

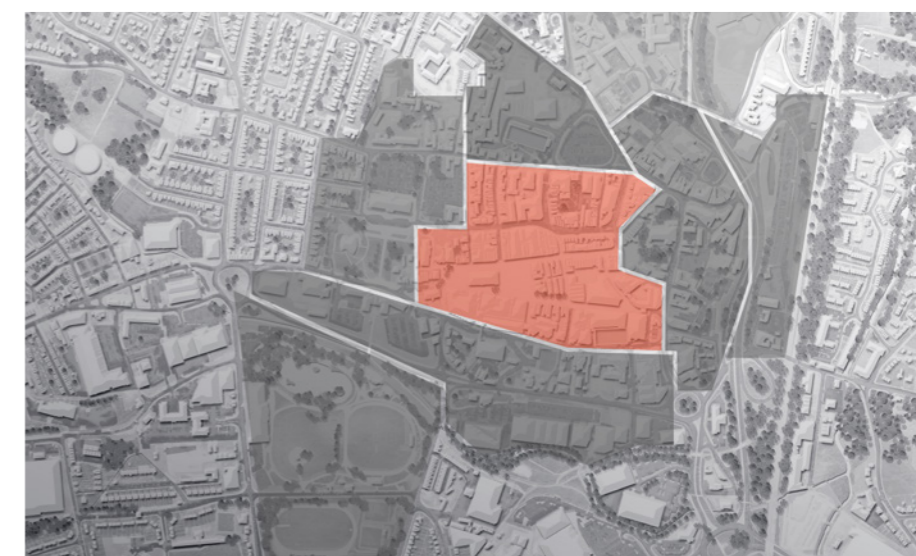




PART III HISTORIC CORE

The historic core is critical to the future success of Chesterfield town centre. This was where Chesterfield began and it is where its local distinctiveness and heritage can be found. The iconic St Mary and All Saints Church spire, the Market Hall and squares and the historic Shambles are located here.

The core is also the area that binds all the other quarters and character areas of the town together. If the core is successful there is potential for development to grow outwards (e.g. the Northern Gateway). However, without a successful town centre the delivery of more peripheral schemes (e.g. Waterside) becomes more challenging.



4.1 TOWN CENTRE MANAGEMENT PROJECTS

Destination Chesterfield has a wide place-marketing brief but it has also worked collectively with the Council to develop a co-ordinated approach to the promotion of Chesterfield Town Centre.

The following initiatives have already been implemented and supported by Destination Chesterfield in partnership with the Town Centre Forum. They demonstrate the type of activity that could continue in the future.

- Business planning workshops delivered to new Market Hall traders.
- A mystery shop of the town centre independents to develop a retail support programme.
- Digital High Street Support programme to assist small businesses to develop a multi-channel marketing approach in association with The National Skills Academy for Retail and Association of Town and City Managers.
- Guide to Successful Retailing support programme - inspired by Mary Portas - a series of business courses developed specifically to meet the needs of small and medium sized business owners and managers.

The above initiatives have helped Chesterfield businesses to get the skills, knowledge and tools needed to grow their business and the opportunity to network with like-minded businesses. However, only 33% of businesses have an online presence, with 14% currently selling their products online. The more digitally enabled a company is, the faster it tends to grow and, in the UK, we are twice as likely to buy our goods online. Therefore initiatives such as the Digital High Street course must continue and be promoted.

In addition to the above, our master-



planning process and stakeholder consultation has identified various other town centre management projects that could be implemented to improve the town centre environment and make it more vibrant. These include:

MARKET SQUARE MANAGEMENT

The market is one of Chesterfield's most important assets and attracts a large number of stall holders and shoppers. However, the stalls in Market Square are currently fixed which means that the square cannot be used for other activities. Also the layout is in rows which is a barrier to permeability and means that stalls in the centre get less footfall.

As a consequence stall holders are erecting temporary stalls in adjacent streets, including as far as Burlington Street. It is important that the market is supported and continues to thrive, however, this needs to be managed for the benefit of the wider town centre.

Key aspirations for the market include:³² retaining the character of the market, including the cobbles; creating wide

pathways to enable accessibility and footfall; enabling flexibility for events and to reflect different trader requirements and size of markets. A detailed feasibility study is required to explore the options for a redesigned market and associated costs. This work will help secure a sustainable future for a major asset to Chesterfield town centre.



DIGITAL TECHNOLOGY AND CONNECTIVITY

It is important that Chesterfield embraces technology in order for the businesses and retailers in the town centre to compete with online and other experiences e.g. Meadowhall Shopping Centre in Sheffield. It is critical for Chesterfield that retailers on

the high street engage with their customers both online and in-store. The Council together with its private sector partners in the Town Centre Forum must ensure that Chesterfield enables the right technology to attract shoppers and visitors to the high street.

This could include initiatives such as: iBeacons – transmitters used to ‘bounce’ messages to mobile devices to gather data and send information to consumers (e.g. discount codes for particular shops you are passing); Digital Wallets – e.g. cashless payments using your mobile phone; Wearables – e.g. ‘Google Glass’ or smart-watches that enable people to stay connected more easily; and Mapping – use of GPS technology to provide precise detailed information to consumers and retailers – often real-time.³³

DIGITAL MEDIA

Large digital media screens are increasingly used for public celebrations and national sporting events. They are also being driven by the advertising industry. It is important in a historic town like Chesterfield that the location, position and use of big screens is managed so as not to detract from the historic environment.

The careful reconfiguration of the open air market may provide an opportunity to introduce digital media into the historic core of the town centre. However, this would need to be empathetic to its historic environment and introduced on a temporary basis as and when required for specific events.

VARIABLE MESSAGE SIGNAGE (VMS)

VMS can be used in a variety of ways across the town centre to improve efficiency and the visitor experience. This includes VMS to direct drivers to car parks with spaces which could be particularly relevant if some of the under-utilised surface car parks are developed. VMS can also be used on bus

stops to inform passengers of the next services. Interactive screens can also be used to enhance town centre maps, wayfinding and information points.

LIGHTING SCHEME

Street lighting and the illumination of historic buildings can provide important ambiance for the night time economy and events. Key buildings such as the Town Hall, St Mary and All Saints Church and the Market Hall should continue to be lit at night to show off the splendour of the buildings and enable visitors and residents to see the buildings and the town centre in a different light.

TRADE WASTE STRATEGY

A large amount of trade waste is generated by the shops, cafés and markets and this has to be removed swiftly in order to maintain the quality of the environment. There are a large number of trade bins located in the narrow alleys of the Shambles and Yards area and these detract from the quality of the spaces. Consideration should be given to the location of these bins in designated service areas.

HERITAGE INTERPRETATION

One of Chesterfield's defining characteristics is the quality of its historic environment. Residents and visitors should have the opportunity to engage with the built environment and learn more about the heritage. Initiatives taking place elsewhere which could be applied in Chesterfield include – heritage open days where listed buildings in the town open their doors to allow visitors to look around; enlivening Blue Plaques with multimedia (internet/mobile) information which elaborates on the history of the building; virtual reality (mobile/tablet) streets using historic images which show how streets have changed through the passage of time; talking statues, whereby you can listen to an actor talking as the person in the statue about their life.



³²The aspirations have been put forward by the Markets Consultative Committee.

³³Blackstock, Retail's Digital Future, (October 2014) Addleshaw Goddard and British Council of Shopping Centres.

4.2 PUBLIC REALM PROJECTS

The historic core is the centre of the town and is the focal point for more recent development which has expanded the town centre around the periphery. See the historic mapping appended.

It is absolutely vital therefore that the Historic Core has great connectivity within the town centre and to all other parts of the town. Similarly, it is vital that there are high quality spaces where people can meet, interact and dwell. The continued reconnection and improvement of key spaces is recommended to maximise the potential of key assets within the town centre and permeate the periphery to the retail core through the promotion of walking, cycling and public transport and reducing the impact of the road infrastructure.

In this respect, key projects include:

SHARED SURFACING AND TRAFFIC CALMING ALONG KEY PUBLIC TRANSPORT ROUTES

Buses currently dominate Beetwell Street, Church Way and Knifesmithgate. Buses should continue to be allowed to skirt round the centre and consideration should be given to moving buses out of one block, taking them off Knifesmithgate and Church Way to St Mary's Gate and Saltergate.³⁴

Consideration should be given to the use of shared surfaces, prioritisation of road space, increasing pedestrian footways, introducing discretionary crossing points etc. This would significantly improve pedestrian comfort and safety.

SERVICING STRATEGY

Knifesmithgate is dominated by lorries servicing the rear of the shops on High Street and Burlington Street. Knifesmithgate is an attractive street with mock Tudor buildings

including Co-op and the Victoria Centre. By controlling the servicing activity and creating shared surface and landscaping improvements, Knifesmithgate can be enhanced for pedestrians. This would improve access to the Co-op and Victoria Centre as well as the retailers on High Street and Burlington Street. Wider connectivity would also be enhanced between the Northern Gateway site and the historic core.

EXTEND THE PEDESTRIAN ZONE

By implementing revised public transport routes and servicing activities, this will enable opportunities to extend the pedestrian zone and make walking around and across the historic core an attractive proposition. The 2009 masterplan identified that the core circulation is good but the edges are hostile.³⁵ It also highlighted the issue of 'rat-running' at higher than appropriate speeds³⁶ through local access streets including St Mary's Gate in order to access Markham Road and the A61 trunk route. The development of the Hollis Lane Link Road would significantly reduce this rat-running and enable the above changes to public transport, servicing and pedestrianisation to be delivered.

CAR PARKING MANAGEMENT STRATEGY

Regardless of any wider strategy for investment in surface and multi-storey car parks, a strategy needs to be implemented for on-street car parking. This is particularly the case for the historic core area and key street spaces including Rykneld Square and New Square. It is important that drop-off and access is facilitated but car parking should not compromise the operation or environment in the key public spaces. Part of the car parking management strategy is to ensure cash-less payment mechanisms at all car parks for efficient and convenient use for visitors.

PAVEMENTS SHOPPING CENTRE PERMEABILITY

It is important that the Pavements Shopping Centre is minimised as a barrier to north-south movement between the historic core shopping area and the Ravenside Retail Park. There needs to be multiple clearly legible and well signed routes including; the escalators from New Beetwell Street, the steps at the Library, through The Yards Speciality Shopping, Park Road and South Street. The more access points the better and this will also provide footfall for the Pavements Shopping Centre.

CIVIC QUARTER PERMEABILITY

Similarly a more direct connection between Shentall Gardens and the Historic Core around the Revenues Hall and New Square (Subway) would encourage greater use of the gardens and encourage people working in the Civic Quarter towards the Market Square and shops.

PUBLIC ART

The Borough Council supports the promotion of public art as good planning practice which brings cultural, environmental and economic benefits to new development and to the local community. The Chesterfield Borough Local Plan invites developers of schemes costing over £1m to include a work of art to the value of 1% of the total cost of the project. This has been a successful initiative which installs unique features into new schemes.



1 - Rosewall, Dame Barbara Hepworth



4.3 BIG CHANGES IN SMALL SPACES

This Historic Core area has a number of potential development opportunities currently available and others that could come forward over the medium to long term as buildings become obsolete and ripe for renewal.

THE FORMER CO-OPERATIVE DEPARTMENT STORE

Fronting Elder Way with return frontages to Knifesmithgate and Saltergate the former Co-op is currently vacant and on the market. The building is a landmark town centre building with an attractive Tudor Revival frontage on two aspects and is situated in close proximity to retail operators including Marks and Spencer, Primark and the Co-op Food Store. It is also situated on a strategic link route to the Northern Gateway site. The building offers accommodation over four floors totalling 8,865 sqm (95,427 sqft). In order to maximise the potential refurbished value it is important to retain flexibility as to the end uses of the building including inter alia retail, speciality shops, bars, restaurants,

2 - CO-OPERATIVE Department Store



retail, offices and hotel uses. It is important that any scheme for the Co-op building integrates well into the town centre including improved public realm in the surrounding streets and linkages to other schemes such as the Northern Gateway.

THE VICTORIA CENTRE

On Knifesmithgate is another opportunity for refurbishment. The Victoria Centre is an attractive Tudor Revival building in a prominent location which is currently underutilised with low value 'pop-up' shops on the ground floor but otherwise vacant. An intimidating alley way leads up the eastern side of the building to the Unitarian Chapel and through to Saltergate. This should be improved (cleaned, refurbished, better lighting and security etc) as part of any refurbishment of the Victoria Centre and development of the Northern Gateway. This alleyway could become an important link between Knifesmithgate and the Northern Quarter in the future. Again it is important to be flexible as to the end uses for the Victoria Centre so as to maximise the potential refurbishment value.

3 - Knifesmithgate

IMPROVED STREETScape

There are a number of other redevelopment and/or refurbishment opportunities that would improve the overall appearance of the historic core streetscape. One of the unique distinctive features of Chesterfield is its attractive town centre and therefore some buildings stand out as the result of weaker legacy decisions. These include the BT building on Saltergate, New Square, Specsavers on Burlington Street and Restored Furniture opposite. Any future investment in development or refurbishment of the elevations would be welcomed.

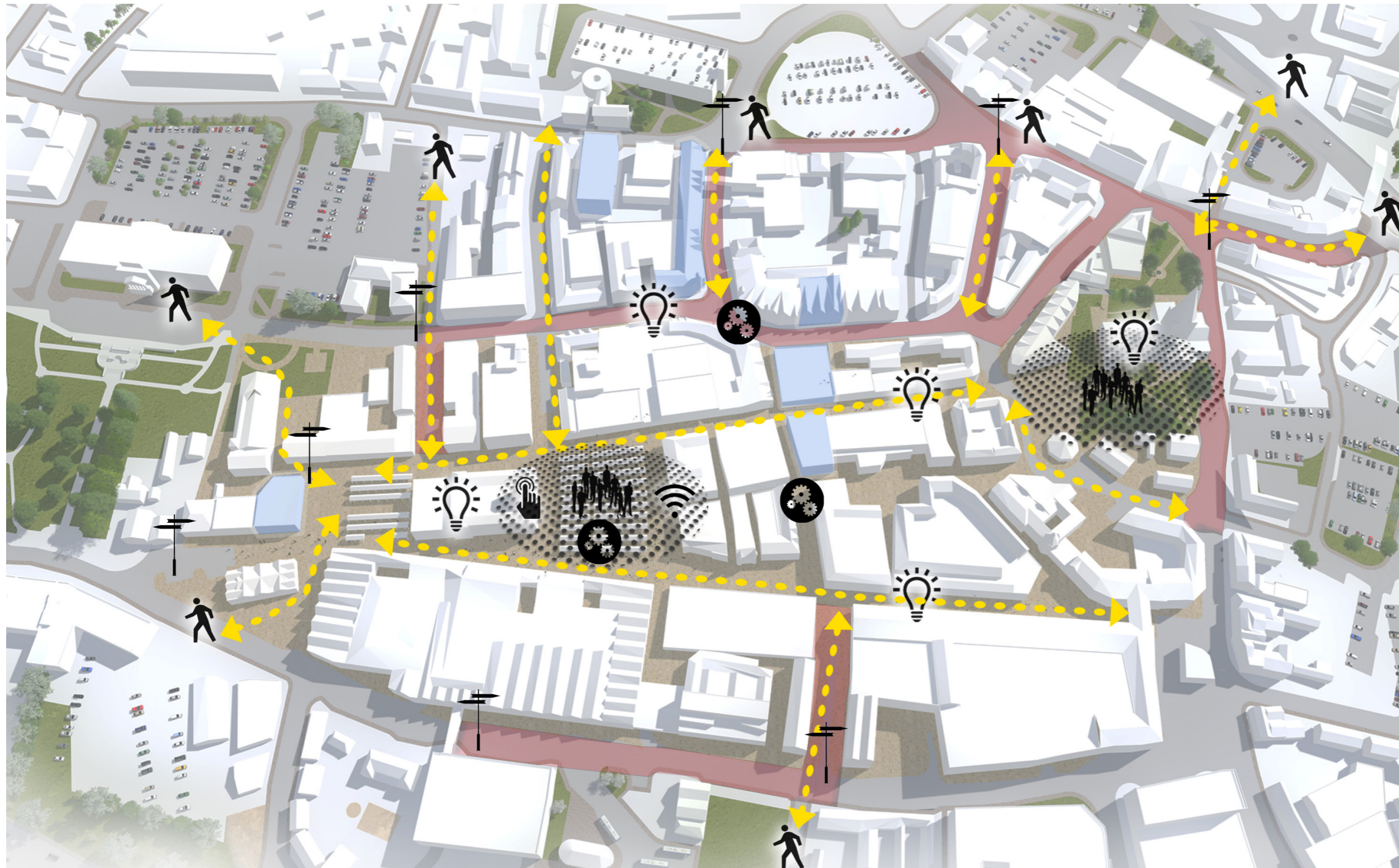
ADDRESSING VACANCIES ON UPPER FLOORS

There are a number of empty office units above shops within the historic core that offer significant opportunities for conversion to residential flats. A number of these units are within the Council's ownership and therefore present an opportunity for the Council to generate revenue from rental or capital from sales of units for residential use.



4 - Victoria Centre

³⁴ Chesterfield Town Centre Masterplan 2009, Urbed (p53)
³⁵ Chesterfield Town Centre Masterplan 2009, Urbed (p21)
³⁶ Chesterfield Town Centre Masterplan 2009 – Urbed (p43)



Strategy Diagram

The adjacent image is a strategy diagram which seeks to identify key areas of consideration within the Historic Core. The purpose of this image is to provide an overview of opportunities driven from the identified constraints that exist within the Historic Core and assist in the guidance of any development plans.

-  Key Pedestrian Movements
-  Improved Way Finding
-  Improved Lighting
-  Integration of Intelligent Technology
-  Wi-Fi/ 4G Zone
-  Town Centre Management Strategy
-  Key Public Realm
-  Potential Events Space
-  Identified Key Development Opportunity
-  Aspiration to Extended/Improve Pedestrian Zones and Footfall



PART III STATION ARRIVAL

The Station Arrival is a critical project to reinvent the train station and rail travel as an integral part of the town centre. It is about improving the visitor experience to Chesterfield and ensuring that 'first impressions' for new visitors to the town are the very best that they possibly can be. It is also a key enabling project, as it has the potential to free up capacity in the town centre and to 'unlock' much bigger development opportunities.





5.1 MAJOR PROJECTS AND GATEWAYS

The Hollis Lane/Malkin Street Link Road and the proposals for a new station forecourt create a number of other significant development opportunities (see plan). The specific location and scale of the development sites and opportunities created will depend upon the final detailed design and alignment of the road. However, there could be opportunities for:

- 'Gateway' developments on plots at the northern end of the Link Road along the re-aligned Corporation Street pedestrian route, between the station and the pedestrian footbridge over the A61. A major opportunity exists for office and mixed use development to maximise the location next to the station and create a sense of arrival to Chesterfield.
- Railway Terrace – The proposed Link Road also opens up other development sites further south down to Hollis Lane. Depending on market demand at the time the road is complete, this could include further B1 office, light industrial

development or trade counter sales. More aspirational uses could be included but this would depend on the strength of the market and quality of environment that could be created between the railway line and the A61.

Any development along the Hollis Lane Link Road will need to overcome the high existing use value of the land as a surface car park serving the station currently offers 284 spaces at a daily rate of £10.50. This may require the development of a new multi-storey car park and the associated costs.

5.2 PUBLIC REALM PROJECTS

Connectivity of the rail station within the town centre is focussed upon a number of critical projects to provide pedestrian access from the station to the town centre via a safe, direct and pleasant route and to enable direct access to the station for cars from the A61, without having to drive through the town centre.

By taking cars out of the town centre this helps to achieve better pedestrian connectivity, but also assists in 'unlocking' other major development opportunities including Markham Road Gateways, Northern Gateway and the Spire Neighbourhood. *The following projects are integral with each other and must be brought forward together.*

PEDESTRIAN CONNECTIVITY

Corporation Street and the footbridge over the A61 is currently the main pedestrian route between the station and the town centre. This has recently undergone a scheme of landscaping and public realm improvements as part of the ERDF funded Chesterfield Gateway Enhancement Project. This involved realigning the kerb edges to widen the footpaths, resurfacing the paths, installing new planting and landscaping which will undoubtedly improve the link.



However this intervention alone will not make the 'step-change' in connectivity necessary. Further investment along the entire length of the route is required including: provision of more facilities (shops/cafés) at the station itself, a fundamental redevelopment of the station forecourt (see below), improvements to the A61 pedestrian bridge link, 'activation' of the upper section of Corporation Street, and improvements to the busy road crossings at St Mary's Gate / Holywell Street. These further improvements would strengthen this key linkage with the town centre and maximise the sense of arrival into Chesterfield.

STATION FORECOURT INVESTMENT

The station forecourt does not provide an attractive arrival point. There are multiple kerb-lines to cross and once you have left the front door of the station you quickly lose sight of 'the 'Crooked Spire' which is an important landmark for wayfinding to the town centre. The landscaping scheme should provide for efficient drop-off and pick-up traffic movements, taxi rank and clear signage to the long and short stay

car parks. Equally as important, it should provide for pedestrian access to the town centre with the least 'conflicts' with vehicles and crossing of roads. It will be important to build on the latest landscaping strategy, to ensure the environment is attractive including public art and lighting on the forecourt and leading up to Corporation Street. There may be opportunities for more facilities for rail passengers in and around the forecourt including a café/bar, convenience and other shops/concessions, in addition to the proposals at the Waterside.

HOLLIS LANE/MALKIN STREET LINK ROAD

The development of a link road between Hollis Lane and the Rail Station at Malkin Street would provide many benefits to the town centre and a fundamental vehicular access to the train station. At present traffic wanting to access the station from the A61 has to come off at the Hornsbridge roundabout, go around the Markham Road roundabout, up Lordsmill Street, through the Spire Neighbourhood, past the church on St Mary's Gate, along Holywell Street to the Northern Gateway and back down Durrant Road. This places a significant amount of traffic in an already congested town centre route. The link road would go from the Chesterfield Hotel on Malkin Street to Hollis Lane (A632). This would mean that traffic would be able to access the station directly from Markham Road roundabout without having to go through the town centre. It will be important as part of the design that the link road integrates with the station forecourt design to ensure the pedestrian crossing point is attractive, efficient and safe. The creation of a link road between Hollis Lane and Malkin Street has a number of benefits including, without limitation:

- The Link Road itself opens up other development land along its entire

- length (known as Railway Terrace - see below)
- Potential benefits to Markham Road if congestion is reduced as traffic is not backed-up on St Mary's Gate.
- The reduction in traffic on St Mary's Gate creates capacity for development of sites within the Spire Neighbourhood (see below)
- Similarly, the reduction in traffic on Holywell Street and Saltergate facilitates access to and development of the Northern Quarter (see below)
- St Mary's Gate could be landscaped as a shared surface to maximise the setting of the famous church spire
- Environmental benefits including improved air quality and less noise in the town centre from less through traffic
- The environmental benefits of less traffic on St Mary's Gate would reduce the degradation this is currently having on the church stone masonry

SPIRE NEIGHBOURHOOD/RAILWAY TERRACE LINKS

The previous masterplan proposed a new pedestrian bridge to create new links between St Marys Church, through the Spire Neighbourhood to new high value development at Railway Terrace. It is important for Railway Terrace to reach its full potential and that there are good links to the town centre and land is safeguarded to deliver this link and/or improve links via the Hollis Lane subway.

5.3 TOWN CENTRE MANAGEMENT PROJECTS

The above public realm projects are the physical improvements to the Station Arrival. It is also important that the 'arrival experience' is properly managed. This involves careful thought and consideration of initiatives such as

- The operation of the taxi ranks – so that people know where to queue and
















- where to be picked-up and dropped-off.
- That there is clear signage for cars entering and leaving the station so that drivers know where to go if they are picking-up, dropping-off or looking for the short or long stay car parks.
- The facilities (e.g. café etc) offer a good range of choice during all hours of train services at the station.
- There is clear signage for pedestrians and information (including digital media screens) to complement the high quality, safe and direct pedestrian route to the town centre.
- Activity along Corporation Street. This includes 'spill-out' spaces for cafes and restaurants. Innovative ideas from landowners and stakeholders to improve Corporation Street to bring people into the town centre and improve viability are to be supported.



3 - Sheffield Train Station Arrival

1 - Sheffield Train Station

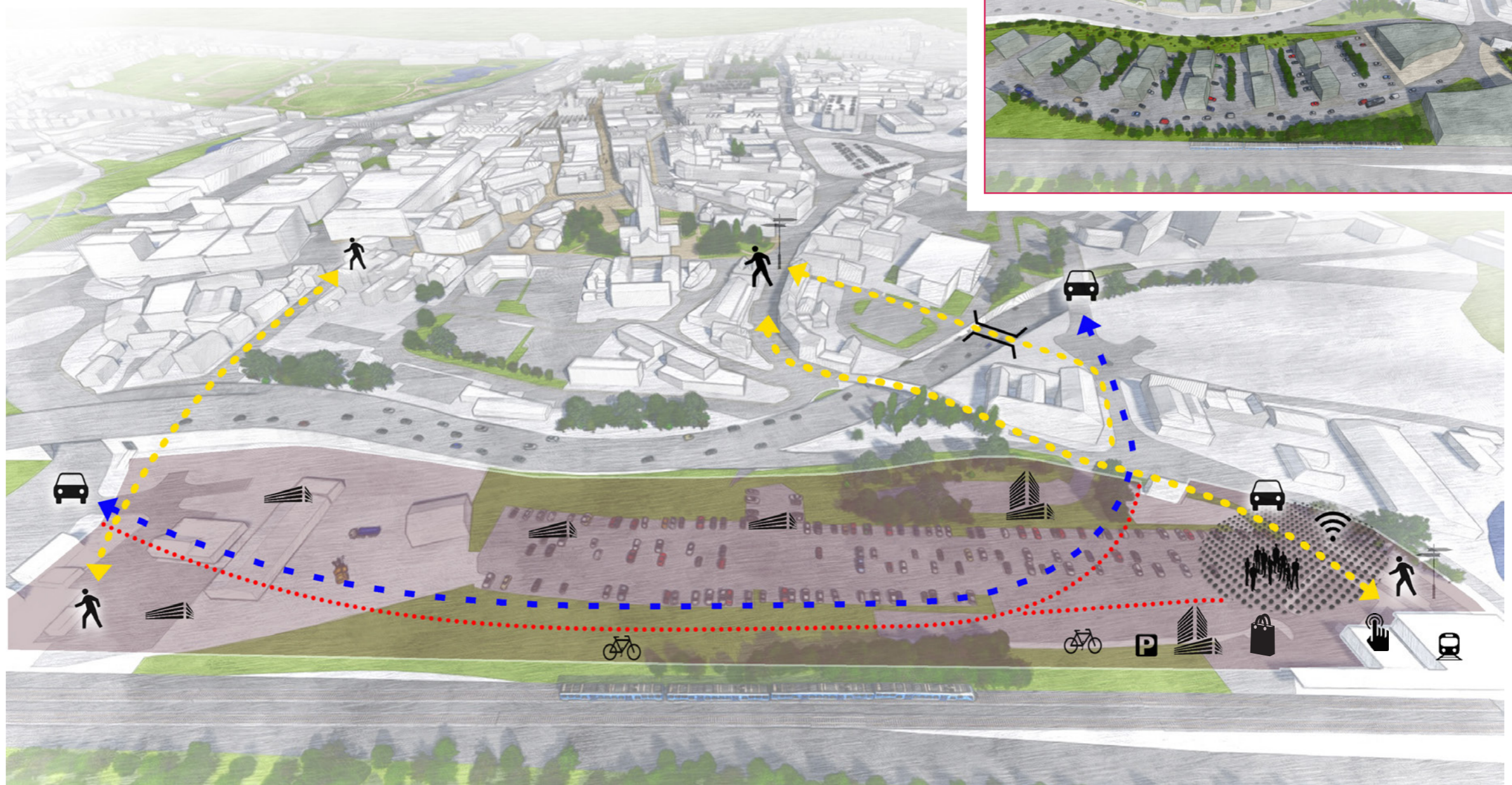
2 - Wakefield Train Station

-  Key Pedestrian Movements
-  New Cycle Route
-  Improved Way Finding
-  Aspiration to Improve Connectivity
-  Business Unit Development Opportunity
-  Potential Commercial Development Opportunity
-  Potential Retail Development Opportunity
-  Train Station
-  New Link Road
-  Integration of Intelligent Technology
-  Wi-Fi/ 4G Zone
-  Key Public Realm
-  Potential Multi-storey Car Park
-  Potential Public Realm/Arts Space
-  Potential Development Area

Strategy Diagram

The adjacent image is a strategy diagram which seeks to identify key areas of consideration within the Station Approach. The purpose of this image is to provide an overview of opportunities driven from the identified constraints that exist within the Station Approach and assist in the guidance of any development plans.

The adjacent image illustrates a potential proposal for development on the identified sites within the Master Plan Strategy of the Station Approach.

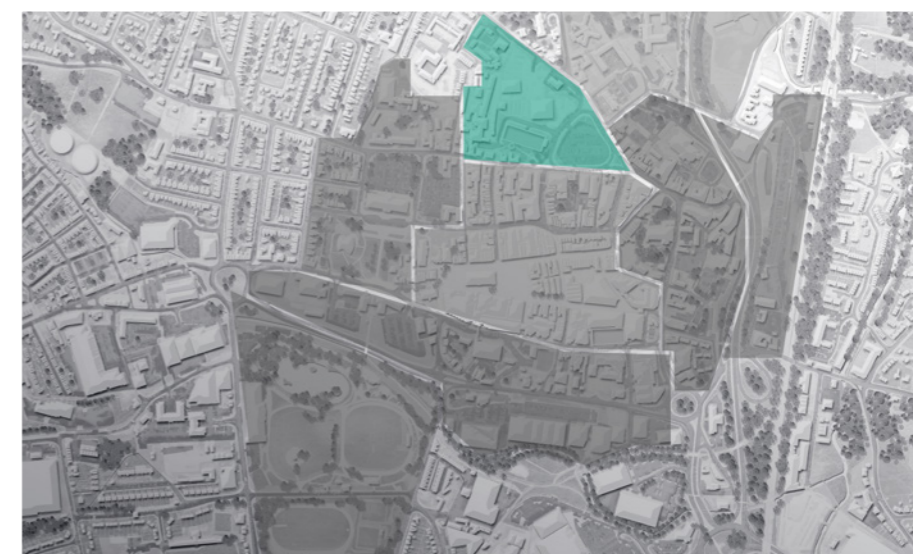




PART III NORTHERN GATEWAY

THE NORTHERN GATEWAY

The Northern Gateway is a major development opportunity centred on an area of surface parking known locally as the 'donut'. The donut has been named due to the presence of a ring of traffic circling the surface car park. There is potential for major development on the surface car park and opportunity to extend the scheme to include the Saltergate MSCP, Allen & Orr Timber Merchants and Jackson BuildBase.



6.1 MAJOR PROJECTS AND GATEWAYS

The Northern Gateway is a key site at one of the main arrival points into Chesterfield centre. A large part of the site is owned by Chesterfield Borough Council including the surface car park and Saltergate MSCP; to develop the site could maximise the potential for an improved town centre retail and leisure offer.

INTRODUCING AN IMPROVED LEISURE OFFER

Demand for an improved leisure offer is high in Chesterfield and regeneration of this site presents an ideal opportunity to fill this gap, through development of a mixed use / family leisure scheme including a cinema, hotel and restaurant chains that are not currently represented in the town. Development at the Northern Gateway will also 'round off' the town centre core to the north and enhance adjacent areas such as Elder Way, Broad Pavement and Cavendish Street to Knifesmithgate, which are starting to suffer from vacancies. Enhanced footfall in this area from the Northern Gateway and the Education Quarter could also stimulate more local independent family leisure offer.

COMPLEMENTING AND IMPROVING THE RETAIL OFFER

Notwithstanding the existing retail opportunities around Elder Way, Broad Pavement, Cavendish Street and Knifesmithgate, flexibility should be allowed for further larger retail units at the Northern Gateway which could not otherwise be accommodated in the town centre. There is no further development capacity at Ravenside Retail Park and development along the north side of Saltergate within the Northern Gateway is the only remaining location for retail to expand in the town centre. The CACI Retail and Leisure Study identifies that the redevelopment of the Northern Gateway site could have a significant impact upon Chesterfield's Retail Footprint, adding retail and leisure space to

the centre. *'This will encourage a greater level of interaction within the town centre, and off-set the draw of the out of town retail parks'*.³⁷ CACI also highlight the need for an improved retail and leisure offer in the town centre to attract increased national retailers and restaurant operators.

RESIDENTIAL DEVELOPMENT

In addition, given the expanding Chesterfield College and new Derby University campus to the north of the town centre, there could be potential for student residential as part of the Northern Gateway which would complement and support the leisure offer. There could also be potential for other residential development including private rented sector (PRS) apartments, market town houses, apartments and family housing.

THE SALTERGATE MSCP

The Saltergate MSCP should be refurbished to maximise its potential at the Northern Gateway. This is especially important given that development of the Northern Gateway may see the loss of the donut roundabout and 255 spaces at the Holywell Cross surface car park. In addition, a new development scheme at the site itself will generate demand for car parking spaces which will need to be accommodated.



6.2 PUBLIC REALM

The redevelopment of the donut roundabout creates a number of exciting public realm projects which, with careful consideration, could generate activity and vibrancy way beyond the boundaries of the site.

NORTH-SOUTH PEDESTRIAN ROUTES FROM THE EDUCATION QUARTER TO THE HISTORIC CORE

The redevelopment of the Northern Gateway area provides opportunities to reinforce existing north-south routes and to create new routes. For example, Union Walk on the western edge of the site is a busy but narrow footpath with steps at the northern end at Newbold Road.

Its accessibility would be dramatically improved with a simple ramp, enhanced lighting scheme and landscaping. Similarly the covered alleyway at the eastern edge of the Victoria Centre (see page 63 above) emerges onto Saltergate, but there is no

- 1 - Northern Gateway Panorama
- 2 - Precedent - Exchange Square, Manchester
- 3 - Precedent - Bradford Centenary Square



obvious continuation of the route north. By linking this alley together with Elder Way and Broad Pavement, with carefully designed streets opposite, this could reconnect Sheffield Road and the Education Quarter to the Historic Core.

EAST-WEST CONNECTIVITY

Similarly, there is opportunity with the Northern Gateway development to make new connections to the west. Marsden Street is currently a dead end with a curving footpath to the north-west linking Spencer Street. The Allen & Orr timber yard to the east currently blocks any access further east. With the development of the Northern Quarter and the simultaneous proposals for the Saltergate Medical Centre redevelopment the opportunity should not be missed to re-align and create new links.

PUBLIC EVENT SPACE

These new routes and uses have the potential to generate significant footfall. This could be capitalised upon by the creation of a major outdoor public square and event space. There is no other space in the town

centre that performs this function and with the improvements in 'big screens' and digital media this is a major driver in other towns and cities.

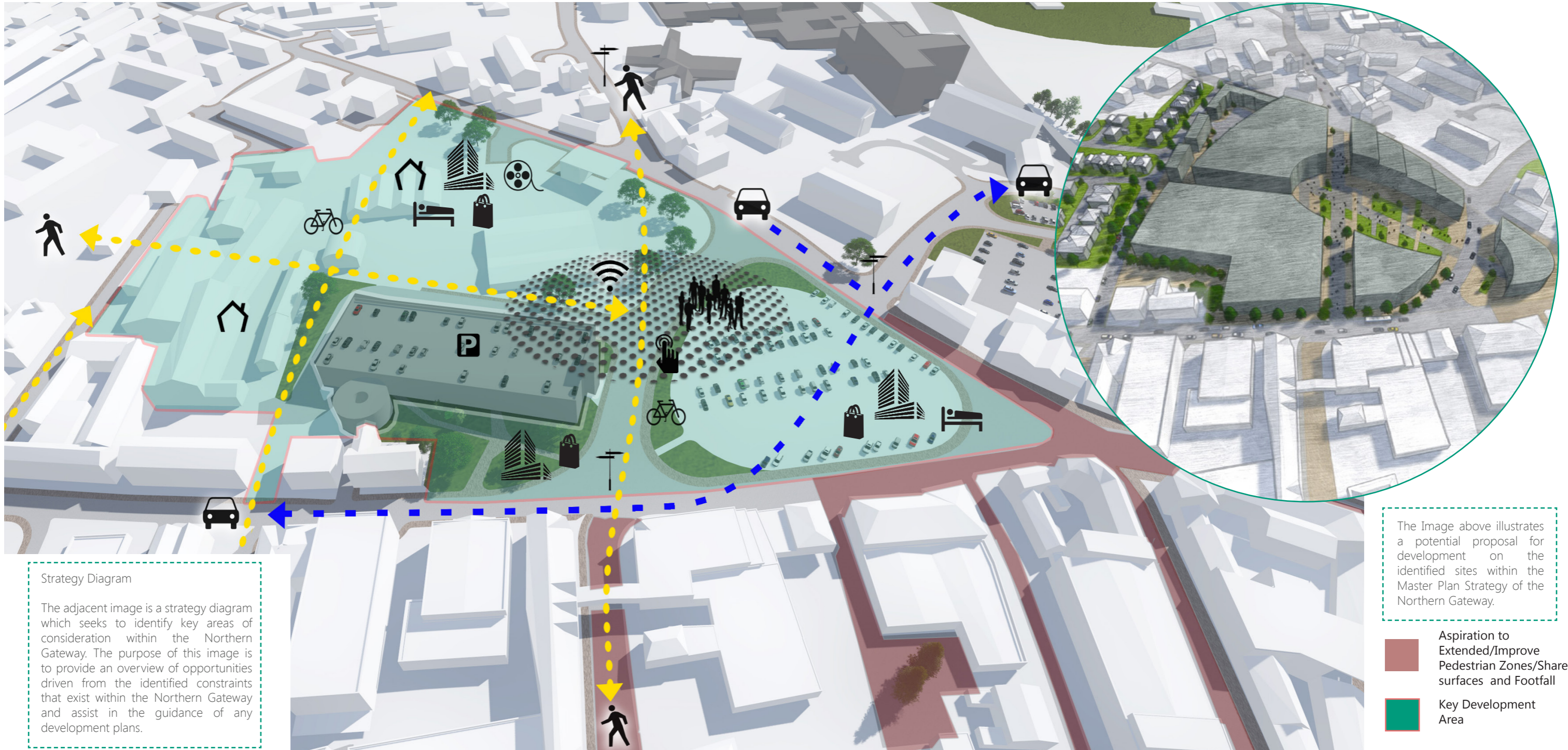
The event space should be of sufficient size to accommodate large crowds for public celebrations (e.g. World Cup football, a Royal Wedding) but bounded with active bars and restaurants etc to provide activity and a sense of enclosure when not full to capacity. The landscaping should be high quality with places for people to sit and dwell.

The design should also create 'framed views' to the 'Crooked Spire'.

6.3 TOWN CENTRE MANAGEMENT PROJECTS

It is anticipated that a major development such as the Northern Gateway would establish its own estate management strategy to ensure that the development was well managed and maintained. The Council should work in partnership with the developers to help deliver the public event space and facilitate a programme of events.

A new policy may be required in respect of digital media to ensure that a precedent is not created for other parts of the Historic Core where digital media screens (particularly multi-media advertising) may not be appropriate on historic buildings.



Strategy Diagram

The adjacent image is a strategy diagram which seeks to identify key areas of consideration within the Northern Gateway. The purpose of this image is to provide an overview of opportunities driven from the identified constraints that exist within the Northern Gateway and assist in the guidance of any development plans.

The image above illustrates a potential proposal for development on the identified sites within the Master Plan Strategy of the Northern Gateway.

- - - Aspiration to Extended/Improve Pedestrian Zones/Shared surfaces and Footfall
- - - Key Development Area

Key Pedestrian Movements	New Cycle Route	Car Movements	Improved Way Finding	Wi-Fi/ 4G Zone	Key Public Realm	Multi-storey Car Park	Integration of Intelligent Technology	Potential Housing Development	Potential New Cinema/Leisure Offer	Potential Events Space	Potential Commercial Dev. Opportunity
								Potential Hotel Dev. Opportunity	Potential Retail Dev. Opportunity		



PART III SPIRE NEIGHBOURHOOD

THE SPIRE NEIGHBOURHOOD

The Spire Neighbourhood includes the area between St Mary's Gate / Lordsmill Street, and the A61 and extending around to the north of Holywell Street including the new Magistrates Court area around Durrant Road. This is an area of contrasts. It has some existing 'jewels' including: the Winding Wheel, the Pomegranate Theatre and Stephenson's Memorial Hall. However, the spaces between these magnificent buildings are often 'broken' by bleak surface car parks. A large part of the development of the Spire Neighbourhood is dependent upon the delivery of the Hollis Lane / Malkin Street Link Road to free up highway capacity in the town centre (see page 69) and reduce the barrier that is created by St Mary's Gate.



7.1 BIG CHANGES IN SMALL SPACES

The Spire Neighbourhood is already an area of change. One of Chesterfield's most recent apartment schemes is situated on Tapton Lane and other schemes are being proposed for sites such as the vacant Derbyshire Times site. If the traffic can be taken out of St Mary's Gate by the delivery of the Hollis Lane / Malkin Street Link Road, this will make the Spire Neighbourhood an attractive location for town centre living. This could include a mix of high density family town houses and modern apartments, which would complement the adjacent Historic Core but link to the emerging Waterside and Railway Terrace development areas. It is important that development typologies are not too prescriptive and mixed use schemes on key active frontage streets are to be supported. Similarly some sites might be more suitable for office development and employment uses.

There are a number of development opportunities to introduce new residential communities within the Spire Neighbourhood. *Some of these are on Council owned surface car parks and any development on these sites can only be considered in the context of an overall review of car parking capacity requirements for the town centre. These sites include, without limitation:*

LAND AT BASIL CLOSE

This land currently has extant planning permission for development of a 94 bedroom hotel with associated parking and servicing. At present the site remains unoccupied and overgrown with vegetation.

DERBYSHIRE TIMES BUILDING

This is a 0.3 ha (0.73 acre) site between Station Road and Mill Street. This linear site comprises of a number of disused buildings alongside the Pomegranate Theatre between Station Road and Mill Street. The

Derbyshire Times previously occupied all of the buildings on this site and have now moved premises to Spire Walk, off Derby Road. A demolition notice has been granted for the removal of some of the buildings and this presents a significant opportunity to redevelop a key site and introduce residential development into this part of the town centre.

TAPTON LANE/THEATRE LANE

The Tapton Lane/Theatre Lane surface car park contains 36 spaces on a 0.13 ha (0.32 acre) site. The car park is well occupied between Monday–Friday however occupancy reduces to half on Saturdays, reflecting the requirements of this car park for employees in the town centre and the adjacent Magistrates Court.

DURRANT ROAD AND DEVONSHIRE STREET SURFACE CAR PARKS

There are two surface car parks in close proximity to each other at Durrant Road (69 spaces) and Devonshire Street (73 spaces). These two sites are under occupied at



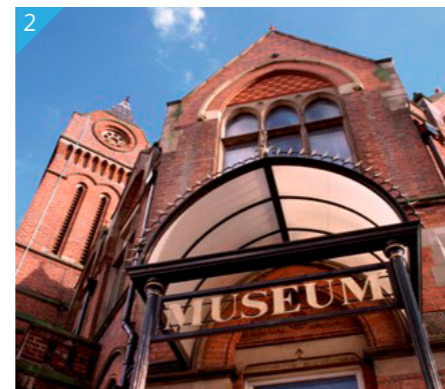
weekends however occupancy increases during the week. A large volume of pedestrians from the Chesterfield College also pass alongside these sites to access the town centre.

ST MARY'S GATE / STATION ROAD SURFACE CAR PARKS

There are three surface car parks situated in very close proximity to each other including St Mary's Gate (66 spaces), Derbyshire Times (55 spaces) and Station Road (59 spaces). These car parks are not fully occupied during weekdays. In particular the Derbyshire Times car park displays low levels of occupancy both during the week and on Saturdays.

THE HOLLIS LANE AND THE SPA LANE

The Hollis Lane and the Spa Lane Car parks are situated adjacent to each other to the



- 1 - St. Mary and All Saints Church, Chesterfield
- 2 - Chesterfield Museum and Art Gallery
- 3 - Pomegranate Theatre
- 4 - Derbyshire Times Building
- 5 - Chesterfield Magistrates' court

south of the Spire Neighbourhood. The Hollis Lane surface car park has 38 spaces and the Spa Lane car park 56 spaces. The car parks are similarly not fully occupied at all times.

7.2 PUBLIC REALM PROJECTS

Spire Neighbourhood is a zone which links the Historic Core to other developments further out including the Education Quarter, the Waterside development and Railway Terrace. It is therefore very important that the key routes and linkages are high quality and reinforce the 'natural desire lines'.

UPPER CORPORATION STREET

Corporation Street and the footbridge over the A61 is currently the main pedestrian route between the station and the town centre. The lower end of Corporation Street has recently undergone landscaping and public realm improvements. Investment in the upper end of Corporation Street between the footbridge and St Mary's Gate is also required to 'activate' this street and provide better crossing points for the busy roads at St Mary's Gate / Holywell Street. These further improvements would strengthen this key linkage with the town centre and maximise the sense of arrival into Chesterfield.

COWLEY CLOSE COLLEGE LINK IMPROVEMENTS

The main pedestrian route between the town centre and Chesterfield College is via a narrow alleyway off Holywell Street, across two surface car parks, down Cowley Close, across Durrant Road and Brewery Road and down a path to Infirmary Road where the College is situated. This is the most direct route and is heavily trafficked by students. It is important that this route is improved in order to integrate the College into the town centre. Improvements are required to landscape and 'strengthen' the route including safe road crossings, wide pavements/paths, lighting and signage. Paths need to be created through the car parks (and reserved from future development sites) and the alleyway to Holywell Street maintained and well lit.

SPIRE NEIGHBOURHOOD/WATERSIDE LINKS

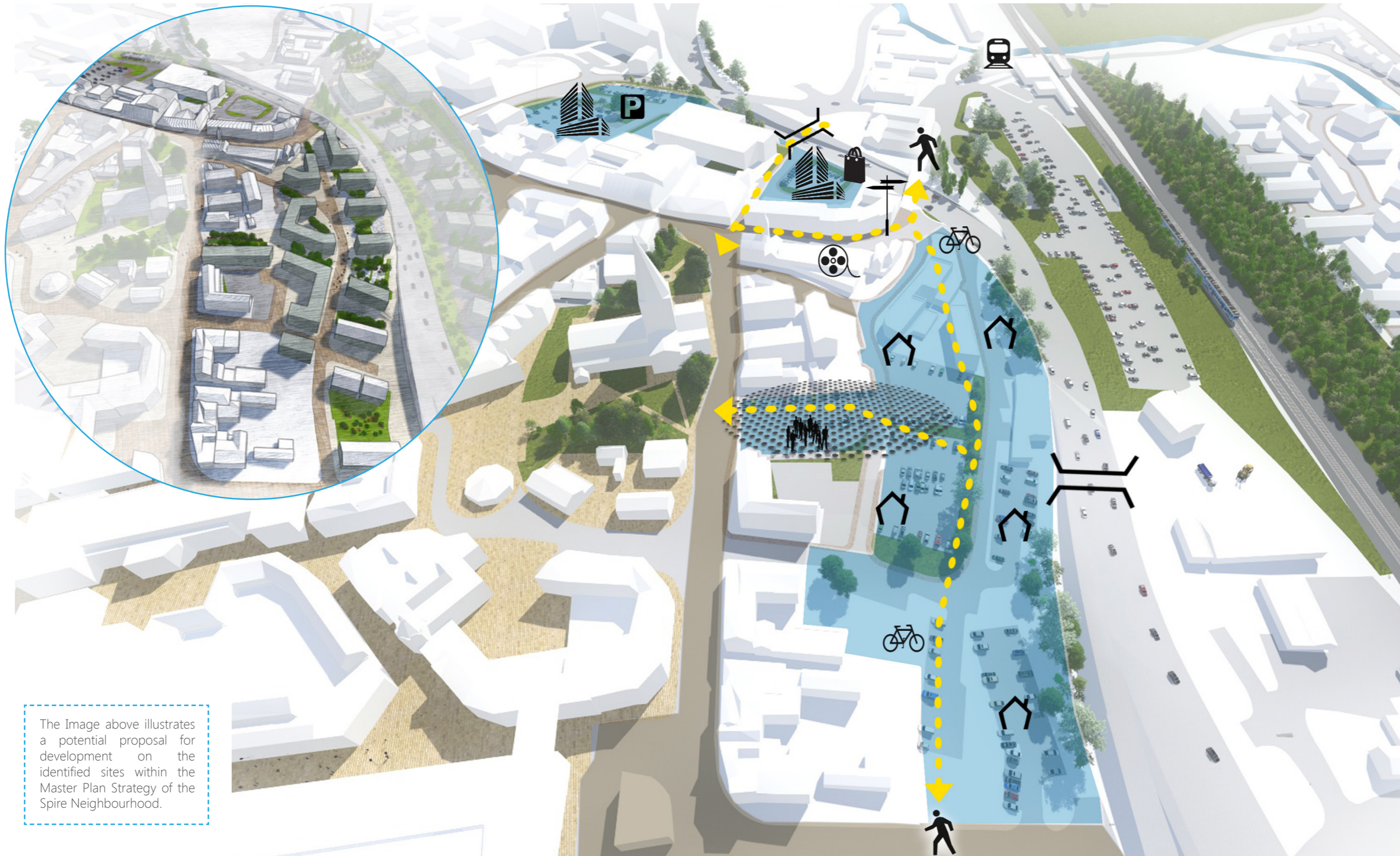
There is a clear desire line and line of sight from the Waterside development at Brimington Road to Tapton Lane and the 'Crooked Spire'. This link requires a new pedestrian bridge over the A61. This is an important link as it connects the Waterside to the town centre. It should be a high priority to help facilitate the Waterside development.

SPIRE NEIGHBOURHOOD/RAILWAY TERRACE LINKS

It is important if the Railway Terrace is to achieve its full potential that good links are reserved through the Spire Neighbourhood to the town centre. Any development of sites within the Spire Neighbourhood should have regard to any future links.

7.3 TOWN CENTRE MANAGEMENT PROJECTS

Removing traffic out of the town centre and particularly off St Mary's Gate will help to reconnect the Spire Neighbourhood with the Historic Core. Currently the high volume of traffic on St Mary's Gate is a major barrier to connectivity. The development of the Hollis Lane / Malkin Street Link Road would take some of this traffic out of the town centre. This would enable the St Mary's Gate to form part of the Historic Core shared surface scheme, which would limit access for public transport and servicing and make the zone around 'the crooked spire' much more pedestrian friendly. The Spire Neighbourhood already has a strong cultural offering with the theatres. It is also a popular area for independent bars. There is potential to build on the cultural aspects and reduce the vertical drinking to diversify the night-time economy. This would link into family leisure developments on the Northern Gateway and the improved pedestrian route to the station along Corporation Street.



The Image above illustrates a potential proposal for development on the identified sites within the Master Plan Strategy of the Spire Neighbourhood.

-  Key Pedestrian Movements
-  New Cycle Route
-  Improved Way Finding
-  Potential Multi-storey Car Park
-  Key Public Realm
-  Potential Housing and Assembly Amenity
-  Leisure/Cultural Quarter
-  Potential Commercial Dev.
-  Potential Retail Dev.
-  Aspiration to Improve Connectivity
-  Wi-Fi/4G Zone
-  Amenity Space
-  Potential Development Area
-  Aspiration to Extended/Improve Pedestrian Zones/Shared surfaces and Footfall

Strategy Diagram

The adjacent image is a strategy diagram which seeks to identify key areas of consideration within the Spire Neighbourhood. The purpose of this image is to provide an overview of opportunities driven from the identified constraints that exist within the Spire Neighbourhood and assist in the guidance of any development plans.



PART III CIVIC QUARTER

The Civic Quarter is the name given to the area surrounding the Town Hall including Shentall Gardens, Rose Hill and the sites to the north of Saltergate including the redundant North East Derbyshire District Council offices and the Saltergate Medical Centre development site.



8.1 MAJOR PROJECTS AND GATEWAYS

The Civic Quarter is already an area of change. North East Derbyshire District Council (NEDDC) are in the process of selling their office building opposite the Town Hall on Saltergate and the NHS have sold the Saltergate Medical Centre to the rear of the NE Derbyshire offices for development. Other major projects include:

SORESBY STREET CAR PARK

This extends to 0.72 ha (1.77 acres) including 208 surface spaces at Soresby Street. At present the site forms one of two surface car parks, the first being Rose Hill East / West immediately to the rear of the Town Hall (242 spaces). These are important car parks serving the town and any development could only be subject to a review of car parking requirements across the town centre. However, the two car parks in this area create an unattractive 'wind swept' environment. The Rose Hill car park is bounded to the north by the former North East Derbyshire District Council offices and the west by the Derbyshire Healthcare NHS which has a four storey office building. Development of the Soresby Street/Rose Hill East surface car park would create a sense of 'enclosure' around the rear of the Town Hall and the Rose Hill surface car park itself could be improved with selective landscaping and planting. The Soresby Street / Rose Hill East site could be developed for a number of uses given its proximity to the town centre and Glumangate and Knifesmithgate. It could be developed for commercial offices and/or mixed use with some leisure and high density residential. These uses could possibly wrap a new MSCP which would complement the other MSCPs to the north and south of the town centre and facilitate the release of other surface car parks in the Civic Quarter for development as described below.



NORTH EAST DERBYSHIRE DISTRICT COUNCIL OFFICES

This site occupies a 0.67 ha (1.65 acre) area and has a prominent roadside frontage with the potential for a number of uses subject to planning. The total floor area of the main office building is 3,205 sqm (34,500 sqft). The property also benefits from surfaced car parking for approximately 120 cars. The building could be fully refurbished, partially refurbished or redeveloped. This represents a tremendous opportunity and ideally should be married to the Saltergate Medical Centre development site to create a comprehensive development.

THE FORMER SALTERGATE MEDICAL CENTRE

Located within walking distance of Chesterfield town centre, this 1.2 ha site consists of the former Saltergate Health Centre and Marsden Street Clinic and a small public car park on Marsden Street. Although the site lacks a strong street frontage of its own, it is well connected to the surrounding areas. Vehicle access to the site is available from Saltergate and, in limited form, from Spencer Street and from Marsden Street. The Northern Gateway site, which is to be the subject of a major expansion of the town's retail core, lies immediately to the east, on the opposite side of Marsden Street. This site is currently in HCA ownership following purchase of the site using government funding to deliver housing development. There is already a development brief for this site which



promotes residential use (which could include care homes or similar), office use or replacement health/institutional uses. A mix of these uses would also be appropriate. Although the site lacks a strong street frontage of its own, it is well connected to the surrounding areas. Opportunity should be taken to improve pedestrian connectivity from Brickyard Walk (which runs along the northern boundary of the site) adding to an extensive footpath to help link the site into the surrounding residential areas, including Tennyson Avenue, Queen Street and St Mary's Primary School to the west and Northern Gateway to the east. Vehicle access to the site is available from Saltergate and, in limited form, from Spencer Street and from Marsden Street.

8.2 BIG CHANGES IN SMALL SPACES

In addition to the above there are a number of other development sites and infill opportunities.

FORMER MAGISTRATES COURT

This is an iconic grade 2 listed building extending to 1,966.50 sqm (21,168 sqft) arranged over ground and two upper floors. The property is constructed in a double fan design, with a larger eastern section housing the former courtrooms and currently providing office accommodation arranged over three floors. The smaller rear section provides individual office suites, about ten per floor. Each floor is served by a four person passenger lift and externally there is parking for up to 15 cars. The building is

currently vacant and was acquired in March 2014. The building has significant potential to breathe life into Shentall Gardens through the introduction of refurbished office space and ground floor café/restaurant/leisure uses. These uses would not only add vibrancy to the day time economy, it could also create a night time economy in this area. Notwithstanding the constraints imposed by the listed status, it is important that some flexibility is maintained to ensure that a sustainable use can be found for the building.

ROSE HILL CAR PARK

There are 242 spaces at Rose Hill and it is relatively well used between Monday - Friday at 67% occupancy. The car park dominates a prominent position adjacent to the Town Hall and along the key town centre route of Saltergate. Despite its prominent position, the presence of the car park breaks up the street frontage and effectively leaves a gap in the street scene. It is suggested that there is potential to do some low level interventions at the site to create some flanked boundaries, either with development of grade-A office accommodation with parking or some public realm improvements. These improvements should enhance the presence of the Town Hall and create an improved sense of arrival to the building from Saltergate.

ALBION ROAD (30 SPACES)

This car park is situated to the rear of the Magistrates Court and is well occupied between Monday - Friday, demonstrating a good level of usage (71% occupied) by people working in the town centre. However it reduces significantly on Saturdays to just 8%. The level of usage of this car park during the week may constrain the site for alternative uses, however it could offer a long term opportunity to improve the local offer of office accommodation.



8.3 PUBLIC REALM / TOWN CENTRE MANAGEMENT PROJECTS

The most important public realm initiatives for the Civic Quarter revolve around capitalising on Shentall Gardens which is the only significant area of open green space within the town centre.

GARDENS MANAGEMENT

It is important to ensure that Shentall Gardens continues to be well maintained and invested in. More seating would encourage more people to use the area at lunchtime during their working week or as a break from a shopping expedition. This requires good connectivity to the Historic Core area and/or the provision of a café(s) in the park to sell refreshments. This could be achieved through: carefully designed lightweight construction concessions; development around the Revenues Hall; or the former Magistrates Court. The gardens do need to be policed to ensure there is no anti-social behaviour.

HISTORIC CORE PERMEABILITY

A more direct connection between the Historic Core and Shentall Gardens around the Revenues Hall and New Square (Subway) would encourage greater use of the gardens and encourage people visiting the town centre to explore the gardens, extending their stay in the town centre. This would require addressing a difference in levels between the two areas.

QUEEN'S PARK CONNECTION

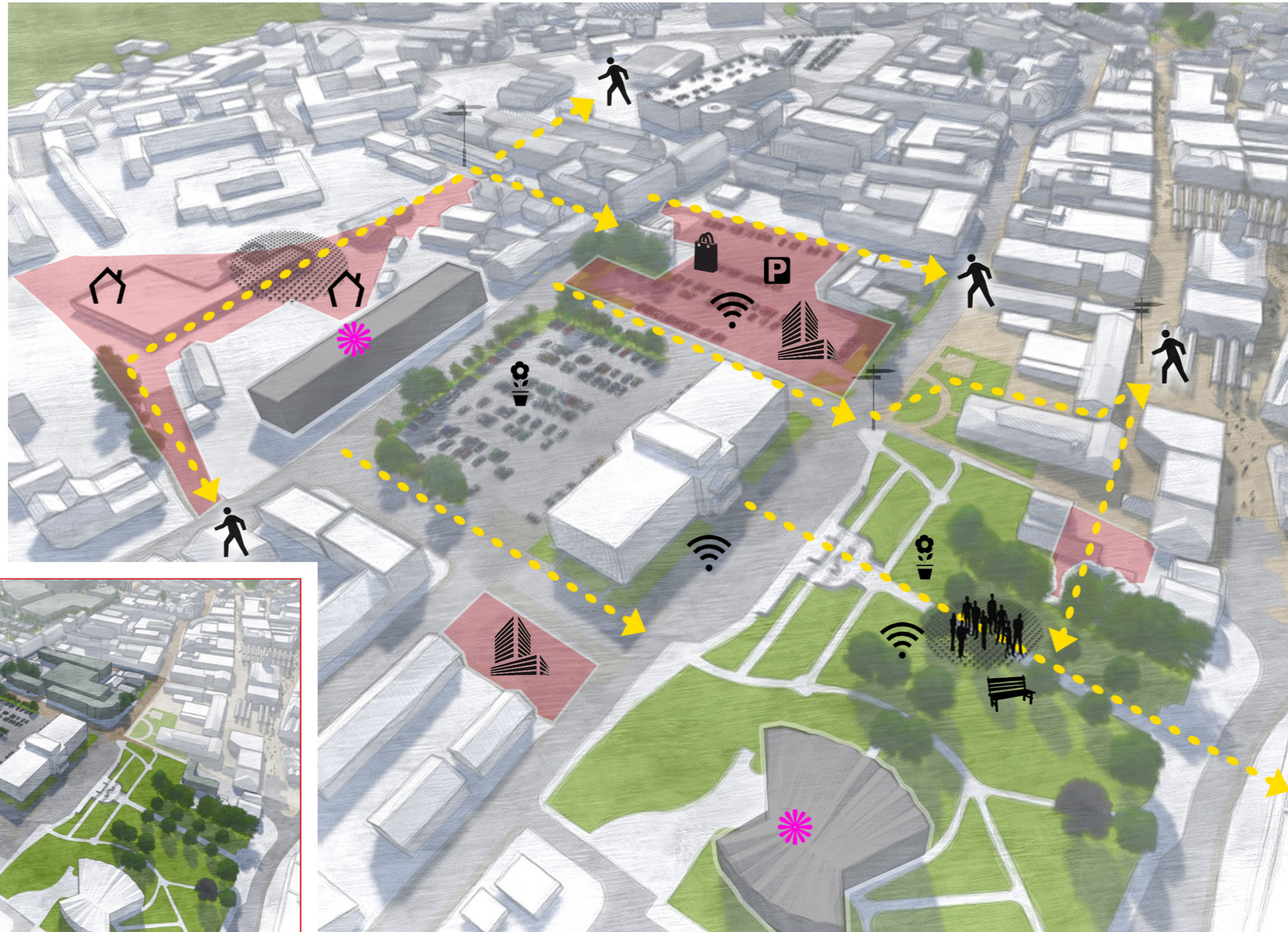
There needs to be a better visual connection and links through to the Queen's Park from the town centre. An audit of views and vistas from the Civic Quarter across to Queen's Park is required in order to consider selective tree pruning and opening up of Queen's Park (see also comments in next section in respect of Markham Road).

- 1 - Queen's Park
- 2 - NEDDC Offices
- 3 - Former Magistrates Court

Strategy Diagram

The adjacent image is a strategy diagram which seeks to identify key areas of consideration within the Civic Quarter. The purpose of this image is to provide an overview of opportunities driven from the identified constraints that exist within the Civic Quarter and assist in the guidance of any development plans.

The Image below illustrates a potential proposal for development on the identified sites within the Master Plan Strategy of the Civic Quarter.



-  Key Pedestrian Movements
-  Improved Way Finding
-  Wi-Fi/ 4G Zone
-  Key Public Realm
-  Potential Housing Development
-  Potential Commercial Dev. Opportunity
-  Potential Retail Development Opportunity
-  Amenity Space
-  Garden Management
-  Improved Seating Area
-  Potential Multi-storey Car Park
-  Potential Development Area
-  Potential Refurbishment/Development Project





PART III MARKHAM ROAD

Markham Road is one of the main through routes which bounds the southern side of the Historic Core, with traffic travelling to and from the west to the A61. It is a significant barrier to connectivity between Ravenside Retail Park and the town centre. The previous masterplan identified three broad areas associated with Markham Road including Lordsmill Square, Town Wall and West Bars Gateway. The area already includes some substantial property investments including Future Walk offices and New Beetwell Street MSCP which serves the Pavements Shopping Centre and we have identified a series of more modest fine grain interventions along the entire Markham Road, which could have a big impact.



9.1 PUBLIC REALM PROJECTS

Chesterfield town centre has many assets that are underutilised due to poor connectivity between spaces. This is most apparent along the periphery of the retail core area due to the dominance of traffic along Markham Road.

The Ravenside Retail Park is pulling the 'retail' core southwards with Next and Debenhams locating on the park. This effect is compounded by the closure and under-investment of stores on the northern side of the town centre (e.g. the former Co-op department store and Victoria Shopping Centre respectively). Ravenside offers free surface parking for shoppers which presents both a threat relating to destination shopping which bypasses the town centre, and an opportunity to capture the flow of shoppers to and from Ravenside and the Historic Core.

There is huge potential to make substantial improvements to the connectivity and public realm in this area. We have identified the following interventions:



BEETWELL STREET SHARED SURFACE

New Beetwell Street and Beetwell Street is a long road which runs parallel and to the north of Markham Road. It is primarily a public transport corridor with various bus stands along its length. It is important that Beetwell Street is not a barrier to north-south pedestrian movement and a long stretch between and including the Pavements footbridge and South Street could become a shared surface. This would reduce traffic speeds along the length and facilitate crossing. This would be coupled with a programme to improve the street furniture, bus shelters and signage of all the routes (Park Road, Pavements Shopping Centre, Library, Yards and South Street) north and south.

MARKHAM ROAD SUPER CROSSING(S)

At present there are pedestrian crossing points at either end of Markham Road at Park Road and Lordsmill Street and one in the middle which is opposite the coach station.

Improvements have been made on the southern side of this crossing to increase capacity, but it is still very constrained by the width of pavement on the northern side. Working with the retail landlords and the Borough Council it is important to breakdown the barrier created by Markham Road and improve the north-south desire lines. This could be achieved through the development of more 'super-crossings' at strategic points along its length – locations could include at the end of Beckingham Way, South Place, the alley to the west of the Police Station and Hipper Street. The crossings would have to be synchronised to ensure the flow of the traffic, but having more crossing points would facilitate direct access and more people would be inclined to make linked trips between the Historic Core and Ravenside.

A sketch depicting how South Place could look as an improved pedestrianised street.

▼



▲ A sketch depicting how South Place could look as an improved pedestrianised street.

SOUTH PLACE PEDESTRIANISATION

South Place is a key route from the Vicar Lane shopping centre to Ravenside Retail Park. It currently has deep-set old cobbles and narrow pavements with on-street car parking. Pedestrians should be given priority on South Place which should be landscaped to provide a shared surface for access only. Resetting the cobbles would make this street more pedestrian friendly for those in wheelchairs or with children's prams/pushchairs.

BECKINGHAM WAY POCKET PARK

The existing coach station site is another major opportunity to connect Ravenside Retail Park into the Historic Core area. Beckingham Way is a steep winding road which links Markham Road to Beetwell Street. It is currently used exclusively for coaches and forms the town's central coach station. A small ticket office with WC facilities have been developed within the curve of the road.

The sloping nature of the coach station is not ideal for manoeuvring coaches. Beckingham Way has a south facing aspect and would make an ideal 'pocket park', providing not only north-south linkages but an attractive environment between Ravenside and the Historic Core where people can 'dwell'. Relocating the coaches out of Beckingham Way and onto Beetwell Street would make a significant improvement and enhance this space as a 'pocket park'. The Pocket Park has commenced with the installation of a sculpture and trees. Further development is needed.

9.2 MAJOR PROJECTS AND GATEWAYS

There are a number of large and small development opportunities and gateway projects along Markham Road:

QUEEN'S PARK SPORTS CENTRE

The Council has recently received £2 million in funding from Sport England towards the new Queen's Park Sports Centre. The investment from Sport England's Strategic Facilities fund, alongside additional investment from Chesterfield Borough Council and Chesterfield College, will allow previously approved plans for the new centre to be expanded to provide additional activity space, including:

- An eight lane main swimming pool
- Large learner pool with moveable floor and children's fun water features
- Eight court sports hall
- Spectator seating in the swimming pool hall and main sports hall.
- Café and social space
- Midwifery centre
- Village changing facilities with individual and family cubicles for swimmers
- Three training rooms and activity studio
- 80 station gym
- Two glass back squash courts with moveable wall
- Car parking for approximately 150 cars.

QUEEN'S PARK ENTRANCE

The current entrance to Queen's Park from the town centre is either over Future Walk bridge from the Civic Quarter or from Park Road at the back of Ravenside Retail Park. In addition the northern boundary to the Park is dominated by mature trees. As a consequence, potentially many visitors may never know Queen's Park existed. A new 'grand entrance' could be located at the north eastern corner of the Park and improved pedestrian crossings created at the junction of Park Road and Markham Road. This would encourage visitors to the



Park from the town centre, increasing usage, linked trips and 'dwell time'. In addition new signage along the Markham Road frontage of the Park could direct more passing traffic to stop at the park down Boythorpe Road and Park Road.

WEST BARS MSCP AND ROYAL MAIL DEPOT

The West Bars MSCP is physically obsolete and represents a substantial gateway opportunity. The site could be suitable for

commercial office, retail/leisure and or mixed use residential development. High quality development will be especially important on this site as it is the main gateway as visitors enter the town from the west.

LORDSMILL STREET SOUTH

This is an important gateway site between Hornsbridge roundabout and Markham Road roundabout adjacent to the IBIS hotel. The site is currently occupied by HSS Hire and Bembridge Sheds. The site has some

constraints in terms of access, the Holme Brook watercourse and the high level A61 pedestrian footbridge which crosses the site. Notwithstanding this, there is potential for higher value uses on this key gateway site. Pedestrian links to the town centre could also be improved from the IBIS hotel.

9.3 BIG CHANGES IN SMALL SPACES

In addition to the above there are other opportunities for infill development and refurbishment in the Markham Road area including:

BOYTHORPE ROAD SITE

Once the sports centre relocation is completed, the current site will be available for development.

MARKHAM HOUSE

Located at Lordsmill roundabout the property provides a mix of commercial accommodation. The property is currently tenanted by various companies and organisations, including a Job Centre arranged on ground, mezzanine and part first floors, and the Secretary of State for Communities and Local Government on the second, third and fourth floors with further self-contained office accommodation on part first and part second to fourth floors.

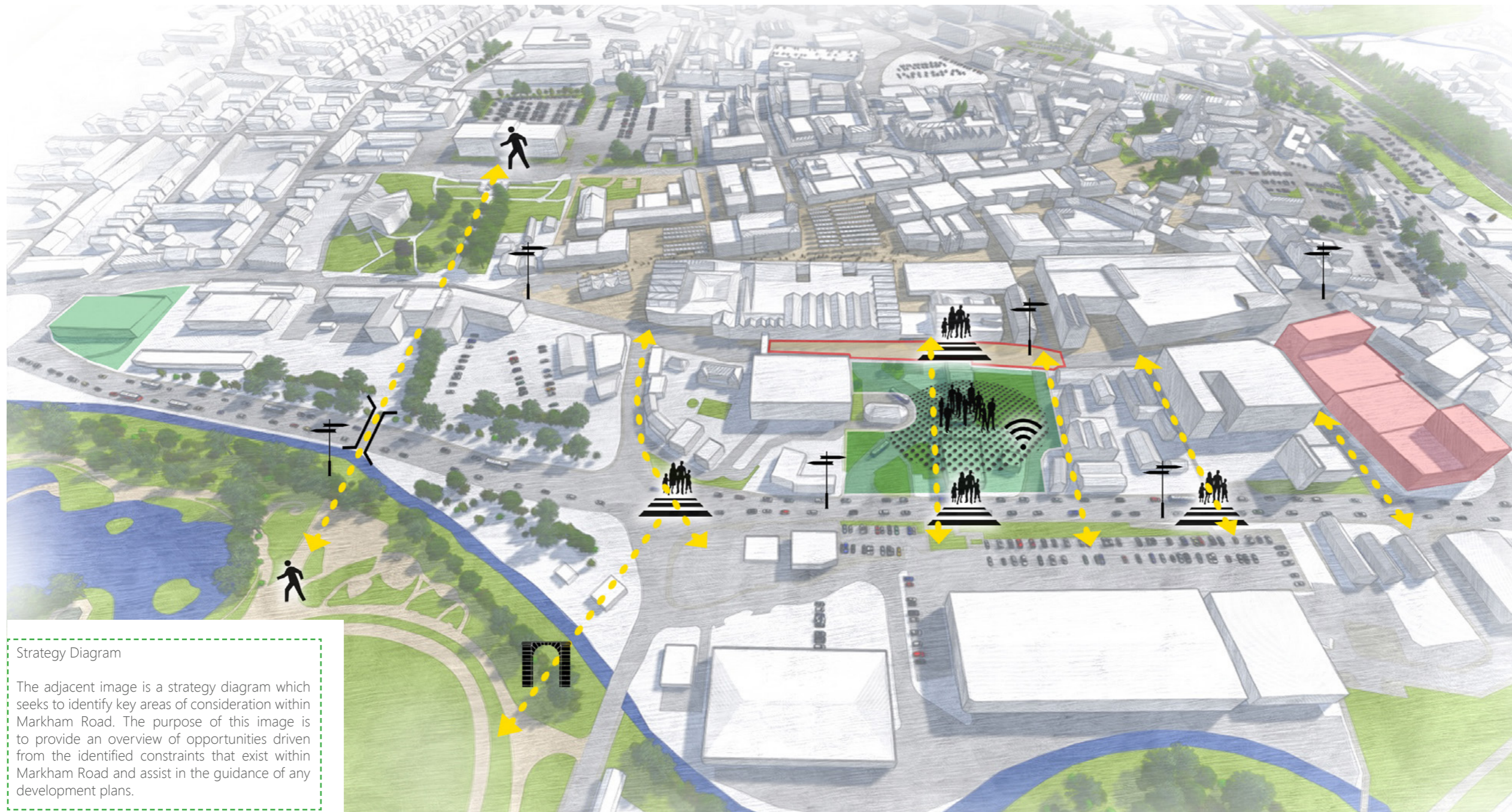
This property occupies a prominent gateway position and would benefit from an exterior facelift to enhance the sense of arrival to the town at this key roundabout and has potential for alternative uses.

FUTURE WALK II

The surface car park to the south of Future Walk has been identified as a future development site, benefiting from a prominent position alongside Markham Road. The development of this site could provide additional commercial development however it is suggested that this site would be a longer term opportunity, given the need to lose surface car parking which currently services Phase I.












1 - Pickering Park Gate, Hull
2 - Visualization of The New Sport Centre





Strategy Diagram

The adjacent image is a strategy diagram which seeks to identify key areas of consideration within Markham Road. The purpose of this image is to provide an overview of opportunities driven from the identified constraints that exist within Markham Road and assist in the guidance of any development plans.

-  Key Pedestrian Movements
-  Improved Way Finding
-  Improved Accessibility
-  Wi-Fi/ 4G Zone
-  New Gateway Entrance
-  Key Public Realm
-  Potential Events Space
-  Improved Pedestrian Crossing
-  Potential Development Opportunity
-  Potential Refurbishment/ Development Project
-  Extended Pedestrian Zone



PART III
EDUCATIONAL QUARTER

The previous masterplan identified an 'Education Quarter' around Chesterfield College which is burgeoning with the recent announcement by Derby University to establish a University Campus at the St Helena Centre.



10.1 MAJOR PROJECTS

Both Chesterfield College and Derby University have major plans for development in this area.

CHESTERFIELD COLLEGE

The college has over 700 courses and over 8,000 full, part time or HE students every year, attracting students from North and South Derbyshire, Buxton, Derby and South Yorkshire and Sheffield.

The college is expanding and work has begun on a new building, including main reception and brand new facilities for construction students, including carpentry & joinery, plumbing and mechanical engineering. This work will be completed by September 2015. Chesterfield College are also investing £2.5 million into the redevelopment of The Queen's Park Sports Centre so that students can make use of the facilities during term time alongside the centres regular customers. The college would also contribute to the running costs of the centre once it is opened.

UNIVERSITY OF DERBY

The University has recently announced plans to open a Chesterfield campus in addition to existing campuses in Derby and Buxton. The University has purchased the Grade II listed former girls' school, the St Helena Centre, from Derbyshire County Council. The campus is situated between Chesterfield College and the Northern Gateway which consolidates the Education Quarter in this location. Major refurbishment is required to bring the 1.5 ha (2.2 acre) site up to standard but, The University could have the new centre ready by mid-2016. It will bring new jobs, business support, business incubation, in addition to increased capacity to provide nursing courses for 300+ students.



10.2 PUBLIC REALM PROJECTS

It is important that the Education Quarter is fully integrated into the town centre, with identified improvement to the Northern Gateway and the Spire Neighbourhood to facilitate this.





PART III
WATERSIDE

Chesterfield Waterside is a regionally significant regeneration area involving the restoration of a navigable waterway through the 16 ha (40 acre site) and the creation of a new canal basin which has been constructed at the heart of the project.



The Waterside scheme is being developed and promoted by Chesterfield Waterside Ltd, a public/private partnership of Chesterfield Borough Council and Urbo (a specialist regeneration company comprising Arnold Laver & Co Ltd and Bolsterstone plc). The vision is that Chesterfield Waterside will be an *“exciting example of best practice regeneration taking a largely vacant edge of town centre waterside site and creating a vibrant new environment of buildings and open spaces.”*³⁸

This will be home to a thriving new community of businesses and residents and will become a major attraction for visitors. The development will be characterised by bold and excellent design and a sustainable approach to delivery.”

The Waterside area already has an outline masterplan including planning permission for a residential neighbourhood of up to 1,500 homes, over 30,000 sqm (322,900 sqft) of business space, ancillary shops, bars, cafes, galleries and hotels. The public realm comprises a new canal basin, landmark public spaces and an eco-park.

It is important that the Waterside complements the existing town centre and this masterplan is designed to reinforce the Historic Core, as well as promote links to the Waterside. By delivering the wider masterplan, this will enhance the demand for Chesterfield, which will expand to include the Waterside area. Key projects which support the Waterside area include:

- 1 - Waterside Aerial View
- 2 - Waterside Visualizations
- 3 - Waterside Visualizations



11.1 HOLLIS LANE/MALKIN STREET LINK ROAD

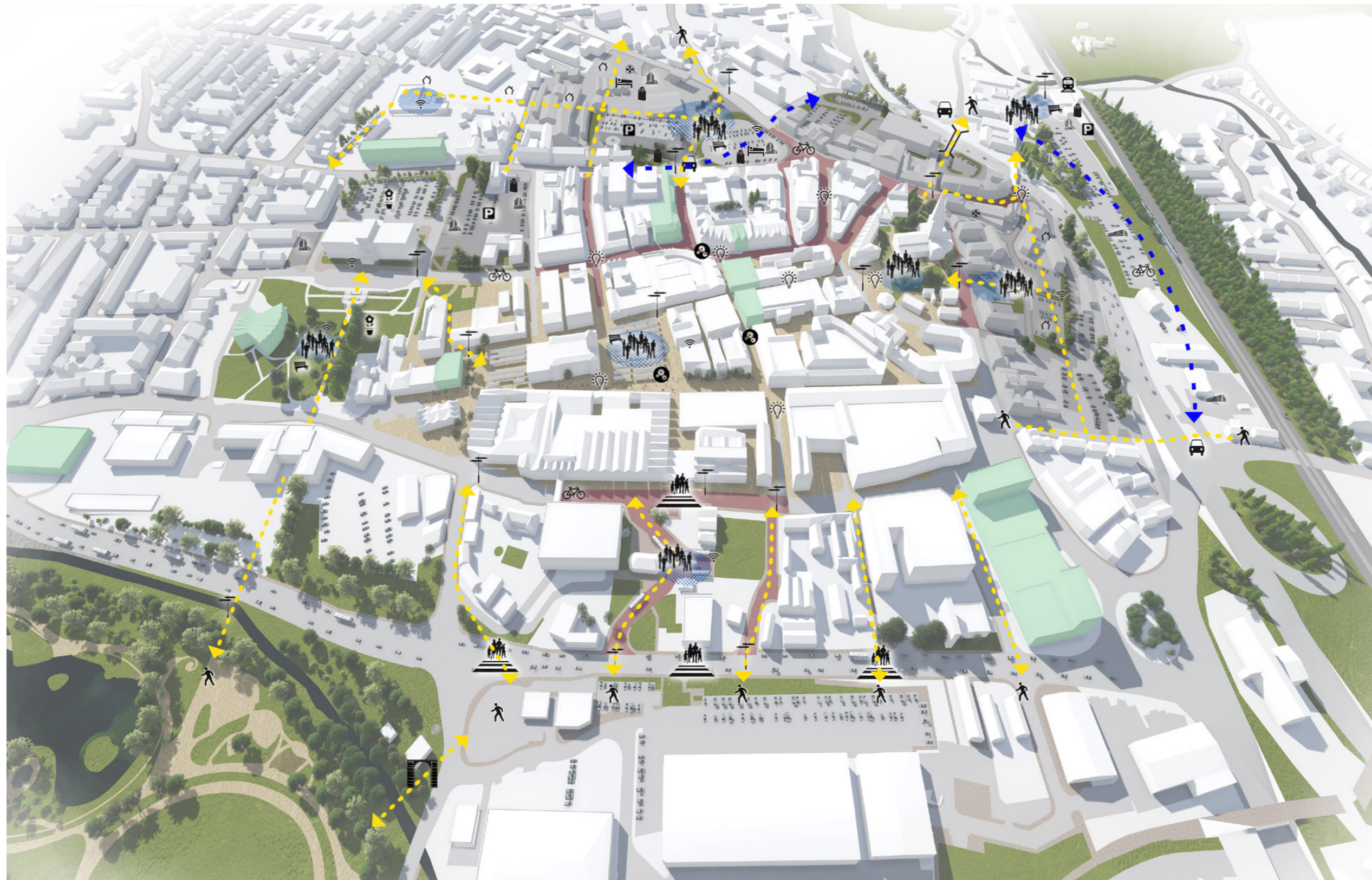
This ‘unlocks’ other complementary developments in the town centre including the Spire Neighbourhood and the Northern Quarter etc. These developments under-pin the economic growth of Chesterfield which will create demand for the Waterside.









11.2 TAPTON LANE BRIDGE LINK

There is a clear desire line and line of sight from the Waterside at Brimington Road to Tapton Lane and the ‘Crooked Spire’. This link requires a new pedestrian bridge over the A61 and as such is a long term aspiration. This link would directly connect the Waterside to the town centre which will improve the attractiveness and demand for the Waterside area.



³⁸ <http://www.chesterfieldwaterside.com/vision.html>



-  Main Pedestrian Movements
-  New Link Road
-  Improved Way Finding
-  Improved Lighting
-  Improved/New Cycle Route
-  Integration of Intelligent Technology
-  Town Centre Management Strategy
-  Aspiration to Improve Connectivity
-  Wi-Fi/ 4G Zone
-  New Gateway Entrance
-  Key Public Realm
-  Potential Events Space/Amenity Space
-  Aspiration to Extended/Improve Pedestrian Zones and Footfall
-  Potential Refurbishment/Development Project
-  Improved Pedestrian Crossing

-  Train Station
-  Potential Multi-storey Car Park
-  Potential Commercial Development Opportunity
-  Potential Retail Development Opportunity
-  Potential Hotel Dev. Opportunity
-  Potential Business Unit Dev Opportunity
-  Garden Management
-  Improved Seating Area