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# Foreword

# Document purpose

**Chesterfield Borough Council has appointed Whittam Cox Architects and Planit-IE to produce a plan and vision for the Northern Gateway area in Chesterfield. This Vision Document has been produced to provide an indication of how the Northern Gateway and surrounding areas may come to fruition. The indicative vision proposals seek not to be prescriptive in how future developments should be formed in the built environment and consequently stifle any alternative proposals; but give a picture of how a holistic vision of a series of spaces can contribute toward a successful regeneration and promotion of the area.**

As part of the first phase of this vision Chesterfield Borough Council has commissioned an Enterprise Centre located on Holywell Cross Car Park, to reinstate the Saltergate Multi-Storey Car Park and to upgrade the highway, landscaping and improve the public realm to Elder Way and in part Knifesmithgate. This aspect of the Northern Gateway has successfully received funding and aspires to be a catalyst to the areas regeneration. These works will significantly improve the quality of the northern part of the town centre and therefore it is imperative that these works are not appraised in isolation but appraised as a stimulus to rejuvenating the surrounding areas as well.

This vision will consider how the site will future-proof proposals such as the Waterside development and infrastructure related to the arrival of HS2. The document will analyse the study area, test the site opportunities and constraints; then show an aspiration for development in the area. This vision document will conclude by showing how the proposed Enterprise Centre and public realm works will cohesively respond with this vision.





# 1

## INTRODUCTION

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## 1.1 What is the Northern Gateway?

The Northern Gateway character area as described in the 2015 Masterplan takes in land north of Saltergate, and land south of Newbold Road, including Holywell Cross Car Park and the Saltergate Multi-Storey Car Park. Builders' yards and light manufacturing units are sited immediately north of the multi-storey. Pockets of land like this will play a critical role in forming an extension of the town centre.

To ensure that there is a plan to build upon the existing character of the town centre and consider the impact of future developments we have identified 4 key areas that will benefit, both directly and indirectly, from the imminent developments in and around the Northern Gateway these are the:

1. Holywell Cross Car Park
2. Elder Way & Knifesmithgate
3. Newbold Road Development Site
4. Approach to the Station





## 1.2 Planning context

### HOUSING QUOTA

The Strategic Housing Market Assessment 2014 indicates a target of 244 homes per annum is required to meet the Borough's housing needs. The total Objectively Assessed Need requirement for the 17 year plan period is for the time period 2016-2033. Over the plan period this equates to 4,148 dwellings. Because there has been an under-delivery of homes since 2011, a shortfall of 481 dwellings is added which will be spread over the plan period.

This gives a total Objectively Assessed Need requirement of 4,629 dwellings, which is 272 dwellings per annum.

### ECONOMY

There is a particular dependence on the public sector for employment and an under-representation of the Financial, Business and Professional Services sector. It is anticipated that:

- A decline in Public Admin/ Health/ Education and Manufacturing sectors is likely.
- Construction employment is expected to increase by around 300 jobs.

- Chesterfield is seeking to maintain its role as a sub-regional retail centre.

- Financial and Business Services: It is projected that this sector will deliver the biggest absolute increase in employment.

### CAR PARKING

The Holywell Cross Car Park is a popular surface car park in Chesterfield; should redevelopment occur on this car park then it is imperative to consider how the Saltergate Multi-Storey will be brought back in to use.

### TOPOGRAPHICAL CHANGES

There is a significant level difference from the Train Station and dual carriageway toward the town centre and the situation is compounded by how difficult it is for pedestrians to navigate toward the town centre. Strategic way finding strategies will be essential in directing people to the town centre.

### VERSATILITY

Whilst it is imperative that we provide a strategic vision to attract investment we must further consider that the vision must be versatile in an attempt to maximise operator interest in the development sites.



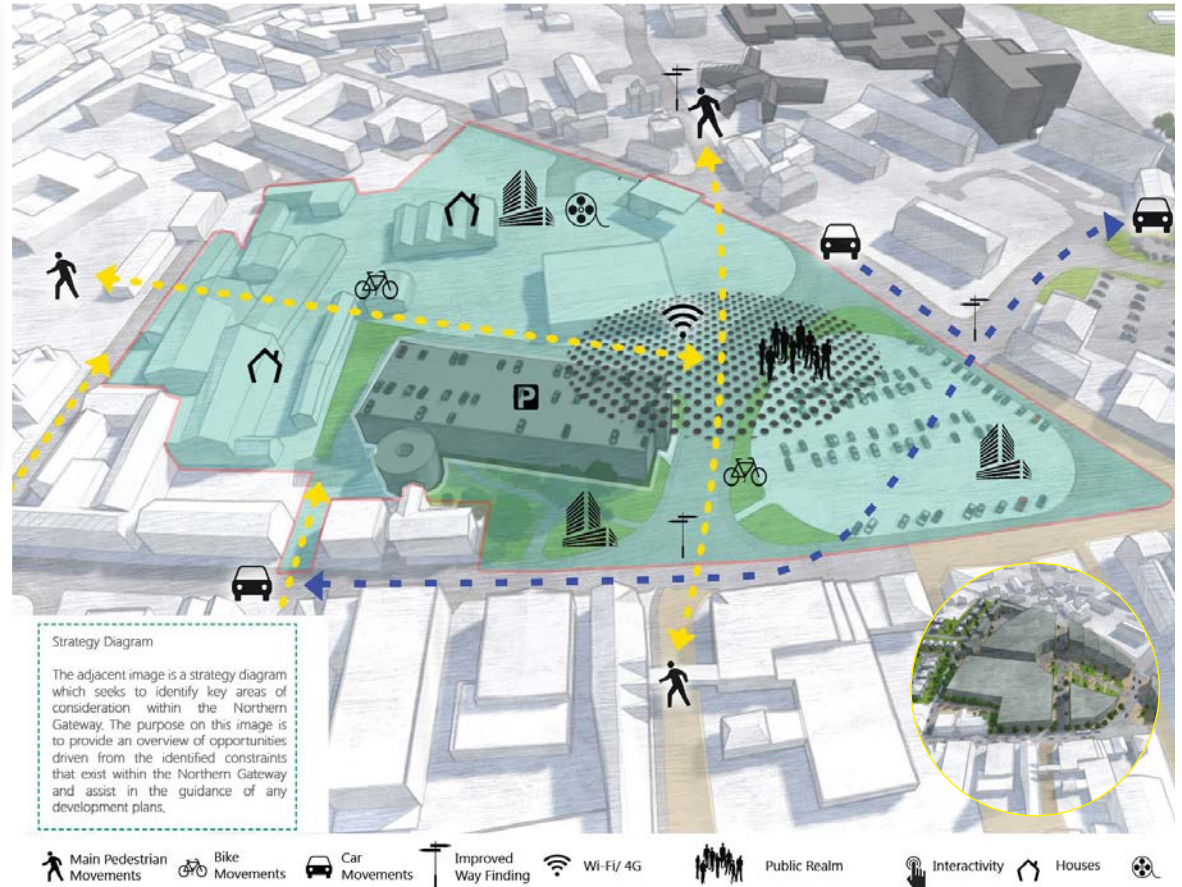
FRONT COVER OF EACH ASSOCIATED PLANNING POLICY DOCUMENT\*

# 1.3 2015 Masterplan

## REFERENCING THE 2015 CHESTERFIELD MASTERPLAN

The 2015 Masterplan identifies that the Northern Gateway character area is an opportunity for developments such as commercial, retail, leisure and residential developments. It highlights potential key connections from Newbold Road to Saltergate (and by extension the town centre). The 2015 Masterplan also gives an indication of a massing proposal that shows residential developments to the west, the demolition of the multi-storey car park and a commercial/mixed-use development that flanks the perimeter of Newbold Road, Saltergate and the east junction of the Holywell Cross Car Park.

The refurbishment or rebuild of the Saltergate MSCP and retention of the principal highway layout around the site ensures that a slightly different approach has been taken in this vision document. Consideration has been taken to highlight the aspiration to develop the urban grain whilst adhering to similar development opportunities as shown in the 2015 Masterplan.



“ELDER WAY IS THE MAIN DAY RANK & IS  
FUNDAMENTAL TO THE TAXI TRADE”

“DEVELOPMENT MAY LEAD TO AN  
INCREASED BUS PATRONAGE”

Consulting with local stakeholders has been key in developing the vision, ensuring that we considered opportunities and constraints of existing users of the town and proposed users of the Enterprise Centre is vital in providing a vision that is relevant and realistic. The proposals seek to extend and improve the northern part of the centre and Chesterfield Borough Council identified DDC Highways, Taxi drivers, Stagecoach and the Disability & Equality Forum as key stakeholders in this area.

“FREE WIFI FOR CAFE- ENTERPRISE CENTRE”

“CURRENT CAR PARK USE IS  
60% ON NORMAL DAYS”

“RATIONALISATION OF EXISTING  
JUNCTIONS WOULD BE WELCOMED-  
HOLYWELL CROSS”

“BREAKOUT SPACES MAY GIVE UNIQUE  
OFFERING- ENTERPRISE CENTRE”

“MIXED USE DEVELOPMENT ENABLES MORE  
POTENTIAL AS WELL AS A CONTINGENCY FOR  
AN UNCERTAIN FUTURE ”

Engaging the stakeholders is critical to the project's viability as it is these people who will most frequently use the infrastructure and facilities in question; consequently when the project programme was set up Whittam Cox Architects ensured that the consultation process was factored in before any line was drawn, giving the design team sufficient time to fully appraise the comments. For a full range of comments please refer to the consultation tracker in the appendix.



# 1.5 Key Challenges

## HOUSING QUOTA

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- A decline in Public Admin/ Health/ Education and Manufacturing sectors is likely.
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## VERSATILITY

Whilst it is imperative that we provide a strategic vision to attract investment we must further consider that the vision must be versatile in an attempt to maximise operator interest in the development sites.

from 2016



4148 homes

48,493 homes recorded at 2011 Census  
9% of the total Chesterfield housing provision

## 1.6 Key Opportunities

### HS2 PROPOSALS AND TRAIN STATION

Revised plans for the HS2 rail link from Birmingham to Leeds could mean that two high speed trains an hour stop at Chesterfield Station. Other proposals include a potential depot for HS2 at Staveley. Such proposals could mean that London is only 79 minutes away by train. The high speed rail connection could have a positive impact on new developments such as Chesterfield Waterside and the existing town centre. Whilst the HS2 proposals have yet to be firmed up, it is critical to consider how HS2 could be accommodated in to the town's future infrastructure.

### PROXIMITY OF THE MOTORWAY NETWORK

The M1 is located within close proximity of the town centre providing access to the main motorway infrastructure.

### WATERSIDE

The Waterside development located further north west proposes to construct approximately 310 apartments, with provision for an office and multi-storey car park. This development is within walking distance of the Northern Gateway. Outline planning consent was secured in December 2016.

### BUILDING ON A MARKET TOWN WITH CHARACTER

This market town has a distinct character in its streets and architecture. The Northern Gateway is seen as an extension to the town centre and will seek to increase footfall in the area rather than detract from the main town centre core around the market.



## 1.7 Strategic Priorities

- The document sets out to provide a framework for economic investment and a strategy for better connections that will extend and improve the town's existing urban environment. The development will seek to do this by:
- Engaging key stakeholders
- Working to the existing policies and the 2015 Masterplan
- Looking at the history of the town for reference and identity
- Demonstrating the opportunities and constraints of the area
- Restoring urban grain
- Being sensitive in height, form and massing to existing buildings
- Providing connections from key areas such as the market and train station
- Drawing materiality from the existing town centre context
- Creating architectural and urban principles for future reference
- Creating a mixture of use class opportunities throughout the Northern Gateway
- Promote health and wellbeing
- Provide wayfinding and gateway strategies
- Showing indicative visuals and plans of how the developments may come to fruition
- Identifying how imminent proposals will fit in to the vision

To isolate the Northern Gateway and provide a strategy for the future development of the site in Chesterfield would be a mistake. To provide a vision for Chesterfield as a co-ordinated strategy we have identified 4 separate areas in and adjacent to the Northern Gateway that focus on specific strategic objectives in the area; they are (as shown in 1.8):

### **Holywell Cross**

An objective to develop on this site will strengthen the built environment and extend the town centre.

### **Newbold Road Development Site**

An opportunity to provide housing and leisure space on a site that currently hosts light manufacturing premises and builders' yards.

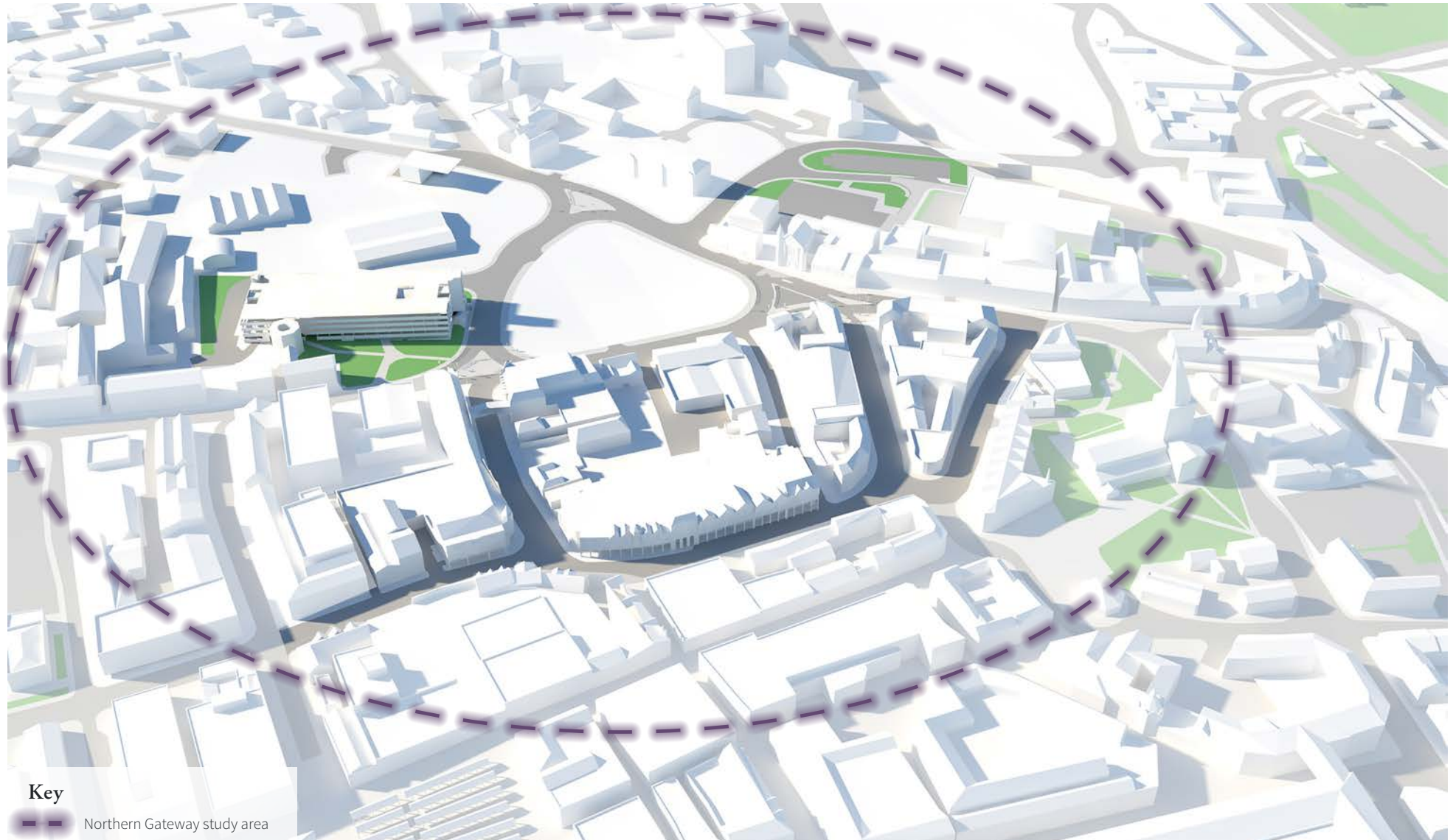
### **Elder Way and Knifesmithgate**

An objective to develop and improve the existing town centre infrastructure.

### **Station Approach**

With the potential arrival of HS2 and the future development of the Waterside Development there is opportunity to link the town centre and station.

## 1.8 Northern Gateway Vision and Study areas







# 2

## ASSESSING THE NORTHERN GATEWAY

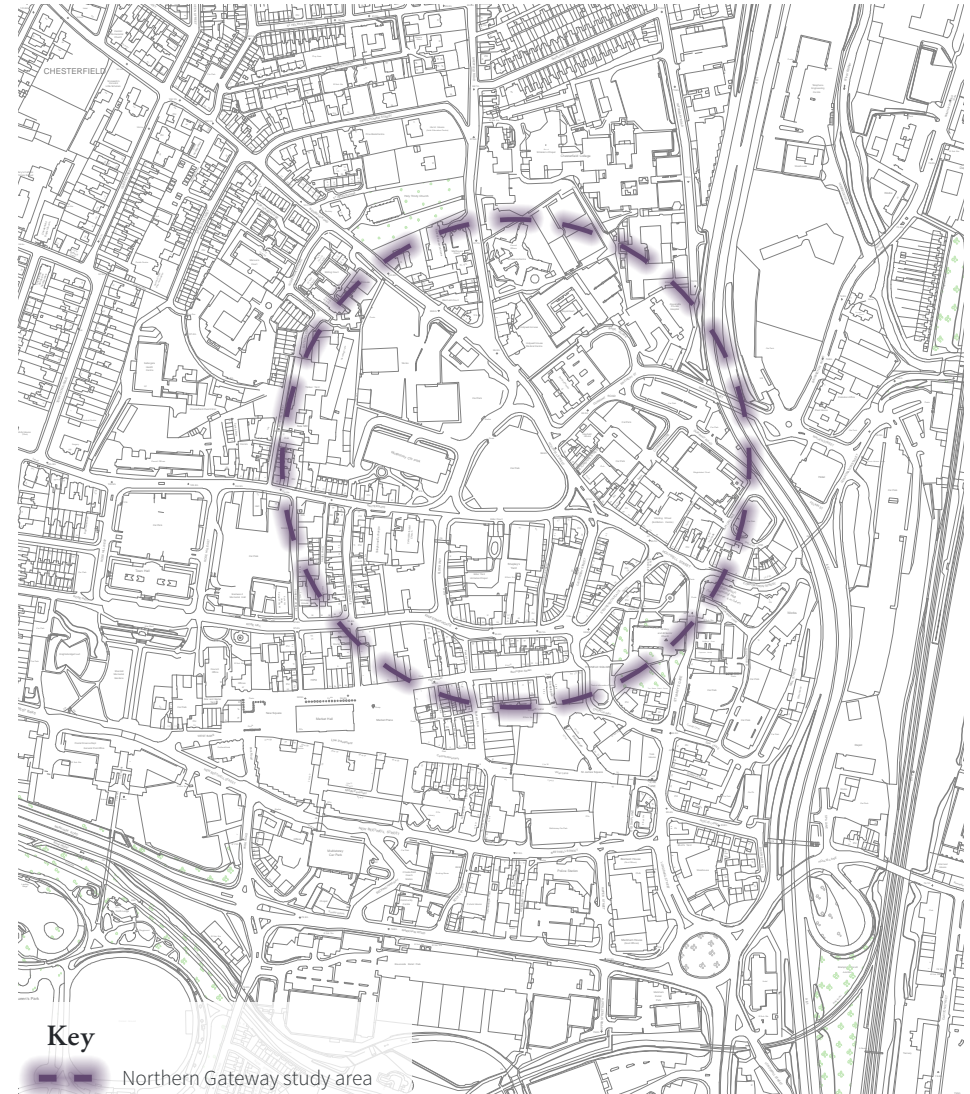
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## 2.1 Analysis objectives and the study area

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

- Conservation zones in the Northern Gateway character area and surrounding areas
- Locating the positions of Grade II Listed Buildings in Chesterfield
- Key buildings and character areas
- Historic Routes
- Urban grain
- The existing building use class
- Noting potential key future developments
- The height and form of the existing building stock in Chesterfield
- Active frontage at ground floor and upper level diversification
- The topographical issues/ benefits of the land
- The existing highway infrastructure including connections, parking, flow and circulation
- Proximity of the green spaces
- Materiality of the existing landscape



## 2.2 Conservation areas

### TOWN CENTRE AND CHURCH CLOSE CONSERVATION AREA: Designated in November 1976

- Interesting townscape with buildings of various scales, architectural periods and styles
- Local features and details which give the area its distinctive character and identity
- Use of traditional building materials, e.g. red bricks, coal measure sand stone for walls, timber for doors and windows, slate for roofs
- Landmark buildings

### ABERCROMBIE STREET CONSERVATION AREA: Designated in March 1979

- Comprised of many large Victorian detached and semi detached villas, rows of terraced houses and institutional buildings
- High proportion of listed buildings on Abercrombie Street
- Traditional craftsmanship throughout the area
- Abundance of mature trees

### QUEEN'S PARK CONSERVATION AREA: Designated as a Grade II Listed Historic Parks and Gardens of special interest in 2001

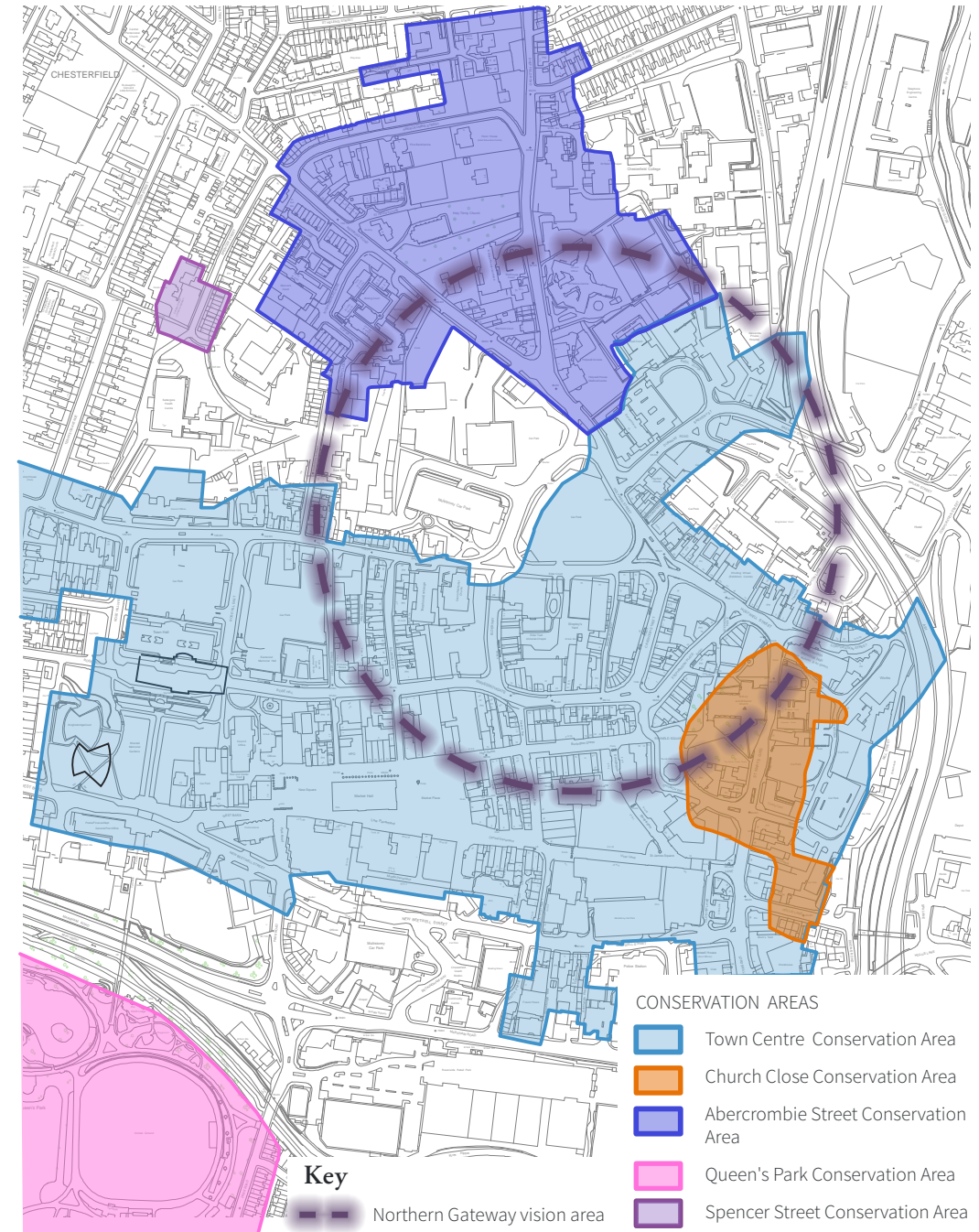
- Rare example of the landscape architecture of the Victorian period
- Unique due to its provenance and long standing status as Chesterfield's only town park

### SPENCER STREET CONSERVATION AREA: Designated in November 1988

- The Catholic Church of Annunciation is the principal architectural and historic feature
- A cluster of well-detailed buildings of architectural and historic merit
- Prominent stone and brick walls

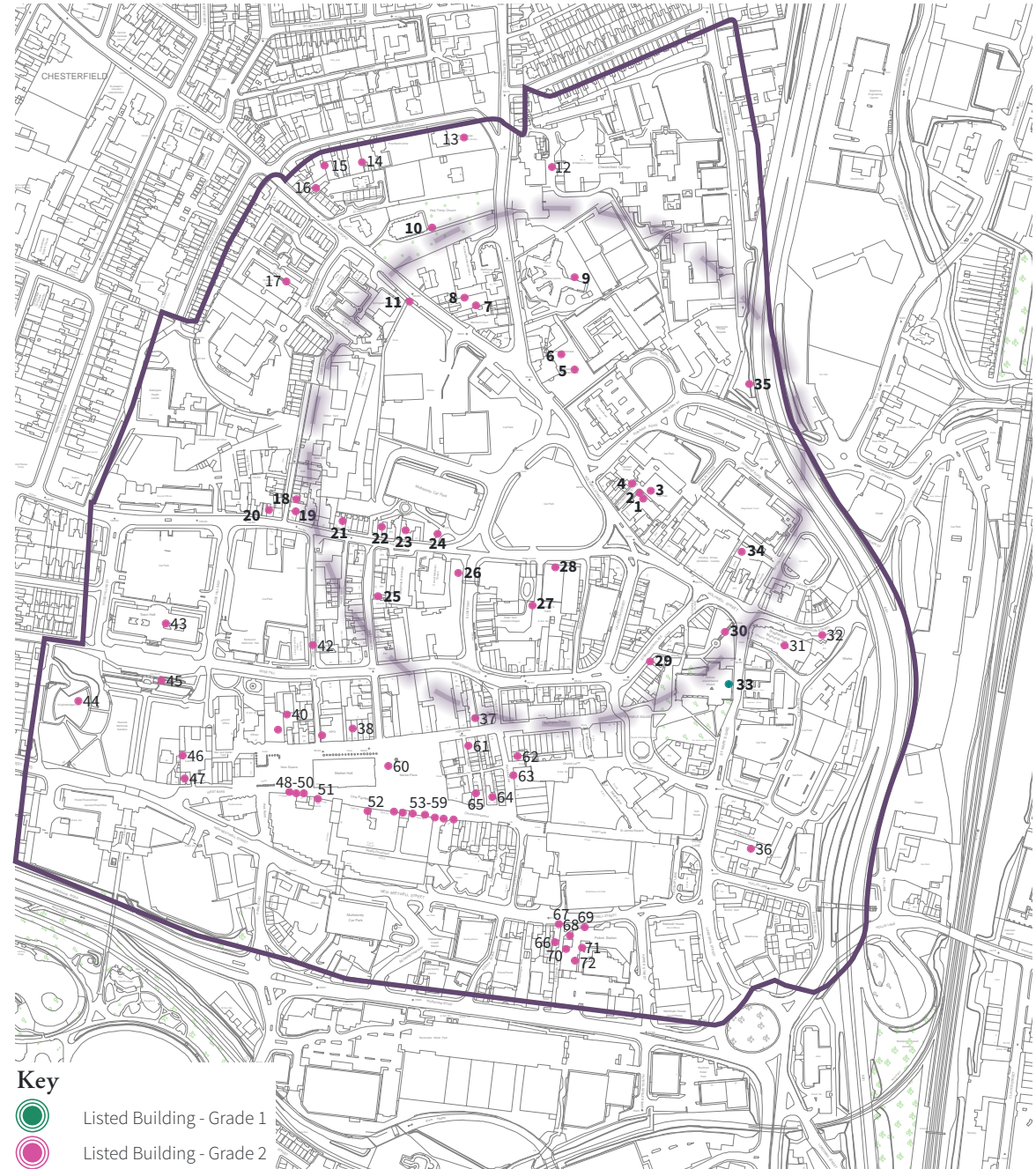
#### Observation:

*New development within the Northern Gateway should respect the character of conservation area within which it sits or lies adjacent to.*



## 2.3 Listed buildings

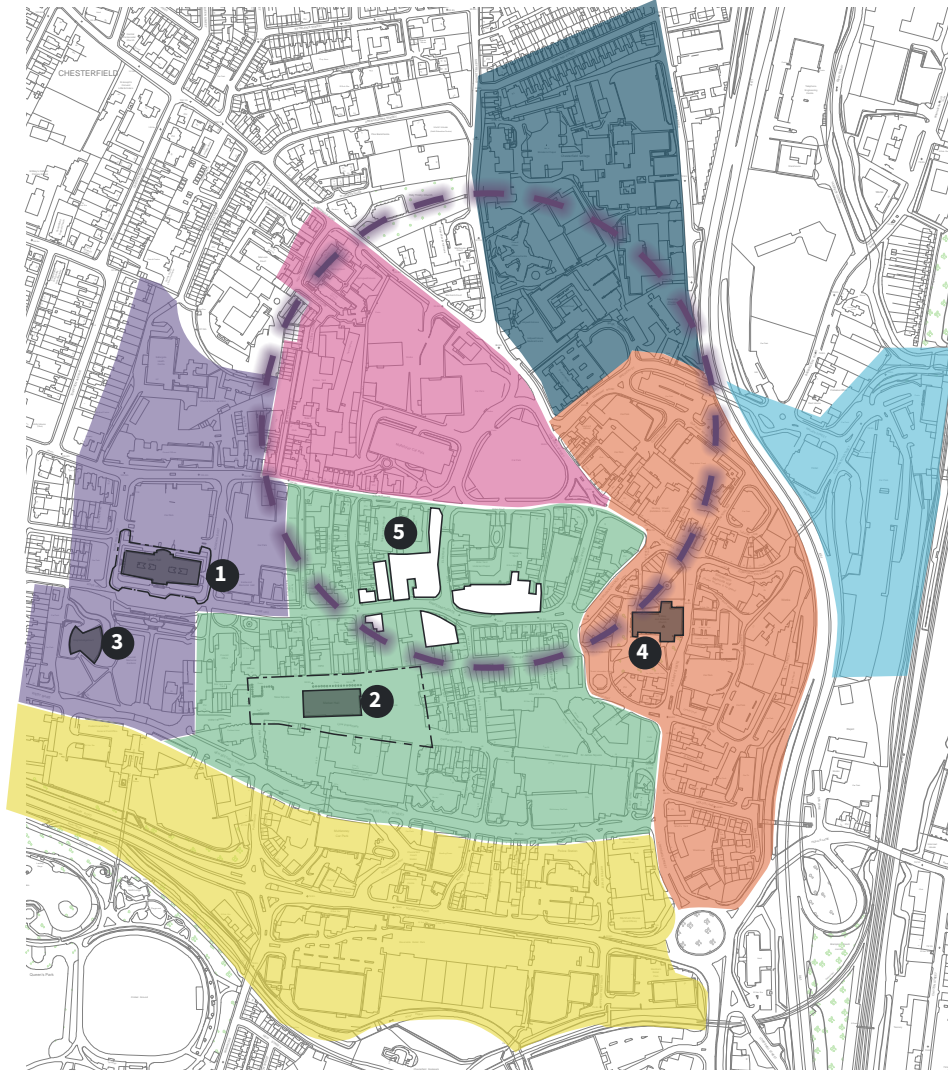
- |  |  |
|--|--|
| 1. <b>39a Holywell Street - Grade 2</b>                                    | 36. 42 St Mary's Gate - Grade 2                            |
| 2. <b>39 + 41 Holywell Street - Grade 2</b>                                | 37. JB White + Sons GF Partington Dental Surgeon - Grade 2 |
| 3. <b>Dorset House - Grade 2</b>   | 38. The Post Office - Grade 2                              |
| 4. <b>Holywell Cross post office - Grade 2</b>                             | 39. The Market Hall - Grade 2                              |
| 5. <b>Holywell House - Grade 2</b>   | 40. National Westminster Bank - Grade 2                    |
| 6. <b>1 Sheffield Road - Grade 2</b>                                       | 41. 87 New Square - Grade 2                                |
| 7. <b>21 + 23 Newbold Road - Grade 2</b>                                   | 42. United Reformed Church - Grade 2                       |
| 8. <b>27 Newbold Road - Grade 2</b>  | 43. Chesterfield Town Hall - Grade 2                       |
| 9. <b>Chesterfield St Helena School - Grade 2</b>                          | 44. Chesterfield Courthouse - Grade 2                      |
| 10. <b>Church of the Holy Trinity</b>                                      | 45. War Memorial - Grade 2                                 |
| 11. <b>Social services dept building - Grade 2</b>                         | 46. 23 West Bars - Grade 2                                 |
| 12. Western building to Chesterfield College of Art + Technology - Grade 2 | 47. 19 + 21 West Bars - Grade 2                            |
| 13. Hursthouse (Adult education centre) - Grade 2                          | 48. 77 Low Pavement - Grade 2                              |
| 14. 5 + 7 Abercrombie Street - Grade 2                                     | 49. 73 + 75 Low Pavement - Grade 2                         |
| 15. 1, 3 + 3A Abercrombie Street - Grade 2                                 | 50. 69 + 71 Low Pavement - Grade 2                         |
| 16. West Lawn - Grade 2  | 51. The Peacock Inn - Grade 2                              |
| 17. Former Chesterfield Union Workhouse (Scarsdale Hospital - Grade 2)     | 52. 57 Low Pavement - Grade 2                              |
| 18. <b>Printing Workshop - Chapel House - Grade 2</b>                      | 53. 47+47a Low Pavement - Grade 2                          |
| 19. <b>2 + 4 Marsden Street - Grade 2</b>                                  | 54. 45 Low Pavement - Grade 2                              |
| 20. <b>91-97 Saltergate - Grade 2</b>                                      | 55. 43Low Pavement - Grade 2                               |
| 21. <b>81 Saltergate - Grade 2</b>   | 56. 41 Low Pavement - Grade 2                              |
| 22. <b>Pagets Insurances Ltd - Grade 2</b>                                 | 57. 39 Low Pavement - Grade 2                              |
| 23. <b>63 Saltergate - Grade 2</b>   | 58. 37 Low Pavement - Grade 2                              |
| 24. <b>57 + 59 Saltergate - Grade 2</b>                                    | 59. 35 Low Pavement - Grade 2                              |
| 25. <b>38 Saltergate - Grade 2</b>   | 60. The Market Hall - Grade 2                              |
| 26. <b>Central Methodist Church - Grade 2</b>                              | 61. 21 Market Place  |
| 27. <b>Unitarian Chapel - Grade 2</b>                                      | 62. 12 + 13 The Shambles - Grade 2                         |
| 28. <b>Entrance block to Elder Yard Unitarian Chapel</b>                   | 63. The Royal Oak Inn - Grade 2                            |
| 29. <b>William + Glyn's Bank + Bank Chambers - Grade 2</b>                 | 64. 4 Central Pavement - Grade 2                           |
| 30. <b>War memorial in Churchyard - Grade 2</b>                            | 65. 2 Central Pavement - Grade 2                           |
| 31. 2 St Mary's Gate - Grade 2   | 66. The Spread Eagle Pulic House - Grade 2                 |
| 32. Stephenson Memorial Hall - Grade 2                                     | 67. 9 Beetwell Street - Grade 2                            |
| 33. <b>Church of St Mary + All Saints - Grade 1</b>                        | 68. 11 Beetwell Street - Grade 2                           |
| 34. Winding Wheel - Grade 2  | 69. 13+15 Beetwell Street - Grade 2                        |
| 35. <b>Phyiotherapy Dept of Royal Hospital - Grade 2</b>                   | 70. Boiler House behind number 9 - Grade 2                 |
|  | 71. Range of buildings to rear of number 3 - Grade 2       |
|  | 72. Outbuilding at rear of number 11 - Grade 2             |



### Observation:

*New development within the Northern Gateway should seek to enhance the setting of existing listed structures.*

## 2.4 Character areas and landmark buildings











Character Areas as identified in Chesterfield Town Centre Masterplan Strategic Development Framework

### Key

 Northern Gateway vision area

#### CHARACTER AREAS

-  Historic Core
-  Markham Road
-  Civil Quarter
-  Northern Gateway
-  The Spire Neighbourhood
-  Station Arrival
-  Education Quarter
-  Landmark Building

- 1** Chesterfield Town Hall (Grade II)
- 2** Market Hall and Market Place
- 3** Knightsbridge Court
- 4** St Marys & All Saints Church 'Crooked Spire'
- 5** Mock Tudor buildings



MARKET HALL



THE FORMER CHESTERFIELD MAGISTRATES COURT HOUSE AT ROSE HILL



TOWN HALL



MOCK-TUDOR



CHESTERFIELD CROOKED SPIRE



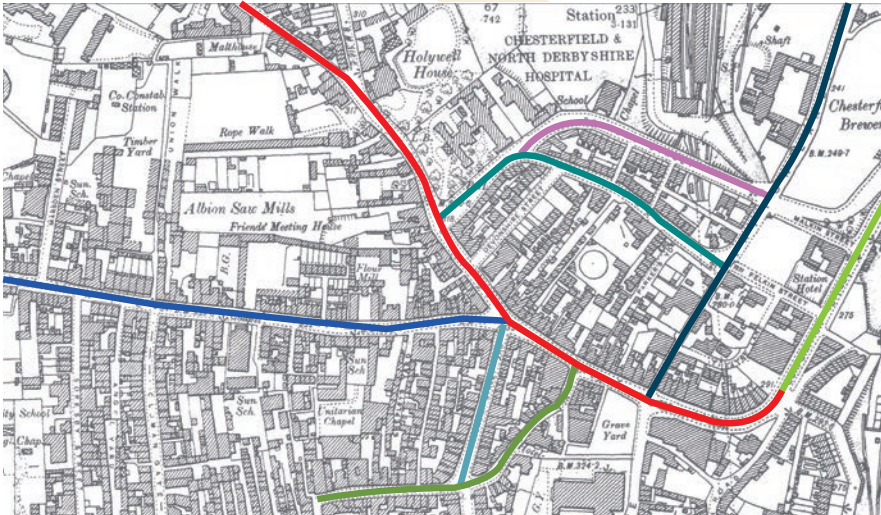
FORMER CO-OP BUILDING - MOCK TUDOR

### Observation:

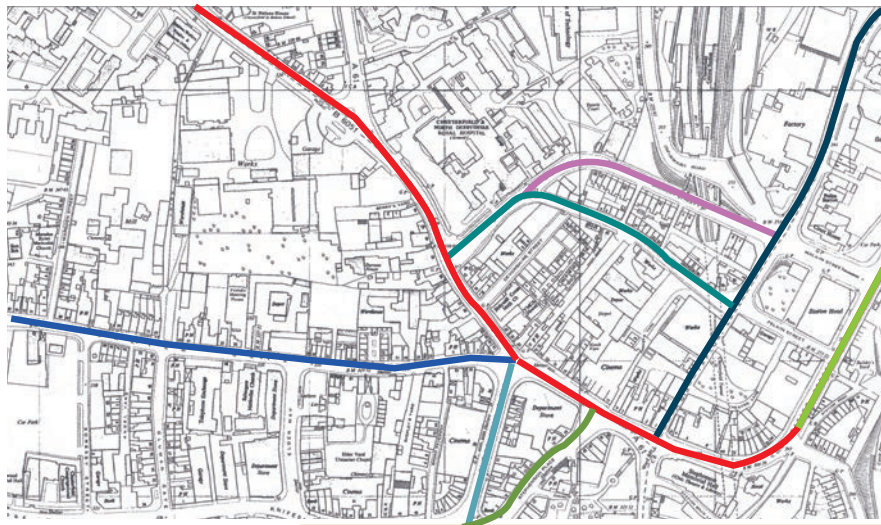
*The Northern Gateway should develop its own identifiable character whilst effectively linking adjacent character areas*

## 2.5 Historic routes

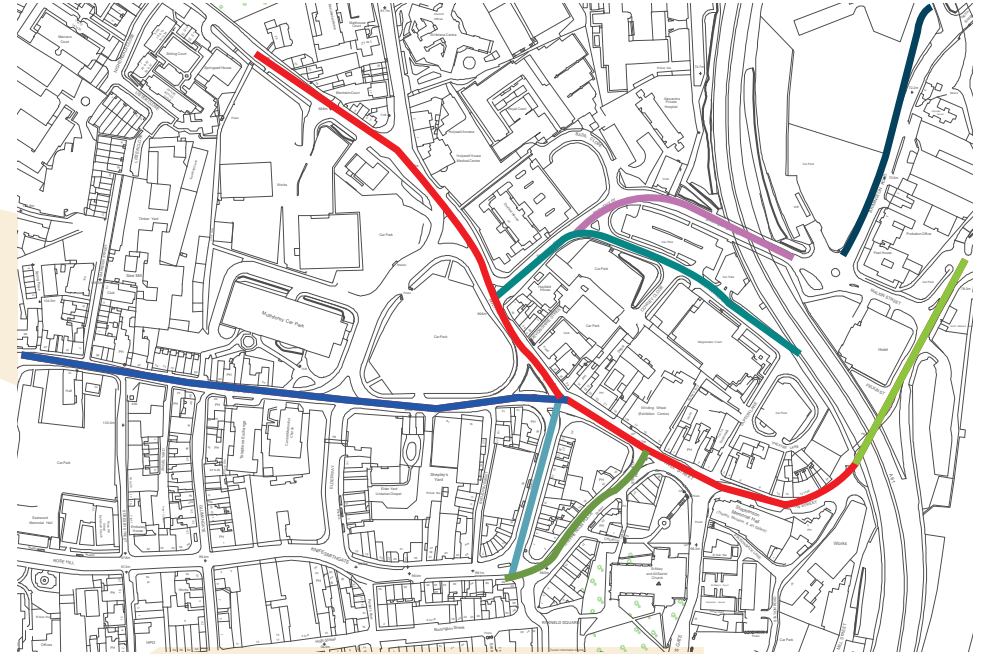
1890



1960



TODAY



### Key

- |   |  |
|---|--|
| <span style="color: red;">—</span> Holywell Street        | <span style="color: lightgreen;">—</span> Corporation Street |
| <span style="color: blue;">—</span> Saltergate            | <span style="color: teal;">—</span> Durrant Road             |
| <span style="color: lightblue;">—</span> Cavendish Street | <span style="color: purple;">—</span> Brewery Street         |
| <span style="color: green;">—</span> Stephenson Place     | <span style="color: darkblue;">—</span> Brimington Road      |

### Observation:

*New development should respect the historic urban grain and seek to enhance the quality of remaining heritage routes.*

## 2.6 Figure ground

The historic core of the town centre which encapsulates the Elder Way / Knivesmithgate focus area contains dense blocks of built form made up of predominantly retail / office premises.

The tight roads and large historic buildings that make up this area are in stark contrast to that in the Newbold Road development area where the urban grain is much sparser along the approach into the Northern Gateway due to the light manufacturing premises and builders' yards in this area.

Similarly, along the approach to the station there are large areas of land made up of car parks and vacant plots providing a space in the urban form between key areas such as the university and college buildings. The urban grain becomes denser as you travel into residential areas to the north west of Newbold Road as terraced street patterns develop.

### Observation:

*This diagram helps highlight the break in the urban fabric around the Holywell Cross Car Park. Considered proposals will help connect and link the station and surrounding areas (Spire Neighbourhood and future Waterside development) to the town centre and contribute to a flowing urban grain.*



## 2.7 Building use class

Elder Way / Knifesmithgate focus area is predominantly made up of retail and leisure. However a number of buildings in this area, particularly the three storey mock Tudor buildings have a different use class on the upper floors.

A cluster of industrial buildings separate the car park and the residential areas to the north west. These buildings fall outside of the conservation area and are made up of a timber yard as well a builders' merchants.

Whilst to the north of the approach to the station lies offices and public buildings (made up of Chesterfield College and The University of Derby).

### Key

- Residential
- Leisure
- Multi-Storey Car Park
- Light Manufacturing / Builders Yard
- Retail
- Public Buildings
- Offices

### Observation:

*Activation of ground floors should be encouraged to enliven the street scene. A variety of uses at upper levels will add to the diversification of the town centre.*





## 2.8 Building scale and heights

Buildings within the town centre and the focus areas are predominantly 2 or 3 storeys tall, with a number of the taller buildings having a retail frontage at ground floor with secondary use at the upper levels. A small number of buildings surpass this height including the college building, car park and Church of St Mary & All Saints.

### Key Buildings:

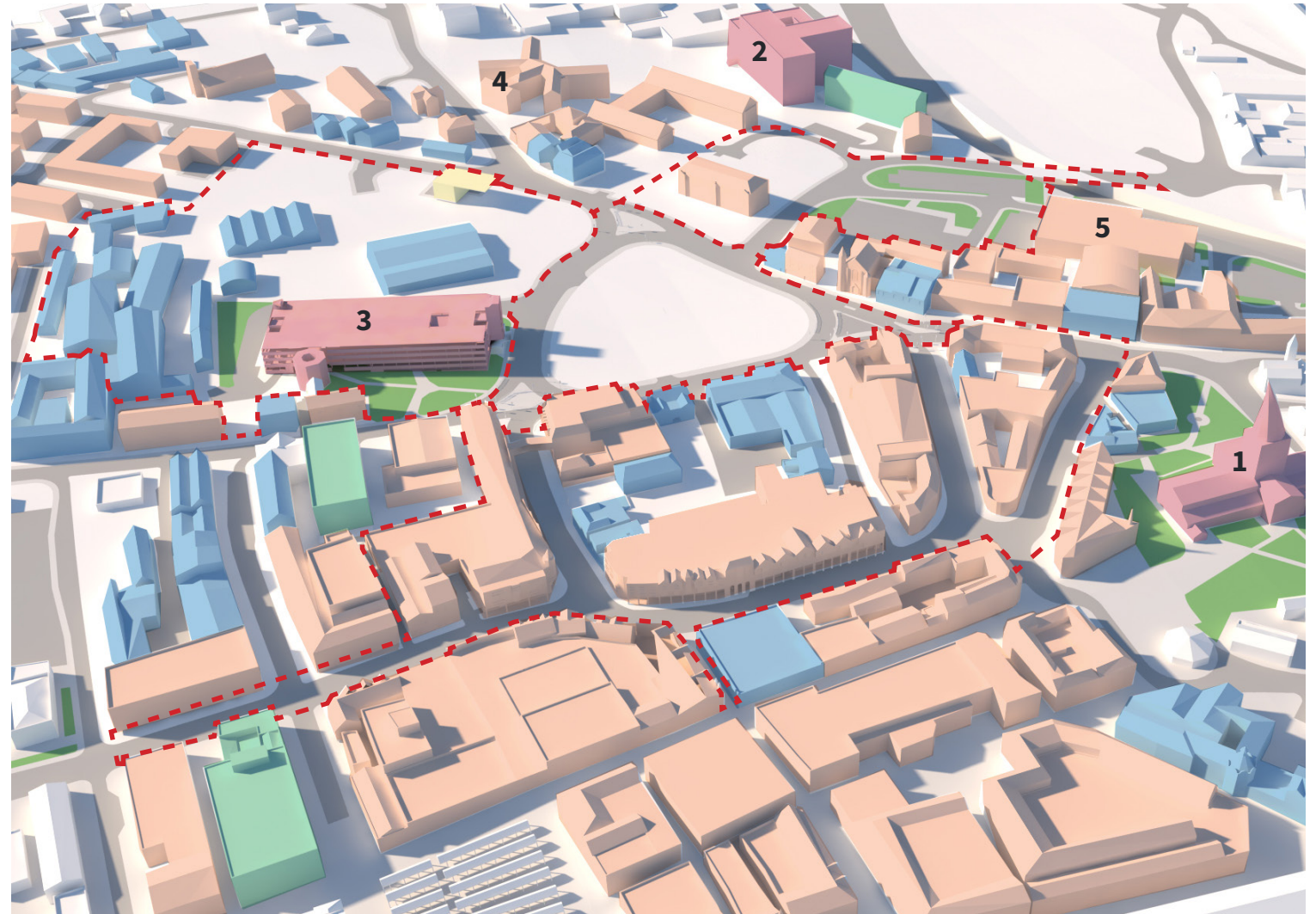
1. Church of St Mary & All Saints (The Spire)
2. Chesterfield College
3. Holywell Multi-Storey Car Park
4. University of Derby
5. Courthouse

### Key

- 1 Storey
- 2 Storey
- 3 Storey
- 4 Storey
- 5+ Storey

### Observation:

*New development should respond to the scale and massing of the existing townscape.*



## 2.9 Active frontage and urban grain

The vast majority of buildings incorporating active frontage are located in the Elder Way / Knifesmithgate focus area. Most of the small, tight streets that make up the historic core of the town include active frontage. While Saltergate, Holywell Street, Newbold Road and Sheffield Road present other instances of active frontages on the approach routes to the Holywell Cross Car Park.

### Key

— Active Frontage



### Observation:

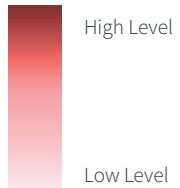
*New and re-purposed buildings within the Northern Gateway should extend the extent of active ground floor frontage.*

## 2.10 Topography

This diagram demonstrates the topographical challenge facing people moving from the station toward the Northern Gateway and town centre. Any proposals should be inviting and not provide further constraint in accessing the town centre.

### Key

Contours at 2m intervals



### Observation:










*Site topography should be used to guide development massing*



## 2.11 Transport connections and parking

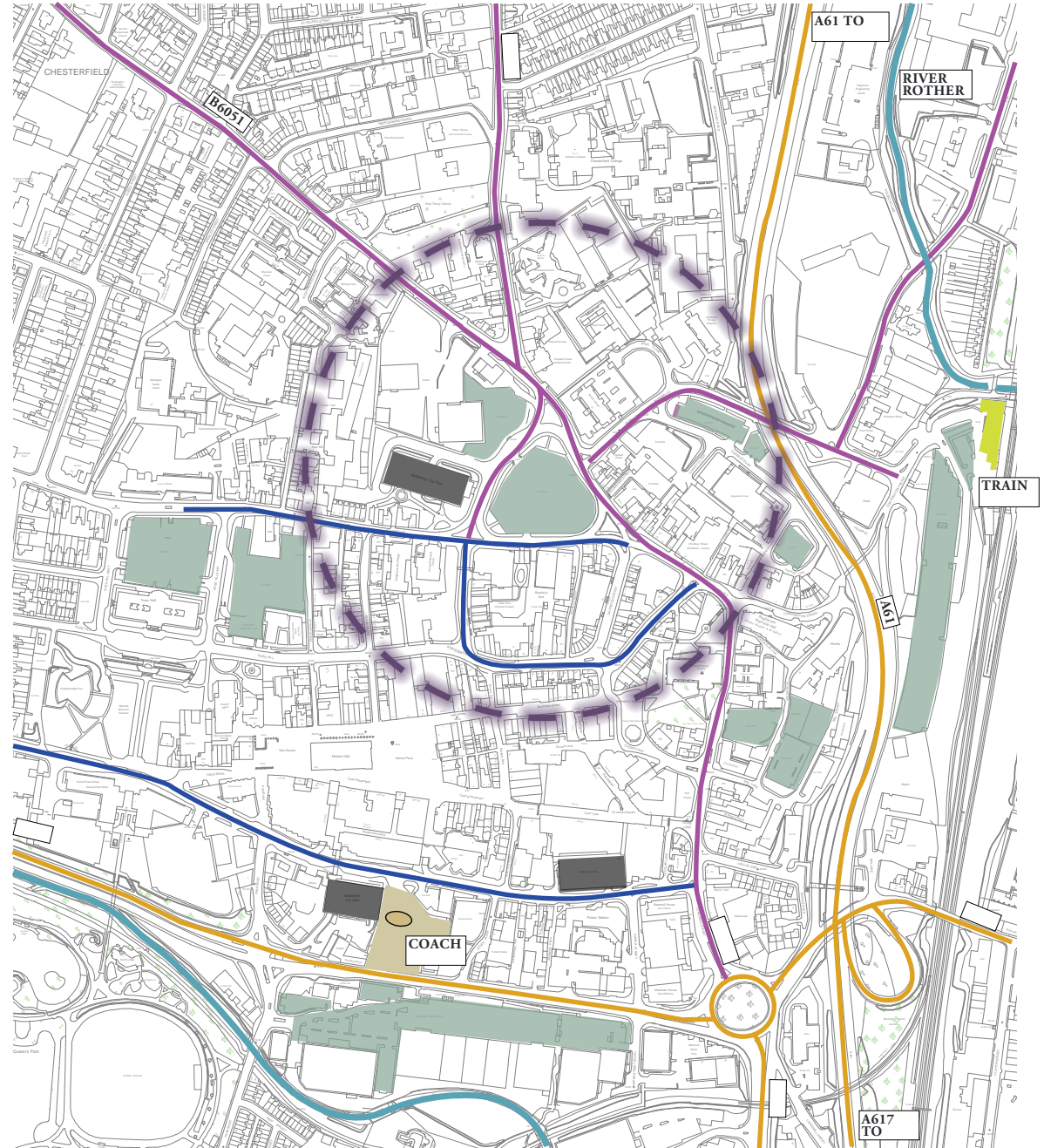
- The Northern Gateway is well connected to the local road and rail network. In particular with Sheffield to the North and the M1 to the east.
- The impact of HS2 could have significant positive impacts on the desirability of Chesterfield as a northern destination.
- Chesterfield is very well provided with both multi-storey and surface car parking. Car parking closest to the town centre is more popular than those further away.
- On street parking within the town centre is prevalent in particular with blue badge holders. This parking is adding to town centre cluttering and is restricting permeability and free movement of pedestrians.

### Key

	Northern Gateway vision area		Local significant distributor roads
	Public surface car park		River
	MSCP		Train station
	Primary distributor A roads		Coach station
	Secondary distributor		

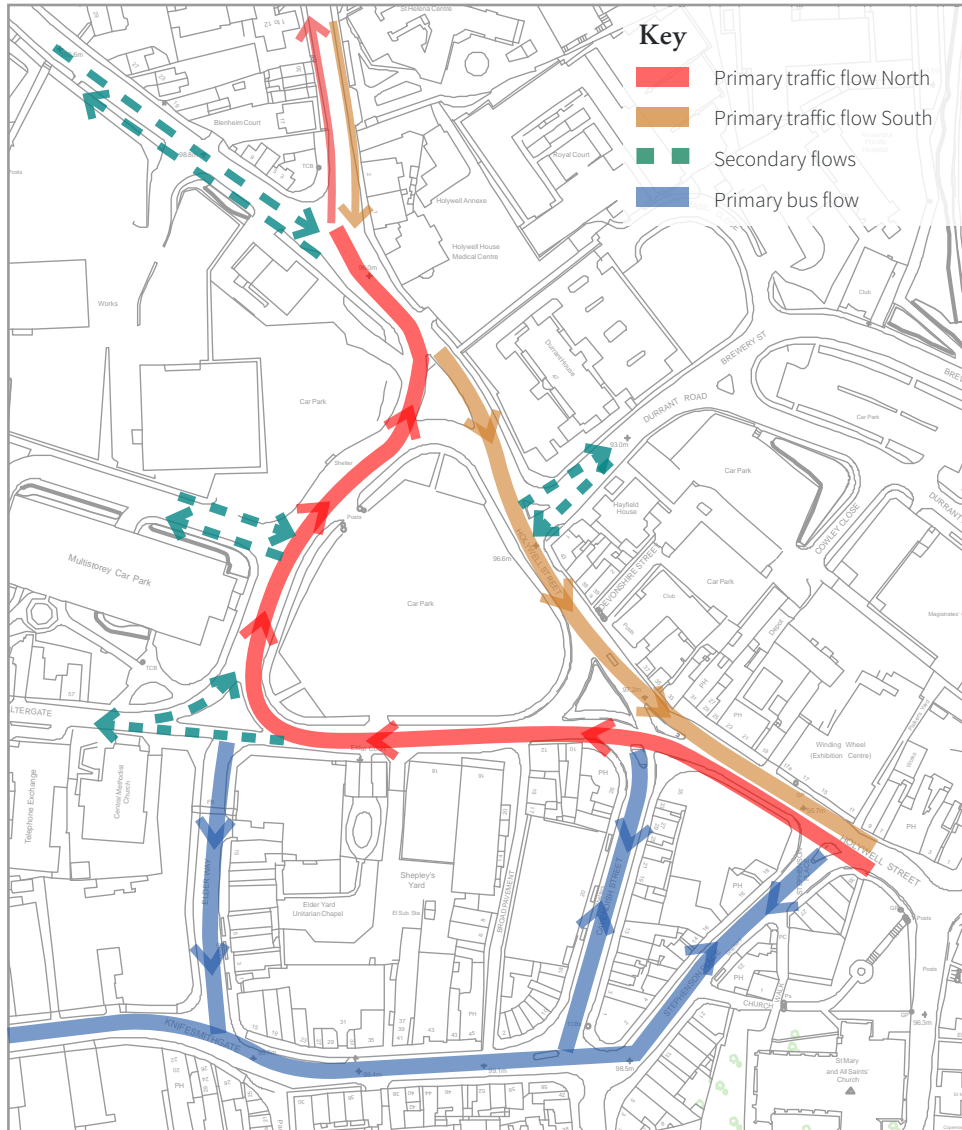
### Observation:

*Reducing the dominance of vehicular traffic on pedestrian movements should be considered as part of wider regeneration proposals together with alternative parking arrangements and green transport strategies.*

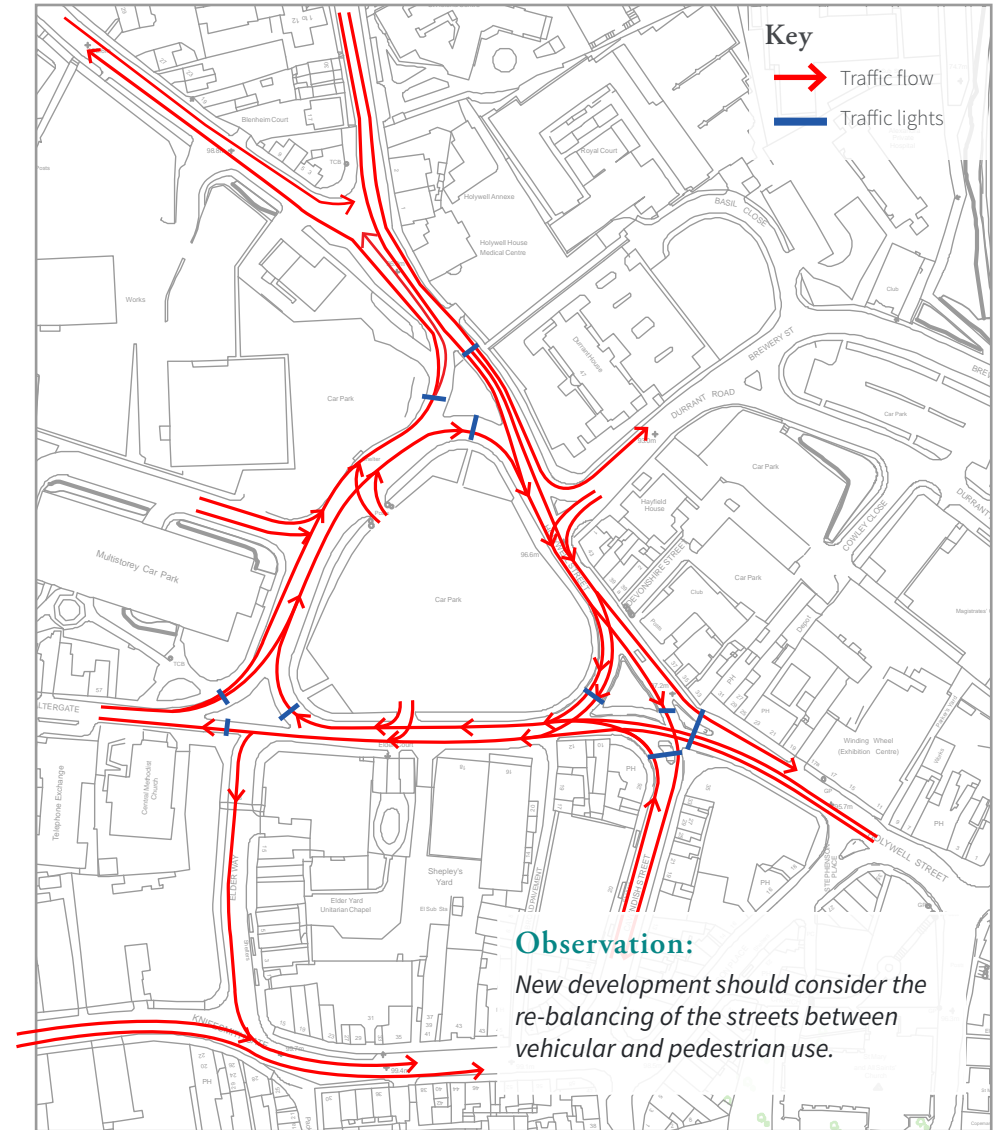


## 2.12 Traffic flow and circulation

### TRAFFIC HIERARCHY



### EXISTING CIRCULATION



## 2.13 Acknowledging adjacent developments

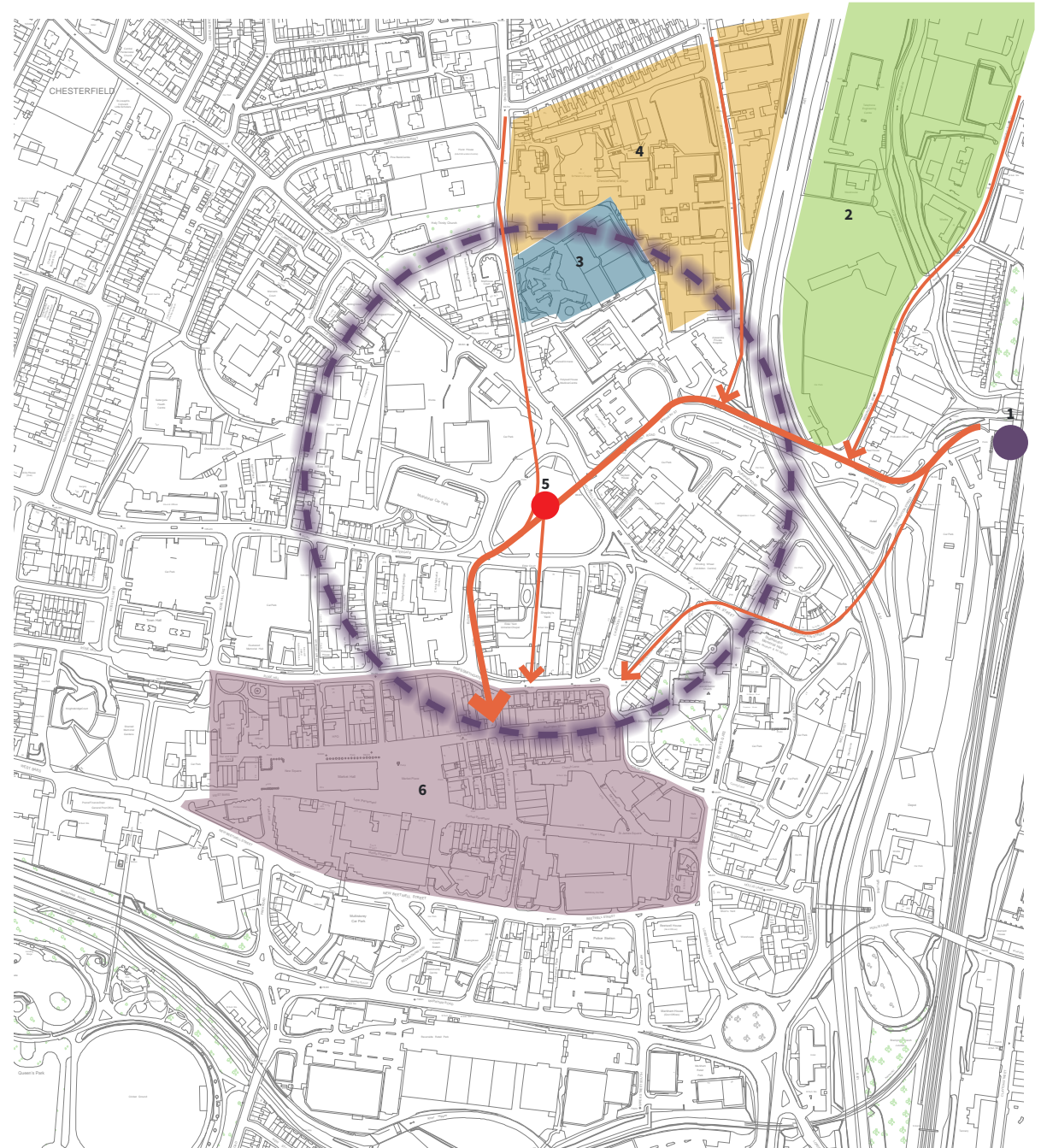
- Areas of recent and proposed development within Chesterfield are located to the north of the Northern Gateway.
- HS2 has the potential to increase pedestrian and vehicular flow within the town centre.
- The identified development cluster will increase pedestrian flow towards the town centre via Holywell Cross placing greater importance on establishing a safe, legible and attractive environment.
- This Vision document has identified additional development potential within the Northern Gateway area, which has potential to place additional pressures on town centre permeability and legibility.

### Key

- Pedestrian flow
- 1 HS2 - Two high speed trains per hour. 79 minute journey time to London
- 2 Chesterfield Waterside - mixed-use development
- 3 University of Derby - Chesterfield Campus
- 4 Chesterfield College
- 5 Enterprise Centre
- 6 Shopping area

### Observation:

*The creation of safe, direct and attractive pedestrian routes through the Northern Gateway will provide vital links to the town centre.*



## 2.14 Green network

- Despite its location on the edge of the Peak District National Park, there is very little public green open space within the centre of Chesterfield
- Queens Park provides a range of recreational and sporting opportunities but has poor pedestrian connectivity with the town centre.
- Shentall Gardens and St. Mary & All Saints Church grounds provide welcome, verdant oases within the hard urban grain.
- Street greening is limited to incidental pockets of street trees where space allows, primarily to the edges of the market squares and car parks. The tight street network of the towns historic core and the surrounding highway dominated areas would appear to have prevented the inclusion of street trees.



## 2.15 Landscape Materiality

Existing materials are of mixed quality and distribution. The historic streets generally favour natural stone elements such as wide gritstone kerbs and cobbles. The remaining streets are of reduced quality and character, utilising macadam based materials and concrete paving.

### Observation:

*New development in the Northern Gateway should seek to establish a consistent palette of robust, sustainable and quality materials.*



DOUBLE LAID KERB



DIAGONAL LAID COBBLES



YORKSTONE PAVING



TREES



PLANTING



CONCRETE PAVING



COBBLE RUMBLE STRIPS



## 2.16 Vision guidance derived from analysis



Link adjacent uses and provide improved pedestrian connectivity



Develop an identifiable character whilst effectively linking adjacent character areas



Enhance the setting of existing listed structures



Respect the character of the conservation area within which it sits or lies adjacent to



Respect the historic urban grain and seek to enhance the quality of remaining heritage routes



Holywell Cross Car Park proposals should connect and link the station and surrounding areas to the town centre and contribute to a flowing urban grain



New development should respond to the scale, massing and topography of the existing townscape



Activation of ground floors should be encouraged to enliven the street scene



Assess redevelopment potential on land that currently does not positively contribute to the town centre experience



New development should aim to establish a cohesive urban grain



Provide vital links to the town centre through the creation of safe, direct and attractive pedestrian routes



Reduce the dominance of vehicular traffic on pedestrian movements and develop alternative parking arrangements and green transport strategies



Establish a consistent palette of robust, sustainable and quality materials that are tonally appropriate to the town centre



Introduce green spaces and street trees to reinforce and enhance the town's existing green infrastructure



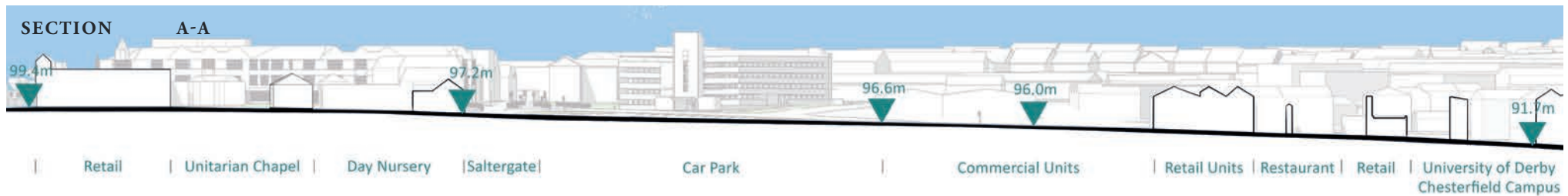
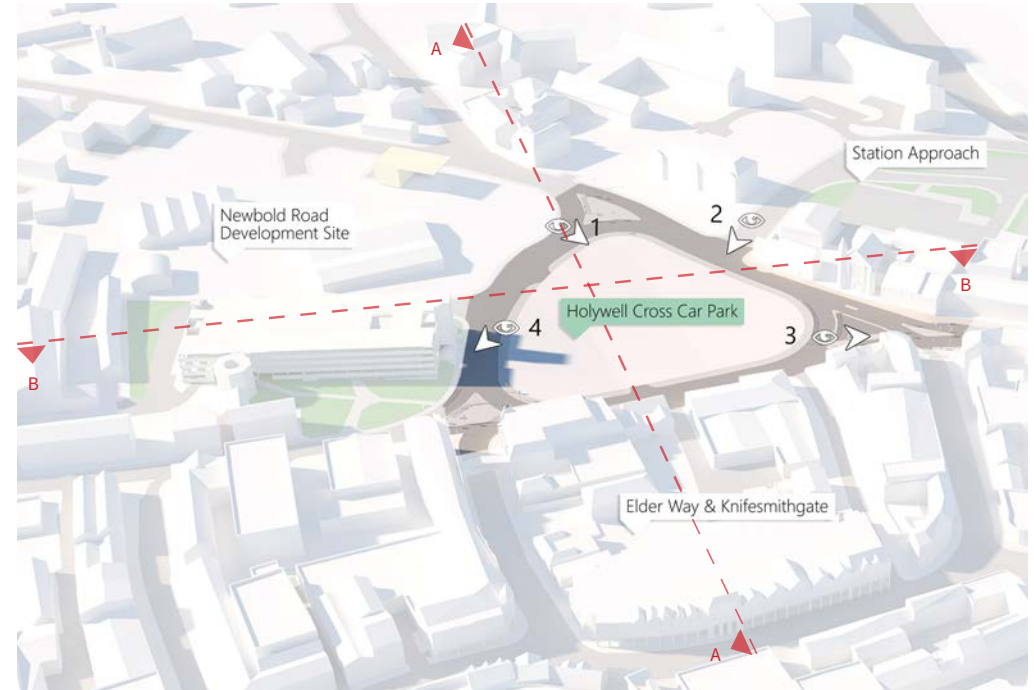


# 3.1 Vision Area Analysis - Holywell Cross

## HOLYWELL CROSS CAR PARK & SALTERGATE

On approaching the town centre via Newbold Road and the first sighting of the town centre is accompanied by a large surface car park in the form of Holywell Cross Car Park. To the perimeter of this surface car park are main roads with a significant amount of signage, traffic lights, lighting columns and railings that clutter the street scene.

Holywell Street continues on from Newbold Road and leads onto St Mary's Gate. Mock Tudor style buildings are located here and they continue along the road to form a distinctive corner with Cavendish Street. The buildings at this junction are characterised by 3 storey height with shop frontage at ground level, whilst the street itself hosts a range of architectural typologies with the distinctive Victorian Durrant House and listed Georgian buildings providing a contrast with the mock Tudor style. The car park itself has a number of key views that focus on key buildings and routes in the area. The multi-storey car park is one of the most prominent influences on the site.



KEY VIEWS



1



2



3



4

ARCHITECTURAL CHARACTER



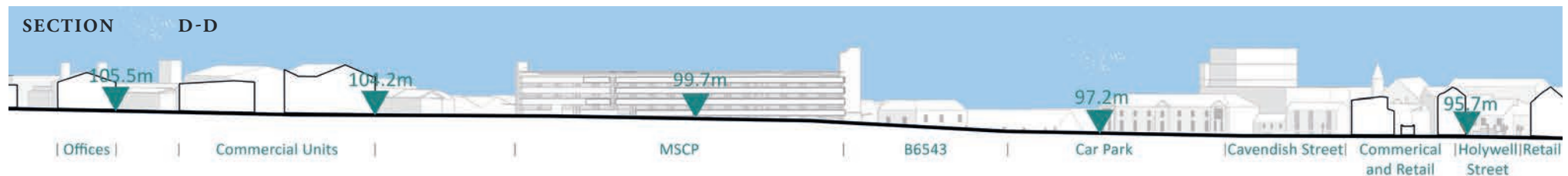
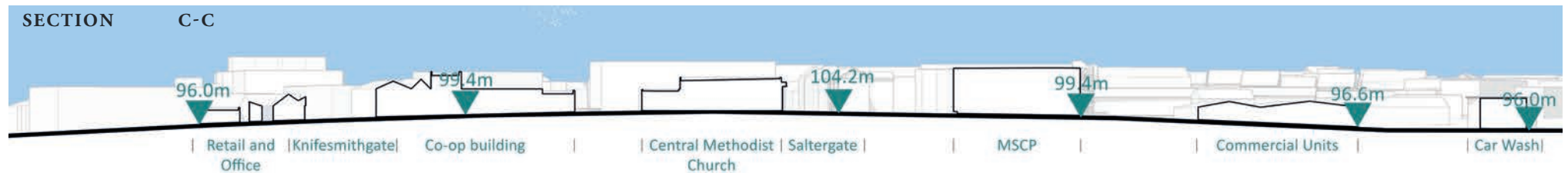
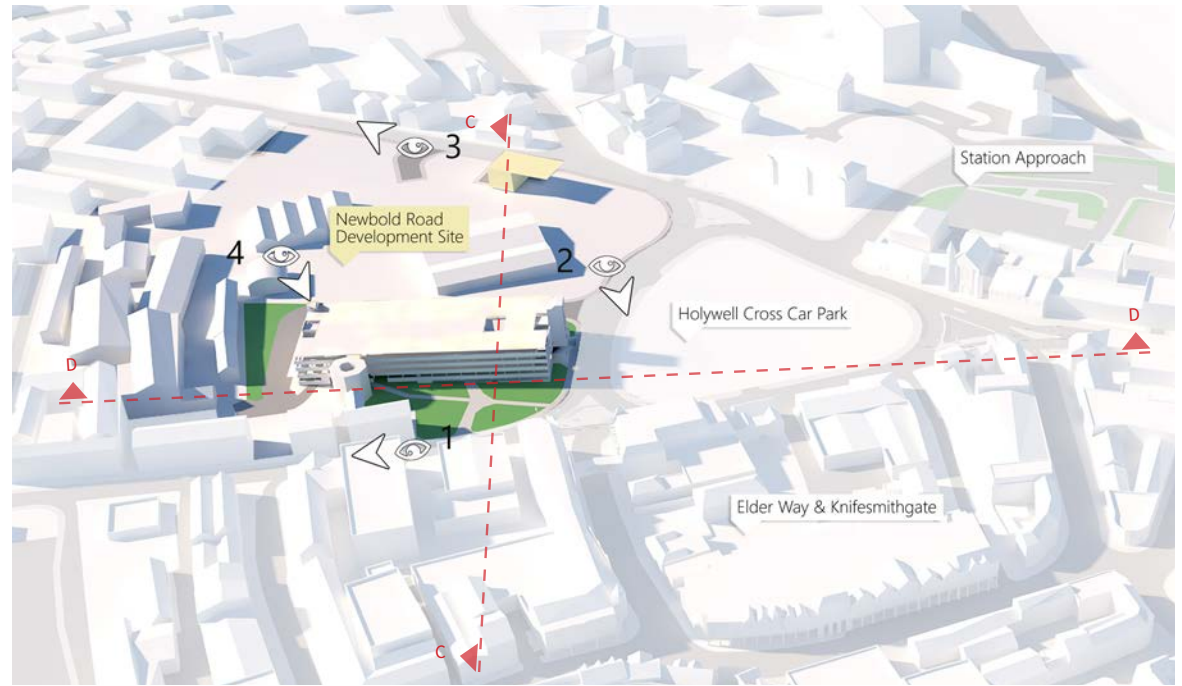
## 3.2 Vision Area Analysis – Newbold Road Development Site

### NEWBOLD ROAD, SALTERGATE & MULTISTOREY

Newbold Road runs from residential areas to the north west of the town centre to Holywell Car Park and contains a transition of use class classes and architectural typologies. A number of listed buildings line the road up to the junction with Sheffield Road which include red brick buildings from the Georgian and Victorian period, as well as the Church of the Holy Trinity. A car wash, located in an old petrol station, is located at the Newbold Road / Sheffield Road roundabout providing a poor focal point to the approach in the town centre.

A builders' merchants is accessed off Newbold Road, taking up a prominent corner in the Newbold Road Development Site. Behind this lies a timber yard made up of a number of warehouses and timber sheds that take away from the architectural quality of the area. These buildings, and the large area of land they hold currently stagnate any opportunities for development in the immediate area.

Holywell Cross Multi-Storey Car Park is sited next to these light industrial areas and is prominently sited on the corner of the Northern Gateway site.



KEY VIEWS



1



2



3



4

ARCHITECTURAL CHARACTER

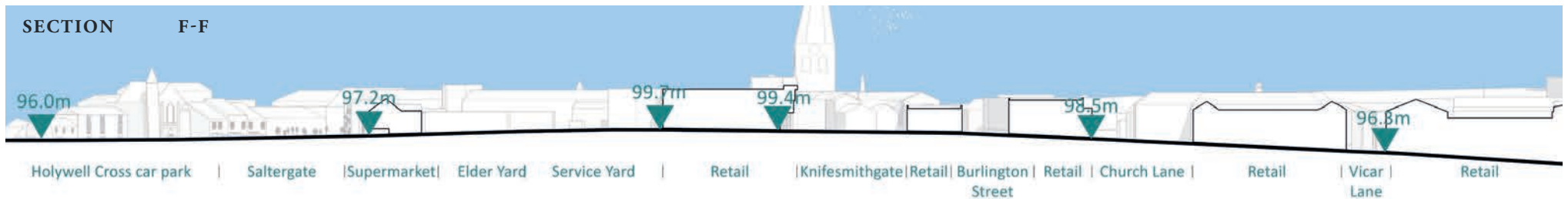
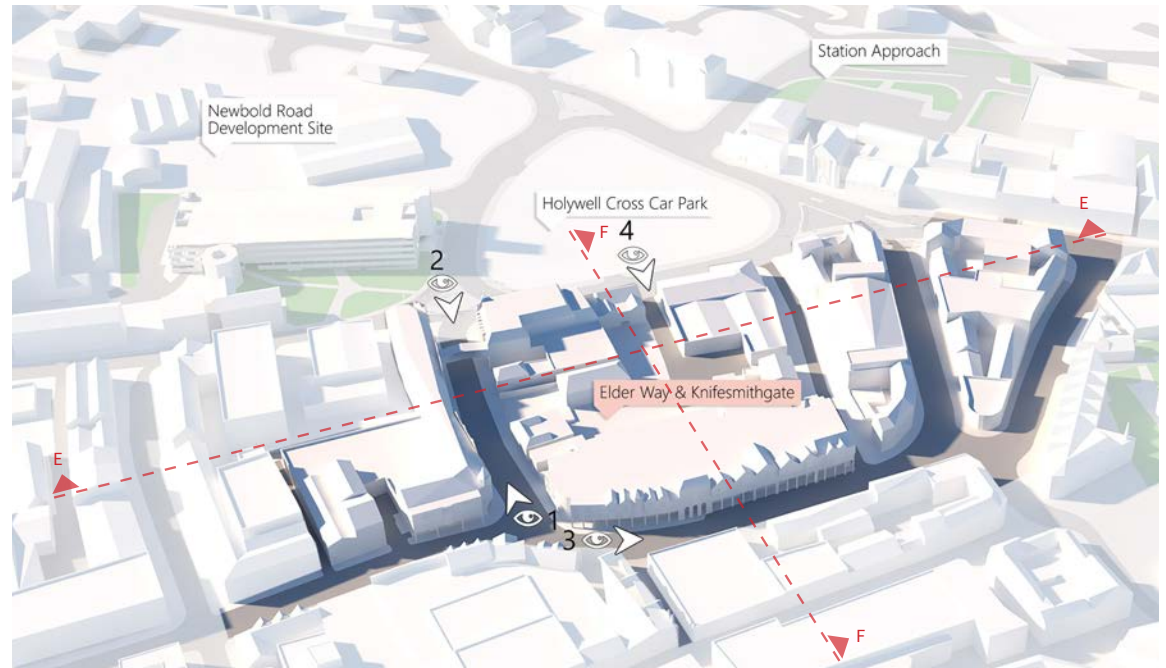


### 3.3 Vision Area Analysis – Elder Way and Knifesmithgate

#### KNIFESMITHGATE & ELDER WAY

Knifesmithgate and Elder Way were dramatically altered during a large slum clearance in the inter-war period where the distinctive mock Tudor style buildings that line the streets were built. While the buildings provide an important contribution to the area, many of these buildings are vacant. Some of the shop-fronts at ground level require an aesthetic uplift and some of the upper levels sit vacant providing opportunities for redevelopment. The old Co-op building running the length of Elder Way is currently under utilised and as a building of distinctive character gives potential to reconnect with the street.

A small alleyway off the street leads to a courtyard between Knifesmithgate and Saltergate. The courtyard currently used as car parking for surrounding businesses currently impacts negatively on the character of the area. Further down Knifesmithgate the building currently occupied by the Royal Bank of Scotland is a Grade II listed building prominently located at the junction with Cavendish Street and Stephenson Place.





KEY VIEWS



1



2

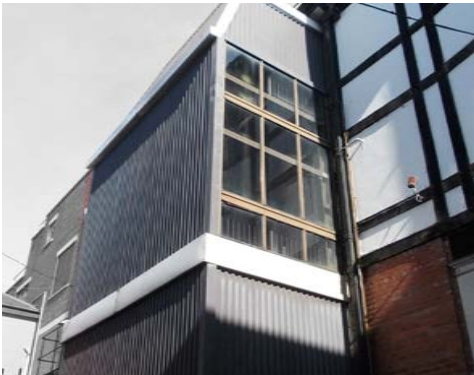


3



4

ARCHITECTURAL CHARACTER

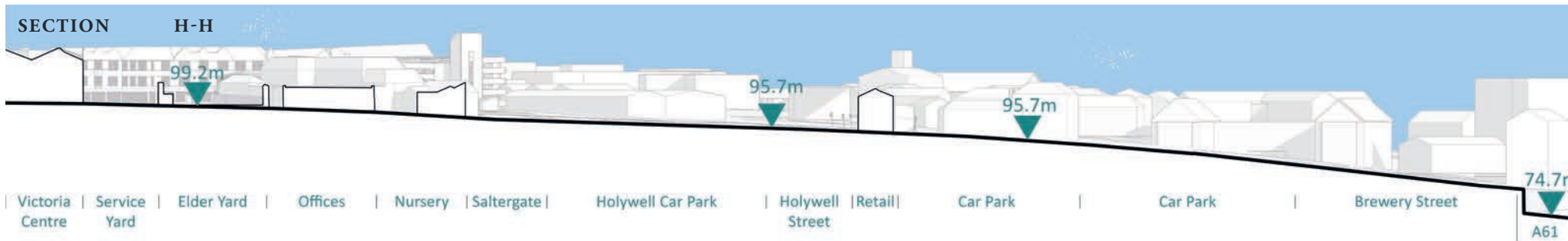
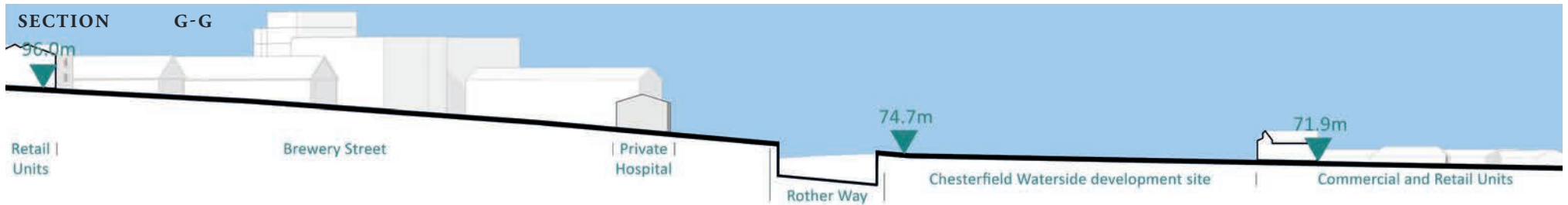
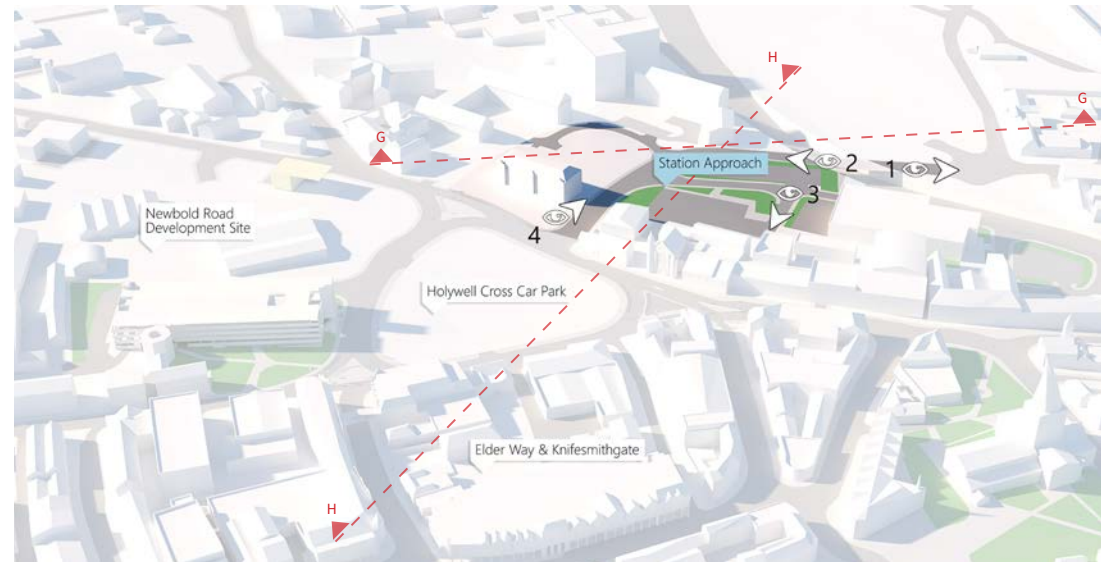


### 3.4 Vision Area Analysis – Station Approach

#### STATION APPROACH

Although much of the land within the Station Approach area is currently allocated for car parking or is vacant, there are some key buildings and views that define the area. Listed buildings including Holywell House, and the old physiotherapy department of the Royal Hospital, along with the Courthouse and Durrant House are the most prominent buildings in the area, yet the sparsity of the urban grain means there is no real relationship between the buildings.

There are also a number of key views that overlook Sheffield College and the A61 (Rother Way).



KEY VIEWS



1



2



3



4

ARCHITECTURAL CHARACTER







## 4.1 Strategic objectives

### DRAFT CHESTERFIELD LOCAL PLAN 2017

The vision should be aligned to the draft Chesterfield Local Plan 2017. Within this document it recognises the need for proposals that enhance and support the centre's sub regional role in providing employment services and leisure. Analysis has also pointed out that Chesterfield needs to build residential accommodation; consequently provision for housing has been considered as part of this vision.

### EXTENDING THE CHARACTER OF THE EXISTING TOWN

The Chesterfield town centre has an abundance of character and the vision will consider the heights, pitched/ flat roof type, reference to the colours and materials used throughout the town.

### FUTURE PROOFING POTENTIAL CONNECTIONS

The arrival of HS2 and the Waterside development are key potential economic drivers for the town centre as a result of this links from Brewery Street must be considered through strategic building and public realm placement. Gateway and wayfinding strategies can be used to bridge the gap between key connections.



Existing town character



Future connections needed along Brewery Street

## RESTORING THE URBAN GRAIN

The vision will seek to restore the urban grain in the Northern Gateway by creating indicative proposals on development sites and strategic plots of land throughout the town. The Holywell Cross Car Park currently creates a void in the townscape ; this vision will seek to reimagine this area and the connected spaces around the site.

## HEIGHT AND FORM

Any future proposals within the town centre should consider the height and form of the existing buildings. Most buildings in Chesterfield are 2/4 storeys in height, with many buildings forming a pitched roofscape surrounding the Northern Gateway and town centre. Most notably on Knifesmithgate where the mock Tudor buildings have m-shaped open gable façades.



Holywell Cross car park - a void in the urban grain



Mock Tudor open gable facades

## 4.2 Architectural vision drivers

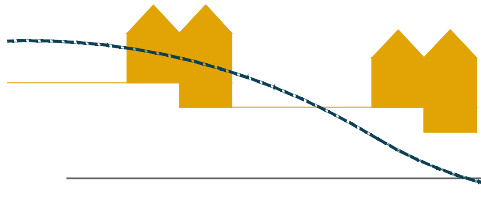
### COMPLIMENT EXISTING BUILDINGS AND APPROPRIATE SCALE AND HEIGHT

Enhance current architectural quality by incorporating contemporary interpretations of existing details, proportions and mass to provide an evolution of architectural character.



### RATIONALISING DIFFICULT TOPOGRAPHY

Improve the existing terrain through the use of public green space, public squares and multi-level buildings; thus benefiting the accessibility and usability of existing and proposed buildings whilst providing much needed quality public realm space.



### STRONGER URBAN GRAIN AND ACTIVE FRONTAGE

Completing the surrounding urban grain, to provide interrelated movement and access to new and existing buildings, enables greater pedestrian passage and interconnectivity within the vision area. This, in turn, improves the existing and proposed active frontage giving greater prominence to the high street.



### PROMOTING MIXED-USE ENVIRONMENTS

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

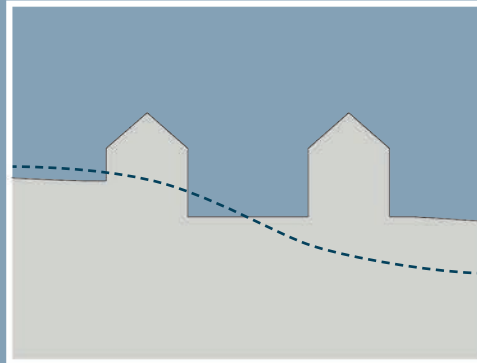




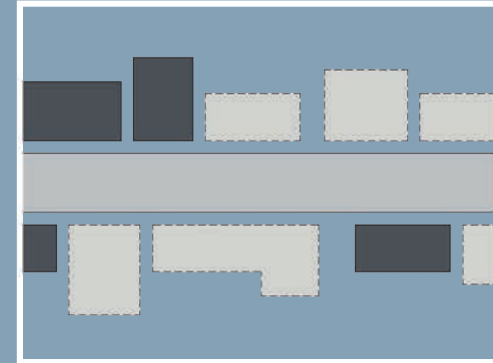
## 4.3 Architecture ingredients



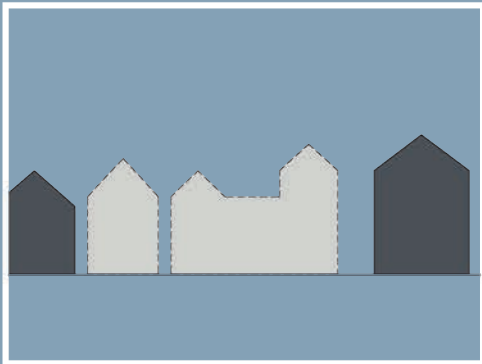
COMPLIMENT EXISTING BUILDINGS



TOPOGRAPHY



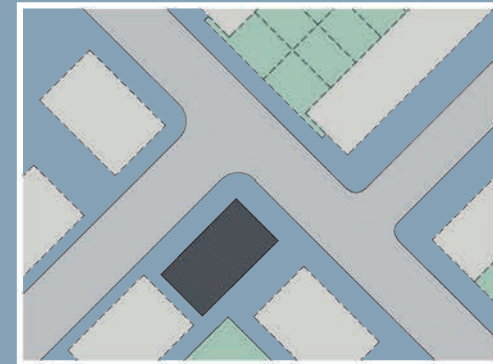
URBAN GRAIN



APPROPRIATE HEIGHT AND SCALE



ACTIVE FRONTAGE



MIXED USE DEVELOPMENTS

## 4.4 Urban design vision drivers

### REBALANCING STREETS

Reduce vehicular dominance by re-proportioning road and footpath widths, enabling greater pavement use and improved connectivity with active building frontages. Thus encouraging a change in vehicular behaviour and encouraging pedestrians to re-inhabit the streetscene.



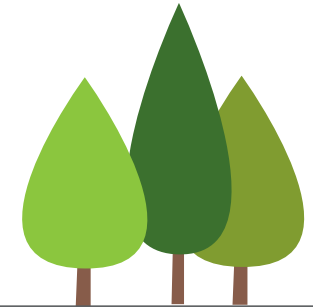
### RATIONALISING TRAFFIC AND IMPROVING CONNECTIVITY

Improve pedestrian and cycle connectivity through the provision of high quality and legible streetscene, management of traffic flow and creation of pedestrian dominated spaces. Focusing on the primary route from the train station to the town centre via a series of nodal points and intersections.



### GREENING THE STREETS AND PROMOTING HEALTH AND WELLBEING

Improving the quality of the street scene through the introduction of street trees and improved green spaces. The introduction of street trees will improve the aesthetic of the street, provide visual connectivity, improve air quality and boost wellbeing.



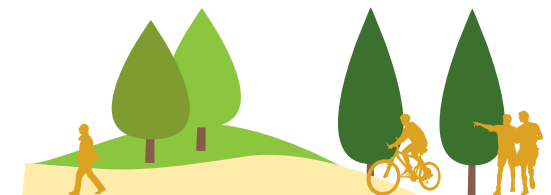
### DEFINING GATEWAYS AND A SENSE OF ARRIVAL THROUGH ACEMAKING, WAYFINDING AND ARTWORK STRATEGIES

Using bespoke signage and wayfinding to establish a sense of identity, heritage and arrival within the Northern Gateway and the historic town centre. Careful placement of signage can assist in the reduction of street clutter and thus make the streets more legible. Implementing a hierarchy and family of signage from gateway totems through to fingerposts and street name plates can re-inforce the existing character, define new characters and assist in the establishment of a strong town identity.



### CREATING NEW AND IMPROVED AREAS OF PUBLIC REALM AND OPEN SPACE

Recognise the importance of the public realm and its role creating sense of place. Enhance the streetscape aesthetic and create a strong sense of local identity and town character. Encourage active day and night uses at street level within the town core. Provide a pedestrian and cycle friendly environment and allow pedestrians to reclaim the street from dominating vehicular uses.



## 4.5 Urban design ingredients

CREATING GATEWAYS



IMPROVING PEDESTRIAN PERMEABILITY



NARROWING CARRIAGEWAYS



WIDENING FOOTWAYS AND PEDESTRIAN SPACES



GREENING THE STREETS



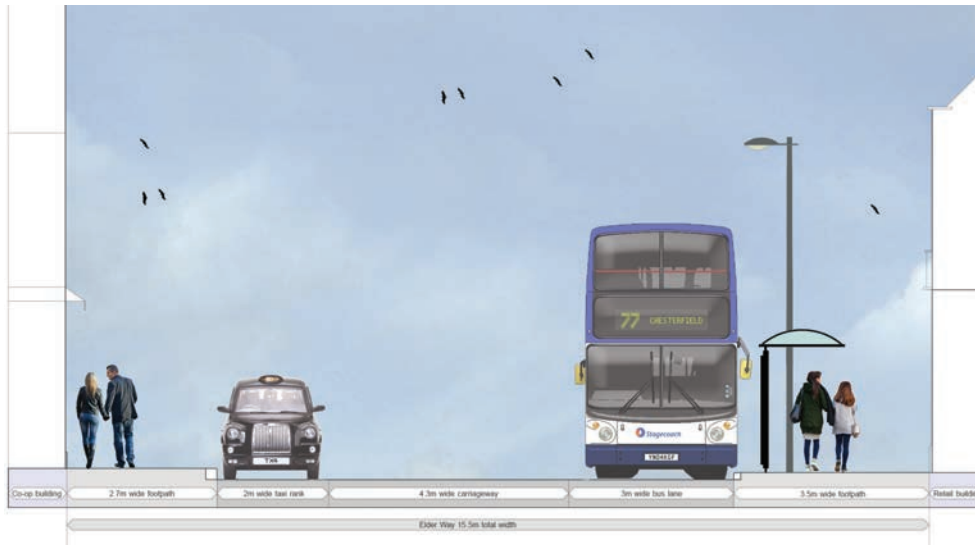
ENCOURAGING DWELL



## 4.6 Design driver 1: Rebalancing streets



### EXISTING



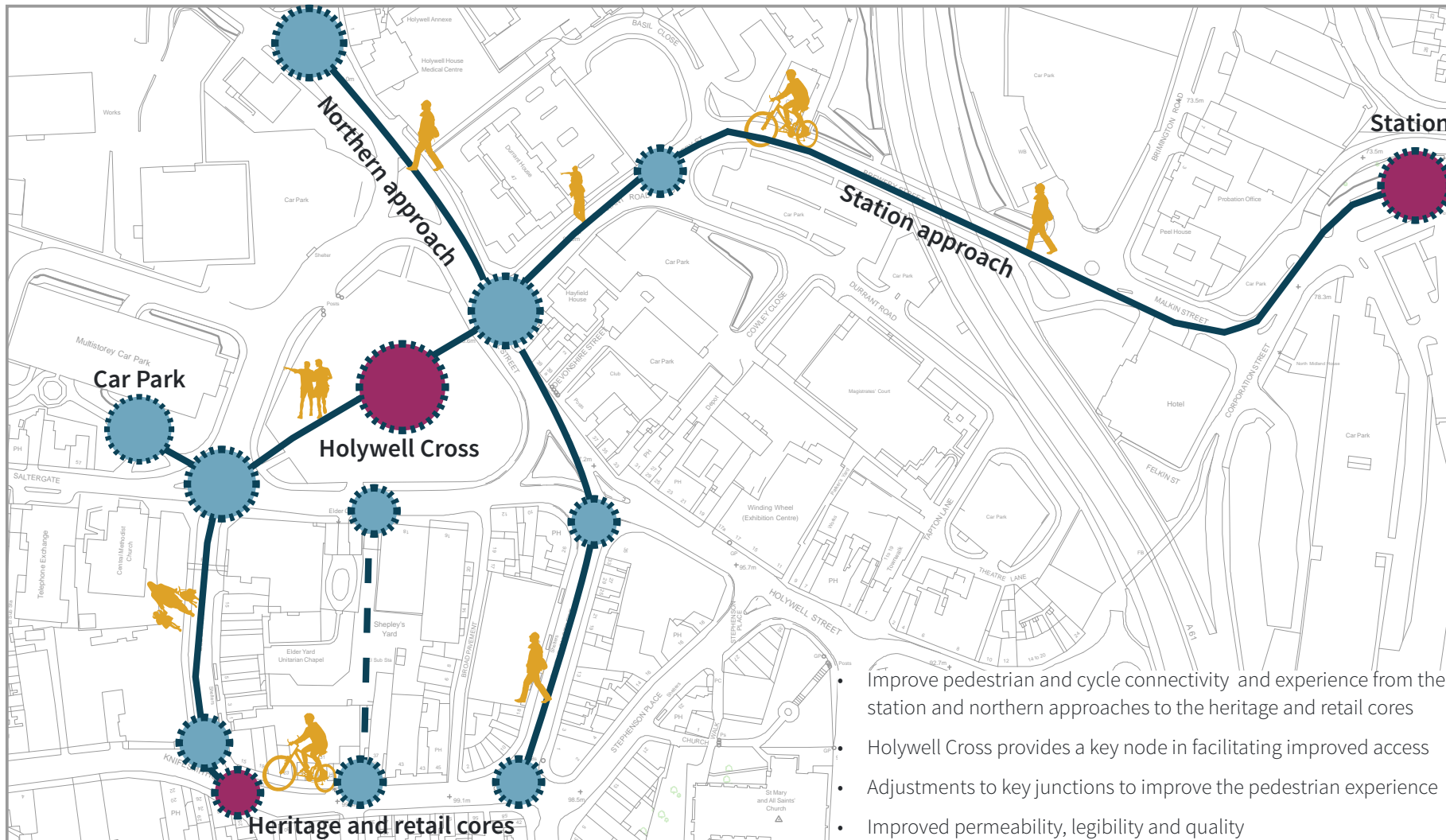
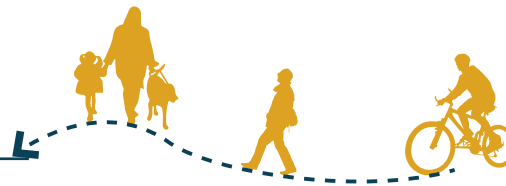
- Street width dominated by vehicular highway (4 lanes)
- Standing vehicles reduce pedestrian permeability and effects air quality
- Footpaths cluttered with street furniture reducing the usable width
- No street trees

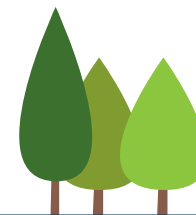
### PROPOSED



- Carriageway reduced to enable widening of adjacent footpaths
- Standing traffic reduced
- Introduction of a mix of materials in the carriageway reduces the perceived width
- Widened footpaths enable a mix of use and encourage street activity
- Ground floor uses are supported by widened footpaths
- Street trees improve the air quality, reduce scale and encourage dwell

## 4.7 Design driver 2: Improving connectivity





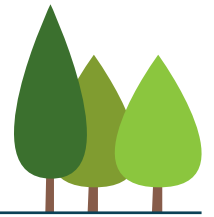
## 4.8 Design driver 3: Green the streets

### TREES

Urban trees provide lasting benefits to people living and working in towns through:

- Improving air quality by absorbing pollutants
- Enhancing health and wellbeing through stress reduction and boosting mental health
- Adding character and reinforcing local identity
- Strengthening communities by encouraging social interactions and enabling reconnection with neighbours and surroundings
- Conserving energy by cutting building heating and cooling requirements
- Providing habitats and foraging for insects, birds and mammals
- Reducing flood risk, improving soil quality and preventing erosion

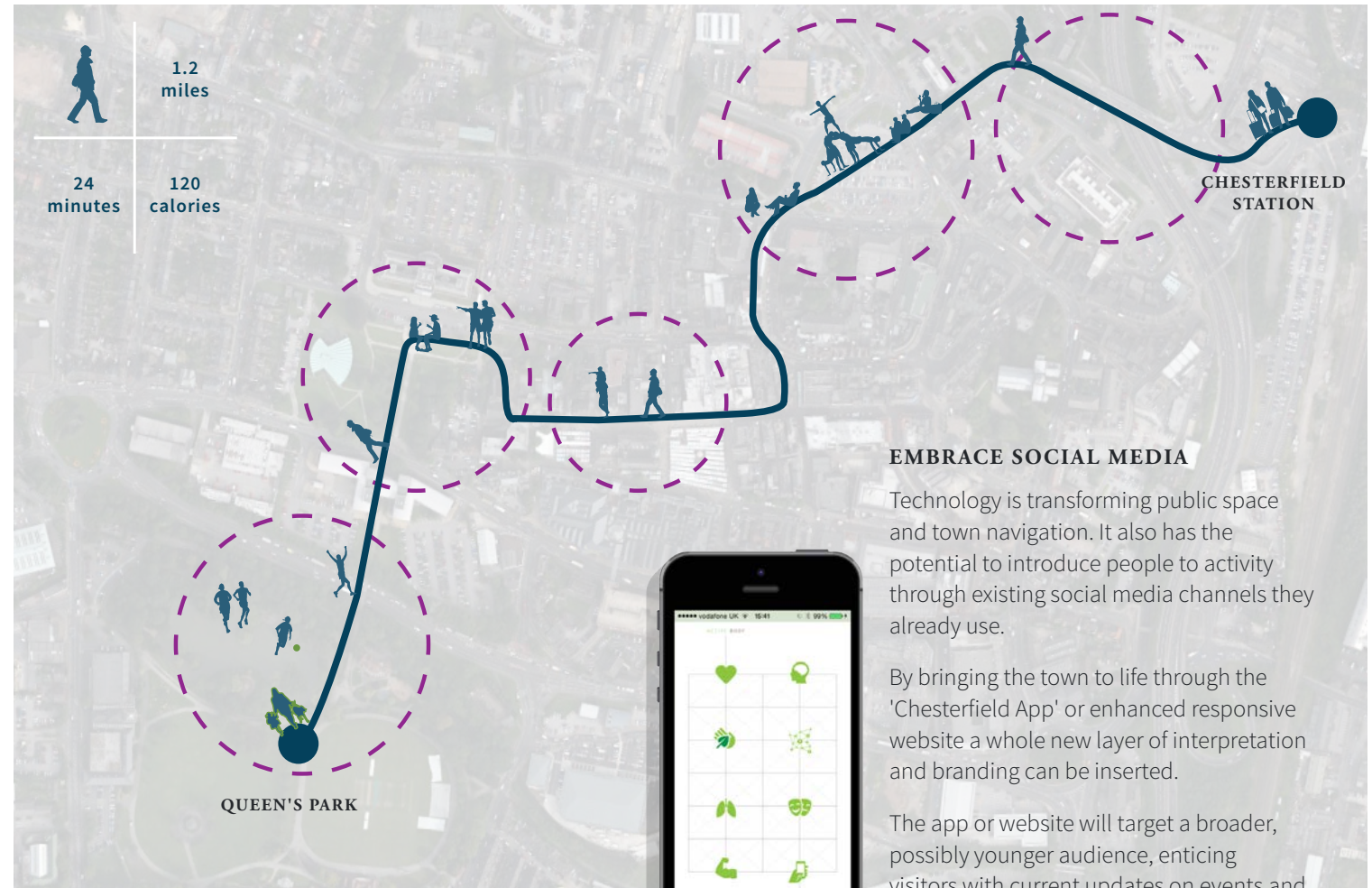




## 4.9 Design driver 3: Promote health and wellbeing

### THE AIM

- Create an active culture in Chesterfield
- Promote active leisure and culture in the town that appeal to a wide demographic of visitors
- Utilise the natural resources and heritage features that engage and involve the surrounding communities
- Encouraging a natural discovery of exercise features and facilities by providing spaces and equipment that people can 'chance' upon.
- More people, more active, more often



Example walking route

## 4.10 Design driver 3: Promote health and wellbeing

### THE CHALLENGE

Chesterfield's current standard of physical and mental health is startlingly low. The town is in need of a practical and long-term solution to encourage a healthy lifestyle for the people of Chesterfield.

### BODY HEALTH

The national average life expectancy in the UK for women is 89 and for men is 86. Chesterfield's average life expectancy for women is 83 and for men is 79

#### CHESTERFIELD

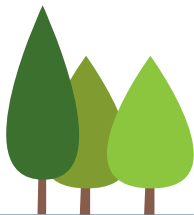
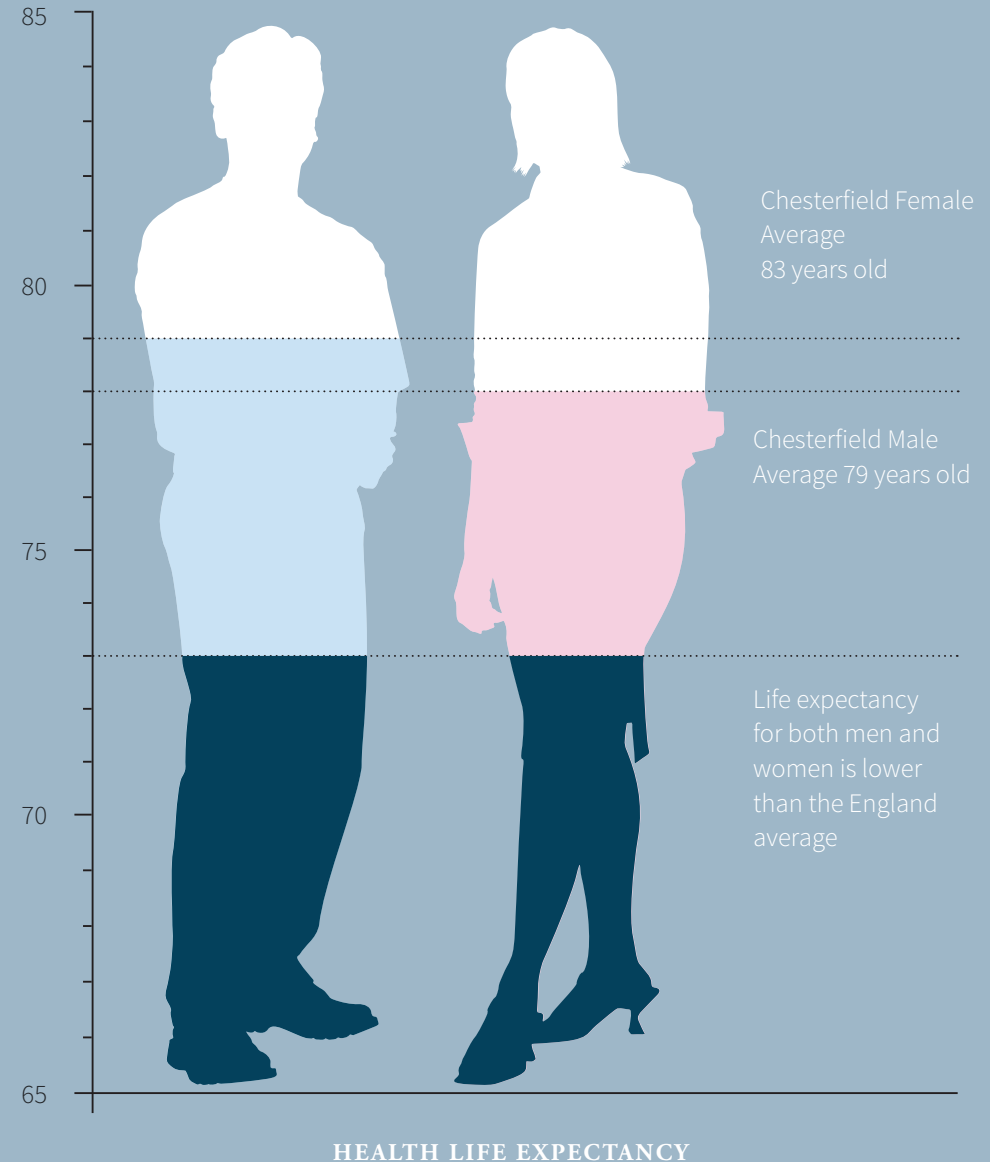
The rate of mortality under 75 years of age for cardiovascular is significantly worse than the England average

Self-harm, alcohol related harm and drug use is significantly worse than the England average

Recorded diabetes is significantly higher than the England average

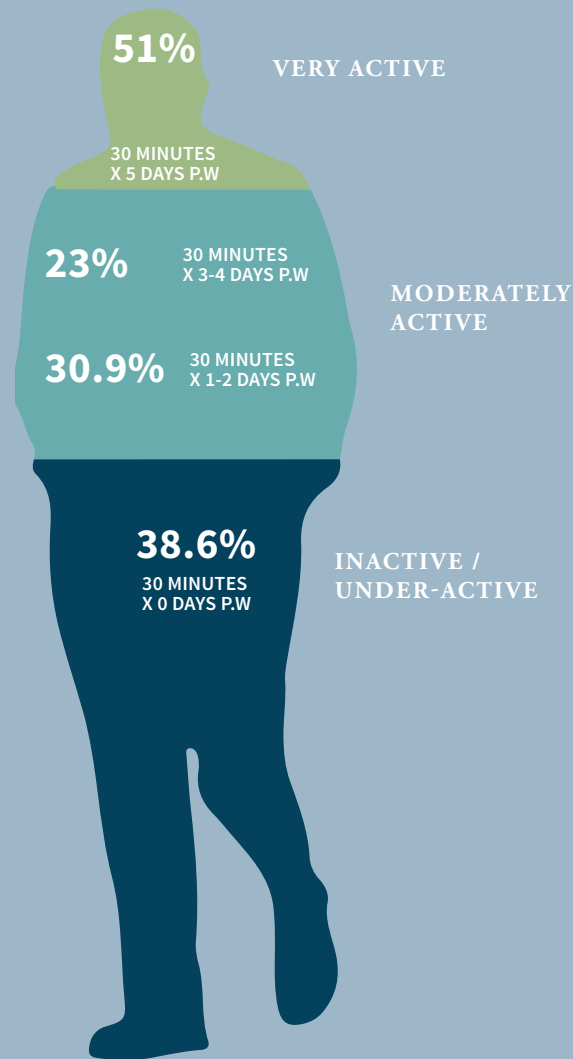
#### SUMMARY

Evidence shows that physical activity is proven to reduce the risk in mortality and long term conditions such as coronary heart disease, Type 2 diabetes, breast and colon cancer and hypertension.





£1.5 million is the estimated health costs of inactivity in Chesterfield



#### ACTIVITY LEVELS IN CHESTERFIELD

Sports England Active People Survey - August 2016



#### MIND HEALTH

- **Physical activity is proven to reduce the risk of long term conditions associated with depression.**
- Increased physical activity helps lessen the long term mental health impacts of Alzheimers and slows the progression of the disease.
- **Exercise is now recognised as benefiting both the body and the brain.** It affects mood, increases vitality, enhances alertness, and feelings of well-being.
- Undertaking focused and diverse exercise also benefits brain disorders such as ADHD, a neurological/behavioural condition resulting in hyperactivity and the inability to focus on tasks.
- People walking 5 miles a week have **bigger brains, better memories and improved mental ability** compared to those who are more sedentary.
- Chronic stress has been shown to have negative impacts on the brain, especially in memory

#### RISK REDUCTION LINKED TO PHYSICAL ACTIVITY



# 4.11 Design driver 4: Gateway strategy



## THE AIM

- Highlight the Northern Gateway with the use of threshold markers. This has the potential to create a traffic calming effect
- Potential to incorporate images and information that draws on the heritage of Chesterfield



Totem



## 4.12 Design driver 4: Wayfinding strategy



### THE AIM

- Create a strong branding identity which can be embedded into wayfinding elements
- Careful placement of signage to reduce street clutter
- Clear and legible signage to help guide pedestrians around the town
- Subtle route markers to reinforce key journeys

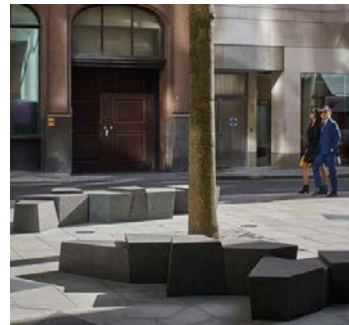
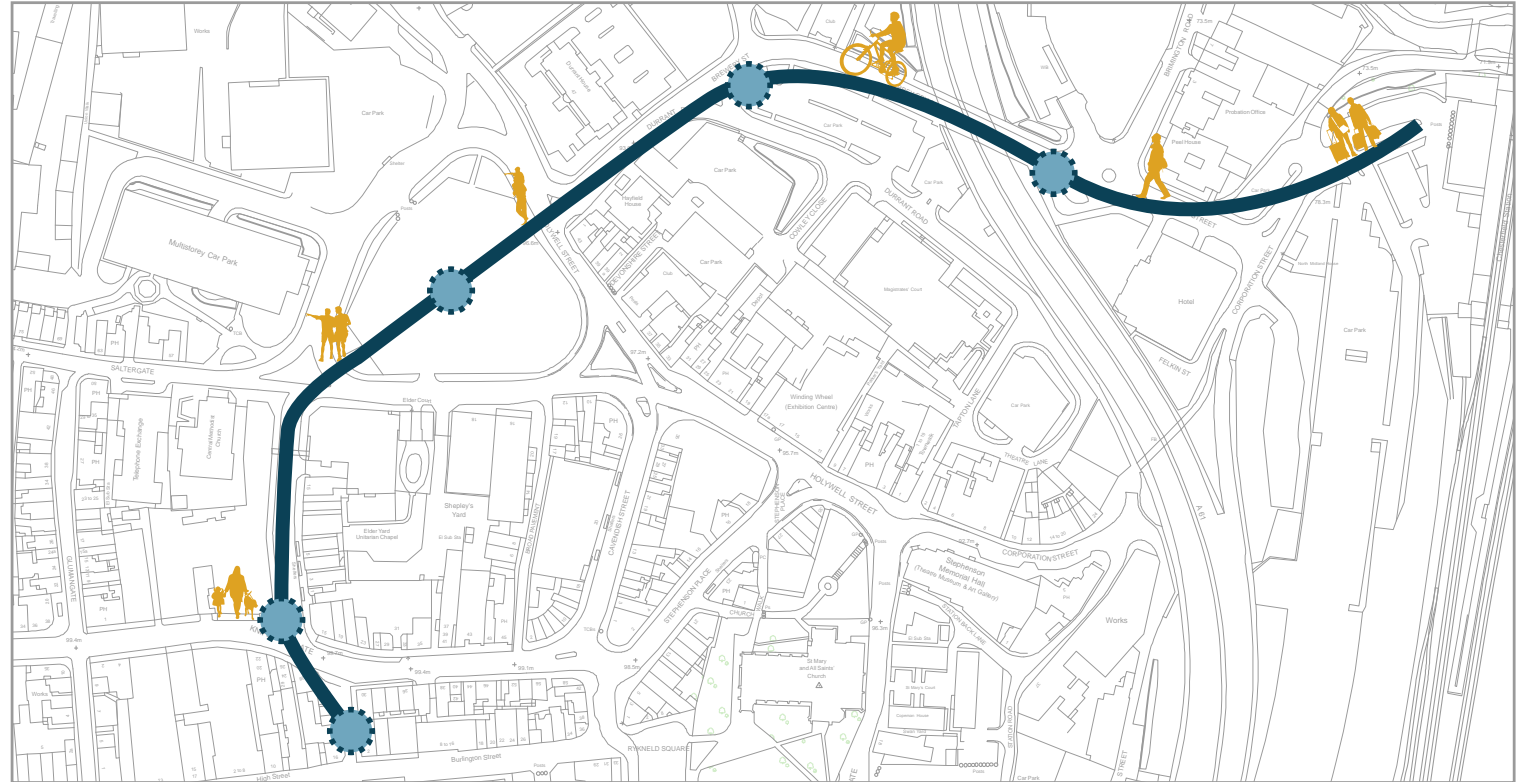


## 4.13 Design driver 4: Artwork strategy

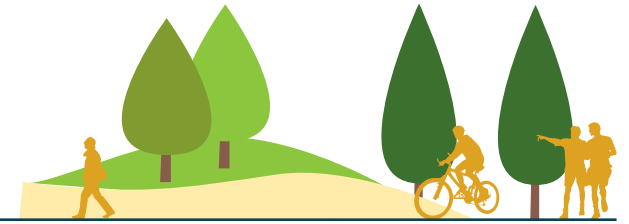


### THE AIM

- Integrate artwork within the street furniture and landscape environment
- Work with community artists and crafts people to create locally relevant art
- Develop spaces that can accommodate short-term and temporary art installations



## 4.14 Design driver 5: Public realm and open space



### THE AIM

- Create flexible spaces for a range of year round uses
- Create meeting points for people to gather and dwell
- Improve the quality of the public realm through design and materiality
- Engender a sense of place through a coordinated public realm strategy, creating a series of interlinked destinations

### LIGHTING

- Provide lighting on buildings to reduce street clutter
- Use LED lighting for efficiency
- Minimise light spill
- Create safe, well-lit routes for pedestrians
- Use feature lighting to highlight specific elements



## 4.15 Northern Gateway Principle Diagram

### PRINCIPLES

To ensure that the vision for the Northern Gateway is a cohesive response to the future development of the town centre we have not only looked at the Northern Gateway character area but the connections in to the historic core and approach from the train station.

### HOLYWELL CROSS

The site currently hosts a surface car park and creates a void in the urban grain. There is opportunity to extend the town centre by seeking to develop on the site; not only will this create a link with Chesterfield Train Station and Waterside development but there is an opportunity to build key landmark buildings on approaching the town centre. Due to the close proximity of the town centre and existing policies set out by Chesterfield Borough Council the use of such proposals should consist of office, retail and leisure opportunities. All future proposals should consider restoring the urban grain and both formal and informal routes across the site should be taken in to account. Most buildings are between 2-4 storeys around the site and have varied types of pitched roofs; consequently proposals should consider roof types that are of a similar nature. Gateway and wayfinding strategies will help direct people through this area particularly from Brewery Street toward the town centre.

### NEWBOLD ROAD DEVELOPMENT SITE

This area has the potential to extend the residential area from the north of the town centre which may account for a small proportion of new homes Chesterfield aim to build. Given the town centre location and close proximity to the University of Derby campus the area has potential to offer accommodation for students. To the south part of this area, adjacent to the Holywell Car Park, there is opportunity to create leisure and retail opportunities with a large shared car park and access to the multi-storey car park.

### ELDER WAY & KNIFESMITHGATE

Development is already underway to reinstate the Co-Operative building on Elder Way and the proposals as part of this submission will help inform how the streetscape can be transformed not only as an aesthetic uplift but create a place that encourages people to visit. Following consultations with Chesterfield Borough Council, Stagecoach and the taxi representatives a rationalised highways scheme will be put forward.

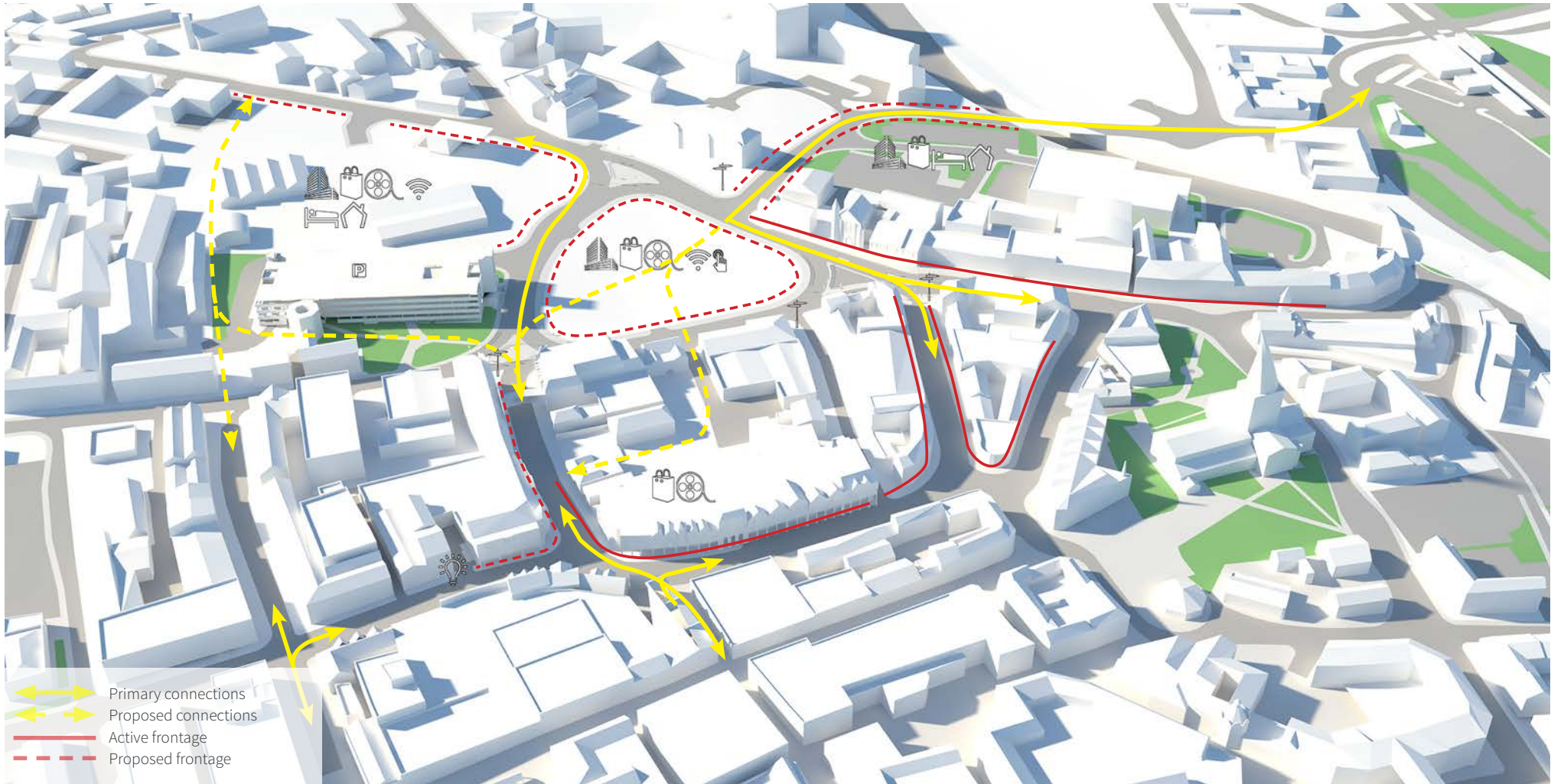
Further consideration has been taken to the area at the rear of the Elder Yard Unitarian Chapel. This vision shows how a courtyard space with Class A3 units accompanied with a high quality landscaping strategy could provide an uplift to this area and draw footfall from Elder Way, Knifsmithgate and Saltergate.

### STATION APPROACH

The Station approach area connecting Holywell Cross and the train station currently hosts key parcels of land that are integral in developing the town. Should HS2 and the Waterside developments come to fruition then there will be a potential to create office/ hotel space within close proximity to the station considering the fact that the journey time may be shortened to 79 minutes.

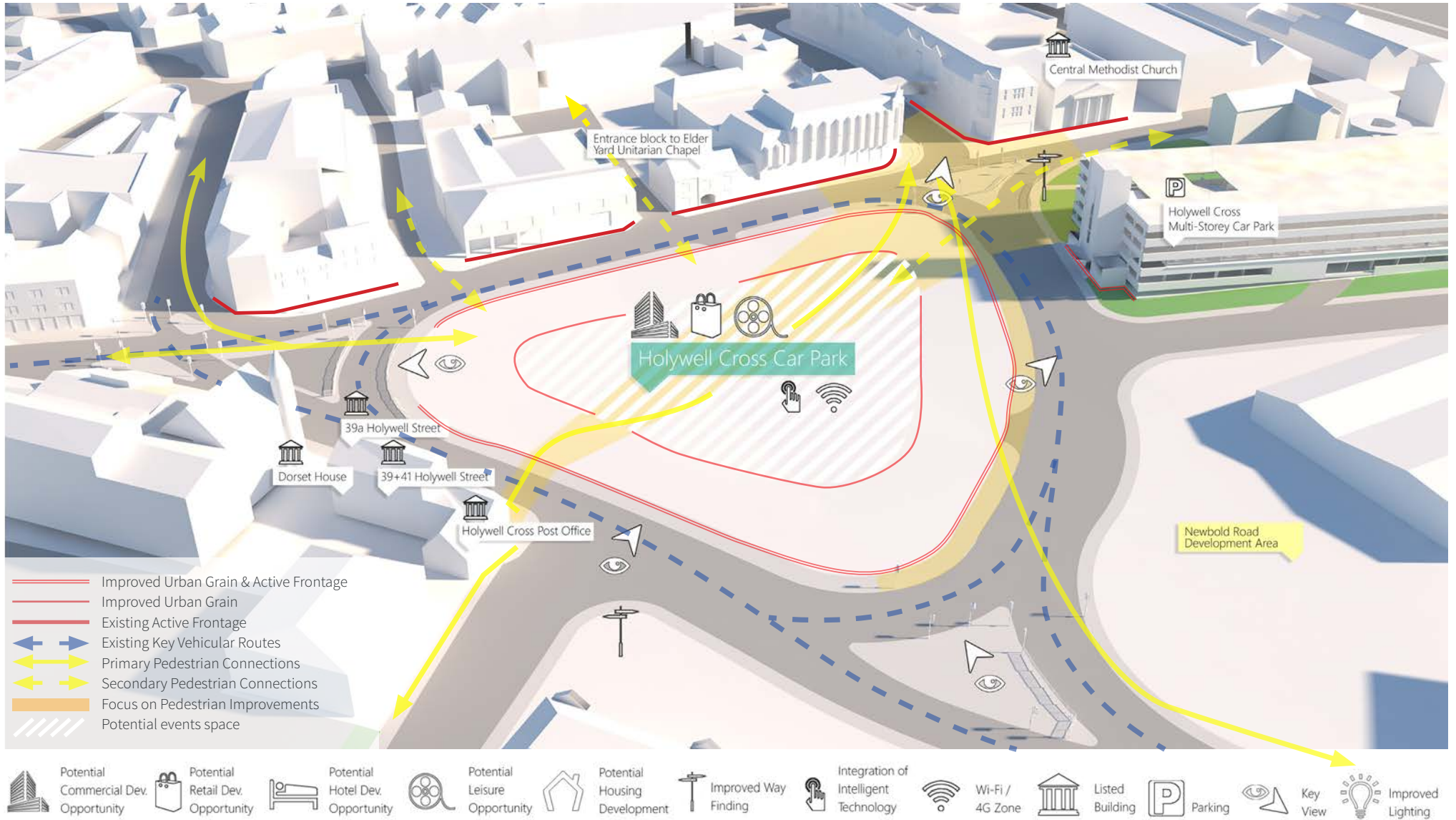
Due to the fact that the land declines in height toward the dual carriageway in this area there is a potential to create taller buildings of up to 6 storeys. Taller developments up to 6 storeys will not be imposing in scale and draw attention from the existing buildings of character in the town centre.

# 4.16 Northern Gateway Principle Diagram



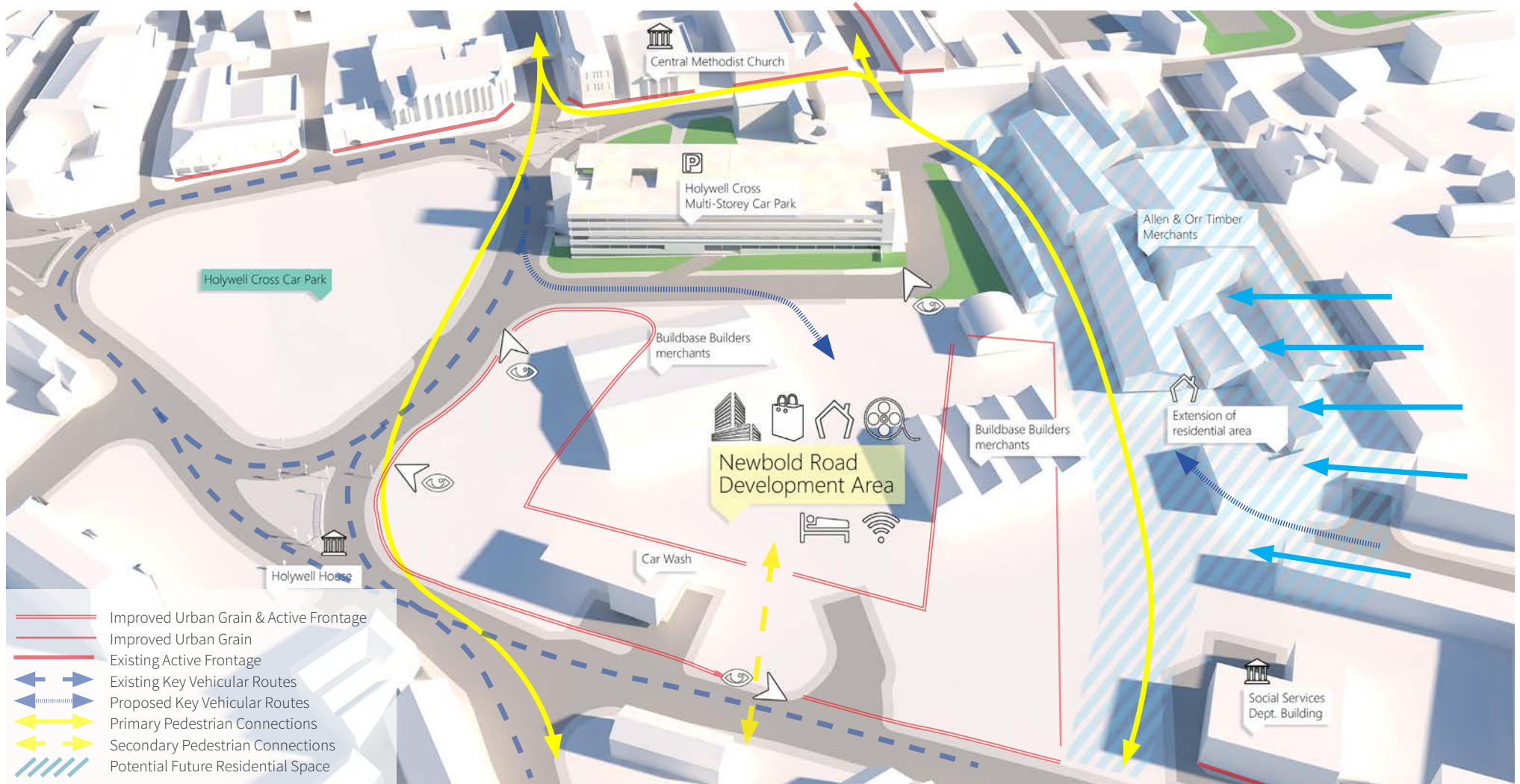
-  Potential Commercial Dev. Opportunity
-  Potential Retail Dev. Opportunity
-  Potential Hotel Dev. Opportunity
-  Potential Leisure Opportunity
-  Potential Housing Development
-  Improved Way Finding
-  Integration of Intelligent Technology
-  Wi-Fi / 4G Zone
-  Listed Building
-  Parking
-  Key View
-  Improved Lighting

# 4.17 Holywell Cross Principle Diagram





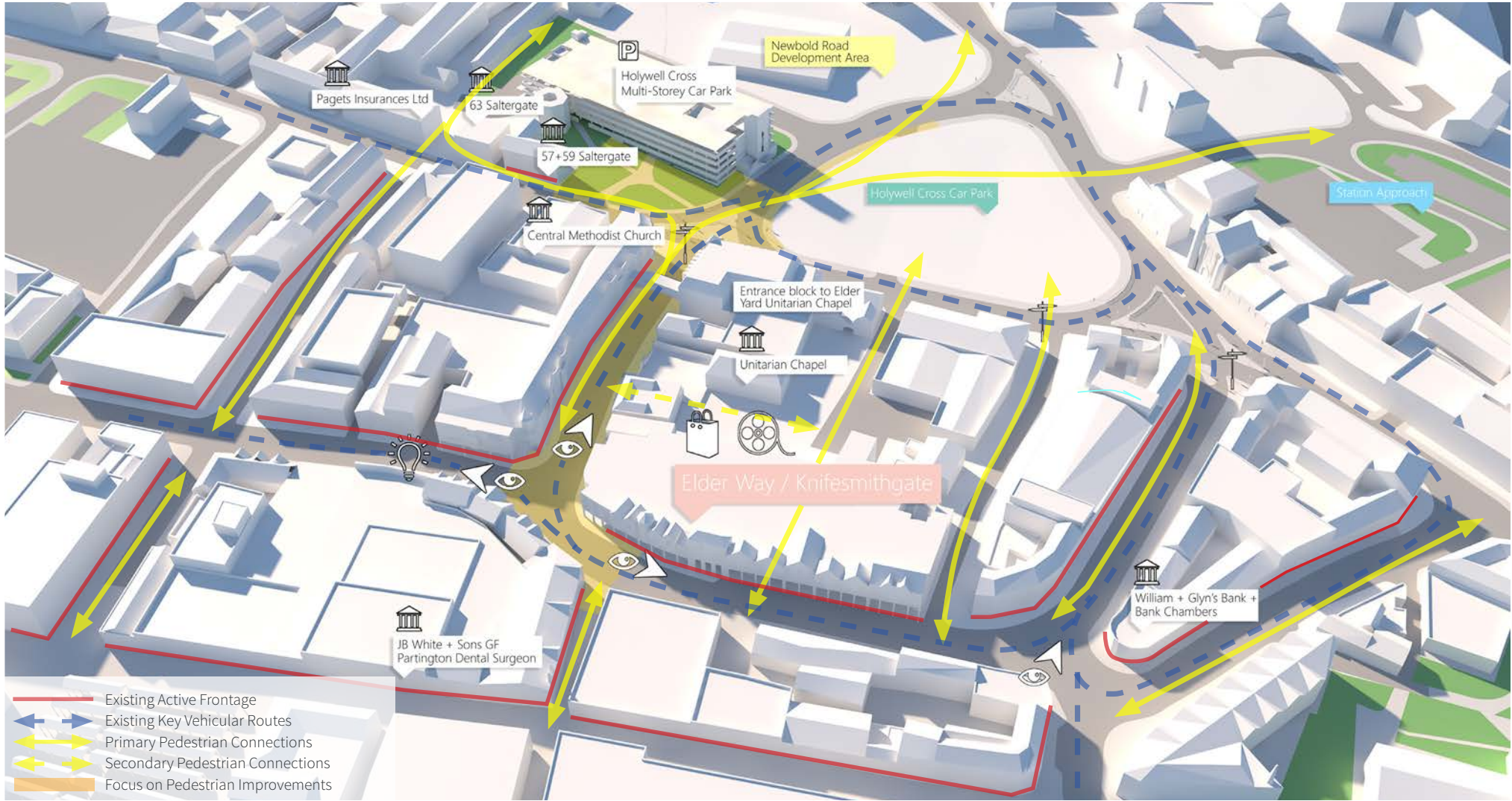
# 4.18 Newbold Road Principle Diagram



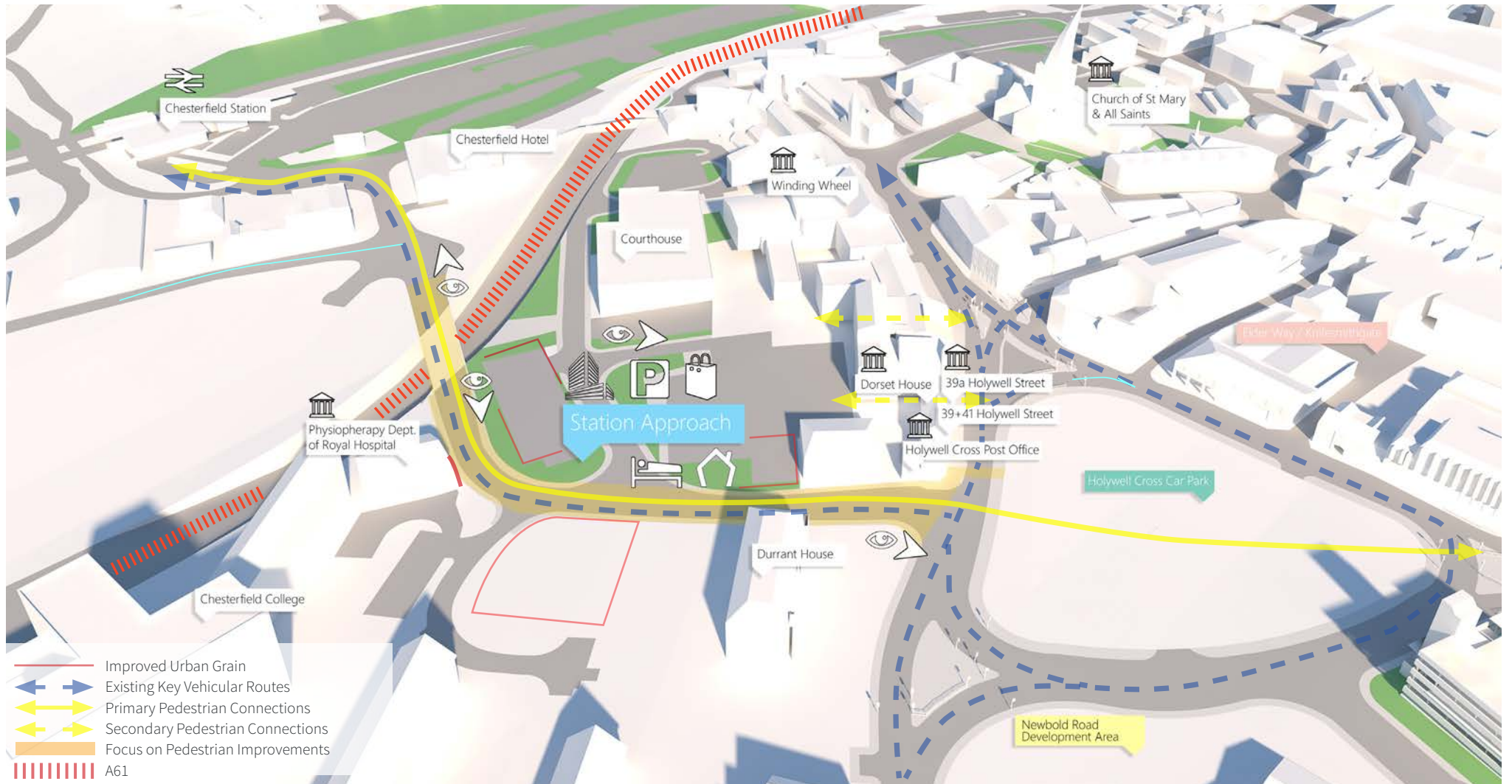
- Improved Urban Grain & Active Frontage
- Improved Urban Grain
- Existing Active Frontage
- Existing Key Vehicular Routes
- Proposed Key Vehicular Routes
- Primary Pedestrian Connections
- Secondary Pedestrian Connections
- Potential Future Residential Space

- Potential Commercial Dev. Opportunity
- Potential Retail Dev. Opportunity
- Potential Hotel Dev. Opportunity
- Potential Leisure Opportunity
- Potential Housing Development
- Improved Way Finding
- Integration of Intelligent Technology
- Wi-Fi / 4G Zone
- Listed Building
- Parking
- Key View
- Improved Lighting

# 4.19 Elder Way and Knifsmithgate Principle Diagram



# 4.20 Station Approach Principle Diagram



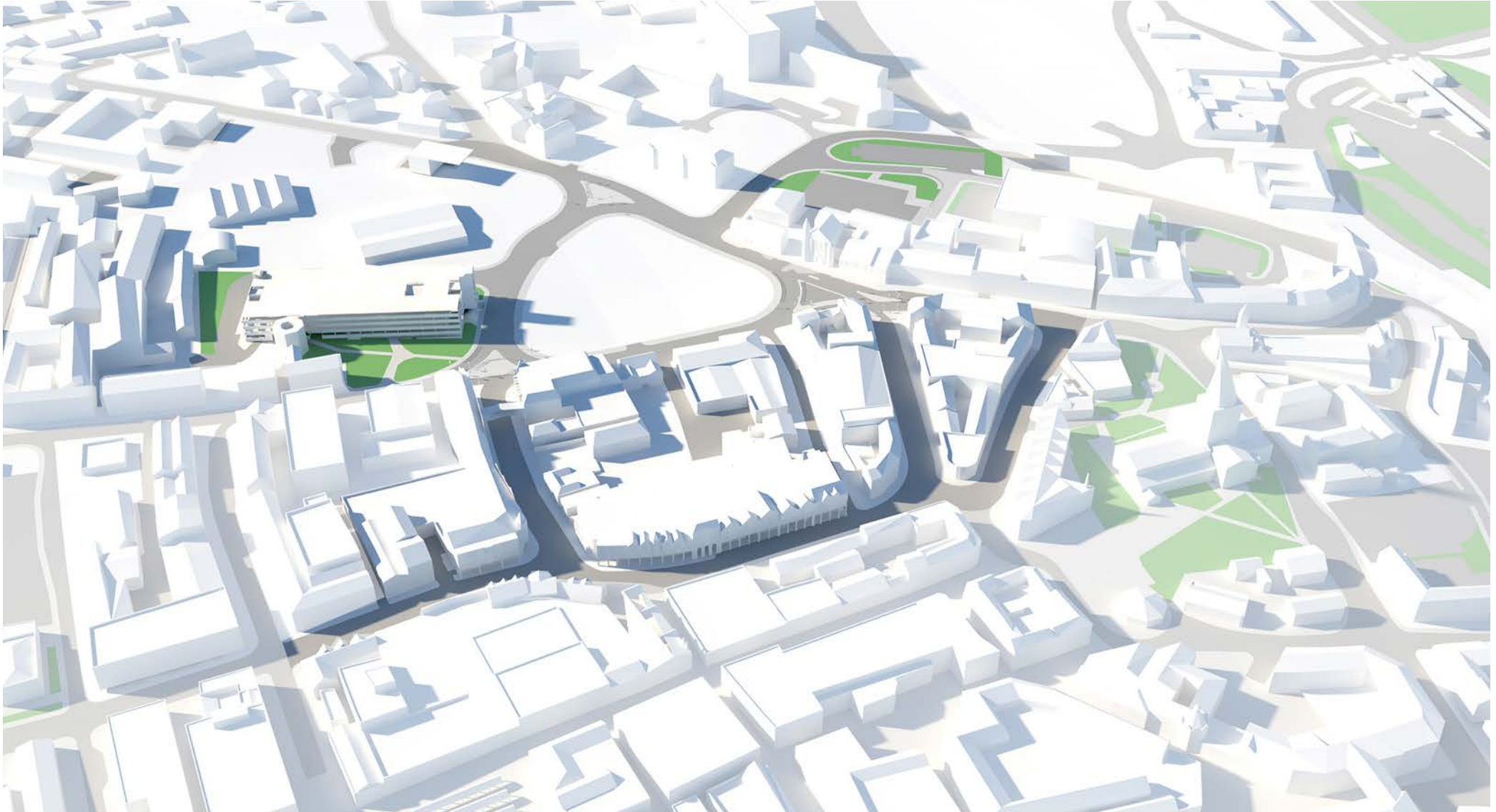
- Improved Urban Grain
- Existing Key Vehicular Routes
- Primary Pedestrian Connections
- Secondary Pedestrian Connections
- Focus on Pedestrian Improvements
- A61

Potential Commercial Dev. Opportunity	Potential Retail Dev. Opportunity	Potential Hotel Dev. Opportunity	Potential Leisure Opportunity	Potential Housing Development	Improved Way Finding	Integration of Intelligent Technology	Wi-Fi / 4G Zone	Listed Building	Parking	Key View	Improved Lighting
---------------------------------------	-----------------------------------	----------------------------------	-------------------------------	-------------------------------	----------------------	---------------------------------------	-----------------	-----------------	---------	----------	-------------------

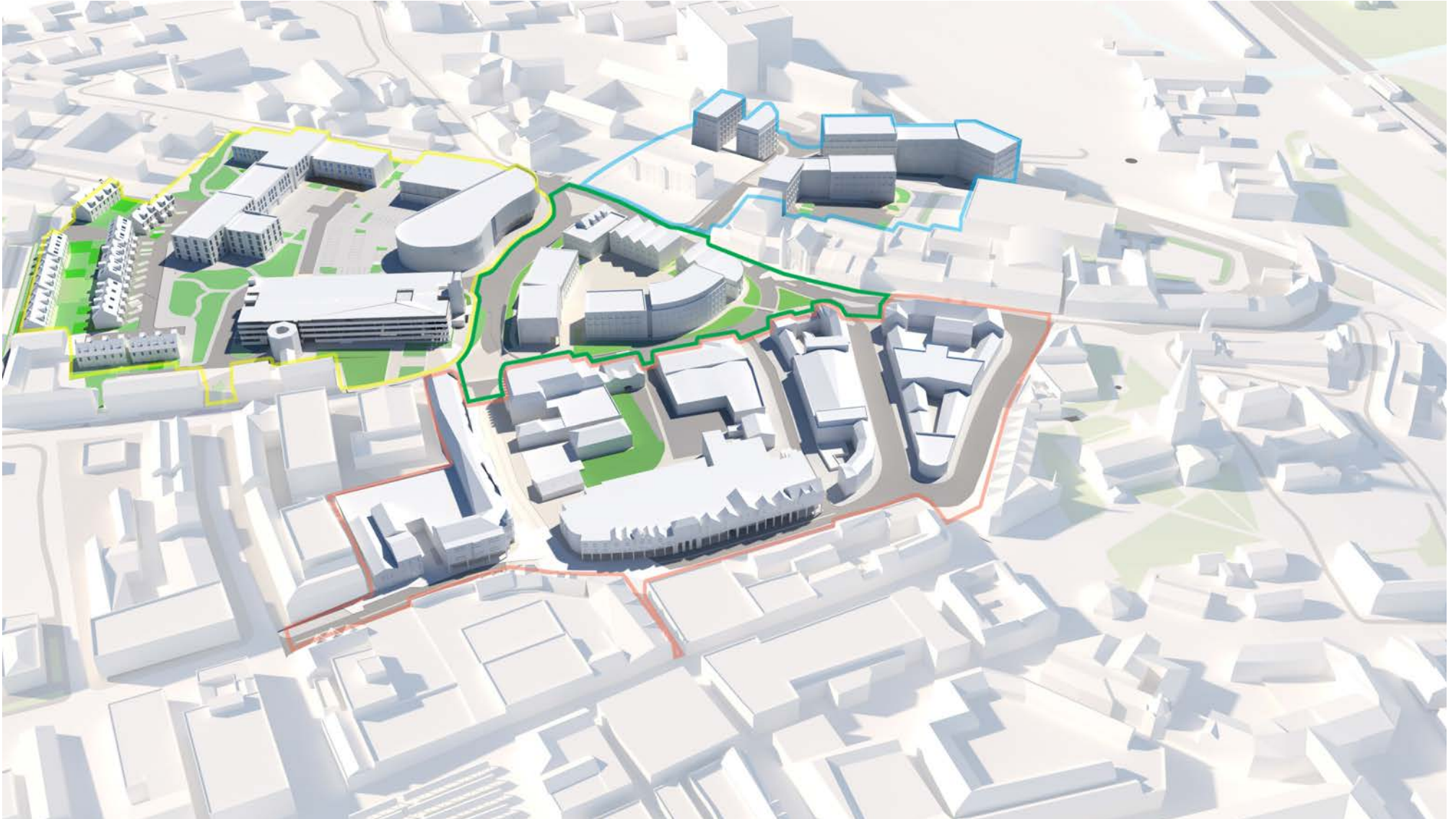




## 5.1 Existing overview



## 5.2 Proposed overview







## 5.3 Development proposals

### THE VISION

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

### PHASE 1

The first phase of this vision seeks to propose an Enterprise Centre on Holywell Cross Car Park; to reinstate the Saltergate Multi-Storey Car Park in the Newbold Road Development Area; and develop a highway, pedestrian zones and urban realm on Elder Way and Knifesmithgate. These proposals have been considered and factored in to this cohesive Northern Gateway vision.

### HOLYWELL CROSS

This site will host the imminent Enterprise Centre which will act as a key node to Elder Way and Saltergate. The location of a building that connects in with Elder Way will help start drawing footfall to the Northern Gateway. The indicative proposals show how a layout that wraps around the perimeter of the existing Holywell Cross Car Park creates the potential for a courtyard event space which is of a similar size to Leopold Square in Sheffield.

The proposals show how a mixture of pitched and flat roofs can offer reference to the existing building stock and create visual intrigue on accessing the north of the town centre. Flat roofs may also offer opportunity for amenity space and biodiverse roofs. Large openings at ground floor will help create activity along Newbold Road and Saltergate attracting footfall from the station. This proposal also seeks to formalise the existing informal route through the site from Brewery Street to Saltergate by creating gaps in the building footprints to encourage pedestrians to move through the site.

### ELDER WAY & KNIFESMITHGATE

This area currently hosts a wealth of character in its building stock though parts have fallen in to disrepair. The opportunity to uplift the urban realm in this area through street furniture, hard and soft landscaping will help draw footfall to this part of the town. The proposals further show the demolition of edifices on Elder Way which could lead to opening up a courtyard space accessed from Elder Way, Saltergate and Knifesmithgate, an indicative proposal for a small class A3 unit is shown off Elder Way.

### NEWBOLD ROAD DEVELOPMENT

This area shows the strategic demolition of the light manufacturing / building yards premises to form an extension to the residential area to the north and to develop a stronger urban grain along Newbold Road. The proposals also show a key leisure/retail building located at the junction of Saltergate and Newbold Road. These opportunities typically need a large car parking provision hence the inclusion of a dedicated surface car park to accompany the multi-storey car park.

The proposals show the transition of 2/3 storey townhouse developments extending off the current residential provision to the north of the town to apartment type dwellings above residential premises toward Newbold Road. Vehicular access is shown off the existing infrastructure on Saltergate and pedestrian access from Newbold Road toward Saltergate through a series of pocket green spaces.

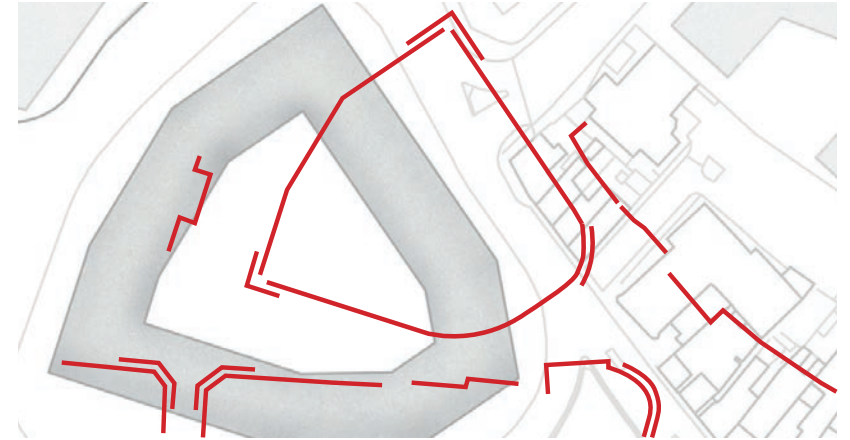
### STATION APPROACH

This proposal shows how offices and hotels can be located within close proximity of the train station and Waterside development. These developments flank the edges of Brewery Street, and, due to level changes, can host buildings up to 6 storeys without visually impacting on the town centre. This area offers an opportunity to develop large scale developments. This use of this area is indicative and should robust proposals come forward for other uses to support the town's aspirations such as residential or a multi-storey car park then this should also be taken in to consideration.

## 5.4 Holywell Cross Overview



### 1. REINSTATING THE URBAN GRAIN



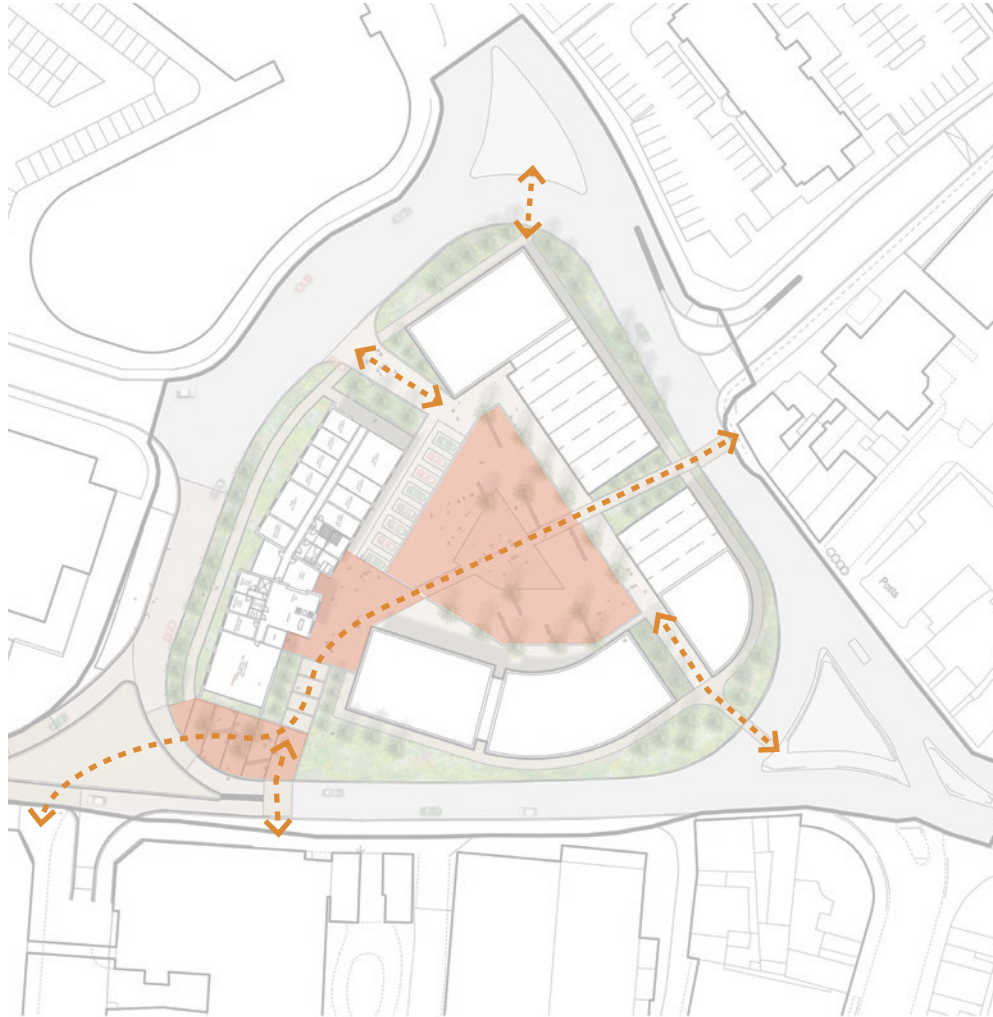
- Active frontage
- Prominent focus



### 2. APPROPRIATE HEIGHT, FORM AND MASSING



# 5.5 Holywell Cross - Urban design diagrams

## 3. INTEGRATING KEY PEDESTRIAN ROUTES AND AREAS FOR ACTIVITY AND DWELL



 Key pedestrian routes  
 Key spaces

## POTENTIAL EVENTS



## ICE RINK AT SPINNINGFIELD, MANCHESTER



## LEVENSHULME MARKET, STOCKPORT



## OUTDOOR CINEMA, SCREENFIELDS, MANCHESTER



## 5.6 Holywell Car Park – Landscape vision



The new space connects and links the station and surrounding areas to the town centre and contributes to a flowing urban grain



Green urban spaces and street trees reinforce and enhance the town's existing green infrastructure and establish a new town plaza with flexible use



The new development responds to the scale, massing and topography of the existing townscape



Vital links to the town centre have been provided through the creation of safe, direct and attractive pedestrian routes



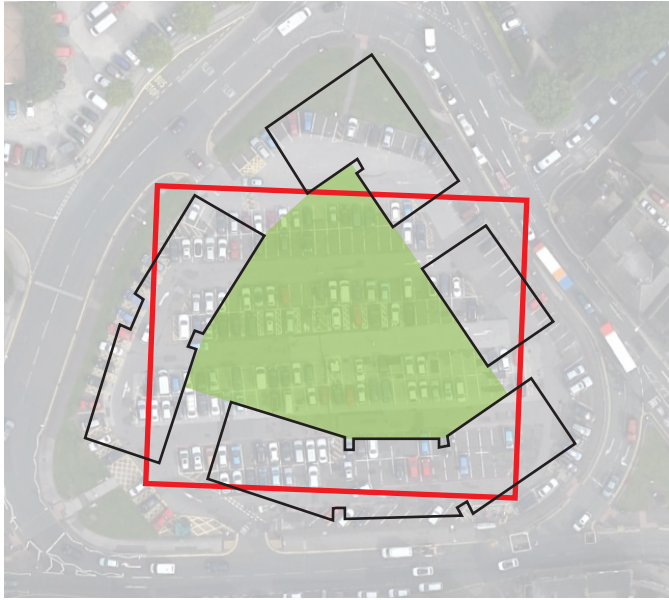
Space has been provided to allow for activation of ground floors



The space consists of a palette of robust, sustainable and quality materials that are tonally appropriate to the town centre



## 5.7 Holywell Plaza – Scale comparisons



Proposed space: 2070m<sup>2</sup>  
Brindley Square, Birmingham: 2990m<sup>2</sup>



Proposed space: 2070m<sup>2</sup>  
Leopold Square, Sheffield: 970m<sup>2</sup>



Proposed space: 2070m<sup>2</sup>  
Tudor Square, Sheffield: 2450m<sup>2</sup>



## 5.8 Holywell Cross - Existing



Existing View from Elder Way/ Saltergate Junction

## 5.9 Holywell Cross - Visual

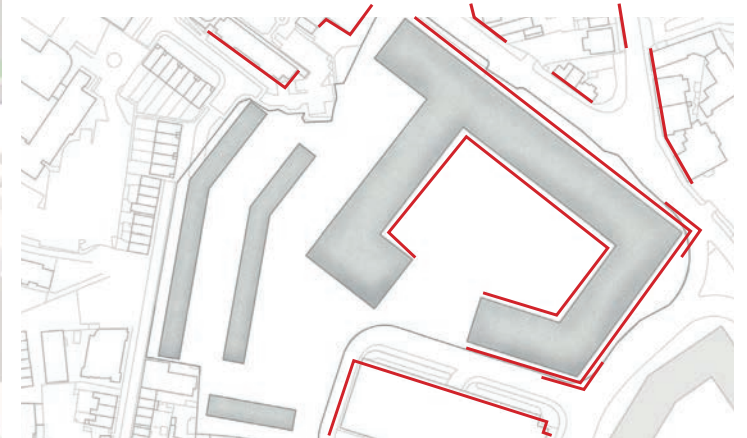


Artist Impression from Elder Way/ Saltergate Junction

## 5.10 Newbold Road Development Site – Overview

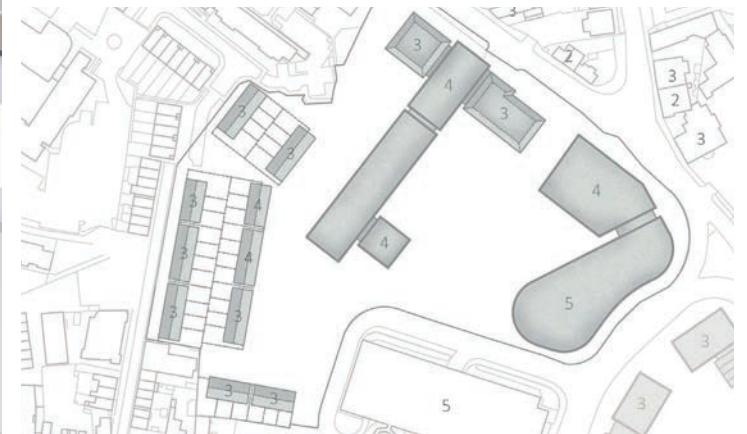


### 1. REINSTATING THE URBAN GRAIN



- Active frontage
- Prominent focus

### 2. APPROPRIATE HEIGHT, FORM AND MASSING





# 5.11 Newbold Road Development Site - Urban design diagrams

## 3. INTEGRATING KEY PEDESTRIAN ROUTES



- ↔ Key vehicular routes
- ⚡ Key pedestrian routes

## 4. KEY AREAS FOR ACTIVITY AND DWELL



- Key spaces

## 5.12 Proposed Newbold Road Development Site - Landscape vision



Green spaces and street trees reinforce and enhance the town's existing green infrastructure



New development has a cohesive urban grain



Adjacent uses are linked through a new space which provides improved pedestrian connectivity



The new development responds to the scale, massing and topography of the existing townscape



## 5.13 Proposed Newbold Road Development Site - Landscape visual



Looking north from new greenspace

## 5.14 Newbold Road Development Site Existing



Existing View from Saltergate/ Newbold Road Junction

## 5.15 Newbold Road Development Site Visual

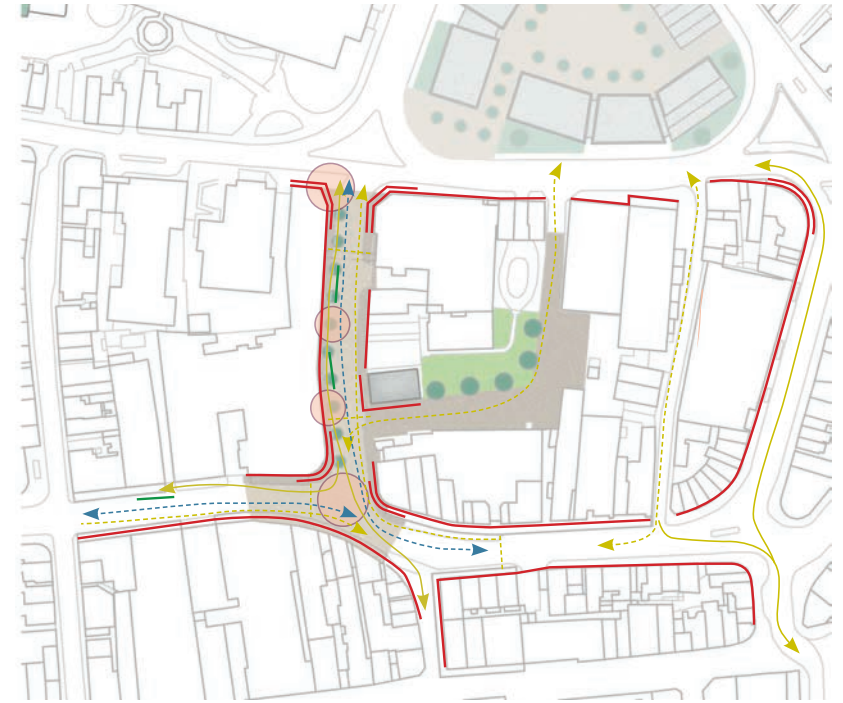


Artist Impression from Saltergate/ Newbold Road Junction

# 5.16 Elder Way and Knifsmithgate - Overview



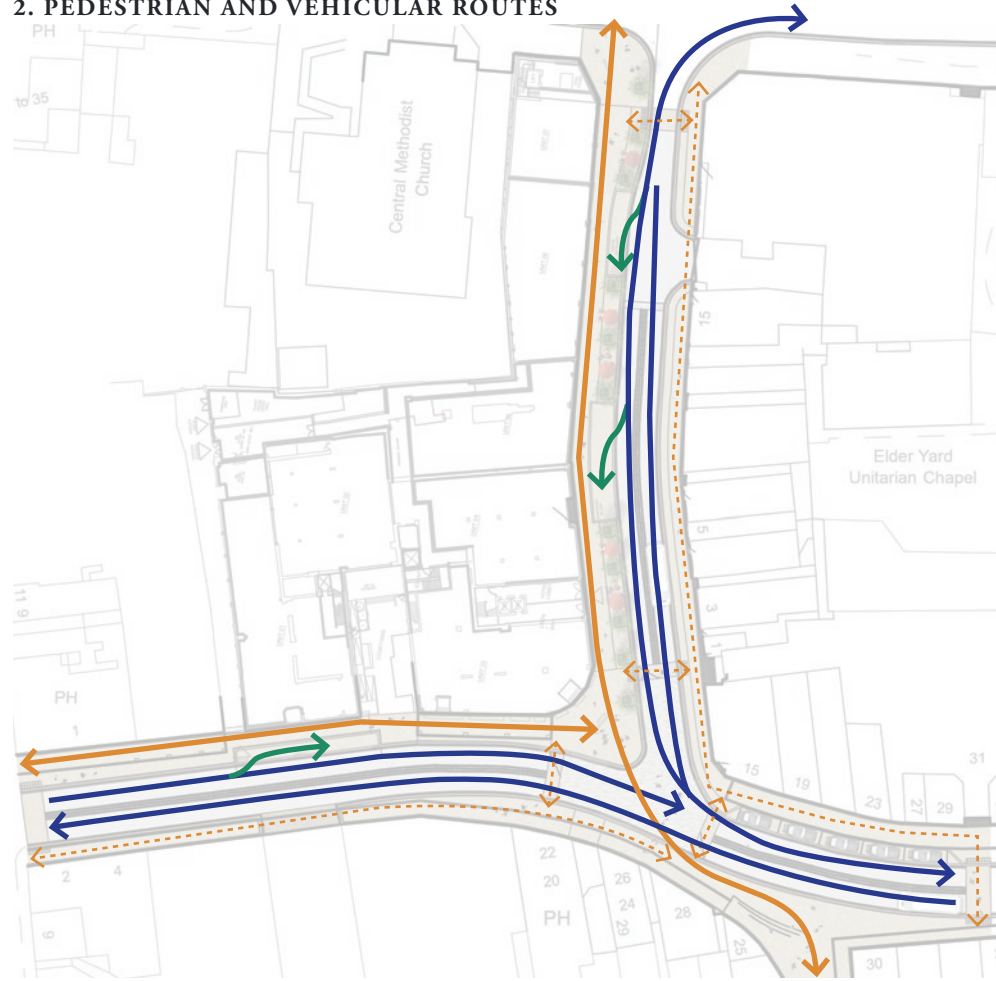
## 1. EXPLORING OPPORTUNITIES



- Active frontage
- Prominent Focus
- Primary Pedestrian Routes
- Secondary Pedestrian Routes
- Bus/ Delivery Routes
- Delivery Layby
- Key Spaces for Activity and Dwell

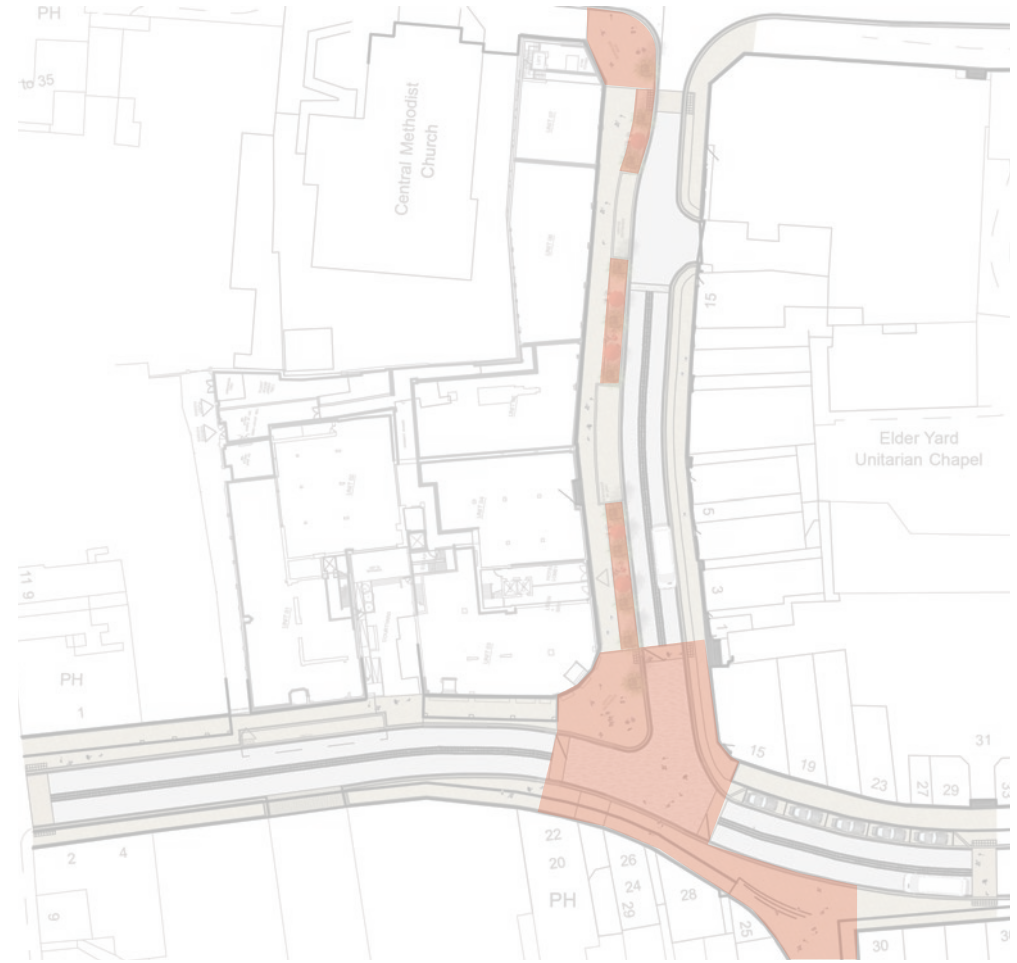
# 5.17 Elder Way and Knifsmithgate - Urban design diagrams

## 2. PEDESTRIAN AND VEHICULAR ROUTES



- Bus + delivery route
- Delivery laybys
- Primary pedestrian routes
- Secondary pedestrian routes

## 3. KEY AREAS FOR ACTIVITY AND DWELL



- Key spaces

# 5.18 Elder Way and Knifsmithgate – Proposed Elder Way landscape vision



The dominance of vehicular traffic has been reduced and greater emphasis on pedestrian movements



Green spaces and street trees reinforce and enhance the town's existing green infrastructure



Space has been provided to allow for activation of ground floors



Adjacent uses are linked through the use of pedestrian crossings and subtle changes in paving materials



The landscape enhances the setting of the existing listed structures



The streets have an identifiable character linking adjacent character areas



The streets consists of a palette of robust, sustainable and quality materials that are tonally appropriate to the town centre



The proposals respect the historic urban grain and enhance the quality of heritage routes





## 5.19 Proposed Elder Way visual

EXISTING



PROPOSED



Looking towards shop fronts on Elder Way

## 5.20 Proposed Elder Way Visual



Artist Impression along Elder Way

## 5.21 Proposed Knifsmithgate visual



Existing View along Elder Way

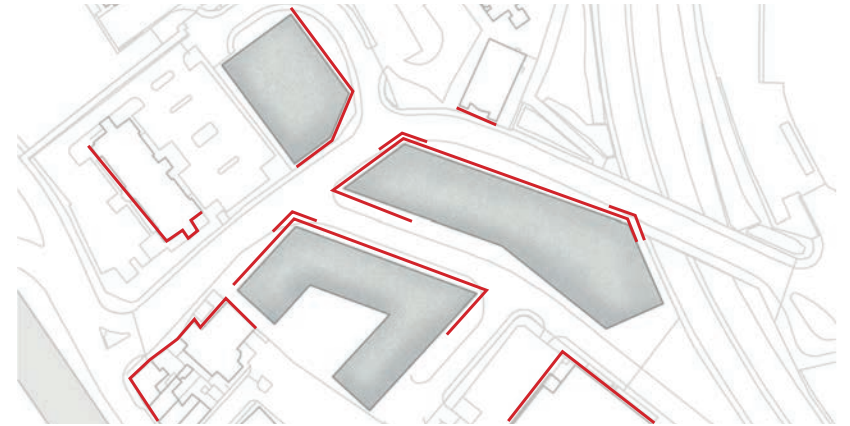


Looking north towards Elder Way from Knifsmithgate junction

## 5.22 Station Approach – Overview



### 1. REINSTATING THE URBAN GRAIN



- Active frontage
- Prominent focus

### 2. APPROPRIATE HEIGHT, FORM AND MASSING



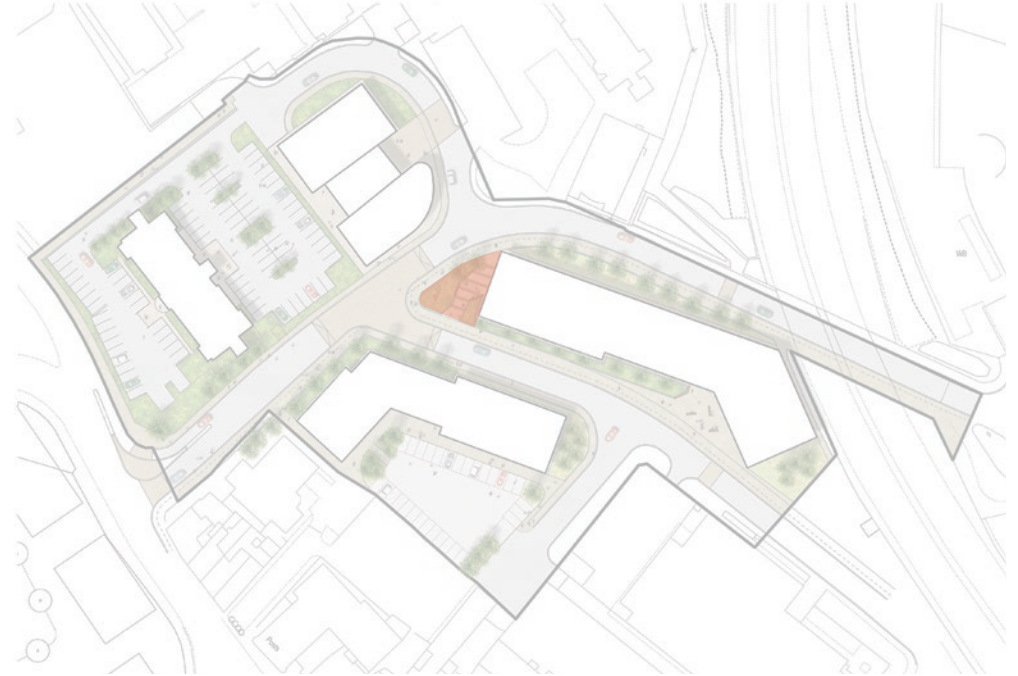
## 5.23 Proposed Station Approach - Urban design diagrams

### 3. INTEGRATING KEY PEDESTRIAN ROUTES



- ↔ Key vehicular routes
- ⋯ Key pedestrian routes

### 4. KEY AREAS FOR ACTIVITY AND DWELL



- Key spaces

## 5.24 Proposed Station Approach - Landscape vision



Works to the streetscape link the station and surrounding areas to the town centre and contribute to a flowing urban grain



The new development responds to the scale, massing and topography of the existing townscape



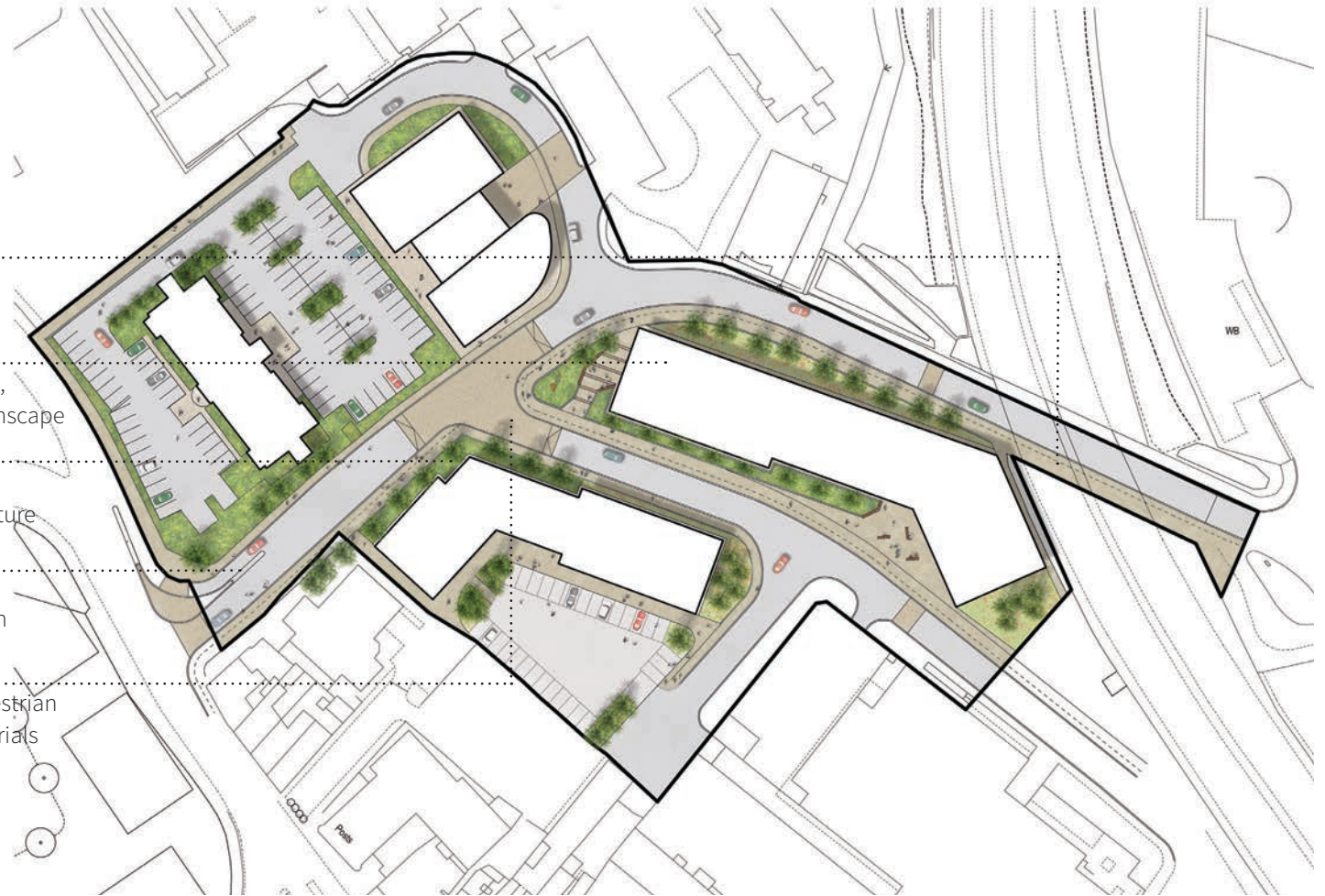
Green spaces and street trees reinforce and enhance the town's existing green infrastructure



The dominance of vehicular traffic has been reduced and greater emphasis on pedestrian movements



Adjacent uses link through the use of a pedestrian crossing and subtle changes in paving materials



## 5.25 Station Approach - Visual



Looking south from Brewery Street

## 5.26 Station Approach - Existing



Existing View along Brewery Street from Basil Close



## 5.27 Station Approach - Visual

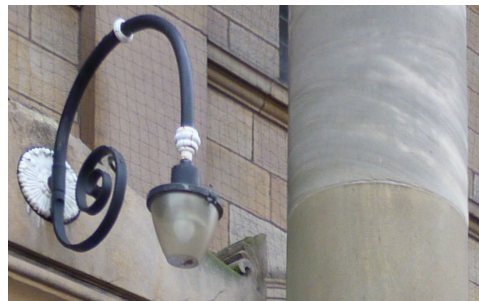


Artist Impression along Brewery Street from Basil Close





# 6.1 Existing tonal character of the town



## 6.2 Architectural materials

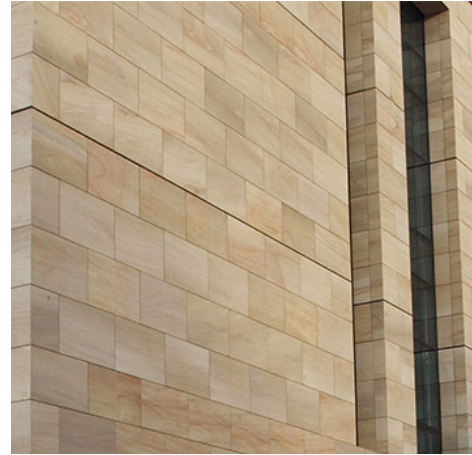
Any proposals in Chesterfield should reference or complement the existing materials in the building stock.

### SUGGESTED MATERIALS

- Red brick
- Natural stone
- Textured cladding
- White render
- White reveals/ window frames
- Large glazed window openings



RED BRICK



NATURAL STONE / TEXTURED CLADDING



WHITE RENDER

Any proposed buildings in the town centre have the opportunity to be landmark buildings and/ or edifices of permanence. Using masonry will help not only create buildings of permanence but will also complement the existing character of the town. Large window openings at ground floor will contribute toward an ambition to create active frontage on the ground floor.



WHITE WINDOW REVEALS/ FRAMES



SLATE ROOF



LARGE RETAIL - GLAZED OPENINGS

## 6.3 Landscape hard materials – proposed



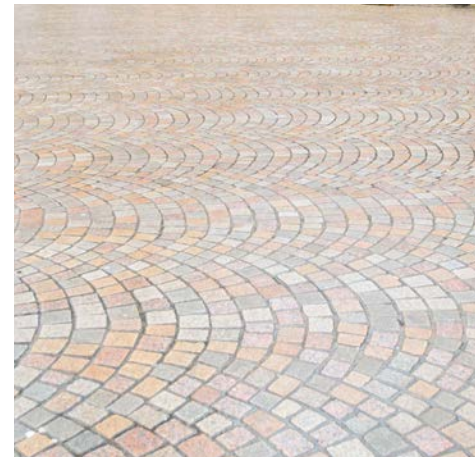
The surfacing within the site is made up of a simple palette of materials from natural stone to tarmac surfacing.

### APPROPRIATE MATERIALS

- Small and large yorkstone flags
- Granite pavers
- Granite setts and cobbles
- Granite edgings
- Porous resin bound gravel
- Tarmacadam
- Stone kerb detailing
- Stone tactile paving



DEFINE CROSSING POINTS



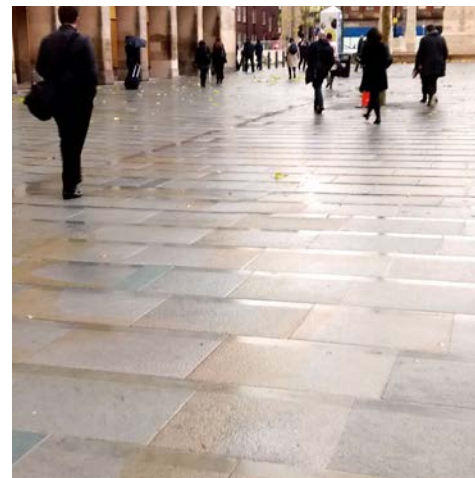
SETTS LAID AS SEGMENTAL ARCH



UNIFORM PAVING TONES



FULL SHARED STREET SURFACES



YORKSTONE PAVING WITH DETAIL STRIPS



QUALITY STONE PAVING

## 6.4 Landscape hard materials – proposed

### **MATERIALITY**

These materials will draw on the heritage of the area and recreate a modern interpretation of the streets.

### **FINISH**

Quality and long lasting materials will be selected. The use of natural aggregates and natural stone paving to key areas will provide a quality surface. The design proposes to use a blend of warm and grey tones, complimentary to the architecture and the sites heritage. The use of high quality materials will be focussed around key entrances and street corners, providing a visual highlight.

### **DURABILITY**

The materials will be robust to withstand the levels of use expected within the development - including both pedestrian and vehicular traffic and service vehicles. Maintenance will also be a key consideration in product selection.

### **ADOPTABLE AREAS**

These materials need to be both appropriate to the anticipated vehicular loading and durable over a number of years. It is important to ensure continuity of approach and reinforce the Chesterfield town centre character. Discussions will be ongoing through the detail design process to ensure that the final solution satisfies the needs of Chesterfield Council whilst maintaining the aspirations of the design team.

### **REQUIREMENTS**

Materials should originate from only legal quarry sources and must meet the requirements of the UN Guiding Principles for Business and Human Rights.

Materials must lawfully meet the requirements of:

- Construction Products Regulations EU 305/2011
- EU Declaration of Conformity as required by BS EN 1341:2012 Annex ZA.2.2
- Come within BS EN 1341:2012

## 6.5 Street furniture - proposed

### SEATING

Seating should be well placed to attract use. Benches should be arranged to promote social interaction and are compliant to DDA regulations; being accessible to all. New seating proposed as part of the vision should follow certain guidelines and should be limited in choice to avoid creating a pastiche of styles and materials.

### CYCLE STANDS

Cycle stands should be well designed and sensitively located as an integral part of the public realm. They should be located in areas where they are well lit and overlooked, and away from pedestrian desire lines. The products themselves should be consistent, using the same detailing, materials and finish that is used throughout the site.

### BOLLARDS

Within the main spaces around the site it is intended that many of the bollards are removed and where necessary are replaced with natural stone cubes that will tie in with the surface finish and feel part of the site rather than ad hoc additions.

### BESPOKE FURNITURE

Chesterfield has a very distinctive character. Therefore, bespoke furniture could add quality and enhance the unique identity of the area. Many opportunities could arise that integrate art elements and public interaction further expressing the Chesterfield brand. Whether the bespoke seating includes lettering, a brand or a specific colour it should clearly reference Chesterfield in its appearance.

### BINS

Litter bins need to be designed to reduce the impact on the public realm, situated in places where they are required and are convenient for people to use. They need to be robust to cope with heavy use and any occasional vandalism. Bins should be positioned in relation to other street furniture, such as seating. An overhang to the bin is required to prevent them filling with rainfall and to prevent rubbish being blown back out. All bins should be easily opened to aid maintenance and day to day collections. The bins themselves should also include some branding that is distinctive.

### SEATING



### BESPOKE FURNITURE



### CYCLE STANDS, BOLLARDS + BINS





# 6.6 Soft materials

## TREES

Urban trees provide lasting benefits to people living and working in towns through:

- Improving air quality by absorbing pollutants
- Enhancing health and wellbeing through stress reduction and boosting mental health
- Adding character and reinforcing local identity
- Strengthening communities by encouraging social interactions and enabling reconnection with neighbours and surroundings
- Conserving energy by cutting building heating and cooling requirements
- Providing habitats and foraging for insects, birds and mammals
- Reducing flood risk, improving soil quality and preventing erosion

## STREET TREES



LIQUIDAMBAR STYRACIFLUA



TILIA CORDATA 'ROELVO'

## FEATURE TREES

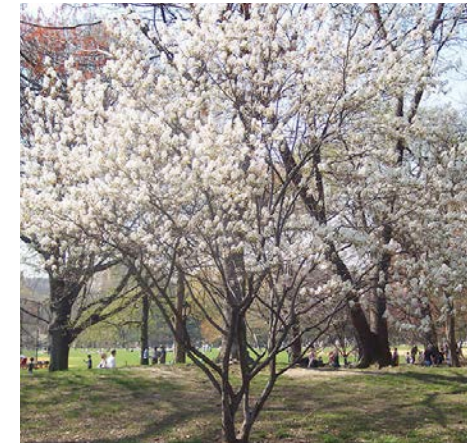


QUERCUS PALUSTRIS

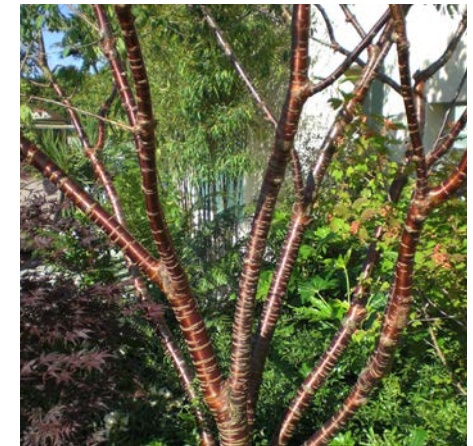


NYSSA SYLVATICA

## MULTI-STEM TREES



AMELANCHIER LAMARCKII



PRUNUS SERRULA





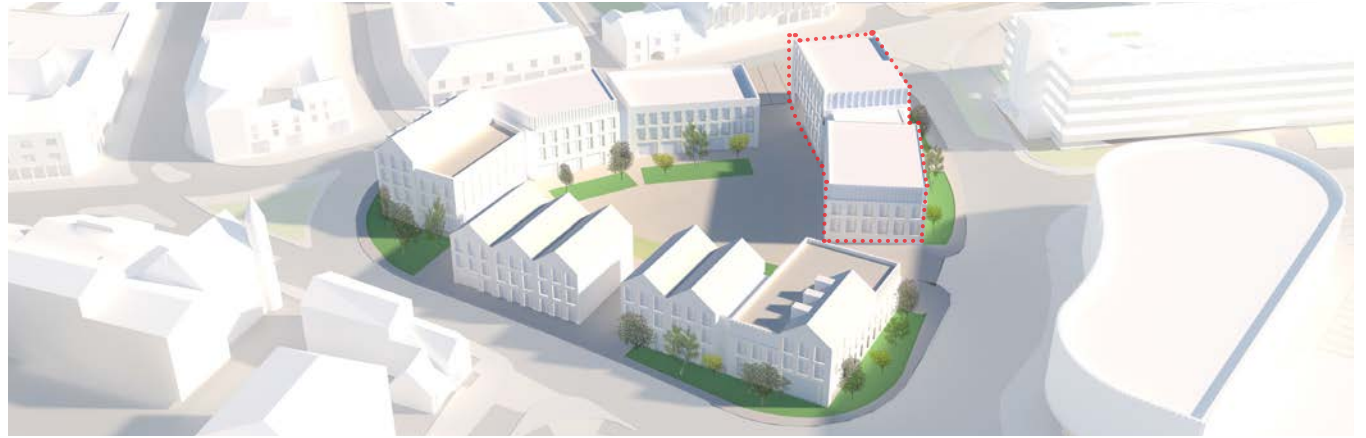
## 7.1 Objectives

### ENTERPRISE CENTRE

This section highlights how work in Phase 1 is contributing toward the wider vision of the Northern Gateway character area. Whittam Cox Architects have been working up proposals for an Enterprise Centre that will be located on the Holywell Cross Car Park. Working with Chesterfield Borough Council, Whittam Cox Architects have now established principles to help deliver an Innovation Centre after consulting and researching Chesterfield's existing accommodation.

The proposals include a business café that draws people in to the site from Elder Way. Central space has reception space at ground floor, 41 offices located throughout the building and communal breakout spaces that will overlook the car park (courtyard in future). The Enterprise Centre will accommodate different types of businesses by incorporating varied sized offices, encouraging both start-up and established businesses to the building.

The building footprint has been designed with the future in mind. Connections from Elder Way, Brewery Street and Newbold Road have been considered for both pedestrian and vehicular access. The site is located in a prominent position in the Northern Gateway and will have an immediate landscape on the Chesterfield urban landscape and potentially act as a catalyst for further regeneration.



Proposed Enterprise Centre shown in context of the Northern Gateway Vision



Indicative Visual of the Proposed Enterprise Centre

# 7.2 Phase 1 location plan and concept masterplan

## LANDSCAPE CONCEPT MASTERPLAN



Standard parking bays - 169  
 Disabled parking bays - 11  
 Total - 180

## ILLUSTRATIVE SECTIONS

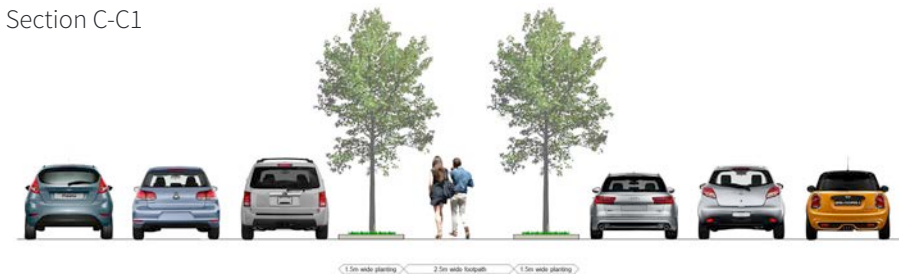
Section A-A1



Section B-B1



Section C-C1



# 7.3 Proposed street scene - Saltergate and B6543 junction



Vehicular traffic dominance reduced



Street trees



Improved pedestrian connectivity



Palette of robust, sustainable and quality materials



Safe, direct and attractive pedestrian routes



## 7.4 Proposed street scene - Elder Way



Vehicular traffic dominance reduced



Street trees



Activation of ground floors



Improved pedestrian connectivity



Enhanced setting of existing listed structures



Palette of robust, sustainable and quality materials



## 7.5 Proposed street scene - Elder Way and Knifsmithgate junction



Vehicular traffic dominance reduced



Activation of ground floors



Improved pedestrian connectivity



Palette of robust, sustainable and quality materials



Identifiable character, linking adjacent areas



Safe, direct and attractive pedestrian routes





# 7.6 Proposed street scene - Knifsmithgate and Packers Row junction



Enhanced heritage routes



Activation of ground floors



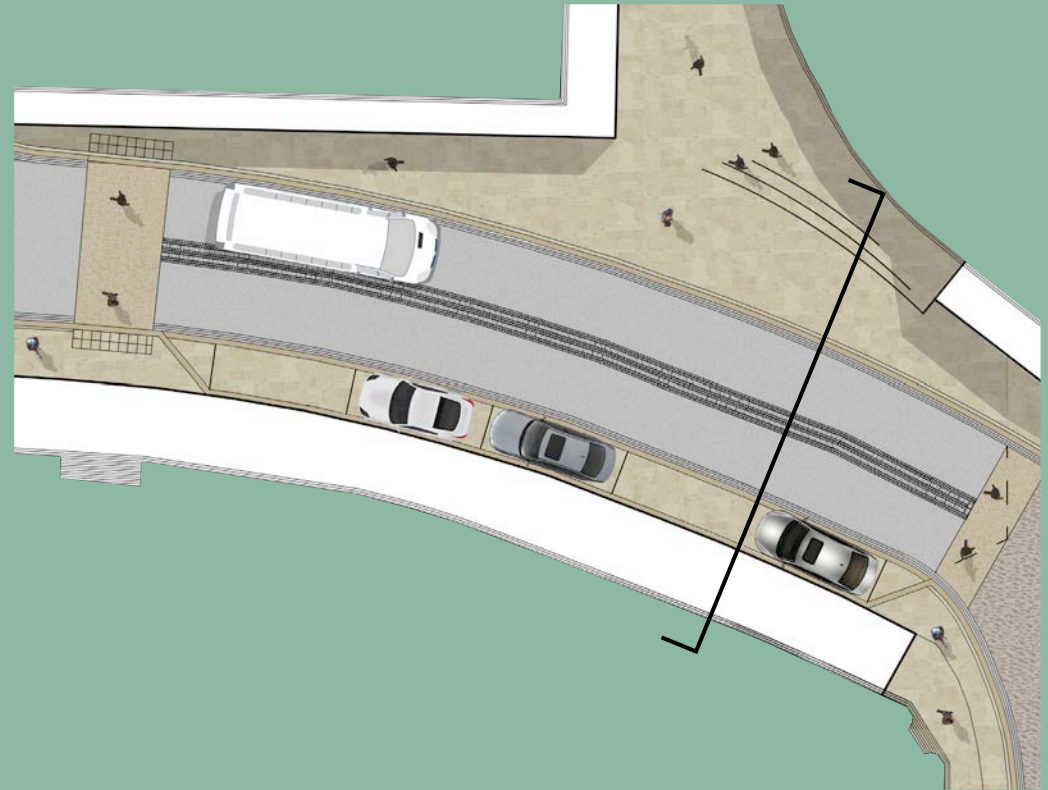
Enhanced setting of existing listed structures



Improved pedestrian connectivity



Respect the character of the conservation area







## 8.1 Summary

This document highlights a vision for the Northern Gateway and its immediate surroundings. The current investment in to the building stock on Elder Way accompanied with the current aspiration to develop the urban landscape on Elder Way/ Knifesmithgate, a multi-storey car park and an Enterprise Centre will act as a catalyst for future development. The arrival of HS2 and the Waterside development will transform the Chesterfield town centre and this document provides an indication and goal for Chesterfield Borough Council to work to. The vision is an aspiration and can be adapted appropriately for different types of future development.

Rigorous analysis and consultation led to the testing of opportunities and constraints of the Northern Gateway area. Architectural and urban vision drivers and ingredients led to the development of the vision. The vision seeks to establish a framework to work within and indicates appropriate form and materiality to reference. The proposals do not merely touch on the townscape and built environment but also suggest how people can pursue active and healthy lifestyles through the utilisation of Chesterfield's existing green spaces.

The vision seeks to expand the town centre and build upon the existing character and has been produced in order to provide Chesterfield Borough Council with a readiness for future economic investment.







# 9

## APPENDIX

ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE ASPIRE



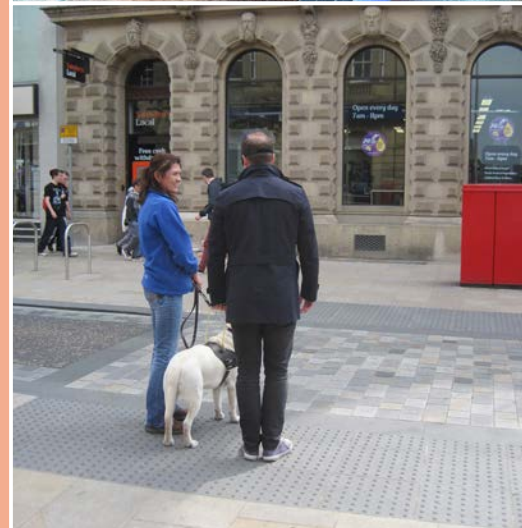
# 9.1 Precedent project: Fishergate, Preston

## FISHERGATE

Before



After



## HIGHSTREET

Before



After





## 9.2 Precedent project: Altrincham

### GOOSE GREEN

Before



After



## 9.3 Precedent project: Poynton

### GATEWAY

Before



After



## 9.4 Precedent project: Gainsborough

### MARSHALL'S YARD,

### GAINSBOROUGH

Client: DRANSFIELD PROPERTIES LTD | COST: £37 MILLION

Marshall's Yard development in Gainsborough opened in April 2007 and attracts thousands of shoppers every week.

The site is steeped in industrial heritage, and many of the original structures were listed. These have been refurbished and retained, with new architecture sensitively designed to blend the old with the new.

### SCOPE OF SERVICES

Whittam Cox Architects were appointed by Dransfield Properties Ltd in 2004 to design and deliver this regeneration scheme at Marshall's Yard in Gainsborough.

The team were required to demolish half of the existing site in order to create new build elements for the regeneration. Half of the buildings on the site were Grade II listed thus Whittam Cox had to work closely with the English Heritage in order to create a sustainable, sympathetic design for the site.

Whittam Cox held design workshops on site throughout works to the development in order to ensure the best designs were put into practice and understood by all parties.

The main block, the old Britannia Iron Works offices, was sympathetically modified using modern materials in order to create a light spacious office environment for West Lindsey District Council Head Offices.

### SUCCESSFUL DELIVERY

Its impact on the town was recognised by the British Council of Shopping Centres in December 2007, who gave it a gold award saying it was "a shining example of regeneration."

The complex was also announced winner of the Town Centre Regeneration category in the East Midlands Royal Town Planning Institute Awards.



## 9.5 Precedent project: Chelmsford

### CHELMSFORD

Client: Bowmer and Kirkland | COST: £50 MILLION

This development was completed in summer 2016 and will provide Chelmsford with a vibrant new retail and leisure destination that will cater for the needs of its thriving, affluent catchment. The combination of this open air shopping environment, riverside restaurants, cinema and public space will ensure that Bond Street complements the heritage of Chelmsford, whilst creating a fresh and contemporary retail offer that attracts new brands to the city.

### SCOPE OF SERVICES

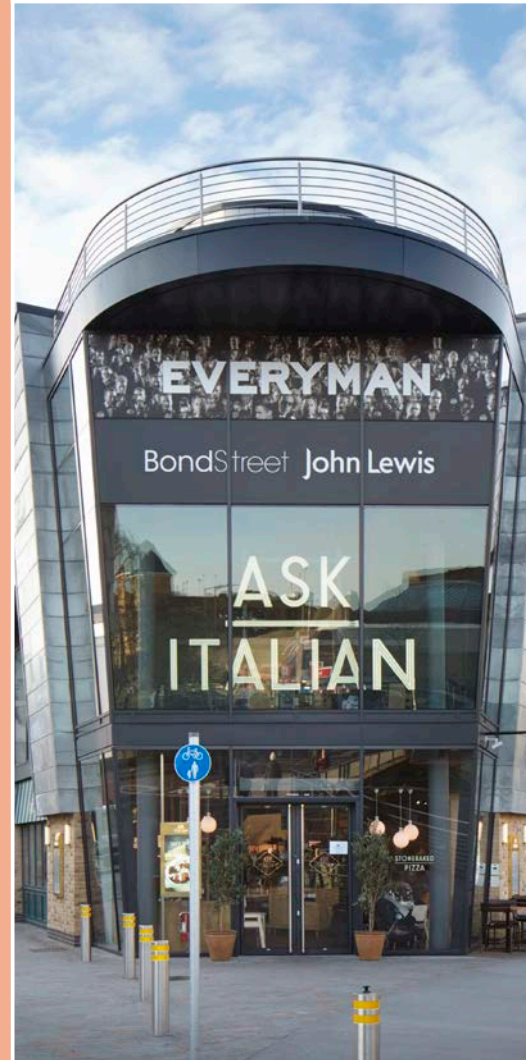
The project is being led by Developer Aquila and we have been appointed by long-standing Client B&K to lead the construction/technical delivery of the scheme.

Whittam Cox Architects were appointed as the implementation Architects under a Design & Build Contract to take the scheme forward from RIBA stage 3 (Employers Requirements) to RIBA stage 4 and onwards.

Whittam Cox Architects initially aided our Client during the tender/negotiation stage with various Design Review/Value Engineering exercises. This involved leading the pre-construction design process with other consultants/stakeholders as necessary to provide the certainty required to agree the contract sum/ construction programme.

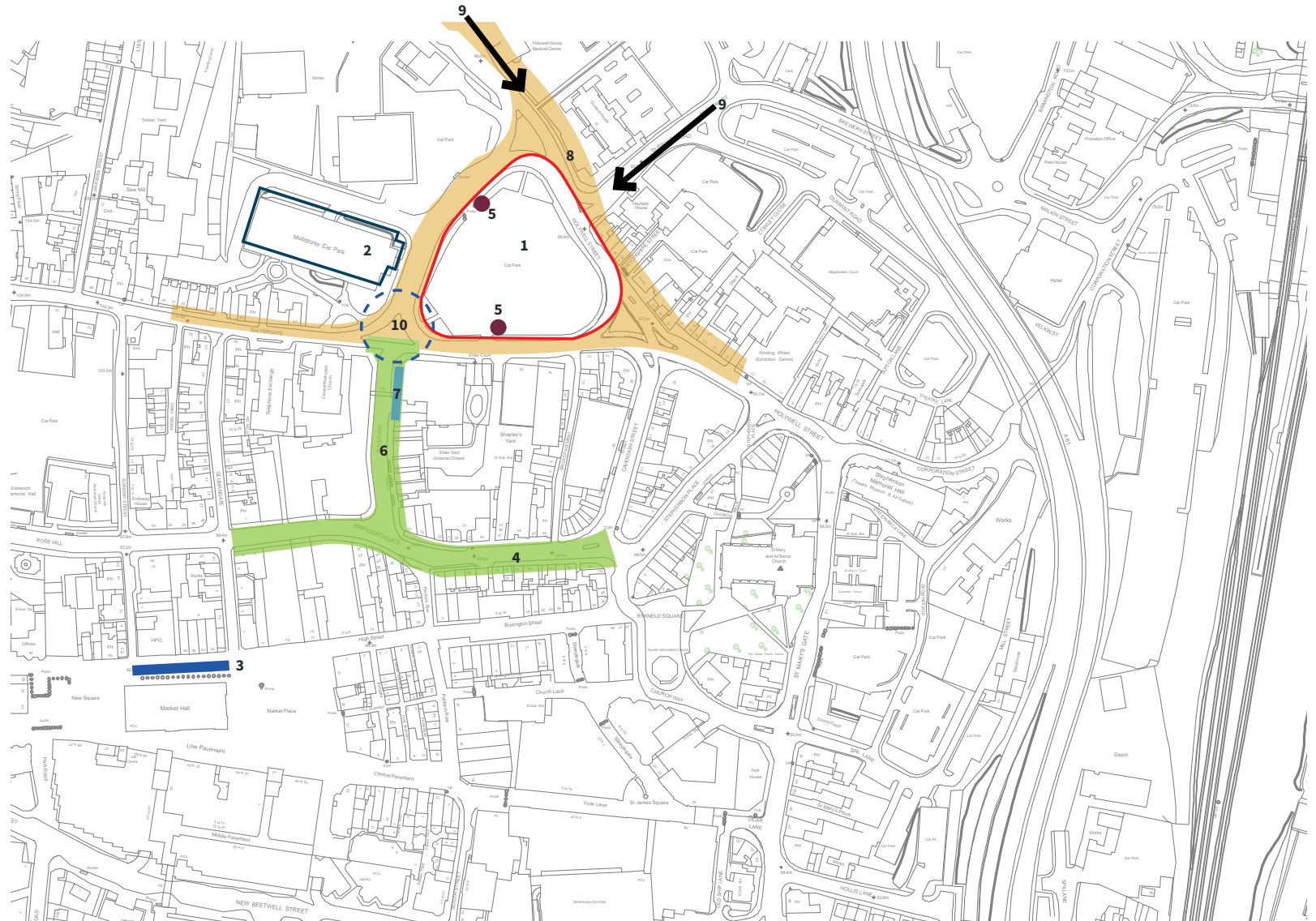
We also worked with the Client to advise and agree detailed design release schedules based on the demands of procurement and the construction programme. Progress was regularly monitored and reported to ensure continuity of design information.

As Lead Designers Whittam Cox Architects were responsible for the review/comment and coordination of all consultant and design sub-contractor information, which was managed/coordinated via a central BIM model. Design information was reviewed for compliance with the Employers Requirements/Planning Approvals, compliance with legislation & technical codes etc.



## 9.6 Stakeholder consultation DDC highways

- 1 - Development proposals should seek to minimise the loss of parking spaces
- 2 - MSCP renovation will bring circa 100 spaces back into use
- 3 - TRO parking restrictions are to be enforced
- 4 - Relaxation of TRO's to allow taxis to use the bus lanes (Hackney taxis only)
- 5 - Potential to reconfigure existing egress and access points to car park (note to Holywell Street)
- 6 - Potential to narrow the carriageway if desired
- 7 - Bus waiting area
- 8 - The 'doughnut' road network is very busy. Past reviews of this area have concluded that alternative road alignments would not be viable. However adjustments to road widths and crossing areas can be considered
- 9 - Increased pedestrian flow from the north
- 10- Junction to the top of Elder Way is a key transition area



## 9.7 Stakeholder consultation taxi consortium

### KEY ISSUES AND COMMENTS

Day ranks: located on Elder Way and Knifesmithgate.

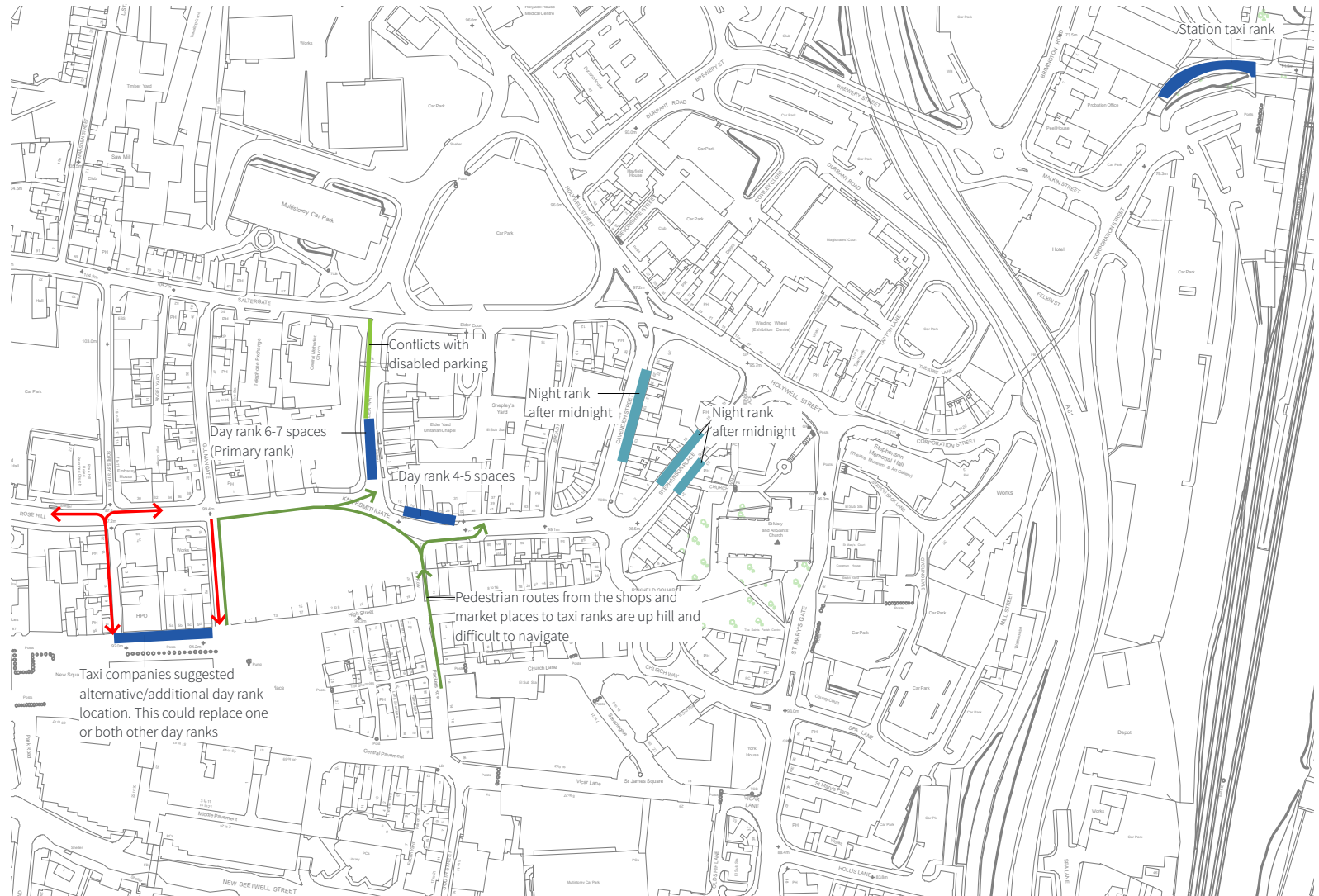
Elder Way is a primary rank

Night ranks: location on Cavendish Street and Stephenson Place

Are located in the heart of the busy evening/night trade areas

This should be maintained if possible

There has been support from the Taxi Consultative Committee for the extension of taxi rank provision on Knifesmithgate



## 9.8 Stakeholder consultation Stagecoach diagram

### CONSULTATION OUTCOMES

- Stagecoach's view is that Chesterfield is the sort of town that doesn't need a central bus station
- The layby in front of Pound Stretcher on Saltergate is no longer used by them unless Elder Way is closed
- The stop at Packers Row could be moved but to a location close by

### PROPOSED LOCATION OF BUS STOPS

