was reflected in the BNP Paribas market study, which recommended a graded approach to residential densities as a suitable response to the housing market and build upon the success of the Avant and Great Places developments.

The following density plan sets out the approach to broad zoning of future development density. Highest density development will be located to the southern end of the site, closest to the amenities of the town centre and train station, and adjacent to the tall, large footprint buildings of Chesterfield College. This approach to the maximum density and massing was set out and tested in the previous Outline planning permission and is considered to still be an appropriate envelope for development.

It is proposed that the density should drop away towards the north of the scheme with the lowest density development occupying the northern residential housing plots, adjacent to the main areas of existing woodland and historic canal.



KEY FRONTAGES & LANDMARKS

Key frontages run along the main pedestrian and vehicle routes. Activity is created along Brimington Road in the form of retail and commercial entrances, while high-quality facades front the Riverside Promenade, hiding surface level parking on plot or to the rear of the commercial blocksbuildings wherever possible.

Primary Facades

• Active frontages in the form of shops, restaurant/cafes and bars

• High quality facade treatments

• Building footprints set back at ground level adjacent to public realm

Secondary Facades

• High quality facade treatment

• Undercroft parking, on plot parking or parking courtyards hidden behind building frontages where possible

Breaks in the building form to create framed views

KEY VIEWS AND LANDMARKS

The design and layout of development should retain and frame views of St Mary and All Saints Church on the top of the hill in Chesterfield Town Centre, and views out of the site to surrounding open countryside.

Landmark buildings should be incorporated into development at key nodes within the development, through the use of additional height, detailing and changes of materials, frame in views within and from outside the development. These will assist residents and visitors in wayfinding and bring character to the different parts of the development.

A61 BARRIER TREATMENT

Where the site bounds the A61 it will be necessary to manage the impact of noise, air quality and visual appearance from the road through:

1. The use of screening buildings that are not sensitive receptors. This would be most appropriate to the south of the Waterside development where more commercial development is likely and densities are higher, allowing for buildings of greater scale and mass. This could include car parking or commercial development.
2. For predominantly residential housing development, a landscape bund on the site's western boundary - 3m in height with an additional 2m high acoustic fence. Wherever possible (ie where no services run beneath), the landscape bund should include native tree and shrub planting to act as a visual barrier and enhance the bund's contribution to habitat and biodiversity.

[BUND SECTION DIAGRAM TO BE ADDED]

CHARACTER AREAS

The BNP Paribas Market Review undertaken on behalf of the Council in 2022 concluded that the five character areas set out in the 2018 masterplan and 2011 Design and Access Statement remained the most appropriate way to assess the site, with potential to reconsider the boundaries to reflect land ownership.

This masterplan therefore retains the same broad character areas as previous iterations, with the following changes:

- 'The Park' Character area now consists primarily of the Derbyshire County Council Depot on Meltham Lane and associated land, due to the development of the former Lavers Timber yard by Avant and Great Places.
- A small area of land south of the existing A61 footbridge owned by Arnold Laver Ltd, previously part of 'The Park' Character Area, has been reallocated to the 'Riverside Character Area' to more closely align it with similar land south of the footbridge accessed from Holbeck Close.

[CHARACTER AREA DIAGRAM TO BE ADDED]

LAND USES

KEY PLANNING POLICY DEPENDENCIES

- SS3 – Chesterfield Waterside
- CLP6 – Economic Growth
- CLP8

The Local Plan Strategic Allocation for the site refers to creating a mix of uses including residential (up to 1550 new homes), office (up to 30,000 sqm), employment, leisure, health and fitness, hotels, creche, doctor's surgery and nursing home; restoring Chesterfield Canal and the River Rother to navigation and creating a new canal terminus, and; creating a high quality urban environment including eco-park and green infrastructure corridor.

Given the evolution of the property market in recent years, including responding to Covid (although noting that other than the initial lockdown period, delivery of the Avant housing development continued to be strong throughout the pandemic), the Council sought advice on the development from BNP Paribas, which is set out in their Market Review from March 2022. This concluded that the large office element is no longer market appropriate for a smaller office market such as Chesterfield and that the greater opportunity for residential development is from targeting the owner occupier market with some potential for build to rent in parts of the scheme.

A revised mix is set out in this masterplan, that aims to deliver smaller number of dwellings, but with a greater mix of houses than the previous masterplan, and a smaller amount of commercial office floorspace. Although this differs from the Local Plan, the amounts in the Local Plan are expressed as

maximums, and the change in land use is likely to have a reduced impact. Therefore it is considered that it remains consistent with the adopted Local Plan.

Character Area	Use and Typology	Estimated Homes/ Floorspace (sqm)
Completed/Under construction (as of June 2023)		
The Park/The Island **Avant** **Great Places**	**Mid Density Housing**	 **173** **19**
Basin Square – One Waterside Place	Commercial office	TBC
Future Development (Indicative)		
Basin Square	Mid/High Density housing and apartments Commercial and leisure	72
Waterfront	Mid Density housing and apartments	72
Riverside East	Mid Density Housing	211
Station Place	Higher Density apartments and commercial	162
The Park (DCC Depot site)	Mid Density Housing	164
		873

MOVEMENT

KEY PLANNING POLICY DEPENDENCIES

- SS3 – Chesterfield Waterside
- CLP22 – Influencing the Demand for Travel
- Successful Places Residential Design SPD

The allocation of the site in the Local Plan (policy SS3) seeks to improve access to the site including enhancing the footpath and cycle network through the site, and to make links to the wider Trans Pennine Trail and Chesterfield Railway Station. Policy CLP22 of the Local Plan seeks to maximise walking, cycling and the use of public transport through the location and design of development and parking provision, with priority given to measures to encourage more sustainable travel choices. The Local Plan take a priority approach to travel measures, with active travel given greater priority over motor vehicle use.

The Waterside site is ideally placed to achieve this prioritisation, with the proximity of rail and bus services, and the potential to connect into and enhance the strategic walking and cycling network.

The Local Plan requires that development proposals should do this through the use of site specific and area wide travel demand measures to incentivise walking cycling and public transport use. Improvements to encourage active travel should be provided early in the build out period of new developments so as to encourage sustainable modes of travel. As well as provision within new development, it should also deliver the optimisation of the existing highway network to prioritise walking, cycling and public transport such as measures to prioritise the needs of pedestrians. Again, these should be provided early in the build out period of new developments in order to encourage sustainable and active travel.

The following section sets out the specific proposals and measures that should be delivered by development with Chesterfield Waterside in order to achieve these aims. Further guidance is provided within the Character Areas section of the masterplan on measures specific to each Character Area.

The main intended access points to the site are to be from Brimington Road: across the newly provided road bridge across the Rother; and via Holbeck Close to the south.

Brimington Road will remain the primary vehicle route through the site connecting Chesterfield Waterside with the town centre. Improvement works along this stretch of the road should aim to reduce traffic speeds and in turn reduce the road's impact as a barrier to pedestrian movement and improve access to public transport through improved crossing points and the provision of shelters and real time information.

All walking and cycling provision within the Waterside area should be constructed to the standards set out in LTN1/20, which provides national guidance for the design of cycling and walking in frastructure.

A segregated walking and cycling surface spine road and riverside promenade will provide pedestrian, cycle and vehicle access to the western half of Chesterfield Waterside connecting to Brimington Road at a new junction adjacent to the existing road bridge to the south and via the upgraded vehicle bridge running through the current Arnold Laver occupied land. Two main cycle and pedestrian routes run through the site. From east to west a path connects the existing A61

footbridge with Brimington Road. From north to south the existing canal tow path is extended along the new riverside park towards Chesterfield train station.

CORE PRINCIPLES

The previous iterations of the masterplan set out a series of core place making principles for connections and movement that are still considered appropriate:

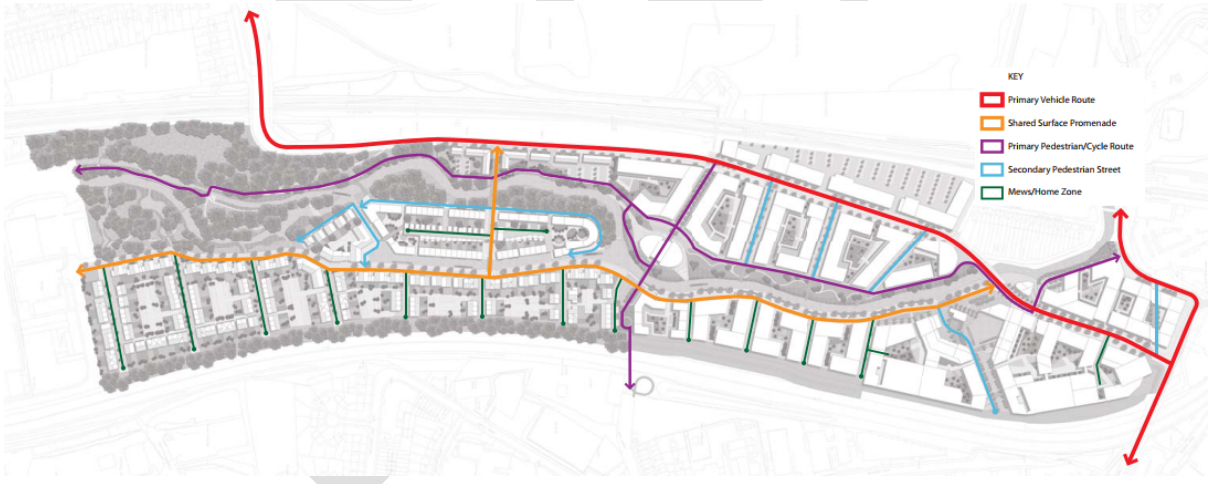
- Promote pedestrian and cycle connections with the town centre and adjacent neighbourhoods by enhancing, extending and linking existing routes such as canal tow paths.
- Emphasis on creation of a hierarchy of pedestrian friendly, pedestrian priority and genuine shared surface routes/ streets.
- Easily accessible public transport through improved links to Chesterfield mainline train station and frequent bus services along Brimington Road.
- Improved public access to existing waterways.

To which the following are added to ensure consistency with the adopted Local Plan

- Maximise walking cycling and the use of public transport
- Ensure timely delivery of new and improved infrastructure

New connections and walking and cycling provision should reflect national standards set out in Local Transport Note 1/20 'Cycle Infrastructure Design' (LTN1/20).

The development of the Waterside site will establish a hierarchy of movement links:



PRIMARY VEHICLE ROUTE

Generous pedestrian pavements alongside vehicular carriageway. Retaining and replacing (where necessary) the Natural stone and high-quality concrete paving slabs with granite kerbs.

Pedestrian cross-overs within carriageway marked by changes in material and surfacing.

Semi-mature avenue street tree planting where possible.

SHARED SURFACES

Key internal roads should seek to provide genuine shared surfaces wherever possible with use of changes in materials and paving, parking layout and tree planting creating inherent traffic calming along its route. Riverside terraces provide pedestrian access to the riverside.

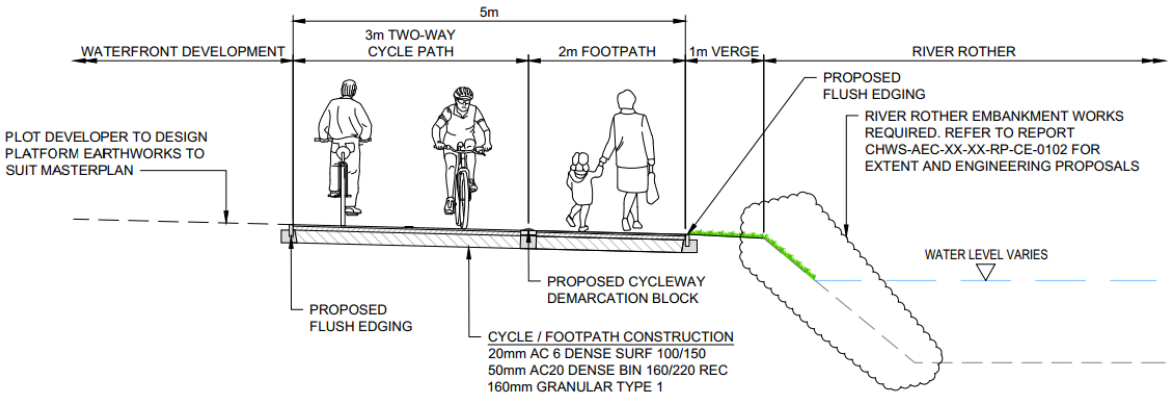
PRIMARY PEDESTRIAN/CYCLE ROUTE

This route is intended to facilitate both internal and external movement on foot and cycle, linking character areas with Waterside, and Waterside to the wider strategic walking and cycling network, including the Trans Pennine Trail.

It will consist of wide pedestrian/cycle routes running north-south and east-west through the site constructed to LTN1/20- standards, with segregation between walking and cycling provision marked by surfacing and materials.

This will require a 5m width route, consisting of a 2m pedestrian route and 3m cycle route, marked and segregated.

This route is intended to become the future alternative route for the Trans Pennine Trail and should include areas of seating along its length, integrated with public spaces, and Ornamental and natural planting alongside route and as a buffer against adjacent buildings.



Source:

SECONDARY PEDESTRIAN CYCLE ROUTES

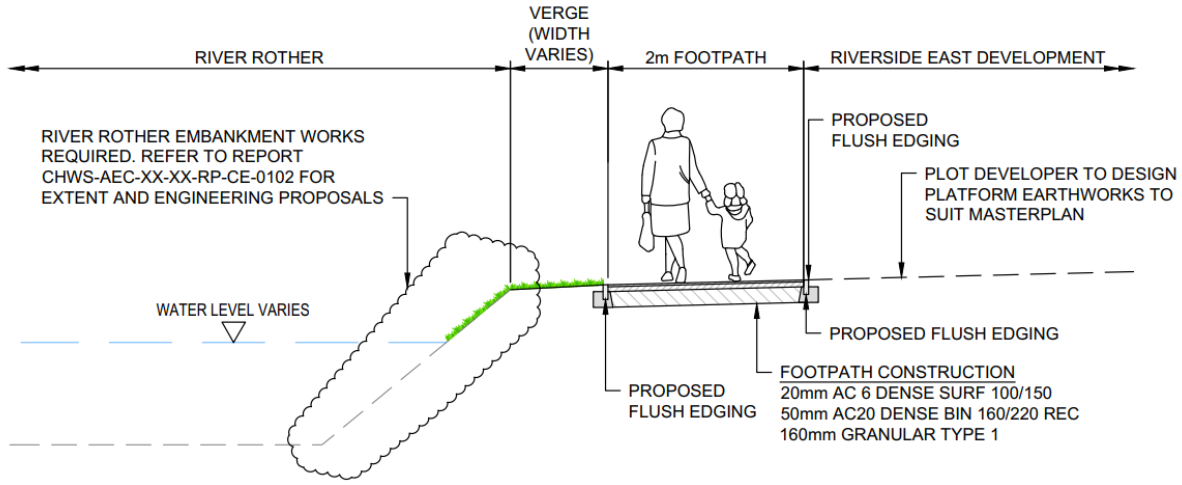
These routes will primarily facilitate movement within and between character areas, and make links into the Primary Pedestrian and Cycle Route.

They should be constructed as shared pedestrian/cycle routes to LTN1/20 standards, marked by changes in surfacing and materials and integrated into public spaces wherever possible.

LTN1/20 sets out that to provide two way cycle movements in locations expected to get between 0-300 cycle movements per hour minimum the minimum width is 3.0m, dropping to an absolute minimum of 2.0m where there are constraints.

FOOTPATHS

These tertiary routes will be expected to provide for pedestrians only, and primarily provide linkage between areas and access to the riverside. They should be provided to a minimum of 2.0m wherever possible, although it is recognised that there may be some locations where this may not be possible to achieve due to physical constraints including the location of existing retaining walls and other structures.



PEDESTRIAN STREET

Pedestrian paved surface with access for emergency and maintenance vehicles. Streets contain benches and seating opportunities associated with street trees and changes in paving materials. A planted privacy strip runs alongside residential ground floor windows.

MEWS/HOME ZONE

Shared surfaceS with block paving surface, on-street parking and planted street trees. Residential buildings are buffered with planted privacy strips or small front garden spaces.
Where possible hard edged linear urban swales with marginal planting run along the street collecting rainwater from buildings and surface run-off

BRIDGES AND CROSSINGS

The masterplan proposals includes the upgrade and/or replacement of, and provision of new walking and cycling bridges over the River Rother and the A61. More detail on specific proposals is given in the sections on individual character areas. However in principle all crossings should be constructed to meet the minimum standards for walking and cycling provision in accordance with LTN1/20.

For a 2 way cycle route with peak flows from 0-300 cycles per hour minimum width is 3.0m, dropping to an absolute minimum of 2.0m where there are existing constraints. Where there are fixed vertical objects over 600mm (such as bridge parapets) an additional 500mm width is required. The bridge therefore requires a minimum deck between parapets of 4.0m. Adding space for parapets and trusses requires that new pedestrian cycle bridges will typically be at least 4.5m in width.

The exception to this is the A61 footbridge, where expansion of the main deck to this standard is impractical due to a combination of cost and engineering issues relating the existing structure.

More detail on specific bridges is provided elsewhere in this masterplan.

HIGHWAY IMPROVEMENTS

BRIMINGTON ROAD

The Infrastructure Study provided by AECOM sets out a range measures that could be implemented to improve the experience of users of Brimington Road, particularly pedestrians and cyclists REFERENCE), by measures to reduce road speeds and shift the ratio of space in favour of no motorised transport.

It is recognised that these measures are an aspiration and will be challenging to deliver through direct development. However development proposals fronting onto Brimington Road will need to demonstrate that they will not compromise the ability to deliver future improvements.

BREWERY STREET/BRIMINGTON ROAD JUNCTION

Assessment undertaken as part of the Infrastructure Study demonstrates that the Brewery Street, Brimington Road junction will need to be improved before the Waterside site reaches its conclusion.

The Council will seek to secure proportionate contributions from development towards the improvement of this junction through S106 planning obligations.

Nature

KEY PLANNING POLICY DEPENDENCIES

- SS3 Chesterfield Waterside
- CLP16 Biodiversity, Geodiversity and the Ecological Network
- CLP18 Chesterfield Canal
- CLP19 River Corridors

The adopted Local Plan seeks to achieve a Net Gain in biodiversity through development. This should be achieved on site wherever practical, with off-site mitigation used only as a last resort. Policy CLP16 also expects proposals to contribute towards the provision of new, restored and enhanced habitats and links between habitats that make a positive contribution to the coherence of ecological networks.

IN particular, policies CLP18 and CLP19 seek to protect and enhance the biodiversity, ecological value and character of the river Rother and Chesterfield Canal, and improve public access to the waterways.

As Waterside is to be delivered as a comprehensive development, the Council will consider off setting from individual developments within Waterside towards delivering an overall gain within the wider development.

BLUE & GREEN INFRASTRUCTURE

Blue Green Infrastructure is a defined by the European Commission as a strategically planned network of natural and semi-natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services[1]. It can include open space, woodlands, wetlands and sustainable urban drainage systems as well as private gardens.

The Chesterfield Waterside Masterplan encourages the incorporation of blue green infrastructure at landscape, neighbourhood, street, and individual building scale and promotes the use of sustainable, multifunctional design choices which benefit future residents as well as biodiversity and the wider ecological network.

EXISTING ASSETS

The key linear features within the site are the River Rother and the Chesterfield Canal which are part of the River Rother Key Habitat Corridor (which is featured within Chesterfield's Ecological Network[2]). The Rother Corridor includes several important Local Wildlife Sites; Chesterfield Canal, Bluebank Pools and Brearley Park Meadows.

There are no statutory nature conservation designations within 2km of the site, (the closest statutory designation is Brearley Park Wetlands Local Nature Reserve approximately 2.2k to the north) but the Chesterfield Canal Local Wildlife Site (CH064) intersects the Strategic Site boundary.

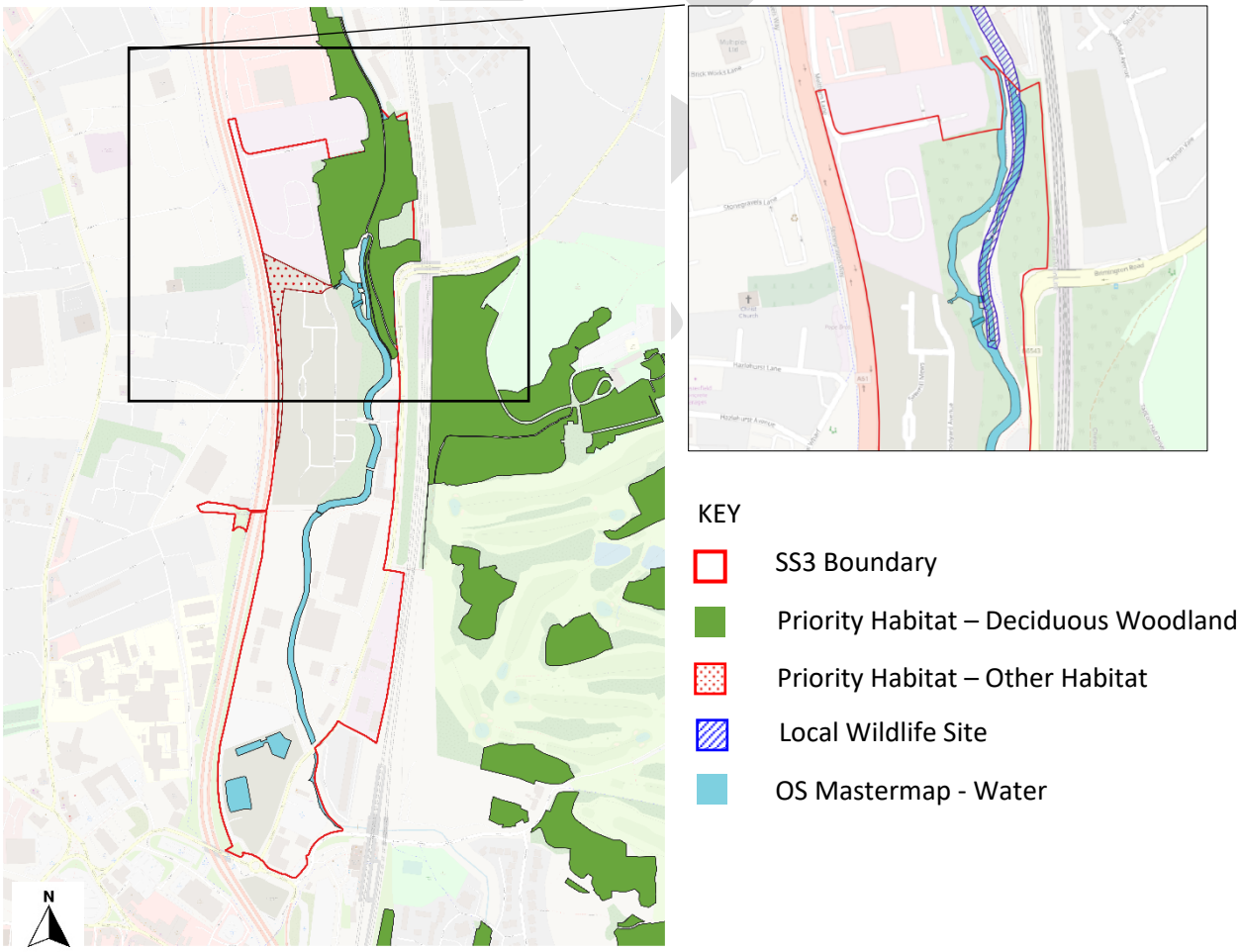
[1] https://environment.ec.europa.eu/topics/nature-and-biodiversity/green-infrastructure_en
[2] https://www.chesterfield.gov.uk/media/852281/draft-a-greenprint-for-chesterfield-2nd-edition.pdf

Within the Waterside strategic site and surrounding area there are a number of UK and local BAP habitats: rivers and streams (River Rother), standing waters (Chesterfield Canal), broadleaved woodland, urban and post-industrial habitats, swamp and tall herb fen.

The canal runs alongside the river in the northern quarter and overflows into the Rother via a weir forming an obvious ecological corridor through the site. The route of the river and canal is recognised as a wildlife corridor in the Chesterfield Greenprint, and the 'Cuckoo Way' public footpath runs along the banks. Despite the Rother being heavily canalised and modified it provides a valuable habitat for water vole and crayfish, in particular the northern quarter of the Waterside Strategic site which is less disturbed, with large areas of dense herbaceous vegetation in the riparian zone.

Land adjacent to the river Rother is likely to be of value for wildlife and opportunities for better management, restoration or habitat creation should be investigated. As narrow linear corridors can cease to function where vegetation is removed (e.g. increased run-off from roads). Key priorities for expanding the River Rother Key Habitat Corridor include areas of public open space, green corridors and the Waterside regeneration area.

Evidence of Water Voles has been found in the EIA for the original outline application and an updated survey is required to determine the current level of suitability and specific habitat restoration priorities.



PRINCIPLES AND OPPORTUNITIES

Key Principles for Green /Blue Infrastructure and habitat creation at Chesterfield Waterside:

- Iteratively Designed - blue green infrastructure should be considered at the earliest stage of the planning process to ensure that the mitigation hierarchy is followed and existing assets are core throughout the whole strategic site. An iterative approach ensures that the best possible outcomes are achieved – initial designs that fail to consider green /blue infrastructure assets will likely result in a loss in biodiversity.

- Resilient - development should increase long term resilience to climate change and flooding through sustainable design and the planting of native species with tolerance to changing temperatures. Green infrastructure that is resilient to climate change, provides sun shading, facilitates carbon storage, improves soil and air quality, and reduces noise and light pollution.

- Connected - proposals should seek to deliver a 10% net gain in biodiversity on site whilst recognising the potential to support ecological networks connectivity at multiple scales. In particular BNG and network enhancements will need to follow principles around creating 'bigger better and more joined up[3]' habitats in order to strengthen and support the River Rother Key Habitat Corridor. It is expected that this will mean strengthening the riparian zone and landscape buffer surrounding the Rother and Wildlife Site CH064.

- Multifunctional – green infrastructure should seek to optimise the multifunctionality of spaces in by providing a range of different functions that enhance amenity for residents and create space for nature.

- Integrated – GI should be integrated at all scales, including an increase in tree planting within streets and the incorporation of small scale measures such as bioretention areas on verges, green roofing, stone walls and bird / bat houses.

Accessible - connections between new and existing green/blue infrastructure assets should be safe, well-managed and accessible for all. Links should be created throughout to reduce habitat fragmentation and promote opportunities for people to experience and connect with nature (in particular links to the wider Trans Pennine Trail).

BIODIVERSITY NET GAIN

Major developments should demonstrate at least a 10% Biodiversity Net Gain and submit the latest iteration of the Defra Metric. The biodiversity net gain requirements of the Environment Act will become mandatory from November 2023 but the council's interim approach requires proposals

[3] https://www.woodlandtrust.org.uk/media/43641/the-lawton-review-factsheet.pdf

submitted before this date to demonstrate a measurable net gain in biodiversity (in accordance with Policy CLP16 of the adopted Local Plan).

Net Gain requirements do not supersede the other policy requirements within Policy CLP16 and the Local Plan, the requirements of the NPPF, ecological best practise and any legal responsibilities with regards to any protected species and habitats.

In line with the mitigation hierarchy impacts on biodiversity must first be avoided, then minimised, and then compensated for on-site. Only as a last resort, and if compensating for losses on-site is not possible through careful design, then biodiversity losses should be offset by gains off-site.

The Metric splits biodiversity net gain into three categories; Watercourses, Hedges and Habitat. Any habitat within a development's red line boundary requires 10% improvement in all categories which are present (accounted for separately). Until secondary legislation comes into force the council will require a justification alongside an explanation of the scheme's benefit to Chesterfield's ecological network where a 10% net gain in biodiversity is not met or exceeded.

Net gain will need to be legally secured for 30 years, with the landowner obligated to follow a Habitat Management and Monitoring Plan for the units to be provided (both on-site and off-site). A typical monitoring schedule for a project will include reports in years 2, 5,10, 20 and 30 and will include habitat type, extent, and condition.

An indicative biodiversity Metric should be created early on in the design process to the ensure that the BNG requirement and mitigation hierarchy are factored in at the earliest stage of the design process.

WATERCOURSE UNITS

The Watercourse Unit Module is a component of Biodiversity Metric 4.0 that requires a 10% uplift in river units which cannot be traded across other habitat types. It applies to any river or stream that lies within an application's red line boundary, or where the river or stream is located **within 10m of the red line boundary** (as measured from the top of the bank). For canals, ditches and culverts, the Watercourse Unit Module is applied where it is located within 5m of the red line boundary.

Alongside the Watercourse Unit Module applicants will need to submit evidence that the assessor is trained and accredited.

For further information please see the Biodiversity Metric 4.0 - JP039 (naturalengland.org.uk) User Guide.

OFF-SITE NET GAIN

The Biodiversity Metric recognises that it is not always possible to secure a sufficient net gain in biodiversity within the red line boundary. The Metric factors in the distance of off-site net gains signifying that any compensatory habitat will need to be larger or have a higher distinctiveness value to achieve a net gain in biodiversity from the baseline position.

The options for off-site at present are:

- **Applicant / Developer using a site within their control:** applicants / developers can provide a net gain contribution on an alternate site provided they have consulted with CBC and DWT to ensure that off-site options in the vicinity of the development site have been considered in full. Habitat creation measures, management and monitoring would be secured by a S106 legal agreement or planning condition to ensure they are delivered in accordance with good practice principles.

- **Purchase of units /credits from an independent habitat provider:** prior to selecting this option the applicant must consult with CBC and DWT to agree the provider's suitability and ensure that off-site options in the vicinity of the development site have been considered in full. The independent provider will be asked to provide assurance habitat delivery as a third party signatory to a S106 agreement.

Any off-site net gain provision should be as local as possible to the development site and Biodiversity Gain Plans relating to the Chesterfield Waterside Strategic Site would be expected to set out how it would contribute to the integrity of the River Rother Key Habitat Corridor.

SUBMISSION REQUIRMENTS

Where a Biodiversity Metric is to be submitted alongside a planning application the following documents should be provided:

- A Biodiversity Net Gain Plan which demonstrates:
  - how the mitigation hierarchy has been adhered to;
  - details of the suitability qualified ecologist carrying out the Metric calculation and confirmation of their input into the design of the net gain scheme;
  - the pre- and post-development biodiversity value;
  - details of how on-site net gain opportunities have been maximised;
  - where necessary, how an appropriate level of effort has gone into securing an off-site enhancement opportunity that is nearby to the impacts of the proposal;
  - the justification for choice of variables within the Metric e.g., habitat choices, target conditions and strategic significance level;
  - justification where a 10% net gain has not been demonstrated and a description of the benefit of scheme to Chesterfield's ecological network;
  - approach to public access.

- A plan of the development site showing the existing habitats (as classified under the UK Habitat Classification method). The Plan should contain a key and a schedule which shows the size and condition of each habitat parcel.

- A plan of the proposed site layout showing which habitats are to be retained, enhanced and created (as classified under the UK Habitat Classification method). The Plan should contain a key and a schedule which shows the size and condition of each habitat parcel.

- A copy of the completed biodiversity Metric (latest available Metric, submitted in Microsoft Excel format), including calculations that demonstrate: the area, or length (for

Hedgerows and/or Watercourses) and quality of existing biodiversity units. Justifications for multipliers should be included wherever possible (e.g., reasoning behind Strategic Significance scoring).

Public Spaces

KEY PLANNING POLICY DEPENDENCIES

- SS3 Chesterfield Waterside
- CLP15 Green Infrastructure
- CLP16 Biodiversity, Geodiversity and the Ecological Network
- CLP17 Open Space, Play Provision, Sports Facilities and Allotments
- CLP18 Chesterfield Canal
- CLP19 River Corridors

Significant areas of public open space are proposed along the river/ canal corridor consisting, to the north, of enhanced and managed existing woodland and parkland, and in the southern half of the site, of a new riverside linear park.

New squares, incorporating a contemporary approach to the use of local materials, should b e provided throughout the scheme – integrated with the primary and secondary pedestrian and cycle routes, and to provide views of water wherever possible. The most significant space will be around the canal basin in the Basin Square Character Area.

New paved pedestrian and shared surface streets should permeate through the masterplan linking together hard and green public open space. These will again incorporate elements of local materials acting to tie the wider scheme together and unify the various areas of Chesterfield Waterside.

Formal and informal play provision for children and young people should be integrated into development.

PRIMARY PUBLIC REALM

Primary public realm spaces are high quality spaces that will be focal points to the whole site and become the main response to the waterside setting.

BASIN SQUARE

Basin Square and mooring area is the heart of the proposed redevelopment. The square should offer a community spirit through the many activities that can take place. The space should include shopping, bars, eateries and business accommodation at ground floor and High/Mid Density residential dwellings in a mix of houses and apartments. Around the Basin, residential dwellings at first floor level and above will provide overlooking and activity.

SECONDARY PUBLIC REALM

The designs objectives for the secondary public realm are to create attractive high quality public spaces and streets that become secondary focal points for the whole site. Secondary public realm provides small, human scale environments that are intimate yet key places of interest.

TERTIARY PUBLIC REALM

The design objectives of the secondary public realm are to create attractive usable hard surfacing, which incorporate street trees and areas of planting. Secondary public realm provides integrated vehicle parking which does not dominate the street and is softened by planting.

WATERFRONT PROMENADE & LANDSCAPE TERRACING

The Primary Peedestrian and Cycle Route alongside the western bank of the Rother will provide local circulation, fronted by a mix of accommodation and punctuated by a series of squares and spaces that allow for informal relaxation. The street provides a human scale environment with an attractive stepped landscape incorporating a mix between hard and soft treatments and areas for relaxation. Along the water's edge, the hard footway will be broken up with areas of planting incorporating SUDS providing vegetation such as reeds and grasses.

SHARED SURFACE

It is envisaged that shared surfaces allow all modes of movement yet will encourage other forms of activity, such as children's play, to flourish and foster social interaction in a public environment that prioritises the pedestrian over the vehicle. The use of low level planting creates divides between spaces and reduces the speed of traffic. The use of street trees allows vertical greening.

URBAN LINEAR PARK

An urban linear park on the eastern bank of the Rother will create a natural and soft landscape contoured to deal with height change and provide a flowing green corridor along the riverside. The linear park provides habitats for existing and new wildlife and will improve the bio-diversity of the scheme. The dispersion of pause spaces offers the opportunity for relaxation, including formal and informal play provision for children and families. The provision of an informal network of paths will provide cycle and pedestrian links using the Secondary Pedestrian and Cycle Routes, and the grass banks offer rest and relaxation. Areas of wildflower meadow and planting produce swathes of colour and seasonal interest.

MANAGED WOODLAND & ECO PARK

The ecological park builds upon the wealth of wildlife, flora and fauna already found along the banks of the canal. A haven for the numerous waterside species, the park offers a tranquil break for residents and visitors alike in a natural riverside landscape. Design objects are to create a woodland parkland with opportunities for recreation, habitat creation and continuation of the Trans-Pennine trail. The area will benefit from locally produced art, winding pathways and native tree and wildflower planting

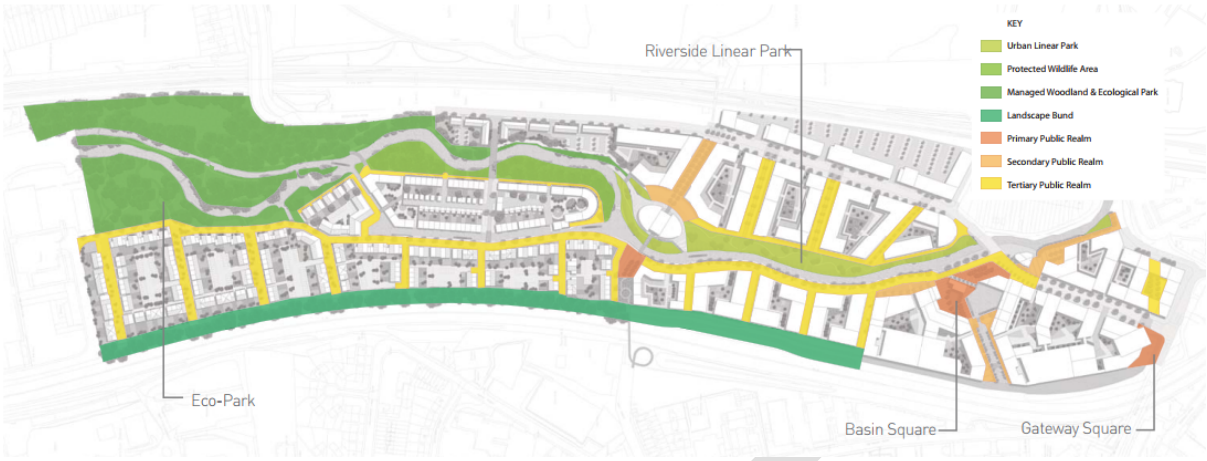
LANDSCAPE BUND

A new landscape treatment of earth works and dense planting along the western perimeter of the site would not only provide a visual/audio buffer but also establish a significant wildlife corridor. Native tree planting mix (whips and standards) with native woodland understory wildflower mix seeding will be supported by a live willow acoustic fence.

SEMI PRIVATE / PRIVATE SPACE

Private space should be provided for residents. Housing and duplex apartments should have private rear gardens, including through use of podiums and terraces where there are significant changes of levels.

Apartments and commercial blocks should include semi-private open space in the form of communal courtyards and podium gardens.



WATERWAYS

The masterplan is designed to capitalise on the site's most valuable assets, the River Rother and Chesterfield Canal. Development should enhance the river and canal bank and encourage access and visibility of the river, which will become navigable up to the new Canal Basin that has been constructed.

SUDs swales and attenuation ponds will collect, store and filter surface and building run-off, reducing the sites hydrological impact whilst enhancing residential streetscapes and promoting biodiversity

PLAY PROVISION AND OPEN SPACE

Chesterfield Waterside will contain large areas of open green space providing numerous opportunities for informal creative play.

A variety of play spaces and open spaces should be provided through the site ranging from larger equipped play ground areas to smaller more informal play opportunities that are accessible to all residents within a reasonable walking distance. Play provision should be made to the standards set out in the adopted Local Plan and taking account of the guidance in the Council's Residential Design Guide in terms of distance to provision.

SPD Category	Local Plan Open Space Typology	Indicative Catchment (meters)
Toddlers play area	Equipped play	100 - 200

Playgrounds and children's play/kick about area	Play (including equipped) Amenity	300 - 400
Local park/natural green space	Parks and Gardens Natural and Semi- natural	400 - 600

Applying the current Local Plan standards to the revised masterplan development proposals would result in the following open space requirements:

Formal Parks	Natural and Semi Natural Green Space	Amenity Green Space	Allotment	Play	Total requirement (hectares)
1.95ha	5.52ha	1.25ha	0.72ha	0.5ha	9.94ha

Even though it is a strategic site, it would clearly not be appropriate for the development to attempt to meet all open space requirements on site. Allotment provision for example is better addressed off site, as is the requirement for higher scale open space such as district parks and country parks, particularly with Tapton Park close to the site.

Based on the evidence and information on losses/gains of POS the recommended minimum on-site provision is as follows:

POS type	**Minimum overall Quantity (hectares)**	**Minimum size of individual areas of provision(hectares)**
Amenity Greenspace	**1.25**	**0.4**
Natural and semi-natural greenspace	**5.52**	**0.4**
Play	**0.5**	**Equipped Play 0.04 Informal Play 0.1**

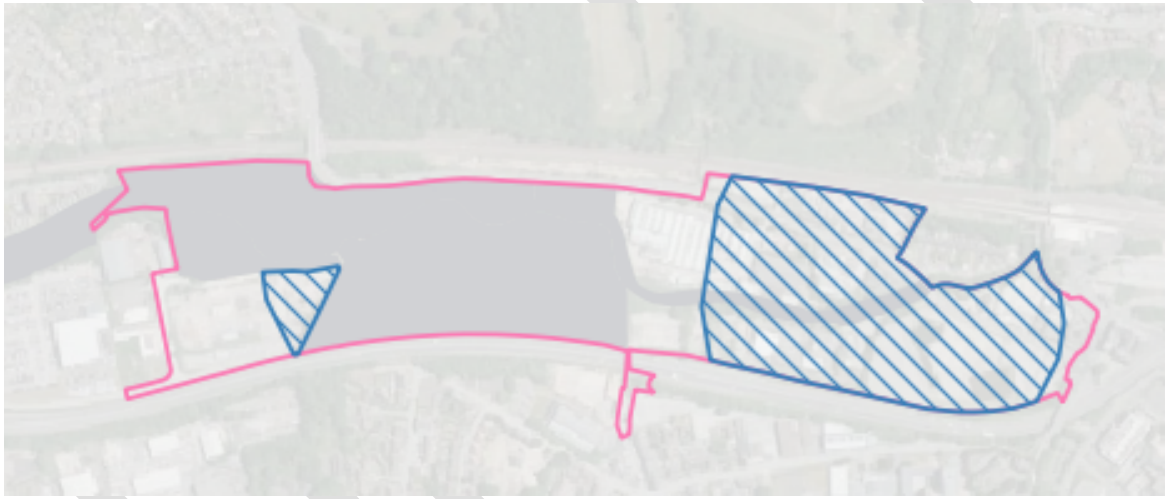
- There is a need for a centrally located, multifunctional open space on site. An area within the zone identified through the buffer overlap work would be accessible from all residential development parcels.
- On-site provision needs to include play areas as given the increase in family housing there needs to be adequate on-site access to equipped play facilities.
- Natural / Semi – Natural requirements can be met by proving multifunctional spaces alongside the river and dedicated space within the eco park area of the site.

Applying the distance requirements to the site identifies the preferred locations for different types of open space provision. These are indicative only.

600m Buffer Overlap: Parks and Gardens, Natural & Semi Natural
This will be mostly met by provision of the linear park within the Riverside East Character Area.

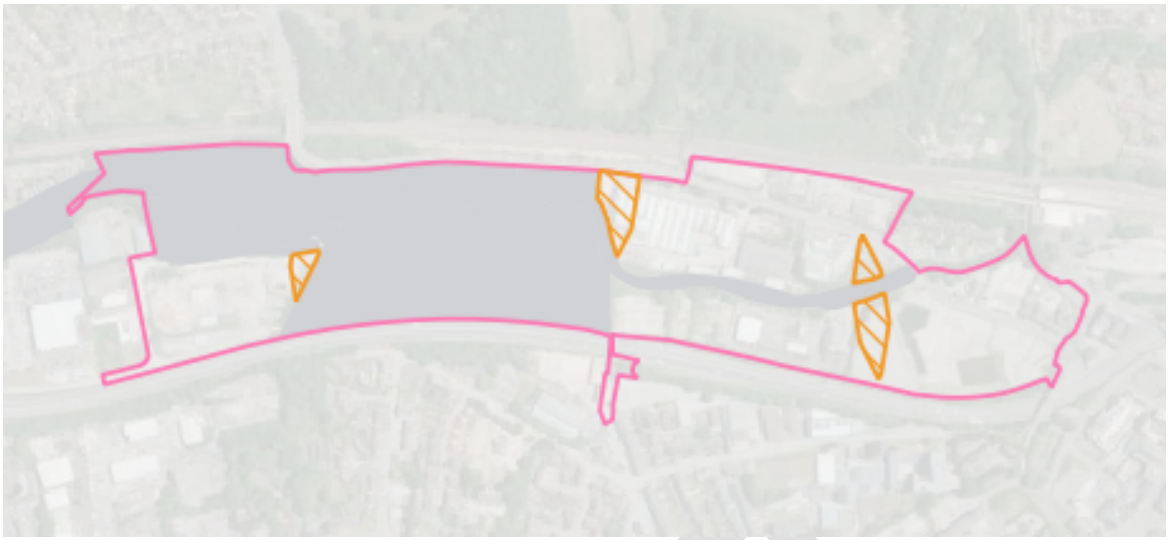
400m Buffer Overlap: Play (including equipped), Amenity

At least three areas of play / Amenity greenspace within the Waterside site; provision at the north west of the site and provision towards the south end of the site on either side of the River.



200m Buffer Overlap: Equipped Play (Toddlers)

A number of equipped play sites (at least three) will be needed to ensure that each residential development parcel has sufficient access to this type of open space.



Where and individual development is not able to provide the required open space, consideration will be given to using S106 agreements to secure a contribution to provision in another part of the Waterside Strategic Site.

Off-Site Provision

Improvements to 'higher level' open spaces outside of the Waterside Strategic Site, such as allotments, district and country parks will be managed through the Community Infrastructure Levy (CIL).

Homes & buildings

KEY PLANNING POLICY DEPENDENCIES

- SS3 Chesterfield Waterside
- CLP4 Range of Housing
- CLP13 Managing the Water Cycle
- CLP14 A Healthy Environment
- CLP20 Design
- Residential Design SPD

The design and layout of new residential development should take into account the guidance contained in the Council's Residential Design SPD, 'Successful Places'.

ADAPTABLE AND ACCESSIBLE HOUSING

Planning applications for housing within the Masterplan Areas will be expected to demonstrate that they will deliver a minimum of 25% of units to the M4(2) standard under the building regulations. This will be secured by planning conditions.

AFFORDABLE HOUSING

With the exception of the Station Place Character Area, Waterside falls into the zone where a minimum of 5% of units will be expected to be affordable. The Station Place Character Area falls into the 'medium zone' where 10% of units should be affordable. The tenure of affordable units in either zone should be split between 90% of affordable units being for affordable rent, and 10% for affordable home ownership.

The type of affordable provision should generally seek to provide a mix of dwelling types that corresponds to the mix across that character area. The Council will not generally accept affordable provision in the form of all or predominantly single or two bedroom apartments. Where it is not possible to make provision for affordable dwellings within a specific character area due to this being the majority housing type, the Council would seek to meet the affordable requirement through a commuted sum instead.

To ensure delivery of affordable housing across the site, as a starting point all planning applications for housing development should seek to deliver 5 or 10% of units as affordable. Given that the development of Waterside may require the provision of specific infrastructure for which further information on costs is required, the submission of a viability assessment will be normally be considered appropriate if an application seeks to deliver a lower level of provision or different type or tenure mix.

CANAL RESTORATION

A key aim of the regeneration of the Waterside area is the restoration of Chesterfield Canal, specifically the returning of the River Rother to navigation and the connection of the existing basin in the Basin Square Character to Area to the wider canal network.

Planning permission was previously granted to dredge the river, but this permission was not implemented and has subsequently lapsed.

AECOM conducted a review into the proposal to extend the navigable section of the Chesterfield Canal southwards/upstream into the River Rother to allow access to boats via a proposed lock into an existing canal basin located in the Basin Square part of the site.

DREDGING AND BANK WORKS

The review confirmed that dredging would be required, using the conventional dredging method, to achieve the required river profile to accommodate the navigation of boats.

Excessive vegetation growth along the riverbanks and tree branches which overhang the river would need to be removed to enable navigation of the river. In addition to localised repair and slope reinforcement of localised failure/collapse/subsidence of the to stabilise the riverbanks.

A detailed Assessment of the River proposals has been prepared by AECOM, including areas that are likely to require dredging and works to the banks.

BRIDGES

The restoration of the canal is currently restricted by the existing footbridge over the Rother between the Riverside East and Waterfront character areas, which does not provide sufficient freeboard to allow easy movement of canal boats. This bridge will need to replaced to enable the restoration of the canal. This is covered in more detail in the sections of the masterplan relating to the Riverside East Character Area and Infrastructure.

CANAL BASIN AND LOCK

Access the already constructed canal basin requires a new lock between the River Rother and the basin. AECOM have produced an initial design for this lock and this will need to be taken into account in any development of the Basin Square character area, and is set out in more detail in that section of the masterplan and the section on infrastructure.

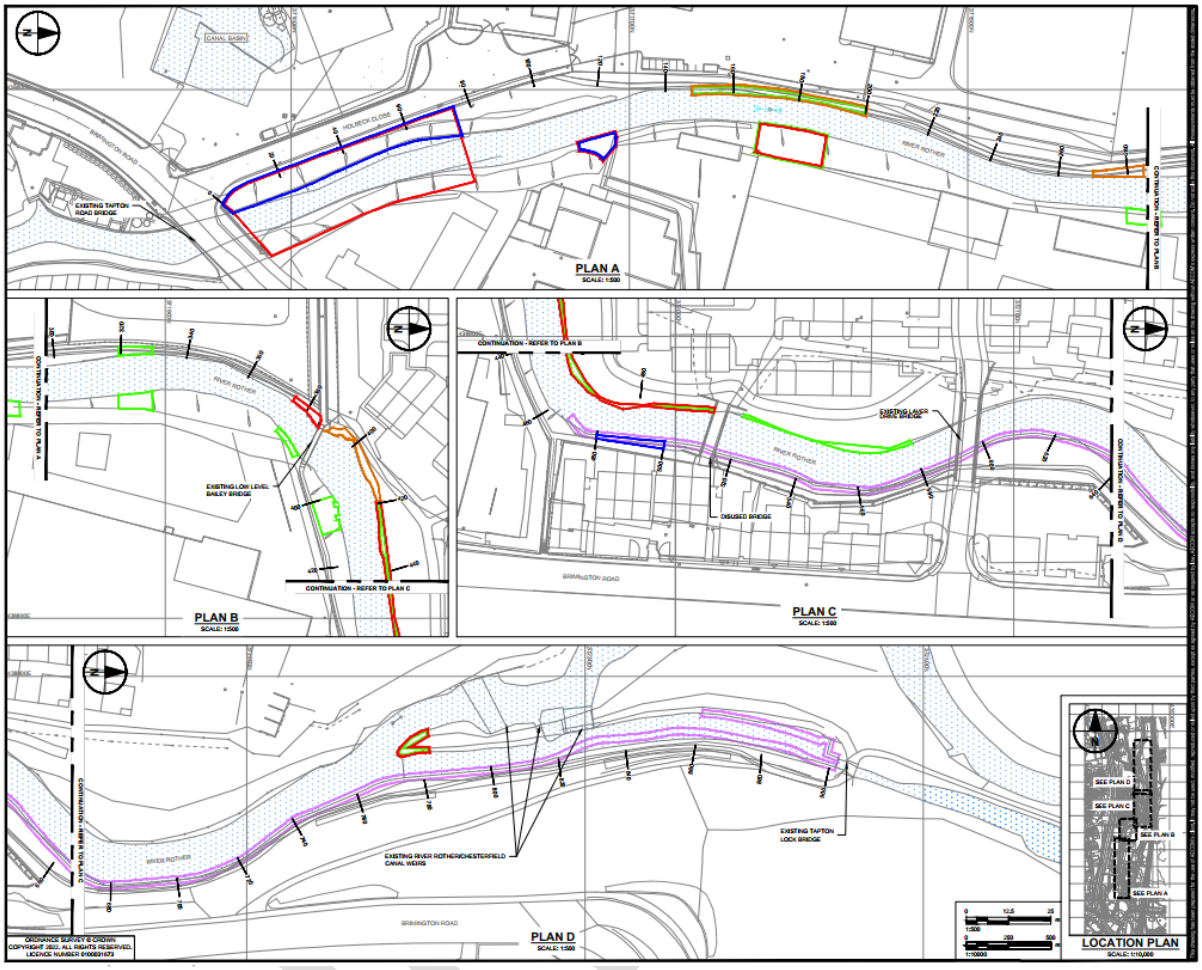
NAVIGATION AUTHORITY

The long term maintenance and management of the canal will require two elements.

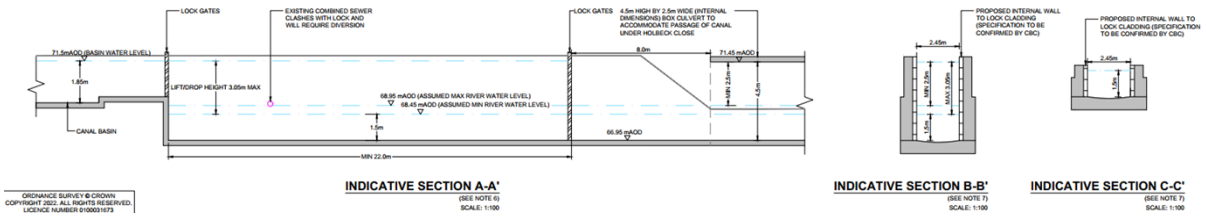
Firstly development should be expected to the long term management through a service charge on development that contributes to ongoing maintenance such as dredging and repairs. A management company has already been set up under the auspices of the previous outline planning permission.

Secondly a body will need to be appointed as Navigation Authority to manage the use of the canal by vessels. This is outside the scope of this masterplan but is the subject of ongoing discussions through the Chesterfield Canal Partnership.

[AECOM PLAN]



[LOCK]



Delivery and Infrastructure

KEY PLANNING POLICY DEPENDENCIES

- SS3 Chesterfield Waterside
- CLP11 Infrastructure Delivery

As strategic brownfield regeneration opportunity it is important that the infrastructure needed to support the development, both on and off-site, is delivered in a timely and well co-ordinated manner. As a principle, the cost of infrastructure should be borne by the development as much as possible, although it is recognised that to achieve all of the objectives of the masterplan, some level of public sector support is likely to continue to be necessary.

Policy SS3 of the adopted Local Plan promotes the development of the site on a comprehensive basis in accordance with an approved masterplan. The policy is clear that "*planning applications submitted for development outside of the existing outline planning permission, but which otherwise deliver the objectives of the approved masterplan, will be expected to contribute towards the overall delivery of the infrastructure required for comprehensive development, secured through a section 106 agreement.*"

Infrastructure requirements for Waterside were summarised in the Infrastructure Study and Delivery Plan which underpinned the Chesterfield Local Plan. The purpose of this was to identify the infrastructure requirements to support future growth resulting from planned growth over the plan period, including Chesterfield Waterside. These infrastructure requirements included transport, flood risk, utilities, education and health facilities, and green infrastructure. The approach focussed on infrastructure requirements which will require capital expenditure. Site specific infrastructure will continue to be addressed and negotiated at the detailed planning stage. Masterplanning is acknowledged to be a key delivery mechanism, ensuring that infrastructure requirements are considered at the outset through engagement with infrastructure providers.

Local Plan Policy CLP11 seeks to secure infrastructure and mitigation for new development. As a comprehensive scheme, the infrastructure to support Waterside needs to be considered in the wider context. The quality and value of development on the application site will be supported by the delivery of other essential infrastructure adjacent to and beyond the site, including the restoration of the river to navigation, the canal basin and associated infrastructure, and the wider network of walking and cycling routes and bridges that will provide connectivity within and beyond the site.

On-Site Infrastructure

AECOM have review and undertaken initial design work on the physical infrastructure required to support the development – in particular that required to provide connectivity and maximise walking and cycling in and beyond the site.

The Council recognises that there can be challenges around viability in a scheme such as this. To assist with the prioritisation of infrastructure delivery, wherever possible infrastructure is identified in connection with the character area that is expected to deliver it.

Infrastructure has also been prioritised as follows:

- Critical – *Infrastructure that must be delivered in order for the development to take place without causing severe adverse impacts to the local community of Waterside in the short term.*
- Necessary – *Infrastructure that must be delivered in order for the development to take place without causing severe adverse impacts to the wider local community over the plan period..*
- Complementary – *Infrastructure that is required to maximise the benefits of Waterside for local communities.*

Required infrastructure	**Critical/ Necessary/ Complimentary**	**Character Area**	**Indicative cost***	**Delivery & Funding Source**
Canal Lock and Culvert beneath Holbeck Close	Complimentary	Basin Square	£945k	CIL and External funding
Holbeck Close – Combined highway and ped/cycle link	Critical	Basin Square	£387k	Integrate into development
Primary Pedestrian and Cycle Route – Holbeck Close to A61 footbridge	Critical	Waterfront	£193k	Integrate into development
A61 Footbridge improvements	Critical	Waterfront	£700k	S106 & CIL
Replacement River Rother footbridge	Critical	Riverside East	£1.7m	S106 & CIL
Improvement of footpath FP100 and FP17	Critical	Riverside East	£131k	S106
Primary Pedestrian and Cycle Route to Station	Necessary	Station Place	£625k	Integrate into development
Bridge over Rover Rother (north)	Critical	The Park	£1.55m	Commitment secured from Waterside Ltd
River Rother improvements, including dredging, repair of riverbanks and slope stabilisation	Complimentary	Site Wide	£1.116m	CIL and external funding to be sought in partnership with Canal Trust
Brewery Street/ Brimington Road junction	Necessary	Site Wide	C£2m	Need triggered at 550 (net) new dwellings. S106 equivalent to £3700 per unit

On site Public Open Space	Critical	By Character Area as set out in masterplan	NA	Secured by condition

* Indicative costs are drawn from the Chesterfield Waterside Infrastructure Study, June 2023, produced by AECOM and are for guidance only.

OFF SITE INFRASTRUCTURE

EDUCATION

Education is a function of Derbyshire County Council for the borough. Chesterfield Borough Council funds additional school capacity through the Community Infrastructure Levy, as set out in the 2022 Infrastructure Funding Strategy (IFS22).

The borough and county councils liaise regularly regarding school places and development pressure, to identify where additional CIL expenditure may be required.

Abercrombie Primary School is the normal area infant and junior school, although DCC also consider the nearby Christchurch CE school when assessing capacity in this area. The Secondary normal areas covering waterside are split between Whittington Green for the Park character area and Brookfield for the Waterfront, Riverside East, Basin Square and Station Place character areas.

In relation to the revised housing mix at Waterside, Derbyshire County Council as LEA have confirmed that potential demand from the development described in the previous masterplan (which assumed a higher number of dwellings, but with a greater proportion of apartments) in assessing and planning for demand for new schools.

In relation to projections of future pupil numbers, DCC have also indicated that as larger cohort numbers continue to move through the system and with extended lead in times for development and occupation across the site, it is possible that future potential demand could be accommodated within existing capacity.

The situation will continue to be monitored, with the ability to plan for CIL funded expansion should this prove necessary.

OFF SITE PUBLIC OPEN SPACE

At the time of writing, the council's IFS22 identifies CIL as the source of funding for the provision of improvements in capacity and quality of public open space outside of the Chesterfield Waterside Site.

Individual planning applications for development should provide on site open space in accordance with the guidance in section XX of this masterplan.

In the event that it is not possible or practical for an individual development provide the open space required in a specific character area, consideration may be given to securing a commuted sum towards provision within another suitable part of the Waterside development. This would not be considered as 'off-site' open space in respect of CIL.

MAINTENANCE OF INFRASTRUCTURE

Development will be expected to contribute to the ongoing delivery and maintenance of the wider Waterside infrastructure from which it will benefit. Policy SS3 sets out clearly that "Planning applications submitted for development outside of the existing [note, now lapsed] outline planning permission, but which otherwise deliver the objectives of the approved masterplan, will be expected to contribute towards the overall delivery of the infrastructure required for comprehensive development, secured through a section 106 agreement".

It is expected that individual developments will put in place funded management arrangements for public areas of those developments, such as landscaping, biodiversity net gain provision, and on-site open space.

In addition, a site management company has already been set up to manage the shared infrastructure that support the Chesterfield Waterside Development. This provides an existing mechanism by which infrastructure on site can be maintained through management fees – a mechanism already being used by the adjacent Great Places and Avant Homes developments.

CHARACTER AREAS

BASIN SQUARE

Basin Square will be the heart of Chesterfield Waterside and main focal point of the development, providing a place to relax, meet friends and pass time.

The square will become one of the town's most important public spaces providing a multi-functional space for activities such as live music and events around the newly built canal basin, and will form the terminus and destination at the southern end of a restore Chesterfield Canal.

PLACE MAKING PRINCIPLES

MOVEMENT

- New pedestrian route between Basin Square and Chesterfield Train Station
- Close proximity to bus routes along Brimington Road
- New vehicle/pedestrian bridge over proposed canal connection

Provision of a riverside walking and cycling route along Holbeck Close that will form part of the Trans Pennine Trail

WATERSIDE

- New canal locks to connect navigable stretch of River Rother with the existing Canal Basin
- Shops, Cafes, restaurants and bars will create an active frontage around the Canal Basin

The basin will be the new location for the Barbara Hepworth sculpture, 'Rosewall', currently located in the town centre.

NATURE

- 'Soft' edges to the river/canal and incorporation of Net Gain into development

SAFETY

- Active frontages provide natural surveillance around new public spaces
- Appropriate use of lighting and CCTV

COMMUNITY

- Mixed use development located around central communal space including areas of play provision for younger age groups
- Local amenities including shops and a creche

VIEWS & LEGIBILITY

- Uninterrupted view of the 'Crooked Spire' will be created from Basin Square
- Views from Brimington Road to the Canal Basin and Basin Square
- Views between train station and Basin Square

INNOVATION & SUSTAINABILITY

- Use of best available sustainable technology in building designs
- Expansion capacity built into existing Canal Basin to allow surface water attenuation

PUBLIC REALM

• New high quality public squares (Basin Square and Gateway Square)

ARCHITECTURE

• Landmark buildings around Basin Square and Gateway Square

BUILT FORM

Located at the southern end of the site, Basin Square has the greatest potential for buildings to have some scale and mass, as demonstrated by One Waterside Place, which has now been completed. Although generally development across the site should not exceed four stories, landmark buildings could be up to seven (as with the completed office) creating a variation and articulation along Brimington Road and around the canal basin itself, while building heights should drop to two and three stories away from the basin and Brimington Road to protect the view from Basin Square to the Crooked Spire, an element key to tying the scheme together with the identity of the town.

LAND USE

The Basin Square area is comprised of primarily high/medium density residential development in a mix of apartments and high/medium density housing (Use class C3). At ground (and potentially first floor) level around the canal basin and along the Brimington Road frontage there should be a a mix of commercial floorspace (Use Class E, F and Sui Generis), particularly, restaurants, cafes, drinking establishments, and creative workshops located around the canal basin; small retail units and a hot food outlets to create vibrancy and activity.

Commercial office floorspace (E) should be in self contained buildings with the potential for active ground floor uses.

The south western corner of the site has the potential for a hotel of approximately 150 beds (subject to an application for Reserved Matters Approval at the time of writing). The potential amount of development identified for the Basin Square Character Area reflects this. In the event that the hotel does not proceed this part of the site would be appropriate with high/medium density housing, specialist residential accommodation such as a retirement accommodation or an extra care village, or commercial office space.

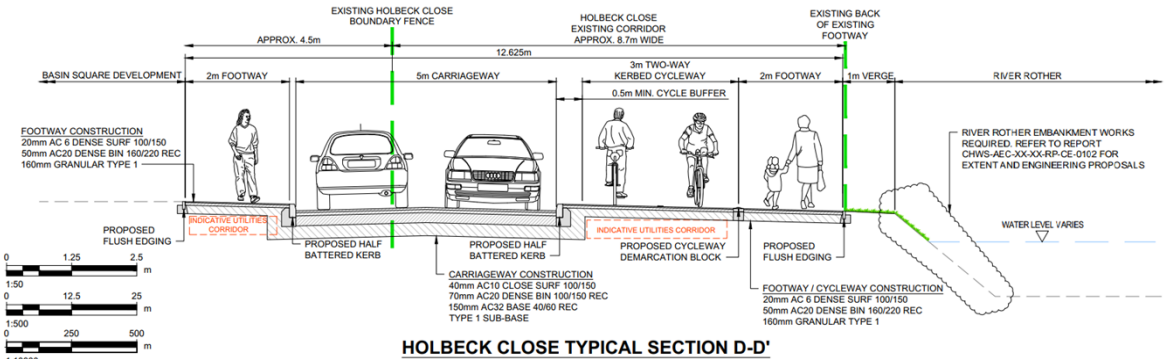
Previous iterations of the masterplan included potential for an MSCP to be built on Basin Square to serve the proposed office accommodation and apartments. With the reduced emphasis on commercial office floorspace and apartments, this MSCP may no longer be required. In this case, the space should be utilised for Mid/High Density housing. As the MSCP would have provided sound protection for uses around the basin, this would likely require the creation of a noise bund adjacent to the A61 (as set out above) as an alternative.

MOVEMENT

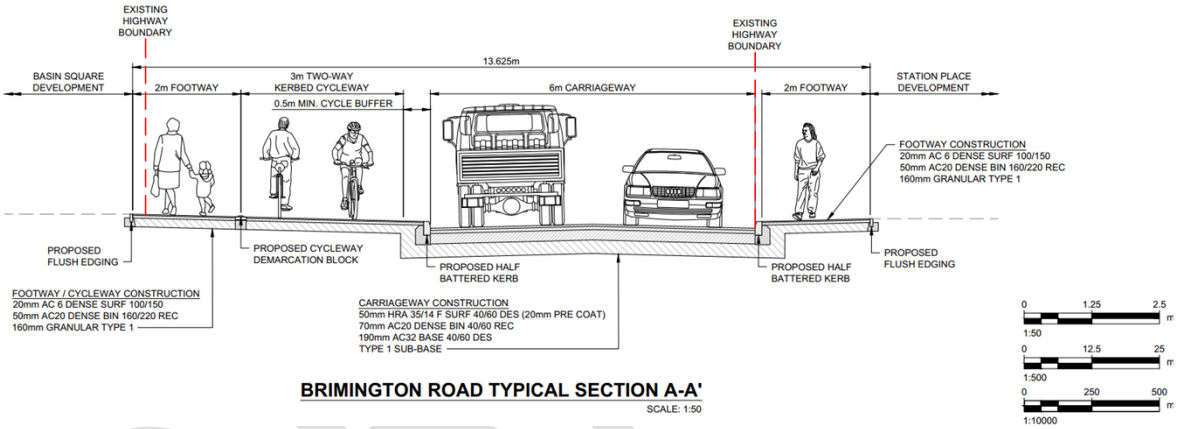
The site should maximise permeability for pedestrians and cyclists. Holbeck Close should be improved to create a dedicated off road walking and cycling route (with segregation between pedestrians and cyclists) alongside the River Rother that will form the Primary Pedestrian and Cycle

Route. This route will be to LTN1/20 standards – an indicative layout has been prepared by AECOM for how Holbeck Close could achieve this standard. Development proposals should either deliver this or demonstrate how equivalent provision would be achieved.

Development proposals should deliver an improved frontage onto Brimington Road, with wider pavements and improved walking and cycling provision.



HOLBECK CLOSE TYPICAL SECTION D-D'

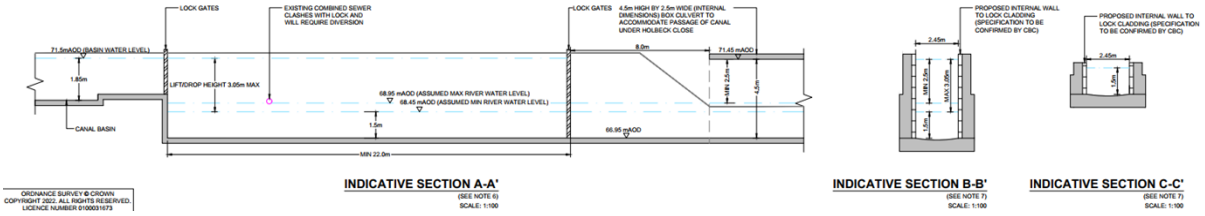


BRIMINGTON ROAD TYPICAL SECTION A-A'
SCALE: 1:50

Motor vehicle access should be limited to Holbeck Close and the newly created junction adjacent to One Waterside Place.

WATERWAYS

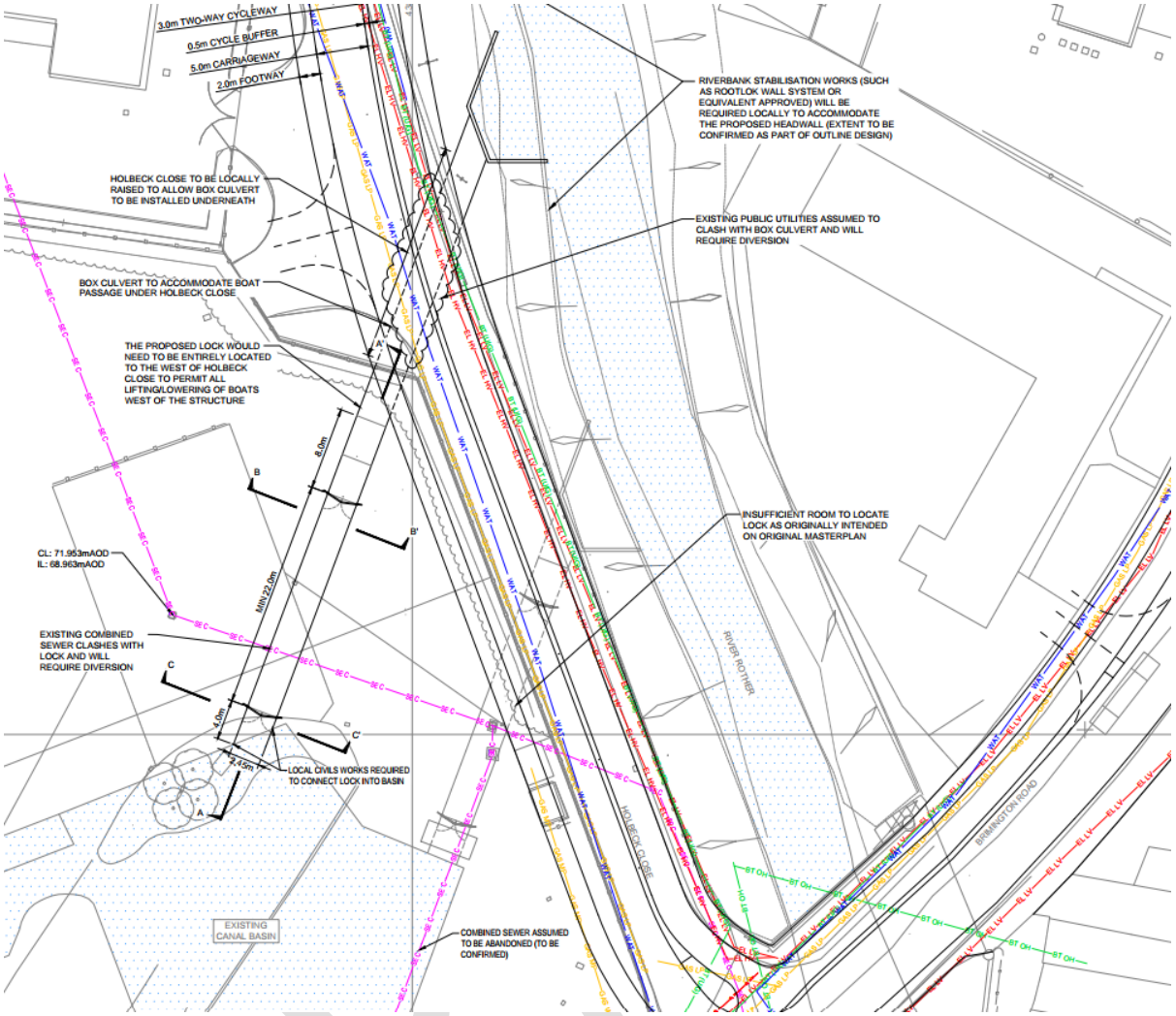
Development of Basin Square must accommodate and facilitate where possible the creation of a lock between the existing basin and the river Rother/Chesterfield Canal. Development of Basin Square should deliver the re-routing of utilities and services in advance of the creation of the lock, and include space for water storage and pumping equipment



INDICATIVE SECTION A-A'
(SEE NOTE 6)
SCALE: 1:100

INDICATIVE SECTION B-B'
(SEE NOTE 7)
SCALE: 1:100

INDICATIVE SECTION C-C'
(SEE NOTE 7)
SCALE: 1:100


3.0m TWO-WAY CYCLEWAY
0.5m CYCLE BUFFER
5.0m CARRIAGEWAY
2.0m FOOTWAY
HOLBECK CLOSE TO BE LOCALLY RAISED TO ALLOW BOX CULVERT TO BE INSTALLED UNDERNEATH
BOX CULVERT TO ACCOMMODATE BOAT PASSAGE UNDER HOLBECK CLOSE
THE PROPOSED LOCK WOULD NEED TO BE ENTIRELY LOCATED TO THE WEST OF HOLBECK CLOSE TO PERMIT ALL LIFTING/LOWERING OF BOATS WEST OF THE STRUCTURE
CL: 71.953mAOD
IL: 68.963mAOD
EXISTING COMBINED SEWER CLASHES WITH LOCK AND WILL REQUIRE DIVERSION
8.0m
MIN 22.0m
4.0m
2.45m
LOCAL CIVILS WORKS REQUIRED TO CONNECT LOCK INTO BASIN
EXISTING CANAL BASIN
RIVERBANK STABILISATION WORKS (SUCH AS ROOTLOK WALL SYSTEM OR EQUIVALENT APPROVED) WILL BE REQUIRED LOCALLY TO ACCOMMODATE THE PROPOSED HEADWALL (EXTENT TO BE CONFIRMED AS PART OF OUTLINE DESIGN)
EXISTING PUBLIC UTILITIES ASSUMED TO CLASH WITH BOX CULVERT AND WILL REQUIRE DIVERSION
INSUFFICIENT ROOM TO LOCATE LOCK AS ORIGINALLY INTENDED ON ORIGINAL MASTERPLAN
COMBINED SEWER ASSUMED TO BE ABANDONED (TO BE CONFIRMED)
RIVER ROTHER
HOLBECK CLOSE
BIRMINGTON ROAD

STATION PLACE

The large scale built form of Station Place will provide part of the gateway to Waterside from the town centre. Development along the frontage to Brimington Road will provide a High Street feel with activity on the ground floor.

PLACE MAKING PRINCIPLES

CONNECTIONS

• New pedestrian and cycle route between Brimington Road and Chesterfield Train Station
• Close proximity to improved bus routes along Brimington Road
High quality pedestrian and cycling connections across Brimington Road to Basin Square

WATERSIDE

• Views from residential and commercial buildings along the river corridor

SAFETY

• Active frontages provide natural suveillance along Brimington Road
• Appropriate use of lighting and CCTV

COMMUNITY

• Mixed use development with communal space including areas of play provision for younger age groups

VIEWS & LEGIBILITY

• Breaks in building form allow framed views towards St Mary and All Saints Church and Basin Square

INNOVATION & SUSTAINABILITY

• Use of current sustainable technology in building designs

PUBLIC REALM

• High quality Pedestrian and cycling links across Brimington Road and between Brimington Road and Chesterfield Railway Station

BUILDING HEIGHTS

The majority of the buildings in the Station Place Character Area should be no more than four storeys in height, with the potential for some landmark buildings of up to six storeys to provide articulation and features. These heights will ensure that development can make best use of the location in terms of density without interrupting views of the Grade I listed St Mary and All Saints church.

LAND USE

The high density buildings of Station Place should aim to incorporate a mix of uses.

The main proposed use is High Density residential in the form of apartments (Use Class C3) or specialised residential accommodation such as retirement or extra care village.

Commercial Office floorspace would also be appropriate (Use Class E). Commercial retail and leisure/food and drink uses would be appropriate at ground floor facing onto Brimington Road.

STATION MULTI STOREY CAR PARK (MSCP)

As part of the masterplan for the adjacent Railway Station area, there is an intention to relocate the existing surface level car parking that serves the station into a MSCP. Although the station masterplan indicated a site south of the Waterside area, there are challenges with this in terms of phasing of development and impact on view of the listed church. The relocation of this car parking to the Station Approach Character Area is being investigated as an alternative.

the Station Masterplan clearly demonstrates the benefits of replacing the current surface level station car parking with a less land hungry form of provision, and the Station Place site is a logical location for this provision given its size and proximity to the station. The low level of the site in comparison to the proposed site in the Station Masterplan would also reduce the impact of such a structure on the Grade I listed St Marys Church.

Wider Local Plan policy does not support the creation of new off street permanent Pay and Display car parks, where they are not serving a specific development or supporting active travel by providing park and ride/park and walk provision.

Therefore the development of an MSCP on the Station Place site would only be supported to the extent that it enabled the relocation (including reasonable enhancement) of the current station car parking, potentially with an additional allowance to provide parking to support One Waterside Place and potentially a hotel on Basin Square. Public pay and display parking beyond this would not be supported.

Access could be from Brimington Road, Crow Lane, or both. The latter could be beneficial in reducing highways impact on both roads, usage of the Brewery Street junction, and provide split level access.

Vertical ‘stacking’ of uses (eg, other uses above a MSCP) is not considered likely to be an option due to a combination of height and massing, and compatibility of uses. Any separation of different uses in the character area from a MSCP should be horizontal, using the proposed station pedestrian/cycle link to achieve this.

S106 – achieving replacement provision

The development of an MSCP on the site to serve the station would need to be subject to a S106 agreement requiring the current station car parkin operator to relinquish the permission to use the existing site and cease operating the existing car park once new provision is operational. This would be to ensure the relocation delivers the objectives of the Station Masterplan and to prevent over-provision of car parking in conflict with the adopted Local Plan.

MOVEMENT

PRIMARY PEDESTRIAN AND CYCLE ROUTE – CONNECTION TO STATION

As part of the infrastructure study, AECOM reviewed how this connection could be implemented.

The main constraint in this area of the site is the existing topography. Crow Lane has a steep longitudinal gradient (over 6%) and there is a large level difference between Crow Lane and the adjacent land to the west which is currently separated by a large retaining wall. As a result, a connection from Crow Lane to Brimington Road may require major earthworks and/or a retaining structure (subject to final platform development levels).

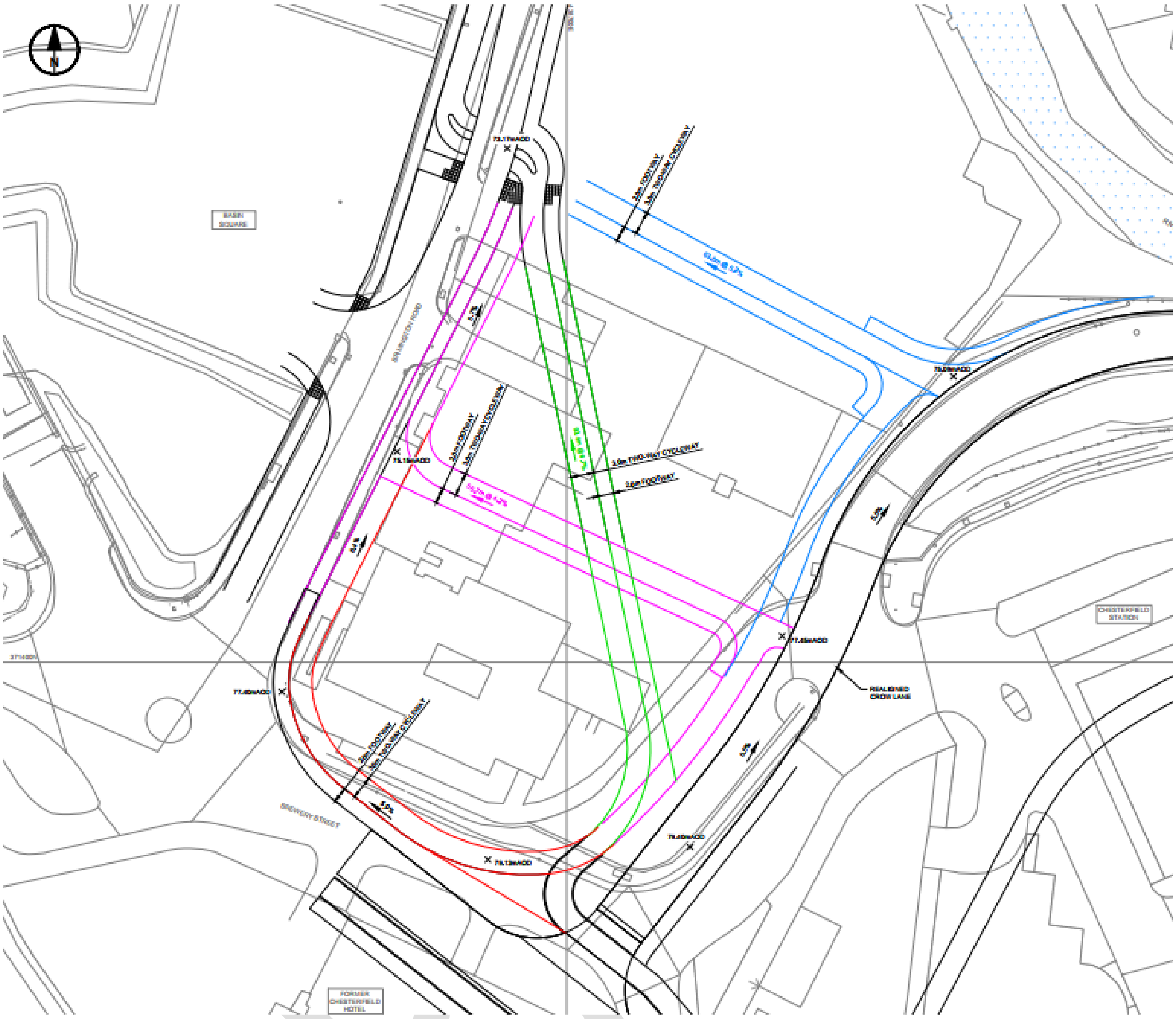
LTN 1/20 specifies maximum lengths for specific gradients depending on severity, including the following.

- 4.0% - 50m
- 4.5% - 40m
- 5%.0 - 30m

Options which connect Crow Lane to Brimington Road perpendicularly are likely to be 50m to 65m in length, at a gradient of 4.0% to 5.5%. This suggests that it may, depending on layout and location of the connection, be feasible to conform with LTN 1/20, subject to a review of up to date topographical survey information.

AECOM developed four options which provide a two-way cycleway and adjacent footway connection between Crow Lane and Brimington Road. 'Option 3' provides the best approach in terms of gradient, although alternative options are likely to create simpler development plots. The Council will consider proposals from developers that can demonstrate they meet the standards set out in LTN1/20 in terms of width and gradient.

Development should also provide a route around the exterior site, as demonstrated in Option 4.


BASIN SQUARE
REALIGNED CROW LANE
CHESTERFIELD STATION
FORMER CHESTERFIELD HOTEL
BREWERY STREET
3.0m TWO-WAY CYCLEWAY
2.0m FOOTWAY

WATERFRONT

Identified in previous iterations of the masterplan as the main employment area within the scheme, the BNP Paribas report recommends that it should be developed instead for Mid Density housing and apartments, continuing the community that will be established around Basin Square.

The site also now includes land that formerly formed part of The Park Character Area, which is now isolated from the development to the norther by the bound at the southern end of the Avant development and the retained A61 footbridge

PLACE MAKING PRINCIPLES

CONNECTIONS

• vehicle Access should be from Holbeck Close to the South

Delivery of the Primary Pedestrian and Cycle Route on the western bank of the Rother

Alterations to the A61 footbridge to enhance accessibility and safety

A pedestrian and cycling 'node' at the northern end of the site, linking to t the A61 footbridge, the Primary Pedestrian and Cycle Route section already provided on the Avant development, and a replacement bridge over the Rother.

WATERSIDE

• Public access to the river Rother

• Views from residential buildings and gardens out to the river

NATURE

• Native riverside planting

• A landscaped noise bund alongside the A61, linked to the river through landscaped public realm

SAFETY

• Shared surface with on-street parking and street tree planting to reduce traffic speeds

• Appropriate use of lighting

COMMUNITY

• provision of formal and informal open space including play opportunities for children and young people

VIEWS & LEGIBILITY

• Breaks in building form allow framed views to the riverside

INNOVATION & SUSTAINABILITY

• Use of current sustainable technology in building designs

• SUDs terraces along riverside with native planting

BUILDING HEIGHTS

Buildings should generally not exceed four storeys through this character area, with potential for some taller landmark buildings of up to five storeys in key locations.

LAND USE

Mid density houses and apartments (Use Class C3).

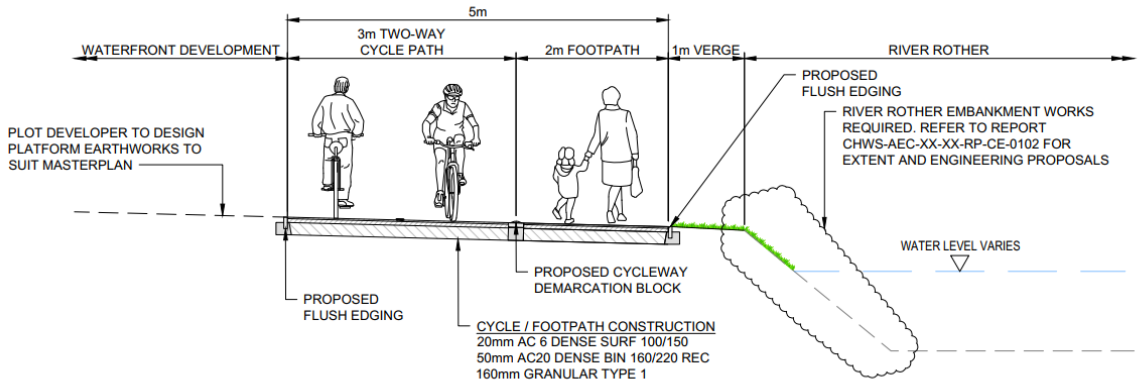
MOVEMENT

Development should deliver the Waterside development's Primary Pedestrian and Cycling Route alongside the river Rother.

The proposed design corridor for the Waterfront Development cycle and pedestrian route is as follows - west to east:

- Waterfront Development;
- 3.0m wide two-way cycle path;
- 2.0m wide footpath;
- 1.0m min. verge;
- River Rother.

A minimum verge width of 1.0m has been assumed between the proposed footpath and the River Rother. It is anticipated that the cycle path and footpath will need to be set further back from the river than the minimum verge width as existing levels dip down as they reach the river. The proposed development levels suggest (based on Martin Stockley Associates Drawing ref. 376/01 (GA) 1311 P01, dated April 2009) these existing footpath levels may be raised up to a similar level as the adjacent proposed levels. The developer will be responsible for determining what level the cycle / footpath should be set at and the associated earthworks required.



WATERFRONT DEVELOPMENT CYCLE / FOOTPATH SECTION E-E'

The existing A61 footbridge currently separate the northern end of this character area from the Avant housing development to the north. The bridge terminates in an awkward and potentially dangerous connection with the existing sub-standard bridge over the Rother.

As part of the supporting work for the masterplan, AECOM were asked to look a variety of options for this bridge, with differing levels of intervention. The preferred option was to restructure the eastern end of the bridge, to switch back along its length via ramp.

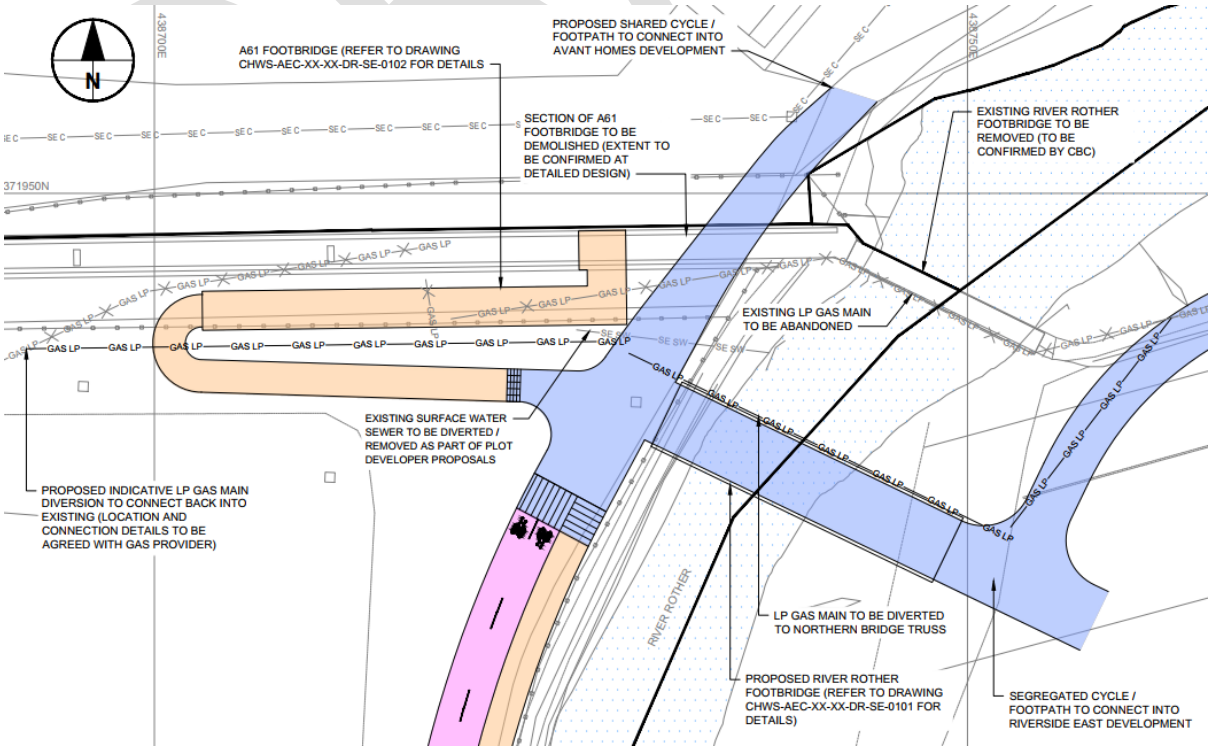
This has the advantage that it does not require altering the stressed concreate part of the structure, keeping construction complexity and cost down – whilst significantly improving safety and accessibility, and creating a 'nodal point' at the northern end of the character area where it will join the Primary Pedestrian and Cycle Route, the replacement Rother bridge, and the southern end of the link already provided as part of the Avant development.

NORTHERN 'NODE'

This will include the development of a 'node' at the northern end of the site, where pedestrian and cycle routes through the development meet, including:

- two-way cycle / footpath from the Waterfront Development to the south;
- existing A61 footbridge to the west;
- proposed cycle / footpath bridge to the east, leading into the Riverside East development and footpath along the east of the River Rother;
- cycle / footpath into the Avant Homes development to the north.

An illustrative layout has been designed to accommodate both the needs of the pedestrians and cyclists by minimising the number of pedestrian crossings over cycleways and avoid the need for cyclists to dismount. The precise design will depend upon discussions with developers/landowners and detailed site investigations.



RIVERSIDE EAST

This is a new neighbourhood on the eastern bank of the Rother facing the Waterfront Character Area. The site should be developed for mid-density housing.

The neighbourhood will include a linear green space adjacent to the river that provides opportunities for water and flood management, formal and informal leisure opportunities for Waterside residents, and the enhancement of natural capital.

The character area has been amended to exclude the former Severn Trent Depot, which is now expected to come forward as a standalone site.

PLACE MAKING PRINCIPLES

CONNECTIONS

- Secondary pedestrian/cycle route running north-south alongside Riverside Park
- Secondary pedestrian streets connecting Brimington Road with the riverside
- New pedestrian/cycle bridge across River Rother

WATERSIDE

- Linear Riverside Park with timber jetties providing controlled access to rivers edge
- Views out from residential buildings and communal courtyards to riverside

NATURE

- Native emergent planting and flood meadow along riverside
- 5m habitat buffer

SAFETY

- Reduced traffic speeds and pedestrian crossings along Brimington Road to enhances bus provision including introduction of Real Time Information.
- Residential frontage overlooking riverside terraces
- Appropriate use of lighting and CCTV

COMMUNITY

- Residential development located around central communal space
- Play provision located within the Riverside Park

VIEWS & LEGIBILITY

- Breaks in building form allow framed views to riverside
- Views from Brimington Road to riverside

INNOVATION & SUSTAINABILITY

- SUDs provision within scheme

PUBLIC REALM

• New Linear Riverside Park with opportunities for play, recreation and habitat, including at least one location for equipped play, and up to two areas of equipped play specifically for toddlers.

BUILDING HEIGHTS

Buildings should generally not exceed four storeys through this character area, with potential for some taller landmark buildings of up to five storeys in key locations.

LAND USE

The Character Area should be developed for Mid Density housing, predominantly in the form of houses, although some apartments would be appropriate where they can provide a mix of dwellings and support the creation of landmark buildings.

Development should deliver a linear riverside park – this should focus on natural and semi-natural provision that supports the riverside habitat, with inclusion of benches, informal and formal leisure and play provision, including formal provision for toddler, junior and teen play.

MOVEMENT

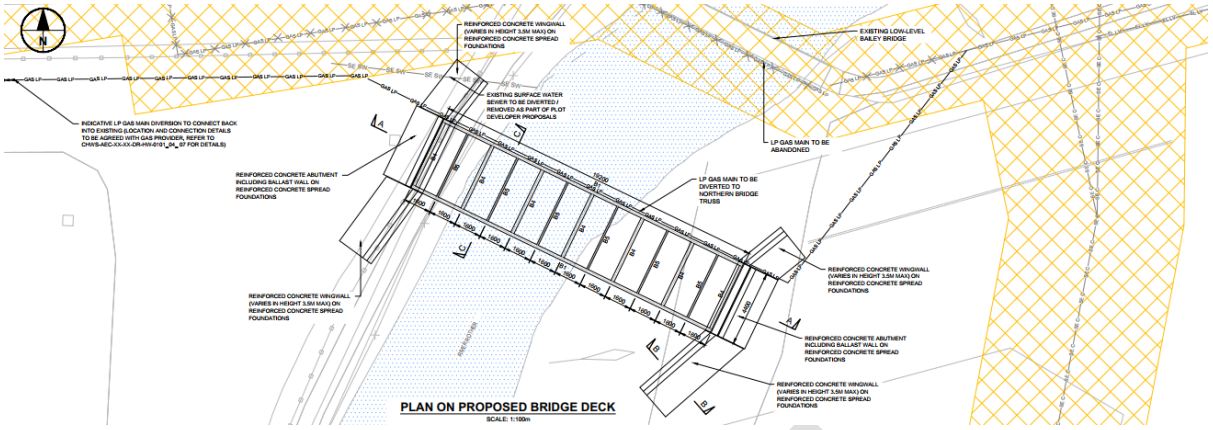
RIVER ROTHER BRIDGE

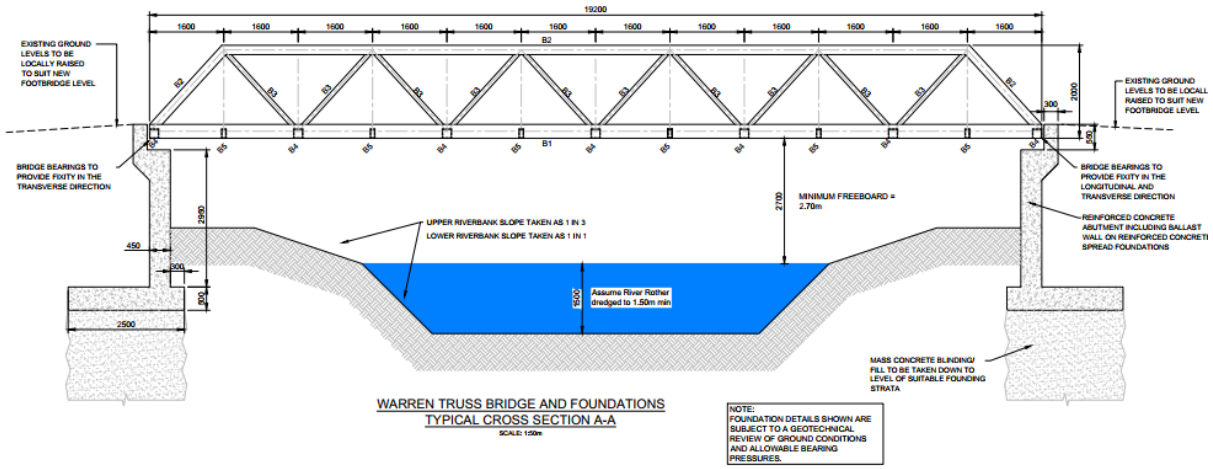
As part of the Infrastructure Review, AECOM considered a range of options for the river Rother Bridge, concluding that the provision of a new bridge to the south of the existing sub-standard bridge is the preferred option.

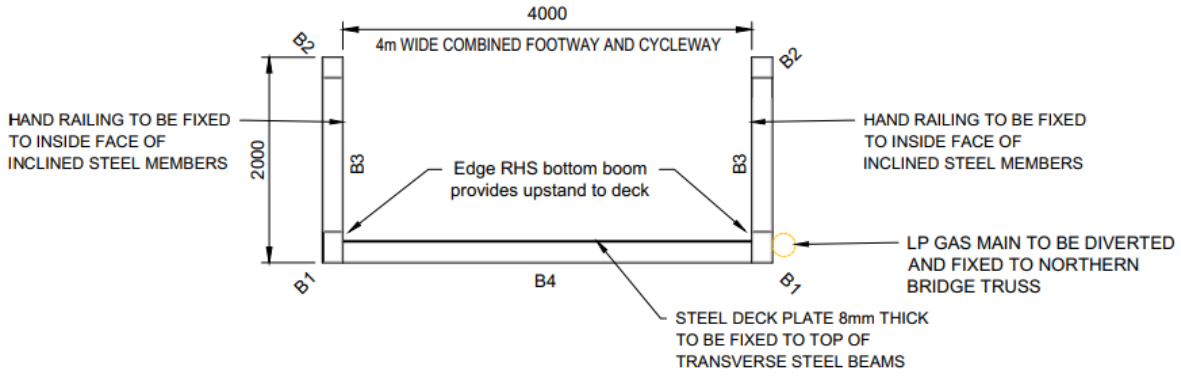
The bridge is anticipated to be approximately 4.5m in width, in order to meet the minimum standards in LTN1/20 for a 3m shared pedestrian/cycle route, with allowance for parapets and associated clearance.

The new bridge should be delivered as part of new development on the site and integrated into the estate streets within new residential development. The existing PROW footpath to the east (FP17 and FP100) should upgraded to the standard for a footpath set out with a minimum 2.0m width (where possible) and bound surface and connections into development. If practical, the stone steps at the Brimington Road end of FP100 should be removed and replaced with a route at an appropriate gradient, although if development provide a suitable alternative access to Brimington Road without steps for cyclists, this could be reduced to replacing the existing steps to improve safety.

An illustrative design for the bridge has been prepared by AECOM. The precise design will depend upon discussions with developers/landowners and detailed site investigations but should ensure provision to the required specification can be achieved.







WARREN TRUSS BRIDGE
CROSS SECTION C-C

SECONDARY PEDESTRIAN/CYCLE ROUTE

Development of land parcels within the Character Area should include the SPCR within the linear riverside park. This route will provide a link between land parcels within the character area that may be brought forward or development at different times.

BRIMINGTON ROAD

Development of the Character area should deliver improvements to the bus stops on Brimington Road, including safe crossing points demarcated through use of materials, bus shelters and provision of real time information.

Brimington Road itself should be improved to create a 'boulevard' with wide pavements and the retention of existing stone kerbing wherever possible. In the long term the aspiration is to reduce speed on Brimington Road and reduce carriageway widths to provide segregated walking, cycling and vehicle provision. Development proposals will need to be to demonstrate that they would not prevent the future improvement of the road (see illustrative layout)

THE PARK

The park Character Area has already been substantially developed, through a development of 19 affordable homes on Brimington Road and, subsequently, 173 new homes delivered by Avanbt Homes (expected to be complete by the end of 2023).

The Character Area is therefore already an established community of medium density contemporary housing, and the development of the remainder of the Character Area will continue this.

A new road bridge over the Rother has already been constructed and Chesterfield Waterside has committed to providing a new pedestrian/cycle bridge over the River Rother.

The remaining part of the Character Area consist of the active Derbyshire County Council highways depot, currently accessed from Meltham Lane.

When complete, contemporary sustainable family housing will sit within and around a riverside parkland including managed woodlands, meadows and informal pathways. Residential streets consist of high quality shared surfaces where the pedestrian is the priority.

PLACE MAKING PRINCIPLES

MOVEMENT

• Primary pedestrian/cycle route on western bank of Rother

New pedestrian/cycle bridge across the Rother linking the northern end of Waterside to Chesterfield Canal, the TPT and Cuckoo Way

Network of paths through Eco-Park and woodland

WATERSIDE

• Public access to the riverside

• Eco-Park set around existing canal, River Rother and new SUDs

attenuation ponds

NATURE

• Management of existing woodland and riverside to conserve and enhance habitat value

• Native tree and meadow planting along landscape bund

SAFETY

• Block paved shared surface , on-street parking and street tree planting to minimise traffic speeds

• Overlooking of canalside and riverside by residential frontages

COMMUNITY

• Shared surface home zone streets with planting and urban swales

• Play and recreation opportunities located within walking distances of houses

• Close proximity to local shop and amenities

VIEWS & LEGIBILITY

• Views along new canal and existing riverside

INNOVATION & SUSTAINABILITY

• Sustainable urban drainage systems to collect and attenuate surface water run-off

• Use of current sustainable technology in residential building designs

PUBLIC REALM

• Primary pedestrian and cycling route overlooing canalside will form part of the TPT

• Managed Eco-Park with network of paths, wayfinding and interpretation.

BUILDING HEIGHTS

The majority of development will be of two and three storeys, with three storeys particularly emphasised on primary frontages.

LAND USE

Covering the northern zone of Chesterfield Waterside, The Park offers the main provision of three and four bed family housing, with private gardens and arranged around on plot and semi-private parking courtyards. The majority of development will be in the form of residential houses (Use Class C3). Provision of a single small (less that 200sqm gross) convenience retail unit would be considered appropriate to support resident's day to day needs.

MOVEMENT

Whilst Meltham Lane to the north currently provides access to the remaining part of the Character Area, this is via a small industrial estate and commercial development. From a place-making point of view this is not considered to be appropriate as the main access to a high quality housing development. Vehicle access to the remainder of the site should therefore be from Brimington Road via the new road bridge, although emergency access from Meltham Lane should be incorporated.

Pedestrian and cycle access to the north of the site should be incorporated as a Secondary Pedestrian and Cycle Route, as it provides connections to the wider strategic network via the underpasses on the Lockoford Lane roundabout.

RIVER/CANAL BRIDGE

Development of the Park Character Area should deliver a new pedestrian/cycle bridge from the development across the Rother to link into the canal towpath – which is part of the TPT and Cuckoo Way strategic route.

At the time of writing this bridge is expected to cross the Rother at the existing weir from the Avant site and Chesterfield Waterside Ltd are responsible for its delivery. Indicative drawings are set out below. However the council will consider alternative locations that could be delivered through the development of the current Depot and an additional option north of the weir is currently being investigated for feasibility.