

DESIGN & ACCESS STATEMENT

January 2010

Rev A

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CHESTERFIELD
WATERSIDE
WATERSIDE

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Materials and architectural design are for indicative purposes only.

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1

CHESTERFIELD WATERSIDE
INTRODUCTION



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SECTION 1

INTRODUCTION

1.1 CHESTERFIELD WATERSIDE

Chesterfield Waterside, made up of a number of employment sites including the former Trebor Bassett sweet factory, will be transformed from redundant industrial land into a vibrant waterside urban village, a destination for working, living and recreation.

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

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

1.2 AIMS OF PROJECT

The overriding aims of Chesterfield Waterside are:

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



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1.3 PURPOSE OF DESIGN & ACCESS STATEMENT

It is important that Chesterfield Waterside should achieve high standards of design and accessibility. This Design and Access statement outlines the design and access ambitions, objectives and proposals in support of the application for outline planning permission. The evolution of the proposals is also outlined in this report.

This statement has been prepared in accordance with Government Circular (01/2006) and Guidance produced by CABI on the preparation of Design and Access Statements.

The Design and Access Statement also provides a design framework. It will inform the design, layout and structure for the development of Chesterfield Waterside and ensure it delivers a high quality and coherent regeneration of the site, so that subsequent reserved matters planning applications and phases of development remain true to the original vision and aims of the project.

As such the Design and Access Statement will serve as the 'touchstone' for subsequent reserved matters planning applications and phases of development. It will be expected that all proposals and applications associated with the regeneration of Chesterfield Waterside will be prepared in accordance with the content and spirit of the design framework set out by this document.

This statement is to be read in conjunction with the following supporting documents:

- Supporting Planning Statement
- Statement of Community Involvement
- Development Infrastructure Summary
- Transport Assessment and Travel Plan

- Environmental Statement (Volumes 1-3), which includes the following chapters:
 - Landscape and Visual
 - Archaeology and Cultural Heritage
 - Noise
 - Air Quality
 - Transportation and Access
 - Ecology and Nature Conservation
 - Hydrology, Hydrology and Geology.

1.4 SUMMARY OF DESIGN & ACCESS STATEMENT

The Design & Access Statement report is divided into a number of sections outlining the following information:

- Analysis of the site and its context, including a review of current planning policy and study of the Chesterfield vernacular.
- The urban design framework, evolution of the masterplan and the principles which underpin the masterplan.
- Explanation of the indicative masterplan and the proposed character areas.
- Conclusion explaining how the masterplan proposals respond to the relevant planning policy and planning brief.



Chesterfield Town Centre



2

CHESTERFIELD WATERSIDE
THE SITE & CONTEXT



SECTION 2

THE SITE & CONTEXT

This section of the document discusses the site characteristics and the context of the surrounding area.

2.1 SITE LOCATION

The 23 ha (57 acre) Chesterfield Waterside site is located to the north of Chesterfield town centre and lies directly adjacent to the mainline railway station, which provides direct public transport links with Sheffield, London and other UK destinations.

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

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



Aerial Photograph

2.2 WIDER CONTEXT

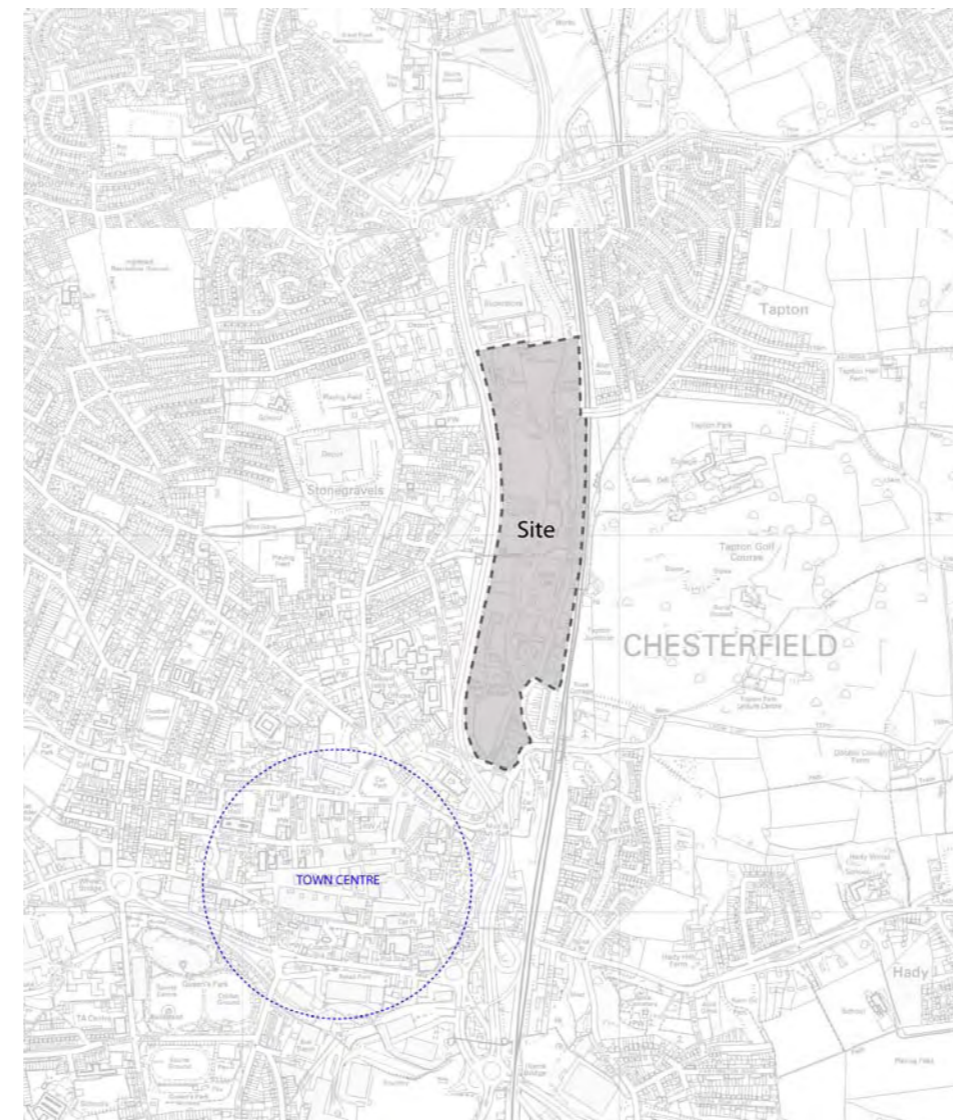
Chesterfield lies in the East Midlands, some eleven miles south of Sheffield and is the largest town in Derbyshire. It stands on a network of regional routes including the A61 to Sheffield and Derby, the A617 to Mansfield, connecting also with the M1, the A619 to Worksop and Manchester, and the A632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

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

Regional Context



Local Context



Aerial Photograph



□ SITE BOUNDARY

2.3 ENVIRONMENTAL SUMMARY

2.3.1 TOPOGRAPHY

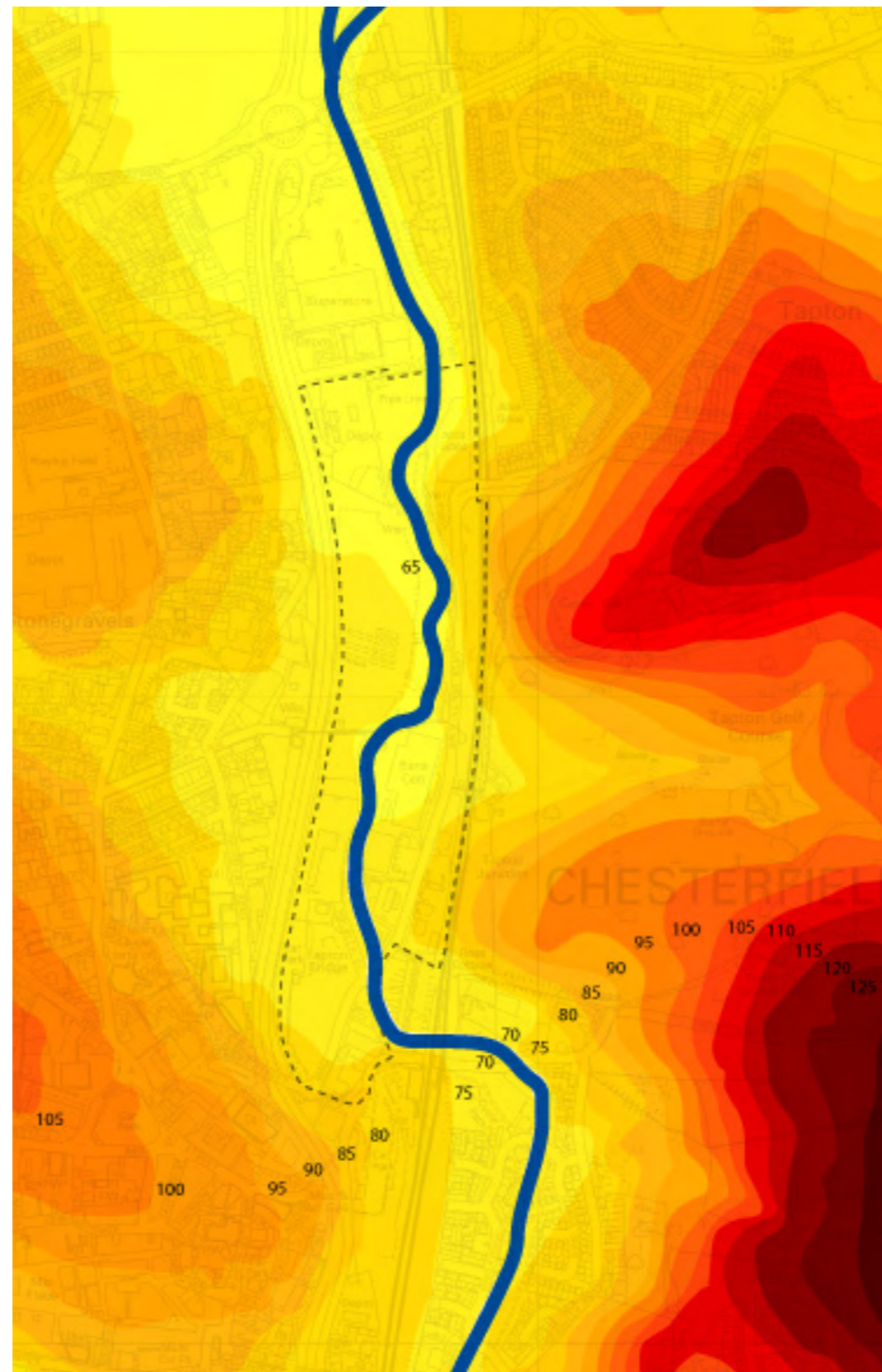
Chesterfield is located near to the Peak District which is famously known for a striking landscape of topographical extremes. The town centre of Chesterfield is largely sited upon a hill (approx. 100-110m AOD) overlooking the river/canal valley where the Chesterfield Waterside redevelopment site is located.

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

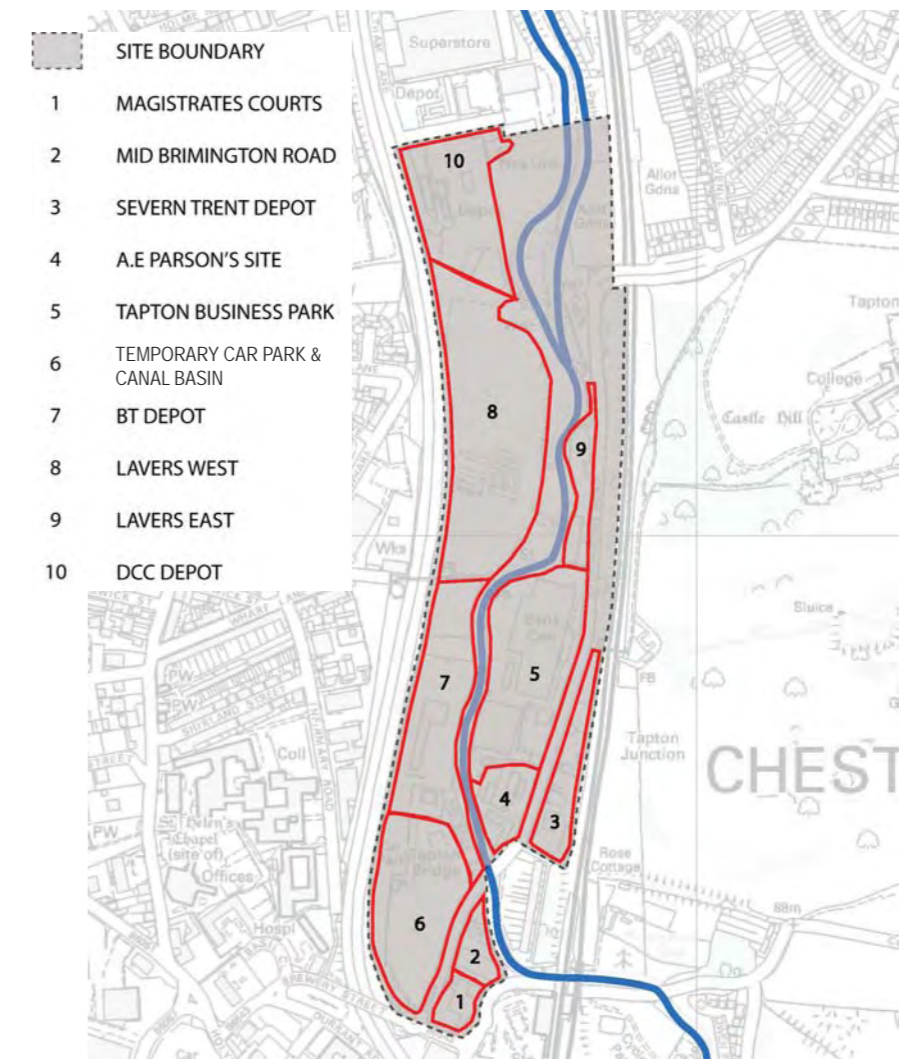
2.4 FUNCTION

2.4.1 LANDUSE

The site as it stands predominantly consists of warehouse structures and large expanses of derelict land, on most of which hard surface remains. There is mix of uses occupying the plots on the site, with some established companies using the space. Arnold Laver Group hold the largest plot within the site.



Surrounding Topography



Existing Landuse

2.4.2 LOCAL FACILITIES

RETAIL:

Recent trends in retailing are reflected within Chesterfield, seen locally with the Tesco situated at the north of the site. The last decade or so has witnessed a decline in the number of shops, in particular those selling convenience goods. Rising car ownership, changing consumer purchasing patterns and retailers' changing requirements have led to the development of a number of large stores selling a wide range of convenience goods with plentiful adjacent car parking. These are both within and adjacent to the existing centres. However, the shopping centre within Chesterfield town centre still provides retail opportunities.

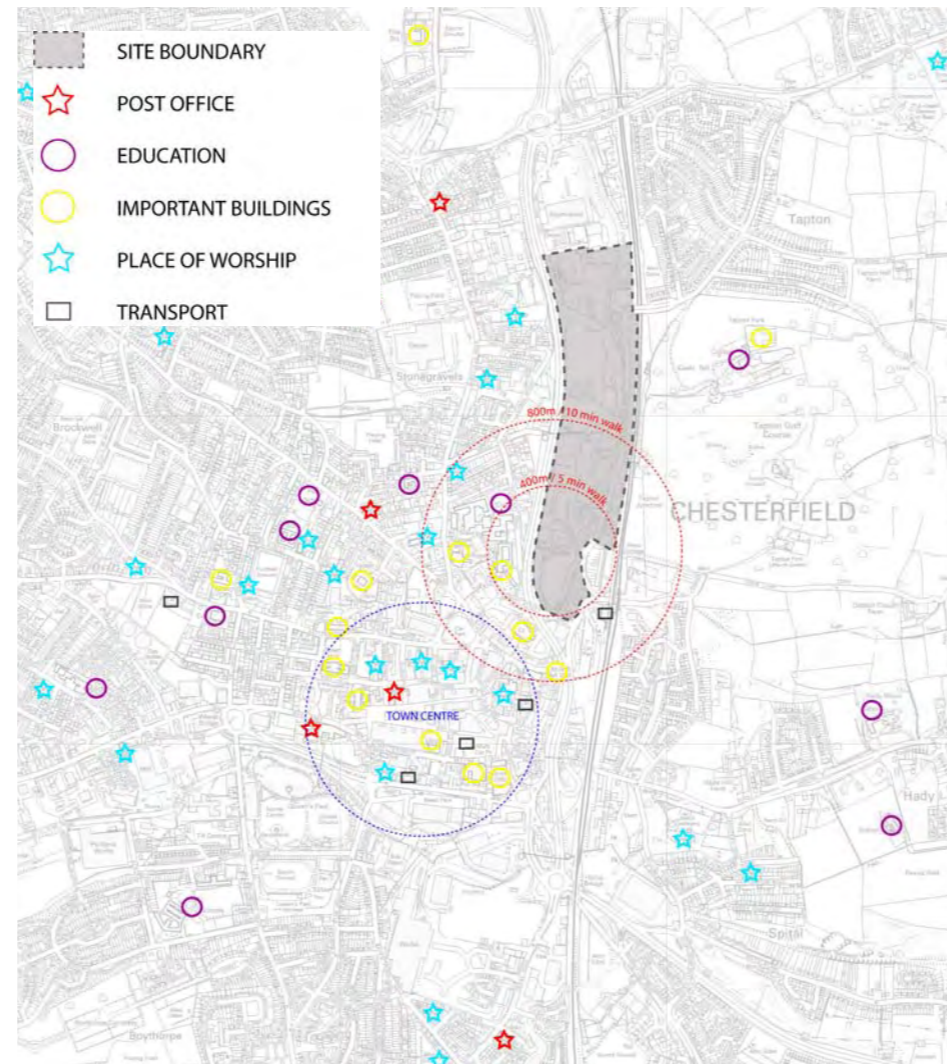
Chesterfield town centre to the south of the site and the Tesco store to the north provide the main sources of retail locations close to the site. It is considered appropriate for future local shopping to be located in the Chesterfield Waterside site.

LEISURE:

Leisure opportunities within a 30 minute walk include Tapton Golf course, two school playing fields and two collections of allotment gardens. Travelling further allows access to parks, recreation grounds, sports centre, additional allotment gardens and open green space. Ultimately access into the Derbyshire Dales and Peak District provide more expansive opportunities.

COMMUNITY FACILITIES:

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



Local Facilities

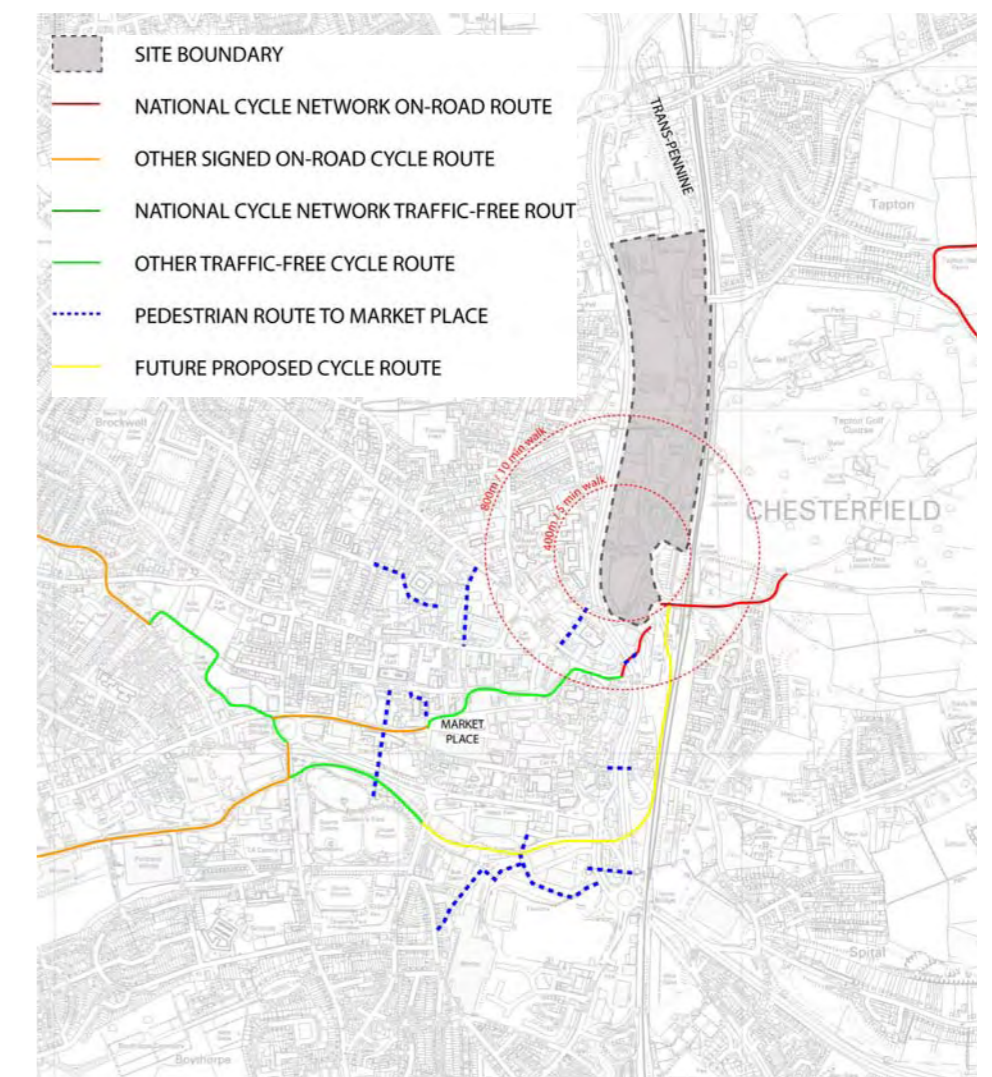
2.4.3 PEDESTRIAN & CYCLE LINKS

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

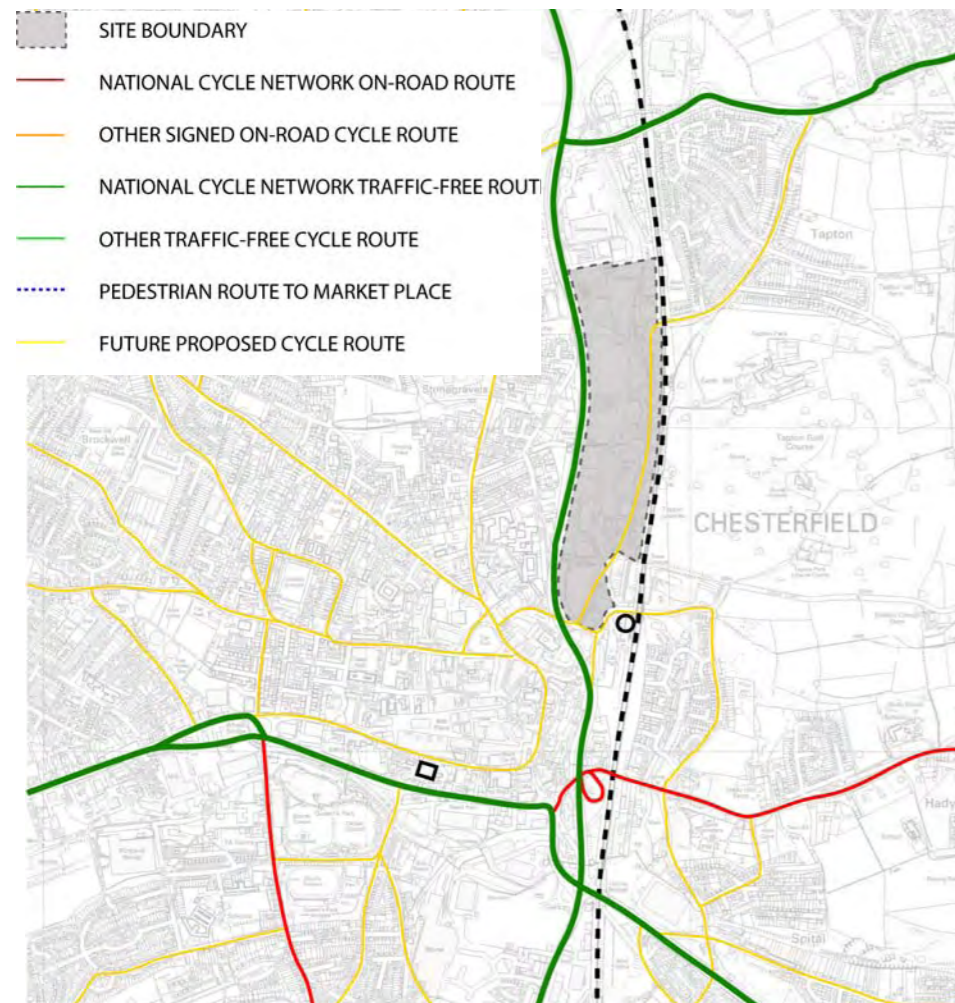
The cycling infrastructure in Chesterfield is gradually building and connectivity is improving. The West of Chesterfield is well served by the Hipper Valley Route and Holmebrook Valley Trail. To the North the Trans Pennine Trail comes into the town on the path beside the Chesterfield

Canal or the alternative more hilly route through Brimington.

There are many cycle lanes and traffic free paths around Chesterfield. The Chesterfield Cycle Campaign is working to create a network of cycling facilities around Chesterfield and surrounding areas.



Existing Cycle Network



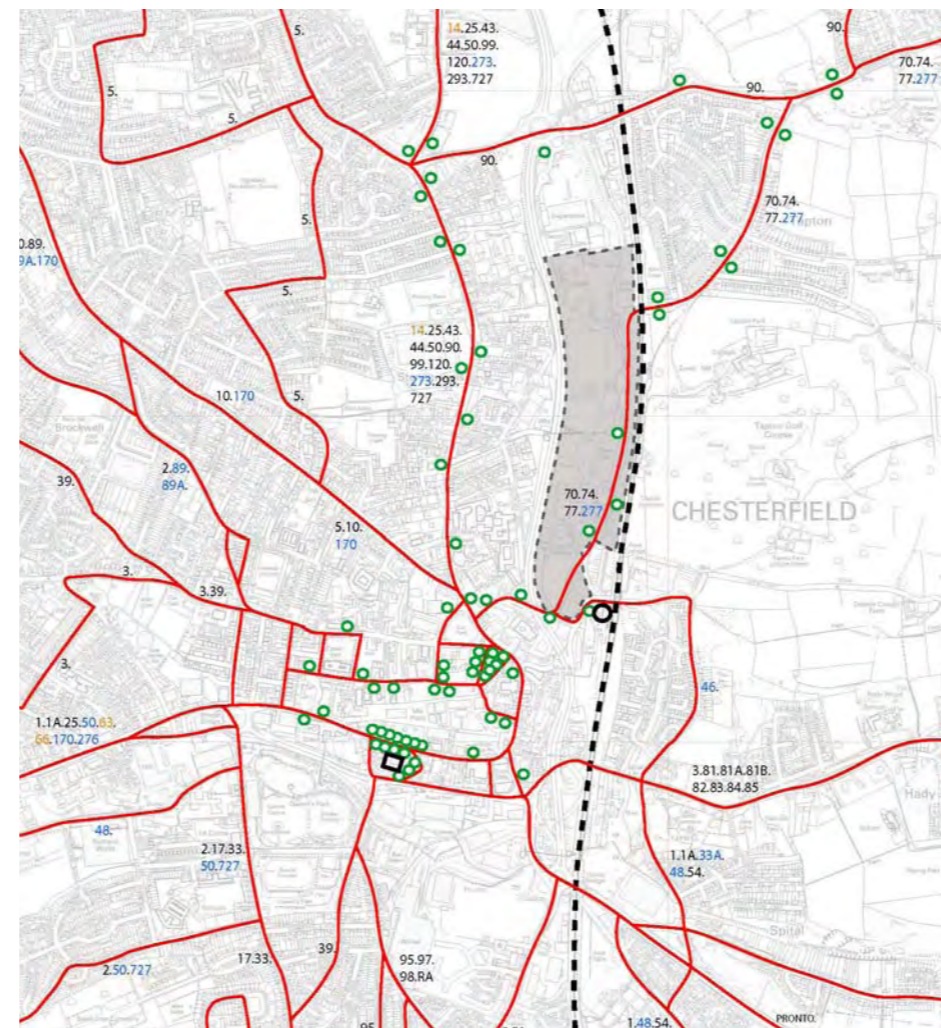
Pedestrian/Cycle Network

2.4.4 BUS LINKS

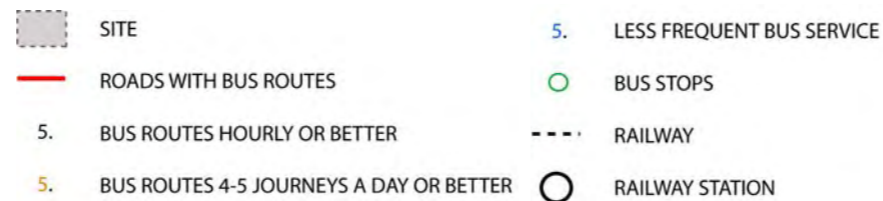
The bus network in Chesterfield is excellent offering a broad selection of destinations and relatively frequent services. A number of services either run close or traverse the site on Brimington Road and Malkin Street.

Nearly 50% of the Chesterfield Stagecoach fleet are low-floor, easy-access buses, many of which have dedicated space for pushchairs, shopping trolleys and wheelchairs.

The site is serviced mainly by Brimington Road, which passes through the east of the site, by the bus routes 70, 74 and 77. Within a ten minute walk from the south of the site, two main roads provide further bus services. Sheffield Road (B6057) running parallel to the west of the A61 provides nine bus routes while Hady Hill (A632) to the south east of the site has an additional eight different bus routes.



Public Transport Provision



2.4.5 ROAD & RAIL LINKS

ROAD

The strategic road network of Chesterfield is generally permeable with a number of A roads converging on the town centre. The nearest motorway, the M1, offers access to the national road network and is located approximately three and a half miles to the east.

North-south movement through the site is provided in the form of Brimington Road which is not of a residential character exhibiting relatively high observed traffic speeds. The site has excellent access to the southern slip road of the A61.

RAILWAY

Chesterfield station is located on Brewery St/ Crow Lane, approximately 5 minutes walk from Chesterfield town centre and within close proximity of the site. The station operator is Midland Mainline.



View of A61 from site

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

Key journey times from Chesterfield include:

- London St Pancras - 2 hours approx direct
- Birmingham New Street - 1 hour approx direct
- Edinburgh - 4 hours approx direct
- Manchester Piccadilly - 1 hour 20 mins approx direct

The Chesterfield Waterside Transport Assessment contains more detailed information.



Midland Mainline railway

2.4.6 EXISTING OPEN SPACE

The existing site provides natural space alongside the river, with some open areas acting as ecological locations for wildlife.

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

The majority of localised open space falls to the east of the site, beginning immediately with Tupton golf course and progressing into farmland. Scattered recreation and sports grounds provide open green space in the more developed areas to the west of the site.

Public open space

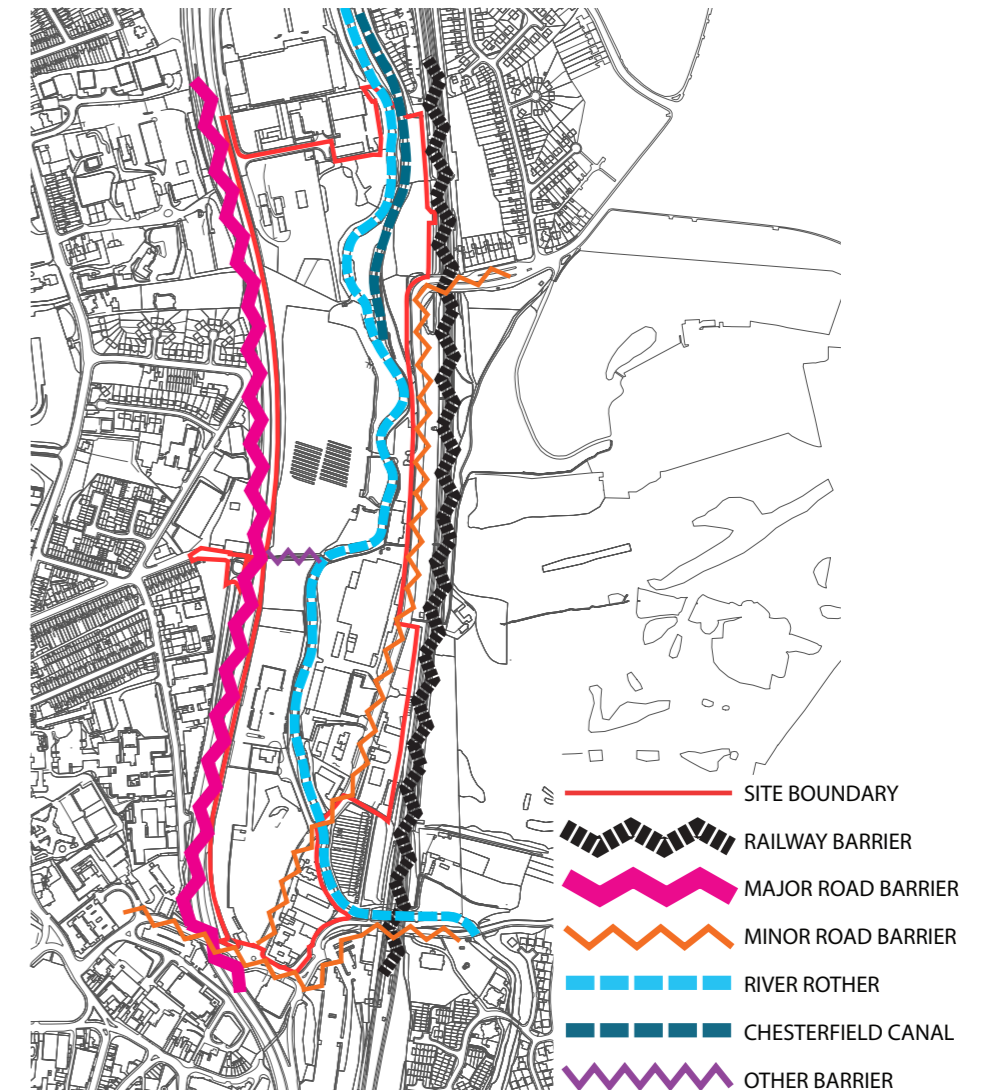


2.4.7 BARRIERS

The Chesterfield Waterside site is flanked on both sides by significant man-made barriers. The A61 runs North-South along the eastern boundary, whilst the western site boundary is defined by the Midland Mainline railway.

The main barriers internal to the site consist of Brimington Road, the River Rother and the existing Chesterfield Canal.

Site Barriers



2.4.8 CANAL VIEWS

The Canal is a key driver behind the regeneration of the site. It holds the key to creating a special place where people will want to spend time and live. The design team have walked the Canal and really thought about how our vision will fit in with the waterside setting. Currently the site contains contrasting characteristics with leisure uses, light industrial and ecological landscapes coexisting side by side. One of the core challenges includes how to tackle these landscapes.



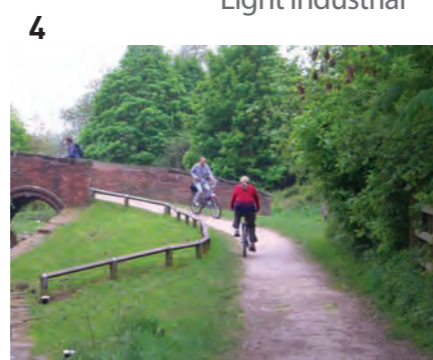
1 Overgrown landscape



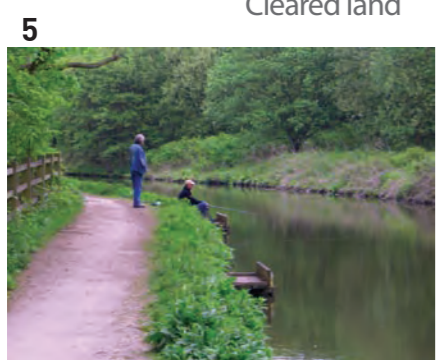
2 Light industrial



3 Cleared land



4 Cycling



5 Fishing



6 Ecological landscape



Figure Ground Plan

Medieval centre

2.4.9 BUILT FORM

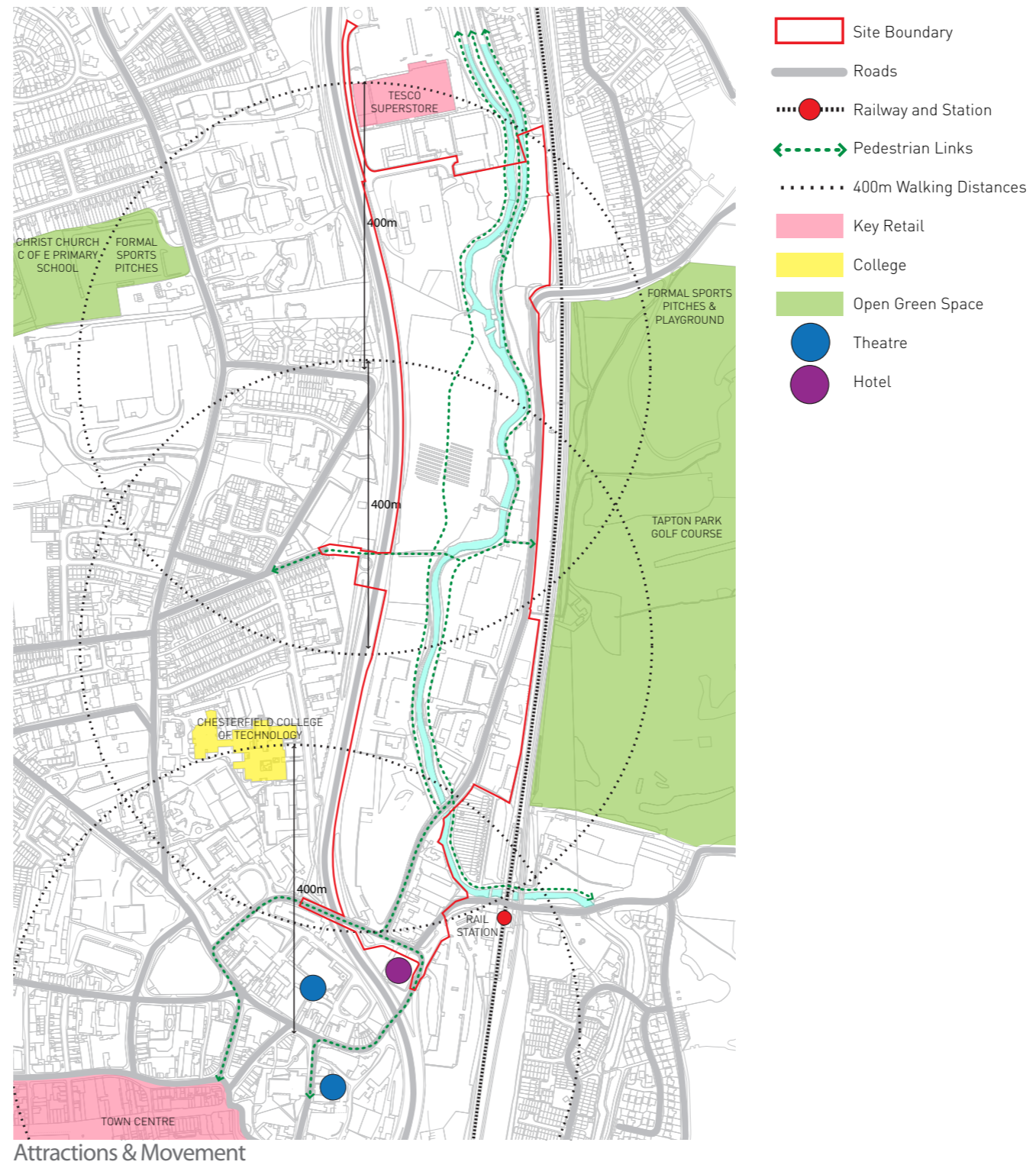
The figure ground opposite illustrates the urban form and grid of Chesterfield and its environs. Different types of grids are evident, illustrating the changes in layout and style over time.

- The town centre has a compact medieval structure around the famous St Mary and All Saints Church - dedicated in 1234.
- Evidence of the towns Victorian expansion is evident in the famous market hall building and along the canal.
- As Chesterfield grew the popular terraced housing topology is evident in the outer ring of the town centre.
- To the far north of Chesterfield post Second World War residential expansion is evident in the form of cul de sacs.

Lessons have been learned as to the pros and cons of 20th Century residential layouts, therefore there is an opportunity within Chesterfield Waterside to use different typologies of layout and density in order to create a legible place with a real sense of place, fitting in with its water side location.

2.4.10 ATTRACTIONS & MOVEMENT

There are a variety of uses and attractions in Chesterfield town centre, within 5 minutes of the south of the site. The site is relatively well connected in terms of north south movement. However significant barriers to east west movement are present in the forms of the A61 and railway. The site benefits from a close proximity to Chesterfield town centre and train station.



2.5 SOCIO-ECONOMIC CONTEXT

Chesterfield is the largest town in Derbyshire and performs a significant employment and service function for its surrounding communities. The East Midlands regional spatial strategy (RSS) identifies the town as a sub-regional centre and provides support for the development of Chesterfield as a centre for economic and regeneration activity.

The town's economy has been subject to major structural change with the decline of the coal industry and traditional manufacturing over the past 25 years which has resulted in the loss of significant numbers of jobs from the local economy as well as leaving a legacy of environmental degradation.

The North East Derbyshire economy significantly under performs compared to that of the wider region and UK as a whole. Although recent figures indicate that growth in Gross value added (GVA) has outstripped the per head GVA of neighbouring areas by £11,000, 80% of the UK average. This is mainly a consequence of the sectoral make up of the local economy and the town's administrative role, with employment dominated by the public sector and lower value manufacturing. Chesterfield is also under represented in national growth sectors such as financial and business services a sector which needs to be expanded if the economy is to deliver growth and bring about improvements in quality of life factors.

The sectoral structure has a knock on effect on the towns occupational and skill profile which is characterised by higher levels of lower skilled process occupations and comparatively fewer people in the workforce qualified to degree level or above. Raising the town's economic "game" requires a significant shift in the sectoral make up of the economy, improvements in the existing workforce skills profile and the attraction of new suitably skilled individuals. The Chesterfield Waterside Scheme seeks to address these issues/

It is crucial that any development planned for the town helps to

support the increased prosperity of local residents by providing the infrastructure for employment and productivity growth. Whilst employment land availability is not an issue there is a limited supply of good quality office space which will in part restrict the development of key economic growth sectors such as financial and business services. To this end good progress has already been made in developing a series of four innovation/business centres in and around the town. Chesterfield Waterside can help to further expand the commercial property supply within the town through the provision of high grade, competitively priced office space within a top quality environment.

One of the key elements in the regeneration of Chesterfield will be the retention of existing residents and attraction of new population by providing suitable housing and employment opportunities.

Housing in the town is relatively affordable given the legacy of industrial decline, making it an attractive proposition for first time buyers and younger professionals both within and outside of the town. Therefore as well as offering the opportunity to improve the commercial property offer and increasing employment within Chesterfield, the Waterside development will provide additional housing opportunities for existing and new residents.

Chesterfield has a number of other assets on which the town and more specifically the Waterside development can draw, to facilitate regeneration and development activity, retain its existing residents and attract new population.

The town has excellent infrastructure linkages being located close to junction 29 the M1, national rail network (London St Pancras in 2 hours) and the new Robin Hood Airport at Finningley, Doncaster, as well as being within 60 minutes drive time of the cities of Sheffield, Manchester, Nottingham & Derby.

Whilst the workforce's skills profile is comparatively weak, local schools

perform well on the basis of the annual league tables. This is a key selling point for the town, given that the performance of local schools is a major consideration in the decision making processes of existing families looking to move as well as for those planning to start families in the near future.

The Peak District provides an excellent leisure and environmental resource which can help to attract new population to the town as well as providing an asset for the town's visitor economy. In this context there are also a wide range of cultural and historic assets within a short distance of Chesterfield which further add to the leisure and amenity value of the town.

2.6 HISTORICAL CONTEXT

This section describes the historical evolution of Chesterfield from its origins to its current boundaries.

HISTORICAL CHARACTER

The Town Centre's physical character derives from its relationship with its planned medieval origins, such as the remains of the burgage plots, alley ways, church path and a market place surrounded by medieval strip fields systems. Most of the streets in the town centre follow the lines of streets and open spaces designed when the town was laid out afresh to the west of the older centre around the parish church, following the grant of a Borough Charter in 1204. This pattern has been fossilised in the plan form by the pattern of the later developments.



Chesterfield Town Centre Map 1803



Chesterfield Town Centre Map 1869

HISTORICAL DEVELOPMENT

Chesterfield has an impressive and important past, reflected in its development history and surviving historic environment. However it is the town's history as a medieval market town that lead to its principal economic function as one of the principal market towns in the country. It is known that markets were held as early as 1156 on a site to the north of the parish church.

Although Chesterfield has a history stretching back beyond the Roman times, most of the town centre buildings are particularly distinguished collections of 18th and 19th century buildings surrounding the market. The common building types seen within the surviving historic fabric demonstrate the town's diverse past as a market centre, an industrial town and a service centre for the wider industrial area.

Chesterfield benefitted greatly from the building of the Chesterfield Line - part of the Derby to Leeds railway (North Midland Line), which was begun in 1837 by George Stephenson. During its construction, a sizeable seam of coal was discovered during the excavation of the Clay Cross Tunnel. This and the local ironstone were promptly exploited by Stephenson who set up a company in Clay Cross to trade in the minerals.

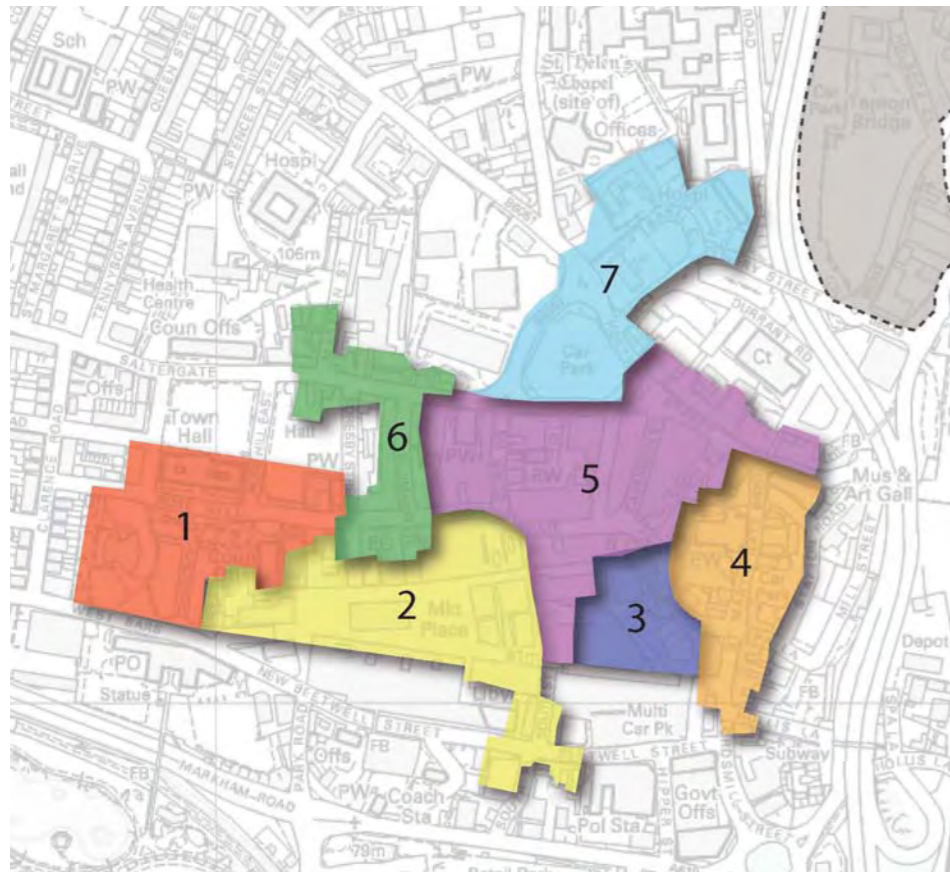
Chesterfield is perhaps best known for the "Crooked Spire" of its Church of Saint Mary and All Saints. The spire is both twisted and leaning, twisting 45 degrees and leaning 9 feet 6 inches from its true centre. The leaning characteristic is believed to be the result of the absence of skilled craftsmen (the Black Death had ceased only twelve years prior to the spire's completion), insufficient cross-bracing, and the use of unseasoned timber.

Chesterfield's current boundaries date from April 1, 1974, when under the Local Government Act 1972, Chesterfield took in the urban district of Staveley and the parish of Brimington from Chesterfield Rural District.



Chesterfield OS Map 1914

2.7 LOCAL CHARACTER



The town can be subdivided into seven local character areas as highlighted as highlighted on the above plan and subdivided below:

1. TOWN HALL

- The area to the west of the town centre forms a civic group around the Shentall Memorial Gardens
- Red brick Town Hall built in 1935 overlooking historic Queen Park and surrounding gardens
- The gardens were laid out in 1938 at the time the Town Hall was constructed.
- To the west of the gardens is the 1960's magistrates court building.
- Views out to hills South and West.

2. MARKET PLACE

- Dominated by the Market Hall and incorporates an old water pump, the Town Pump" (listed grade II*)
- Area of intense shopping and pedestrian activity
- Focal point of the town for over 800 years and the basic layout has not substantially changed
- Surrounded by buildings which, though exhibiting a variety of ages, styles and colours relate to each other in scale, rhythm, height, materials (a fine balance of brick, render and stone), level of detail and storey height creating a high quality enclosure for the Market Place.
- Some of the buildings exhibit a higher quality, larger scale, level of detailing or prominent materials which creates a subtle hierarchy
- Good degree of active ground floors

3. VICAR LANE

- Mostly buildings dated from 1960s-70s
- No listed buildings
- Links with Market Place from the eastern side of the town centre
- Good views of the distant hills to the east along Church Lane and south along South Street

4. ST MARY'S GATE

- The area is enhanced by the openness of the churchyard although detracted from by the stream of traffic on St Mary's Gate.
- The road is no longer an important area of trade or shopping, but it is still a main route around the town for traffic.
- Some of Chesterfield's best buildings are here and form the fabric of the Town Centre Conservation Area, illustrating how important this area once was.

5. HOLYWELL STREET/STEPHENSON PLACE

- The area has a very wide mix of uses including a concentration of leisure buildings (nightclubs, theatres and pubs) mixed with hospitality industry buildings, retailing and a few offices.
- Many of the buildings were built in a mock Tudor style during the inter-war period.
- A few buildings remain from an earlier period, notably Elder Yard

Unitarian Chapel built in 1694 and listed grade II*, Elder Court and the Central Methodist Church along Saltergate which are both listed grade II.

6. SALTERGATE/GLUMANGATE

- The area is dominated by some character buildings mostly distinguishable by the rather hard, bright quality of their brickwork with plain sash windows and some cut brick terracotta ornament.
- Most of the buildings in this character area are predominantly red brick of the Georgian and Victorian period.
- They represent one of the most striking groups of buildings in the town and give the area a feeling of prosperity.

7. FORMER ROYAL HOSPITAL SITE

- Hospital site was closed in 1984
- Most of the buildings have been demolished and new buildings built including the Royal Court.
- The main character of the area is the historical importance to the townscape of the area of the Royal Hospital site with its remaining buildings

KEY LESSONS

The key lessons to be learnt from this study are as follows:

- Use of local materials
- Active ground floor in key spaces
- Good street enclosure
- Distinctive architectural features in key locations

These lessons are addressed in the Design Framework.

Source: Chesterfield Town Centre Conservation Area Character Appraisal December 2006, Chesterfield Borough Council.

2.8 CHESTERFIELD CANAL

The Chesterfield canal is central to the Chesterfield Waterside site. This section aims to explore the history, restoration, amenity and wildlife of the canal.

HISTORY

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

RESTORATION

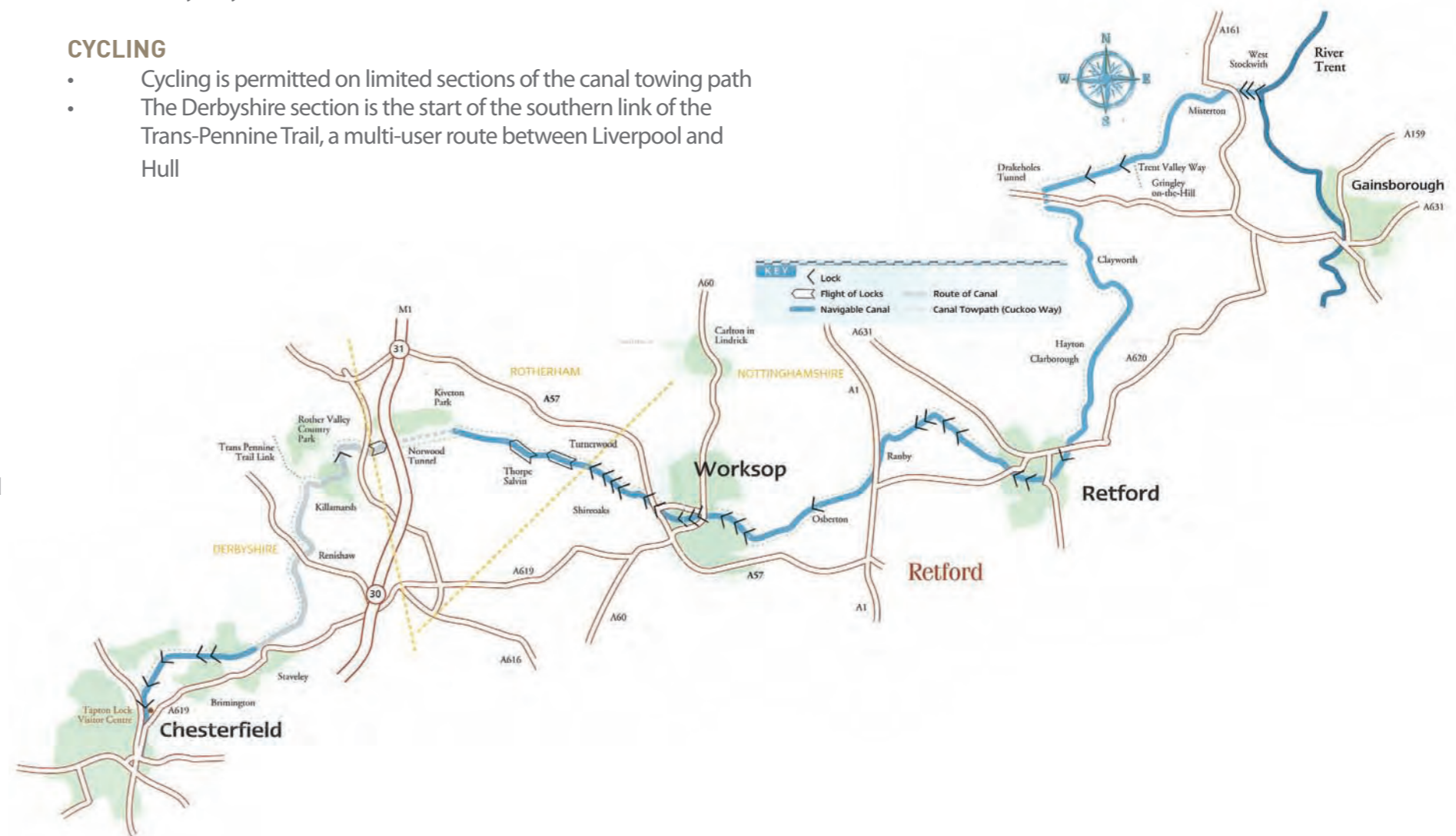
- In July 2003 the navigable section in British Waterway's section was extended into Rotherham, allowing movement off the River Trent
- In Derbyshire, the isolated five mile section between Chesterfield and Staveley was opened to navigation in 2002
- With the aim to re-connect the isolated Derbyshire stretch of the canal with the British Waterway's section, the Chesterfield Waterside site will become the terminus to the Chesterfield Canal in it's journey from the River Trent.

WALKING

- Canal-side walking is available along the total 46 mile length of the Cuckoo Way, despite ten miles needing restoration for navigation.
- The name Cuckoo originated in the 18th century, describing the unique look of the canal boats.
- The Cuckoo Way forms a vital east-west link between the Trent Valley Way and the Trans-Pennine Trail

CYCLING

- Cycling is permitted on limited sections of the canal towing path
- The Derbyshire section is the start of the southern link of the Trans-Pennine Trail, a multi-user route between Liverpool and Hull



BOATS

- Boats are permitted on the Canal between West Stockwith and the Norwood Tunnel, for which a license is required
- Holiday narrowboats on the canal in Nottinghamshire can be hired
- The Chesterfield Canal Trust operates two trip boats on the Chesterfield Canal

FISHING

- Fishing is encouraged on the canal in Nottinghamshire and certain sections along the canal in Derbyshire

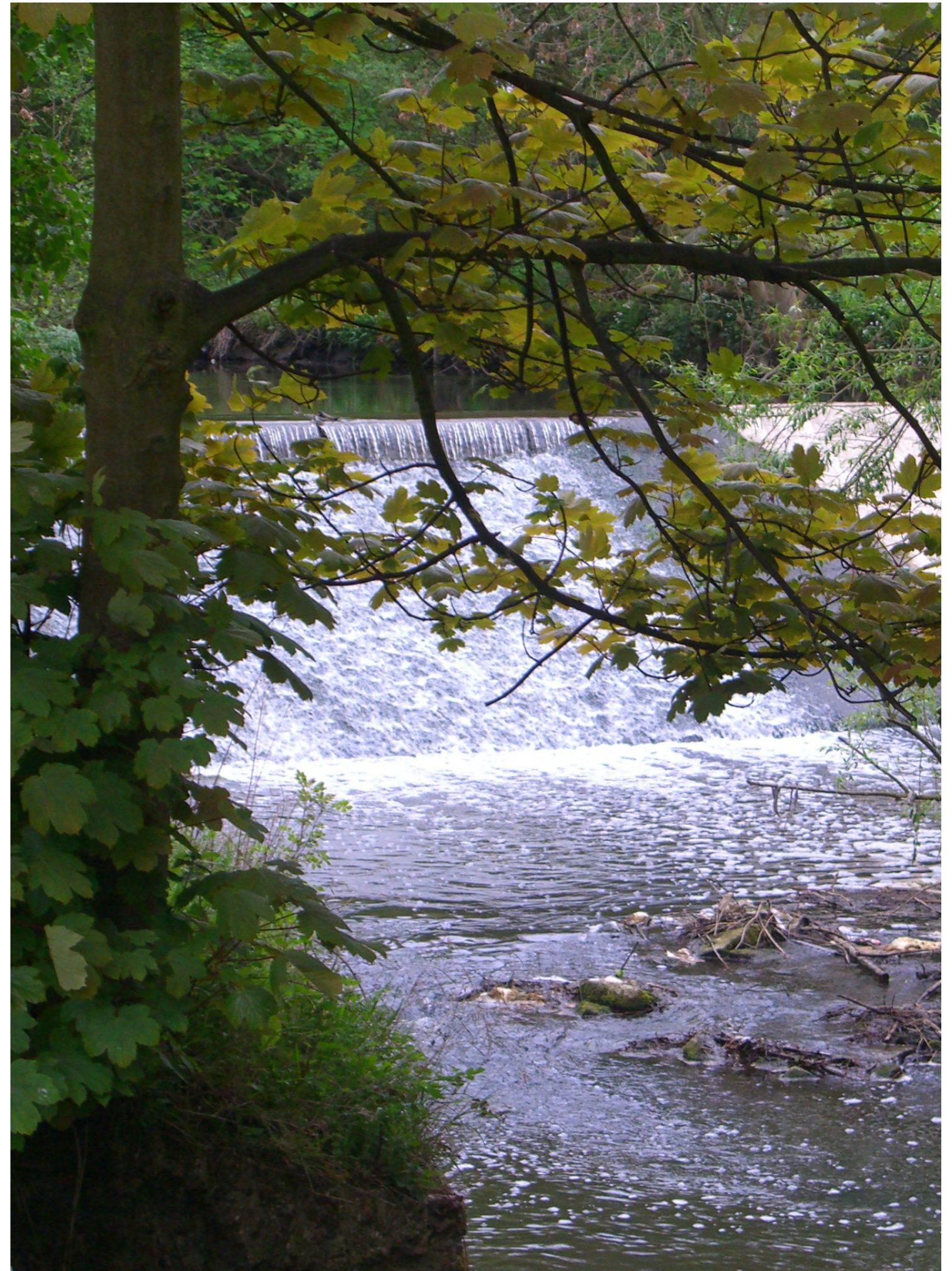
WILDLIFE

- The canal is a haven for wildlife including:
- Living in the fields: rabbits, hares, foxes, squirrels, stoats, weasels and grass snakes
- Living in the Canal: water voles, toads, frogs, smooth newts, mussels and valve snails
- Many birds: moorhens, coots, ducks, mute swans, herons, dabchicks and kingfishers *

2.8 SUMMARY

The site constitutes brownfield land in a highly sustainable location. It is one of Chesterfield's most important regeneration sites which is currently underutilised and is in much need of regeneration. As outlined in this section, the site and its wider context provides an opportunity for a high quality mixed use development to be created in an attractive waterside setting.

* Information taken from 'An introduction to the Chesterfield Canal' (Chesterfield Canal Trust Limited & Chesterfield Canal Partnership).





3

CHESTERFIELD WATERSIDE
CHESTERFIELD VERNACULAR

SECTION 3

CHESTERFIELD VERNACULAR

3.1 CHESTERFIELD VERNACULAR

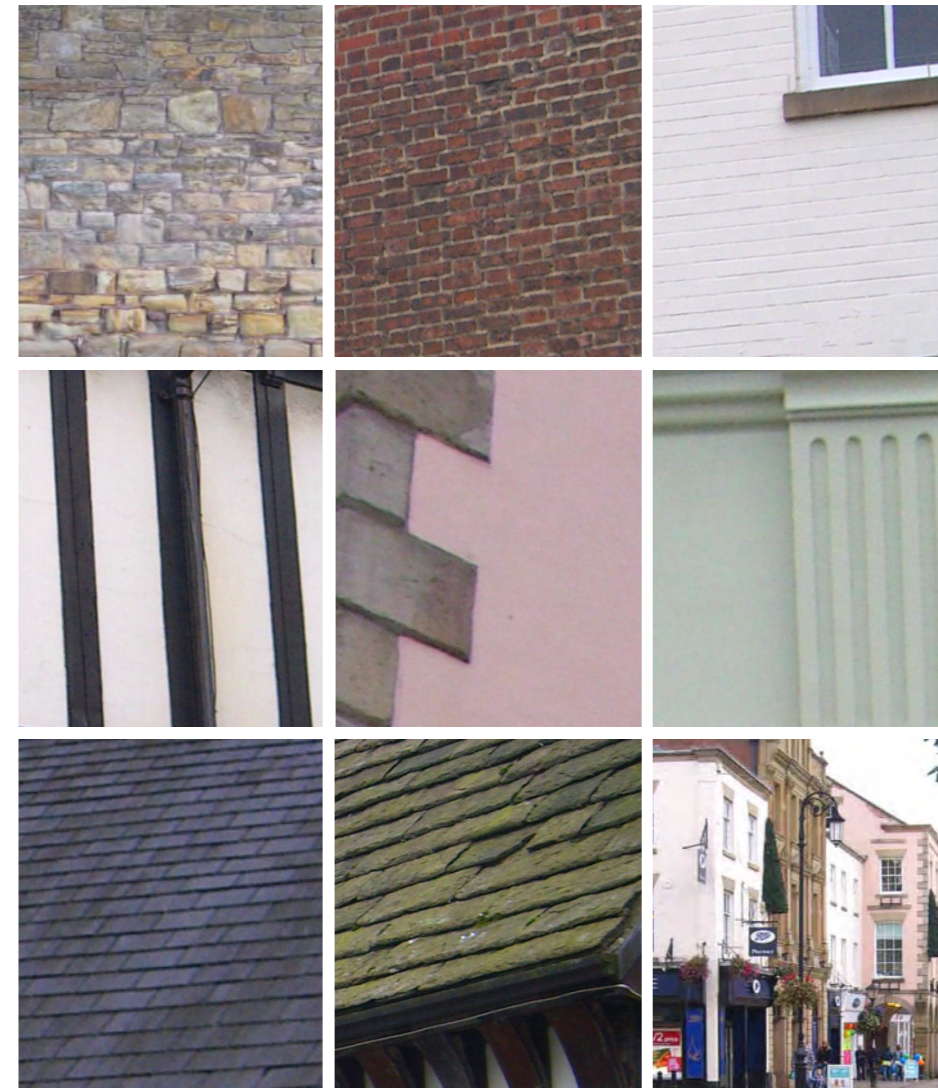
This section investigates the architectural vernacular of Chesterfield and its wider environs. For the purposes of this study we have identified eight distinctive character areas radiating out from the town centre, through the inner and outer suburbs and industrial areas. Later in this section we investigate Chesterfield's emerging context by analysing two recent contrasting residential developments.

Vernacular architecture is defined as the style of building which is traditional rather than academic in its inspiration, and strongly related to function and the use of local materials. It is important to recognise, understand and interpret the architectural vernacular of Chesterfield and its wider environs in order to create a new neighbourhood that is location specific. Therefore the interpretation of the Chesterfield vernacular is a crucial design aim for the redevelopment of Chesterfield Waterside. The contemporary use of local vernacular and materials is intended to be complimented by the selected use of other materials where suitable.



Study Areas Plan

1. TOWN CENTRE



EXTERNAL MATERIALS

STONE

- Chesterfield buildings consist mainly of gritstone (a buff or pink, large-grained sandstone) but carboniferous limestone (a grey, hard, fossil-rich stone) can also be seen.
- Where Limestone is seen it is usually in walls as rubble stone.
- Finely-tooled, gritstone ashlar work is a feature of many of the more formal or grander buildings.
- Most traditional buildings however tend to use coursed rubble stonework with gritstone quoins and dressings to openings.
- Pointing to stonework is a similar colour to the stone.

BRICK

- Often in replacement chimney stacks or outbuildings and usually dating from the 19th century.
- Where earlier brick buildings do occur – it made a statement about the owner as much as about the building due to the need to import the material into the area.

RENDER

- Lime render can be seen having been used to cover porous or inferior rubble stonework for protection or for aesthetic reasons.

COLOUR

- Despite the historic painting of external joinery or if it was oak leaving it to weather to a natural silver grey, the more recent trend of using white has become the predominant finish for windows to houses.

FEATURES

PROPORTIONS

- Building elevations possess a high solid-to-void relationship with the walls dominating over the roof, doors and windows.
- The shape of traditional buildings is horizontal, balanced visually by the vertical proportions of the windows, doors and chimneys.



CHIMNEYS

- Stacks usually consist of two or more flues giving a rectangular plan form, with the longer side at right angles to the ridge.
- Generally stacks are deeper when viewed from the front than it is wide and are traditionally built of coursed masonry.

ROOFS

- Roofs display a variety of materials, heights and eaves height.
- Many of the older, steeply pitched roofs in the area would have been thatch although only a handful of thatch buildings remain.
- The predominant roof material for the area is Gritstone slate.
- Blue slate from North Wales and handmade Staffordshire blue clay tiles from the Potteries appear in some examples from the late 18th century onwards.
- Coped gables protect the edge of the roof.
- The traditional detail of the Eaves and verge can be seen to be plain and simple.



TILE HANGING

- Roof tiles are laid in diminishing courses with large slates near the eaves rising to small slates near the ridge.
- The usual pitch is a low 30 degrees. Blue slates and blue clay tiles are at a pitch of 35 and 40 degrees respectively.

WINDOWS

- There are many traditional window patterns found locally. Nearly all however have a vertical emphasis to their overall shape as well as some degree of subdivision to the frame.
- Window frames are well recessed. The traditional materials used in window construction are timber, cast metal or lead.
- Lintels or arches span the window openings with the method of support visible from the outside.



ARCHES

- The arches seen on buildings have substantial voussoirs (Wedge-shaped stones). Infilling of arches are recessed in order to maintain the dominant arch shape.

DOORS

- Wide range of door styles. The traditional doors are vertical-planked, planked door or a variation of the panelled door.
- Door frames are well recessed to improve weather protection.

PORCHES

- Porches in most cases are appropriate to the property and well designed. They are predominantly seen on larger buildings.

SHOP FRONTAGES

- The most appealing shop fronts are seen to follow the architectural style of the upper floors and the area generally; maintaining the rhythm of the individual buildings in the street.



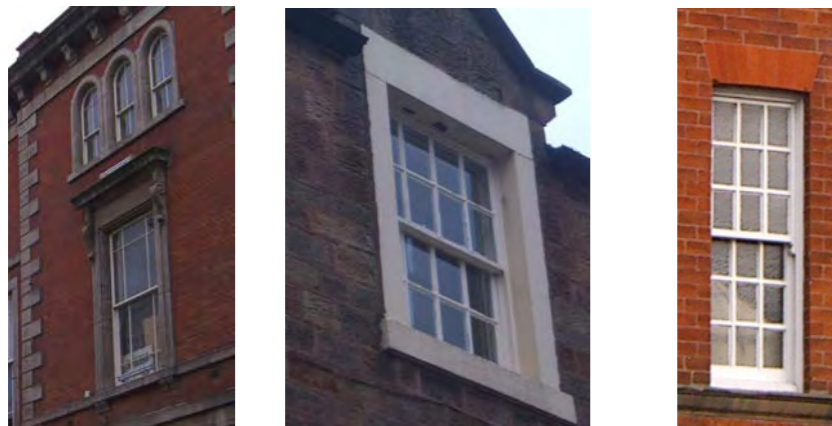
HARD LANDSCAPE

- Paving was traditionally Yorkstone slabs, or gritstone or limestone setts. Crushed limestone is however the most common surface treatment seen.
- Boundaries are nearly all gritstone walls with some limestone walls depending on location
- Street assets consist of black cast iron, steel or aluminium street name signs, furniture and bollards in a traditional style.

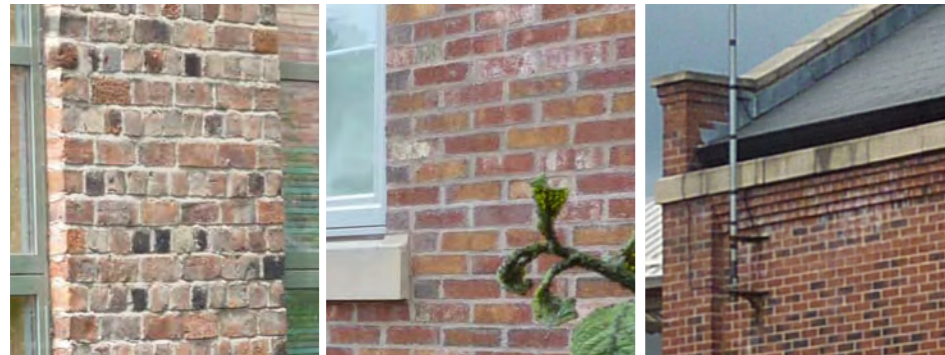


CORNER BUILDINGS

- Most town centre blocks and street corners are addressed by buildings which 'handle' the corner to improve the overall street layout.
- Rounded, chamfered/angled, square and corners with turrets that punctuate the roofscape and skyline are among the most common styles found within Chesterfield.



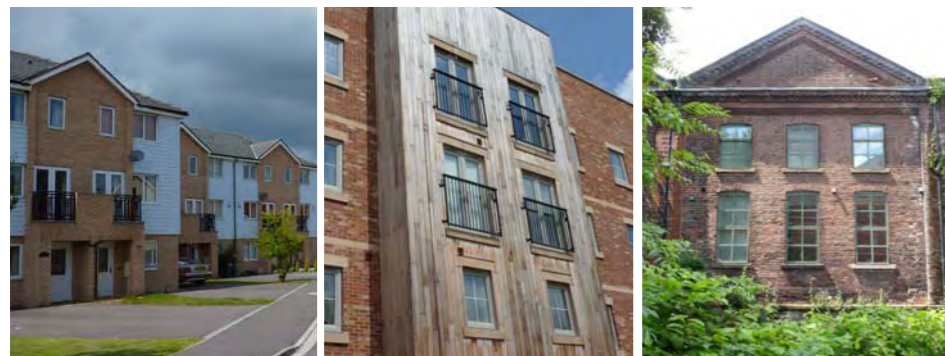
2. CHESTERFIELD STATION & PICCADILLY ROAD AREA



EXTERNAL MATERIALS

BRICK

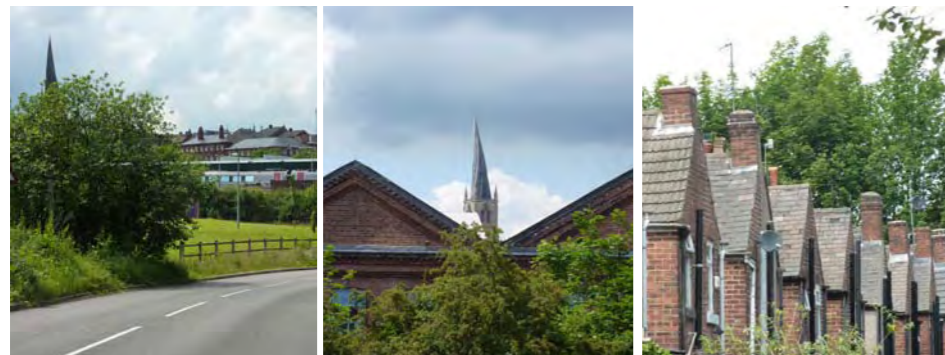
- Brick is almost exclusively the primary building material used.
- Detailing and variety in brick and form is notable and proportioned within a common scale.
- Most notable is that all arches in this area are made from brick and all cills, which were added when the mill was refurbished, are from stone.
- The old mill buildings boast blue brick detailing.



FEATURES

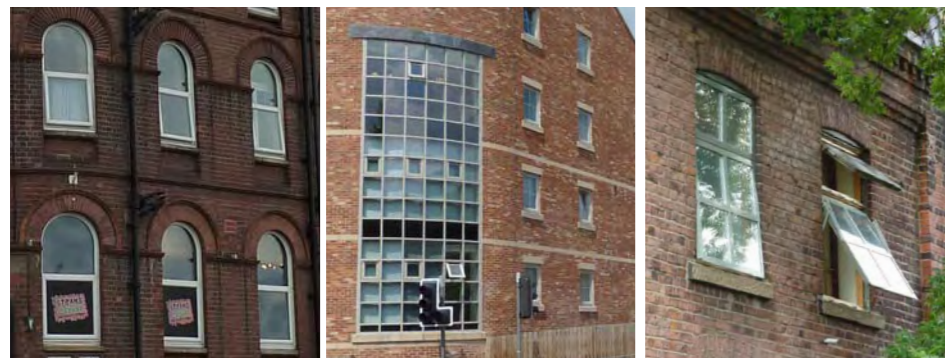
FACADES

- Variety of architectural design, detail and form on streets within a common scale.
- This area comprises of traditional mills, new development apartment blocks and new short terrace housing.
- Several older houses of brick and stone are located within this area which adds some interest to an area of otherwise largely uniform appearance.
- Most house styles present a two storey gable, a bay window or both on the front elevation.



SKYLINE

- The triangular roof pattern of The Foundry punctuates the skyline and is a distinct feature of the area.
- Due to the low building heights and topography, the 'Crooked Spire' can be seen in many vistas.
- Roofscape interest by virtue of chimneys, varied rooflines and topography.



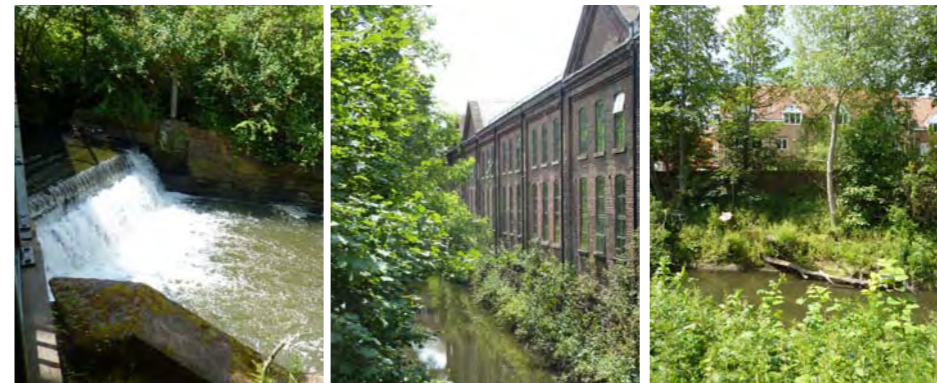
WINDOWS

- Windows significantly contribute to the vernacular character due to their distinct and continuous style and their high void-to-solid relationship.
- There is a strong vertical emphasis, low arch and subdivision to the frame.
- Windows are well recessed and brick is used for frames, lintels and arches whereas stone is used for cills.
- Metal has been used as the successful replacement material.



ROOFS

- The roof material for the area is Gritstone slate or plain clay tile roofs displayed in a variety of heights and eaves height. The traditional detail of the Eaves is plain and simple.
- Some of the old mill buildings and the new apartment building, which mimics the traditional vernacular, have sheet metal roofs.
- Chimney stacks usually consist of two or more flues and are traditionally built of coursed masonry.



VEGETATION

RIVER CORRIDOR

- The Piccadilly Road area is softened by the river corridor that passes between Hollis Lane and Crow Lane. This is a key feature of the area and its overgrown appearance compliments the harsh exterior of the mill buildings.
- A very limited number of older properties have a small front garden.
- The majority of newer properties boast a good sized front garden.



HEIGHTS & ORIENTATION

AGE

- There is an apparent mix of building ages and form in a small area. There is a number of old mills, The Foundry has been refurbished and converted into apartments whereas Clayton Street mill is disused and derelict.
- On Piccadilly Road corner with Hollis Lane there is a new development that clearly takes influence from the surrounds but with a modern twist. The vernacular has been tastefully considered and harmonises with older architecture.
- There is an apparent hierarchical nature of building and street structure. Higher status buildings are found on street corners, these are emphasised with architectural qualities like being taller, different designs and sometimes function.



3. TOWN CENTRE NORTH SUBURB



EXTERNAL MATERIALS

BRICK

- The area is almost exclusively red brick with some stone detailing.
- Detailing in brick and form is notable, rich in detail and proportioned within a common scale.
- An overall harmony derived from its human scale and consistency in materials: ashlar and rubble stone.



WINDOWS

- Eaves details, bay windows and domer windows are widely used and feature traditional materials used in window construction such as stone and brick detailing and banding for frames, lintels and cills.
- Windows significantly contribute to the overall vernacular character of the suburb area due to their distinct and continuous style and their high void-to-solid relationship.



FEATURES

FACADES

- Considerable variety of architectural design, detail and form on streets with individual villas but mostly within a common scale.
- Arched openings to ginnels with glimpses through terraces to rear gardens and yards and workshops.
- The northern end of this area marks a change in character from Inner Suburb, to lower density Garden Suburb housing, of substantial uniformity. Some inner suburb streets house buildings of Edwardian appearance, mixed styles and high quality.
- Houses are of individual designs each with its own distinctive decoration, generally tastefully restrained rather than understated.
- Most house styles present a two storey gable, a bay window or both on the front elevation.
- Abercrombie Street is one of the earliest residential streets to be developed in this part of the town. It is also one of the most attractive streets in the town. The area is characterised by low-density development of spacious plots with buildings well set back from the streets enclosed by boundary walls.



GARDENS

FRONT GARDENS

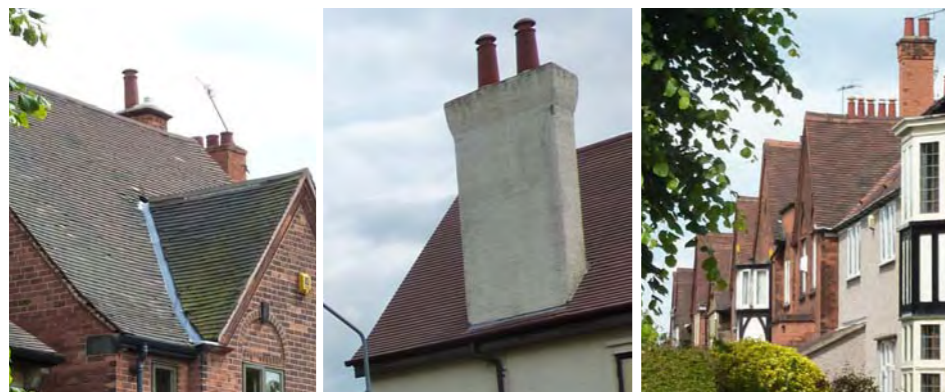
- Stone or brick with stone coping boundary walls with mature trees and hedges are prominent features in the streetscene.
- The views within the area are contained and intimate in character. Houses are shielded from the road by these strongly defined enclosing boundaries creating a sense of seclusion.
- Tennyson Avenue is a striking street, one of the few surviving tree lined streets of pollarded lime trees.
- Mostly on-street parking with limited on-plot parking at villas.
- The houses within the Abercrombie Street area (a designated Conservation area) are set in large plots with mature trees and planting which soften the hard landscape and add lushness providing an important character feature of the area.
- Stone kerb edgings survive on many residential streets.



HEIGHTS & ORIENTATION

PROPORTIONS

- House elevations are limited to 2, 2.5 and 3 storeys with consistent spacing between buildings. These aspects provide continuity despite the variations between houses and their decoration.
- Densities generally decrease with distance from the town centre.
- Predominantly residential with a mix of uses that tend to increase with proximity to the town centre. Main roads include small parades of shops/businesses.



ROOFS

- The exclusive roof material for the area is Gritstone slate or plain clay. Chimney stacks usually consist of two or more flues and are traditionally built of coursed masonry.
- Roofscape interest by virtue of chimneys, varied rooflines and topography.



4. INNER SUBURB



EXTERNAL MATERIALS

BRICK

- Brick is the primary building material used within inner suburb areas. Pointing to the brickwork is a similar colour to the brick.
- Detailing and variety in stone, brick and form is notable and richer than other areas studied but it is proportioned within a common scale.
- Where earlier brick buildings do occur – it made a statement about the owner as much as about the building due to the need to import the material into the area.

RENDER

- Lime render, limited in use, can be seen having been used to cover porous or inferior rubble stonework for protection or for aesthetics.

FEATURES

CHIMNEYS

- Stacks usually consist of two or more flues giving a rectangular plan form, with the longer side at right angles to the ridge.
- Generally stacks are deeper when viewed from the front than it is wide and are traditionally built of coursed masonry.

ROOFS

- The predominant roof material for the area is Gritstone slate displayed in a variety of heights and eaves height. The traditional detail of the Eaves and verge can be seen to be plain and simple.
- Dormer windows feature regularly, their form is notable and rich in detail.

TILE HANGING

- Roof tiles are laid in diminishing courses with large slates near the eaves rising to small slates near the ridge.
- The usual pitch is a low 30 degrees. Blue slates and blue clay tiles are at a pitch of 35 and 40 degrees respectively.



WINDOWS

- There are many traditional window patterns found locally. Nearly all however have a vertical emphasis to their overall shape as well as some degree of subdivision to the frame.
- Window frames are well recessed. The traditional materials used in window construction are timber, cast metal or lead.
- Lintels or arches span the window openings with the method of support visible from the outside.

ARCHES

- The arches seen on buildings have substantial voussoirs (Wedge-shaped stones). Infilling of arches are recessed in order to maintain the dominant arch shape. Arches are located in the centre of short terraces as a means of access.

GARDENS

FRONT GARDENS

- Most properties are set back from the streetscape by a small front garden. Gardens are generally narrow, regularly spaced and enclosed by a low brick wall with stone coping.
- Mature hedge and shrub planting is extensively used in most street scenes and adds additional barrier height and security.

HEIGHTS & ORIENTATION

PROPORTIONS

- Buildings elevations are limited to 2, 2.5 and 3 storeys. Taller units are often located on corners and are higher status 'villa' type houses that emphasise social status. These corner villa houses address both streets and elevations.
- The shape of traditional buildings is horizontal, balanced visually by the vertical proportions of the windows, doors and chimneys.
- A variety of housing types are present, although often grouped, include: detached villa houses, semi detached villa houses and smaller semi-detached houses and terraces.

5. INNER VICTORIAN & EDWARDIAN SUBURB



EXTERNAL MATERIALS

BRICK

- The area is almost exclusively red brick with some stone detailing. Pointing is a similar colour to the brick.
- Detailing in brick and form is notable, rich in detail and proportioned within a common scale.
- Where earlier brick buildings do occur – it made a statement about the owner as much as about the building due to the need to import the material into the area.
- An overall harmony derived from its human scale and consistency in materials: ashlar and rubble stone.

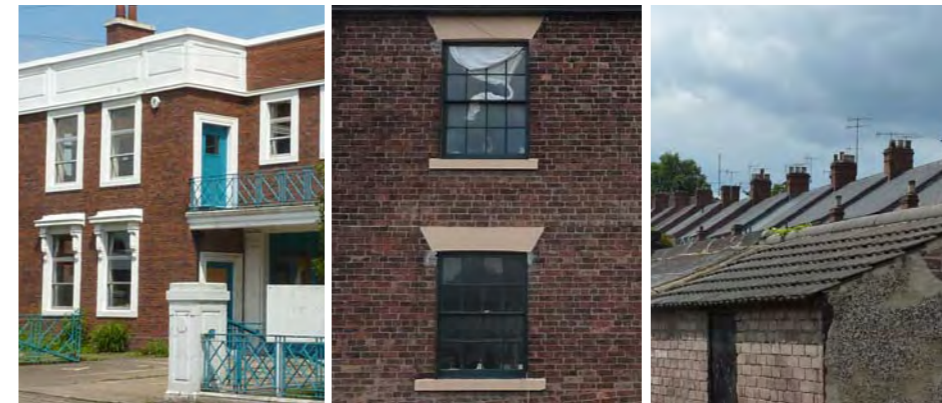
FEATURES

FACADES

- Consistent variety of architectural design, detail and form on streets within a common scale.
- This suburb comprises of traditional Victorian and Edwardian terraced housing enclosed within narrow streets.
- Arched openings to ginnels with glimpses through terraces to rear gardens and yards and workshops.
- Consistent frontages (direct onto the street and narrow front gardens to Wharf Lane houses).
- Several older houses of brick and stone are located within this area which adds some interest to an areas of otherwise largely uniform appearance.
- Most house styles present a two storey gable, a bay window or both on the front elevation.
- Hazelhurst Ave and Lane both comprise early interwar housing of semi-detached houses reminiscent of garden suburb style housing.

ROOFS

- The exclusive roof material for the area is Gritstone slate or plain clay tile roofs displayed in a variety of heights and eaves height. The traditional detail of the Eaves and verge can be seen to be plain and simple.



- Chimney stacks usually consist of two or more flues and are traditionally built of coursed masonry.
- Roofscape interest by virtue of chimneys, varied rooflines and topography.

WINDOWS

- Eaves details, bay windows and domer windows are widely used and feature traditional materials used in window construction such as stone and brick detailing and banding for frames, lintels and cills.
- Windows significantly contribute to the overall vernacular character of the suburb area due to their distinct and continuous style and their high void-to-solid relationship.
- There is a strong vertical emphasis to their overall shape as well as a degree of subdivision to the frame.

GARDENS

FRONT GARDENS

- A limited number of properties are set back from the streetscape by a small front garden/privacy strip. Gardens are generally narrow, and enclosed by a low brick wall with stone coping and mature planting.
- The majority of properties sit on the pavement with no front garden.
- Mostly hard landscape. Limited shrubs provide greenery and soften the appearance of the street.



HEIGHTS & ORIENTATION

PROPORTIONS

- There is a very apparent hierarchical nature of building and street structure. Higher status buildings are found on street corners, these are emphasised with architectural qualities like being taller, slightly different designs and sometimes function e.g. corner shop.



6. INDUSTRIAL HOUSING AND CONVERTED MILLS

EXTERNAL MATERIALS

BRICK

- Brick is the primary building material used within industrial housing areas. Pointing to the brickwork is a similar colour to the brick.
- Detailing and variety in brick and form is notable and proportioned within a common scale.
- Most notable is that all arches and cills in this area are made from brick and not stone as at Walton Works.
- Where earlier brick buildings do occur – it made a statement about the building due to the need to import the material into the area.

RENDER

- Lime render and pebble dashing, although limited in use, can be seen having been used to cover porous or inferior rubble stonework for protection and aesthetics.

FEATURES

ROOFS

- The predominant roof material for the area is Gritstone slate displayed in a variety of heights and eaves height. The traditional detail of the Eaves and verge can be seen to be plain and simple.
- Chimney stacks usually consist of two or more flues and are traditionally built of coursed masonry.

SKYLINE

- The square water tower punctuates the skyline and features as a local landmark.
- One building has an apparent flat roof form and parapets with rising corners.

WINDOWS

- Windows significantly contribute to the over vernacular character of the industrial housing area due to their distinct and continuous style and their high solid-to-void relationship.
- There is a strong vertical emphasis and low arch to their overall shape as well a degree of subdivision to the frame.



- Windows are well recessed and brick, not stone, is used for frames, lintels, arches and cills.
- The traditional materials used in window construction are timber, cast metal or lead but the poor choice of plastic replacements is widely apparent.
- Dummy windows also feature frequently and add texture to a buildings façade.

ARCHES

- Arches are extensively used within the industrial housing area and take on many forms and structures. Not only are they used as a means of access the shape features in window and door frames.

GARDENS

FRONT GARDENS

- A limited number of properties are set back from the streetscape by a small front garden. Gardens are generally narrow, and enclosed by a low brick wall with stone coping and mature planting.
- The majority of properties sit on the pavement with no front garden.
- Back yards, where present, are paved and often have small outhouses styled to compliment the houses.
- The overall streetscape is bare with a distinct lack of vegetation.

HEIGHTS & ORIENTATION

PROPORTIONS

- House elevations are limited to 2 and 2.5 storeys. The mills add variety to the skyline at 4 and 5 storeys high. Unlike inner suburb housing the corner buildings rarely address both streets and elevations.
- The shape of traditional buildings is horizontal, balanced visually by the vertical proportions of the windows, doors and chimneys.
- Housing variety is low, within the area it is predominately small semi-detached houses and terraces along the streetscape and apartments found within the converted mills.

7. CHATSWORTH ROAD & SURROUNDS



EXTERNAL MATERIALS

BRICK

- Generally reds with warm red tones or red/orange tones as opposed to browns, or lighter buff bricks. Very occasional use of engineering brick detail or wall coping.
- There is little detailing variety in the brick and form.
- An overall harmony has derived from its human scale but there is great variety in materials.
- Lime render in large quantities used to cover rubble stonework. Light tones often favoured, although application is haphazard and detrimental to the uniformity.

STONE

- Coal Measures Sandstone and less commonly Gritstone and Ashlar are commonly used building materials associated with Chesterfield.
- Colours and tones are primarily earthy.
- Chatsworth road building details such as lintels, cills, plinths etc. usually in combination with C19 and C20 red brick buildings. Carved finishes applied to important buildings.

FEATURES

FACADES & FRONTAGES

- Continuity of frontages is strong with gables staggered at intervals; estimate at about 85-90% continual frontage, with occasional gap sites. Strong sense of enclosure
- Traffic is a prominent feature of the corridor but adds vibrancy and probably contributes to the success of this route for many smaller independent businesses.
- Selective areas of the corridor area are in need of refurbishment and some interventions are not always appropriate. The quality is distinctly lower than all other areas studied.
- An inconsistent variety of architectural design, detail and form appears, all within a common scale.

ROOFS

- The predominant roof material is Welsh slate or plain clay tile roofs



displayed and a limited use of profile sheet roofing.

- Great variety of heights gives the area an undulating roofscape. The irregularity is associated with subtle changes in the building line, plot widths and varied building forms.
- Roofs, and features in general do not have the same prominence or importance as in other areas.
- Roofscape interest by virtue of chimneys and topography.

ARCHES

- Adjoining areas, including residential and commercial buildings/sites included interesting elements such as carriageway arches providing access to rear yards, often with intriguing glimpses from the street.

GARDENS

FRONT GARDENS

- Landscaping on Chatsworth road west becomes increasingly green, with views towards mature trees in views up and down Chatsworth Rd. These are present in grounds of large houses, St Thomas's Church and are apparent in longer views.
- A very limited number of properties are set back from the streetscape by a small front garden/privacy strip.
- The majority of properties sit on the pavement with no front garden. Limited shrubs provide greenery and soften the appearance of the street.

HEIGHTS & ORIENTATION

PROPORTIONS

- The Chatsworth Road corridor is domestic in scale, with one or two larger interventions, and notable church towers punctuating the skyline in various places, which provide important local landmarks;
- Strong commercial character, comprising of a large proportion of independent retailers and businesses, is transitional in nature from the town centre, where it gradually becomes less commercial and more residential. Considerable interest and vitality to this corridor.

8. INDUSTRIAL BUILDINGS



EXTERNAL MATERIALS

BRICK

- Brick is the primary building material used for the industrial buildings. Traditional brick bond patterns e.g. Flemish and English bonds are used with stone lintels. Pointing to the brickwork is a similar colour to the brick.
- Detailing and variety in brick and form is notable, rich in detail and proportioned within a common scale.
- Most notable is that all cills in Walton Works are made from stone.
- A number of former C19 mill buildings remain although many are now empty, a small number have been converted into apartments.



- is used for frames, lintels and cills.
- The traditional materials are used for windows and brackets, timber, cast metal and lead.
- Many windows on this site are boarded up and their original frames very damaged.

BUTRESS

- Brick supporting buttresses to external walls are a strong industrial feature.

WALTON WORKS

- C20 Factory with concrete walls is an eyesore. It features an asymmetrical factory roof with north facing roof windows. Its form is large and bulky and is further emphasised with large glass block windows.

FEATURES

ROOFS

- The predominant roof material for the area is Gritstone slate displayed in a variety of heights and eaves height. The traditional detail of the Eaves and verge can be seen to be plain and simple.
- The roof spaces are widely utilised and features like dormers and loft access doors are dominant.
- The C20 Factory Street industrial building features a sheet metal profile roof.

SKYLINE

- Square water towers punctuate the skyline and feature as local landmarks.

WINDOWS

- Windows significantly contribute to the over vernacular character of the industrial buildings area due to their distinct and continuous style and their high void-to-solid relationship.
- There is a strong vertical, rectangular and industrial emphasis to their overall shape as well a degree of subdivision to the frame. Windows are grouped with some singular large windows.

- Windows are well recessed and stone



HEIGHTS & ORIENTATION

PROPORTIONS

- The mills add variety to the skyline at 4 and 5 storeys high. Arguably later industrial buildings are less aesthetically appealing and unsuitable to draw influences from.
- The shape of traditional buildings is horizontal, balanced visually by the vertical proportions of the windows, doors and chimneys.
- Housing variety is low, within the area it is predominately apartments found within the converted mills.

3.2 EMERGING CONTEXT

RECENT DEVELOPMENTS

The following section explores Chesterfield's emerging context by describing and analysing two contrasting recent residential developments.

The Spire Derby Road

KEY CHARACTERISTICS:

Positive

- Mixture of detached houses, semi-detached houses and flats
- Variety in plot sizes provides different character to streets
- High density flats at Derby Road entrance produces a noticeable gateway giving a sense of arrival and legibility
- The frontages of flats alongside Derby Road possess strong horizontal rhythm
- Variety of roof heights
- Good surveillance over car parking and open space

Negative

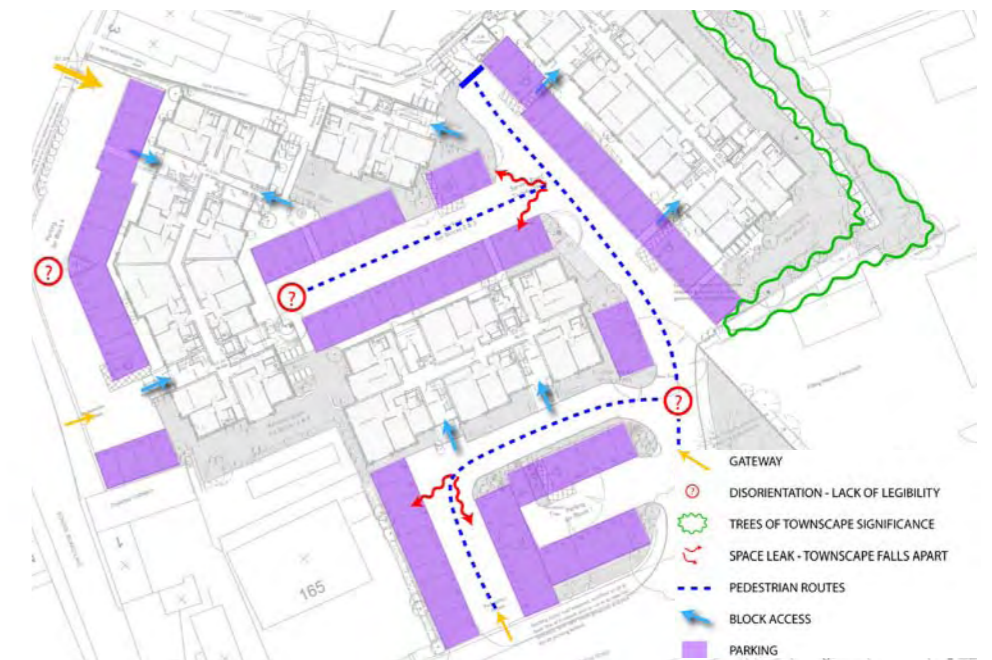
- Mixture of pastiche architecture, including mock-Tudor styling and Georgian lintels, keystones and stepped parapets
- Poor permeability arising from cul-de-sac design ethos
- Poor legibility – Streets fail to lead to anticipated destinations and stop at dead ends. Absence of landmark 'way finding' features.
- Quality of streetscape is compromised by large hard standing car park areas located in public view
- Urban form appears designed around roads
- Cul-de-sac approach to streets wastes developable land and impacts on density

KEY LESSONS:

- Integrate parking so not to dominate the quality of public realm
- Promote a layout that is legible, intuitive to use and memorable through the designation of a clear hierarchy of streets, spaces and buildings
- Ensure the layout of urban form is not road centric



Bradbury Place - Chatsworth Road



KEY CHARACTERISTICS:

Positive

- Architecture is distinctive and creates a sense of place
- Massing brings an urban feel to development which is complimented by cladding details
- Use of contemporary materials within the Chesterfield vernacular palette of colours
- High quality streetscape materials using a local palette

Negative

- Lack of usable green plots considering the proximity to large areas of open space.
- Open space feels like left over space and has no real purpose.

KEY LESSONS:

- Design out the need for parking to the front of properties as this breaks the relationship between frontage and the street
- Encourage a local material palette
- More variety in parking options would have complimented the

3.3 SUMMARY

The design and appearance of future development at Chesterfield Waterside should draw on the most salient aspects of Chesterfield's vernacular as described in the eight character areas and summarised below.

MATERIALS, TEXTURES & COLOUR PALETTES

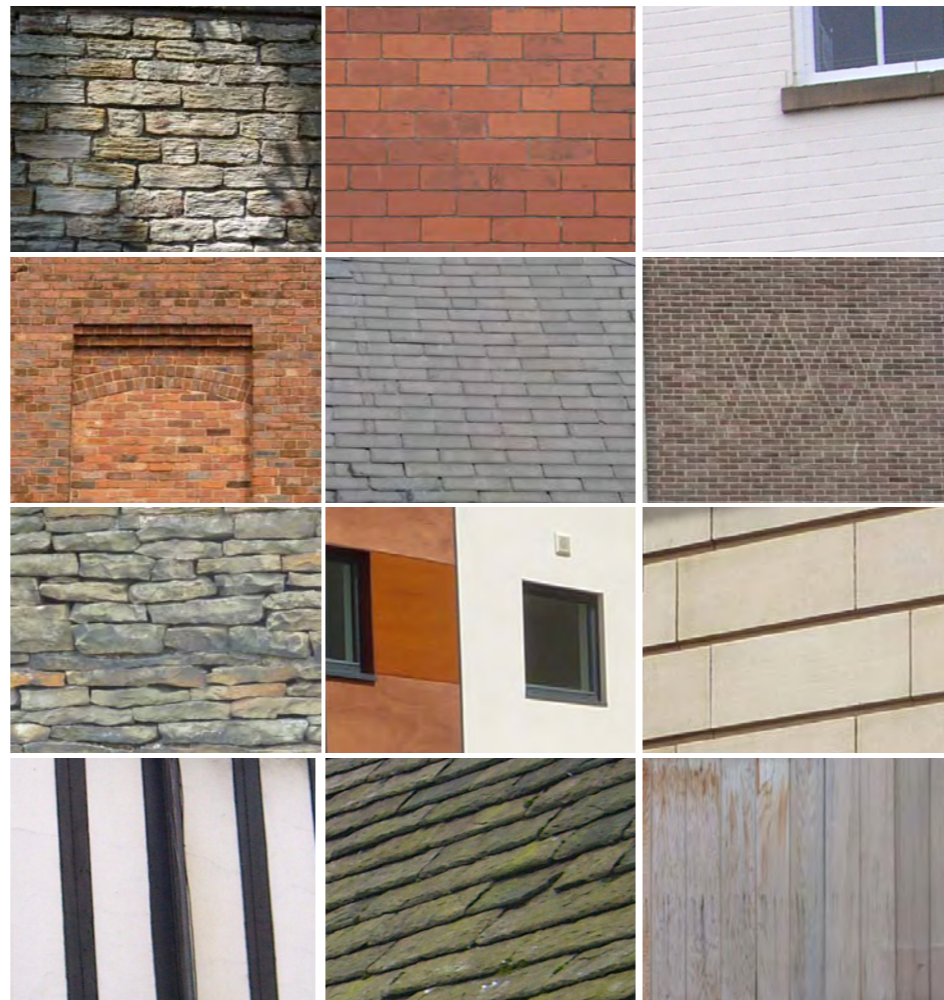
The following palettes attempt to summarise, from the vernacular study, the variety of textures and colours present in Chesterfield's existing built form.

These derive from the use of a wide range of materials, most importantly:

- Natural stone walls
 - Gritstone
 - Sandstone
 - Limestone
- Brick
 - Red brick walls
 - Blue brick detailing
 - Painted brick
- Render
 - Limestone render
 - Other render
- Yorkstone flags and setts
- Slate tiles
 - Blue Welsh slate
 - Local gritstone slate
- Clay Tiles
- Exposed Steel Beams
- Glass

From this it is possible to abstract a possible palette of colours . It is intended that the majority of the future contemporary buildings will be expressed within an agreed colour palette to allow them to belong within the Chesterfield townscape. However it is expected that scope should exist for landmark and signature buildings to vary from this and to be assessed on their own merit at a reserved matters stage.

TEXTURE PALETTE



COLOUR PALETTE



ARCHITECTURAL FEATURES

As discussed, Chesterfield contains a wide variety of architectural styles and as a result it is difficult to pin down what is significant and uniquely characteristic of Chesterfield. To summarise the preceding vernacular analysis, the following features appear to be of most importance in Chesterfields buildings and built structures:

- Brick/stone arches in building colonades and residential alleyways
- Brick and stone lintels in town centre buildings, housing and industrial buildings
- Vertical emphasis of windows, particularly in historic town centre buildings
- Supporting buttresses within the walls of larger industrial brick buildings

HEIGHTS & ORIENTATION

The most relevant trends in Chesterfield building heights and orientation are as follows:

- Corner buildings addressing important junctions, particularly within the town centre
- Hierarchical structure to building heights with taller buildings occupying street corner locations
- Parades of shops along arterial routes
- Reduction in residential densities away from the town centre
- Large footprint, 4-5 storey historic industrial buildings and mills located outside of the town centre

3.4 VERNACULAR SUMMARY

In conclusion it is important that the redevelopment of Chesterfield Waterside strives not to recreate the past but to recognise our era and interpret into building design those features, whether they are material, colour or detailing, that make Chesterfield recognisable.

Future development should adopt an approach of contemporary interpretation of the local vernacular and where possible, incorporating local materials, contrasted with a number of landmark buildings which are expected to express an individual architectural style.

It is intended that colour and materials palettes will be agreed through further on-going dialogue with Chesterfield Borough Council.

The following sections build on the information discussed in the section.



4

CHESTERFIELD WATERSIDE
DESIGN FRAMEWORK

SECTION 4

DESIGN FRAMEWORK

This section is intended to explore the site specific constraints and opportunities and set out an Urban Design Framework to inform the development of the master plan and form an underlying framework for future development, including the establishment of development plots and approach to density and land use zoning. This framework should be read in the context of the Chesterfield Vernacular, as described in the previous section.

4.1 CONSTRAINTS

The diagram examines constraints of the site, which should inform the evolution of the masterplan and future development. The most prominent constraints concern flooding, servicing, levels and ecology:

SEWER

Current location of local system could potentially conflict with redevelopment aspirations.

WEAK PEDESTRIAN LINK/POOR LEGIBILITY

Confused pedestrian relationship between the train station and city/waterfront.

EXISTING PEDESTRIAN ACCESS

Access to the site is generally limited to the canal.

PUBLIC FOOTBRIDGE

Footbridge linking the train station to the town centre is away from pedestrian desire lines and not easily found by the infrequent visitor. The footbridge spanning the A61 is functional but aesthetically poor and infrequently used.

PRIVATE FOOTBRIDGE

A lack of public footbridges spanning the canal is notable. The bridges privately accessible by foot are of aesthetic poor quality.

EXISTING VEHICULAR ACCESS

The site is generally impermeable to the motor vehicle.

WEAK GATEWAY

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

WEIR

The weir is an essential part of the local canal infrastructure.

AESTHETICALLY LOW QUALITY DEVELOPMENT FRONTING SITE

Low quality development comprising of shed style structures and activity associated with the servicing of Tesco's creates an unattractive aspect on the northern edge of the site.

NOISE GENERATOR

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

BARRIER (A61 & RAIL LINE)

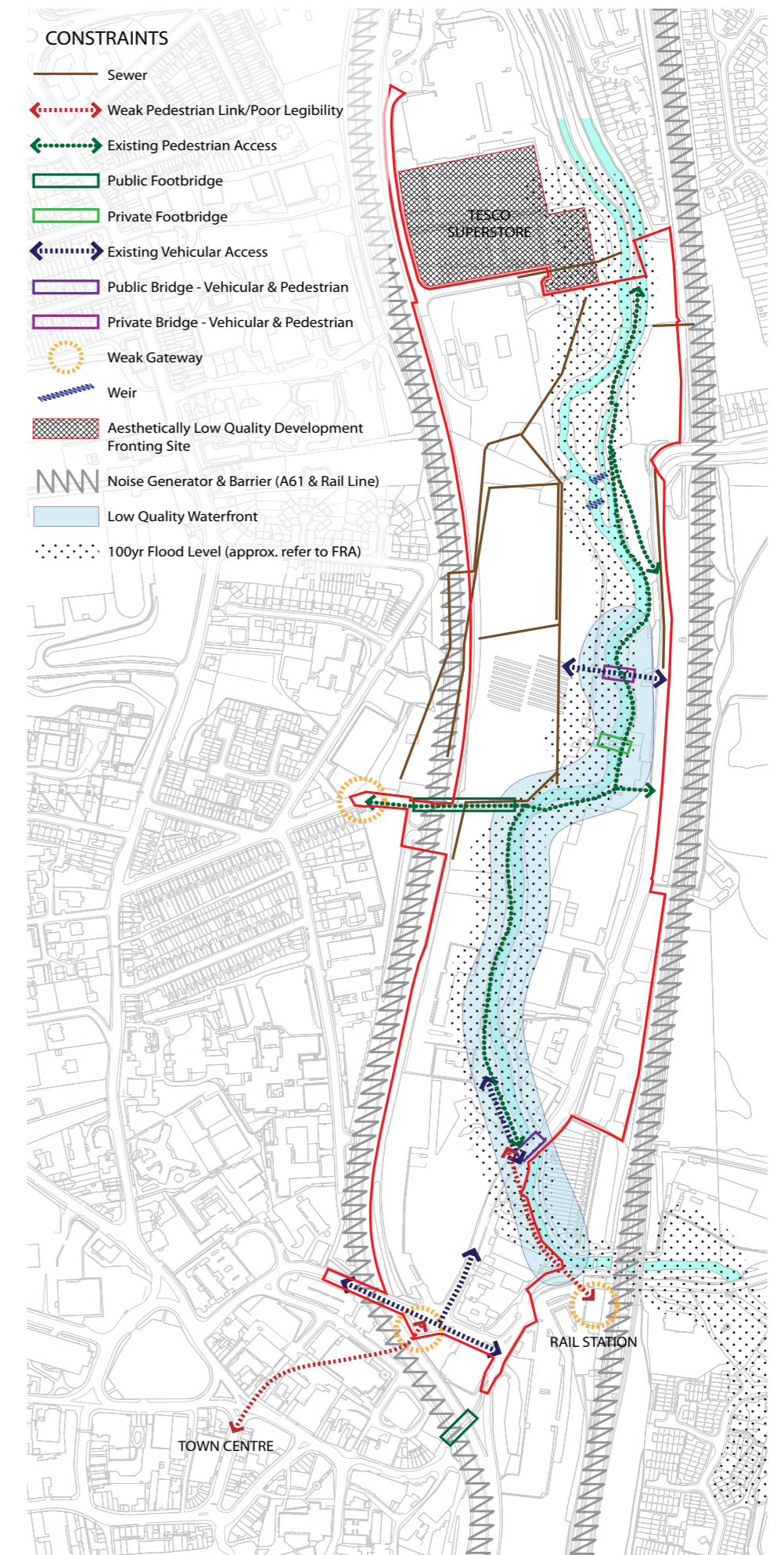
The sites east-west connectivity is hindered by the A61 and rail line.

LOW QUALITY WATERFRONT

The canal and setting appears to have been neglected for some time. The canal is unnavigable and full of vegetative debris and other rubbish. Pedestrian access to the canal is permitted, however the majority of footpaths are infrequently used, aesthetically unattractive and sometimes intimidating, especially during quieter times of day.

100YR FLOOD LEVEL (approximate area - refer to Chesterfield Waterside Flood Risk Assessment for detail)

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



Site Constraints

4.2 OPPORTUNITIES

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

SEWER DIVERSION

The proposed diversion of the combined sewer along the central spine route frees up a significant portion of land for redevelopment.

PROMOTE LEGIBILITY THROUGH GOOD DESIGN

The design of a clear way finding strategy, through the use of sight lines, lighting, materials and other streetscape elements, will serve to reconnect the fractures between the train station and city centre and also, the train station and canal side.

IMPROVE AESTHETIC AND SAFETY OF FOOTBRIDGE

The unattractive but functional footbridge spanning the A61 has the potential to become an asset through a lighting and public art initiative

HUMANISE ROAD TO CREATE A PEDESTRIAN FRIENDLY BOULEVARD

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

NEW VEHICULAR ACCESS & ROAD BRIDGE

A number of new entrances would increase permeability for pedestrians and vehicles. The potential for a new road bridge would help to alleviate traffic movement generated by any proposed redevelopment.

URBAN WATERFRONT PARKLAND

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

centre.

NEW FOCAL PUBLIC SPACE AND BASIN

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

NEW NAVIGABLE CANAL SYSTEM

Potential to provide a new stretch of navigable canal and water storage.

'SOFT' LINEAR PARK

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

MANAGED WOODLAND ECOLOGICAL PARK

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

HERITAGE TRAIL

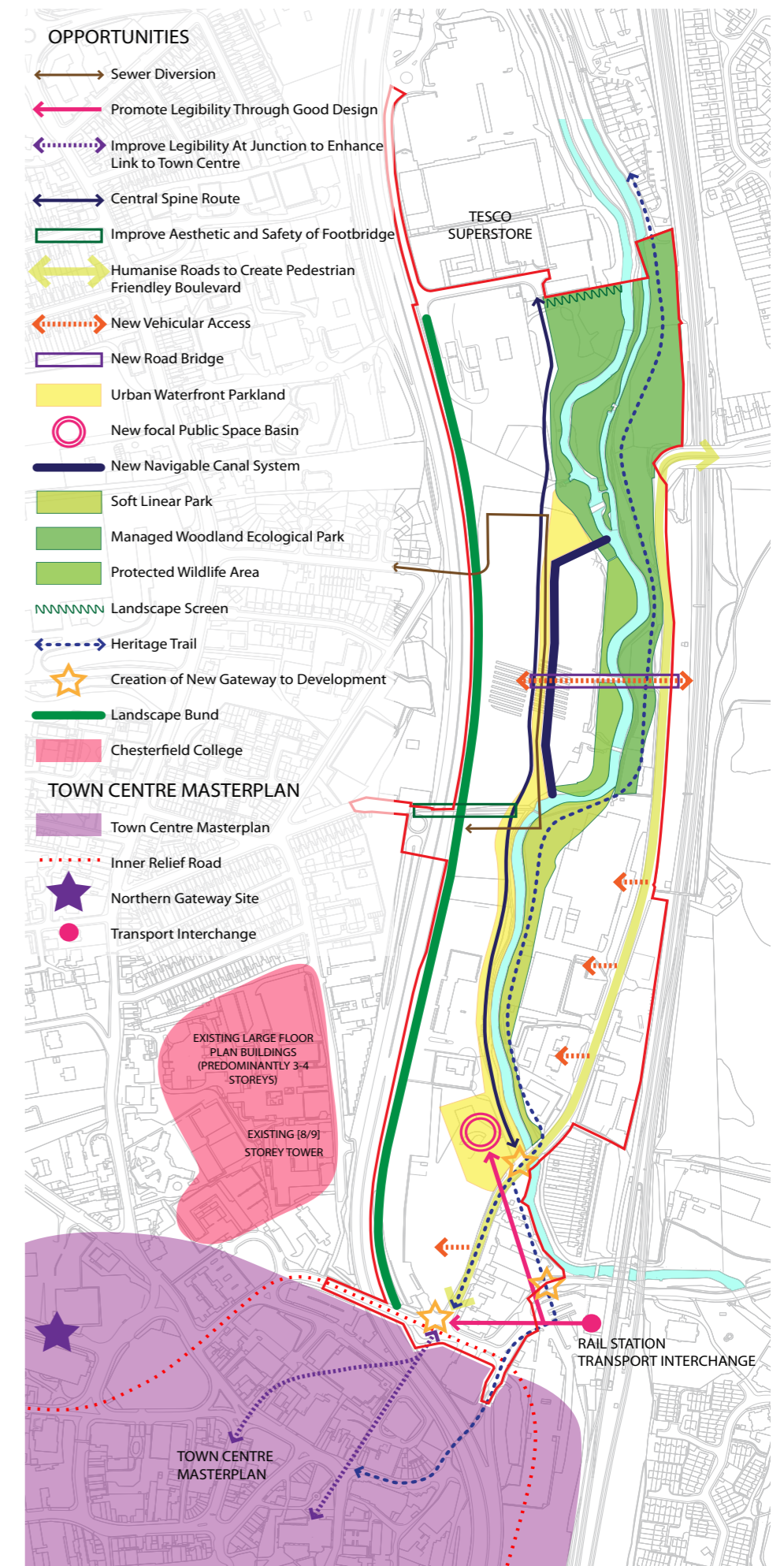
Opportunity to locate the public art and heritage trail alongside the canal within the 'soft' linear park and urban waterfront parkland. The strategy has the potential to encourage exploration by linking together the key components of the proposed redevelopment.

CREATION OF NEW GATEWAY TO DEVELOPMENT

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

LANDSCAPE BUND

The creation of some form of noise and visual barrier between the proposed redevelopment and the A61 is essential to the success of any new scheme.

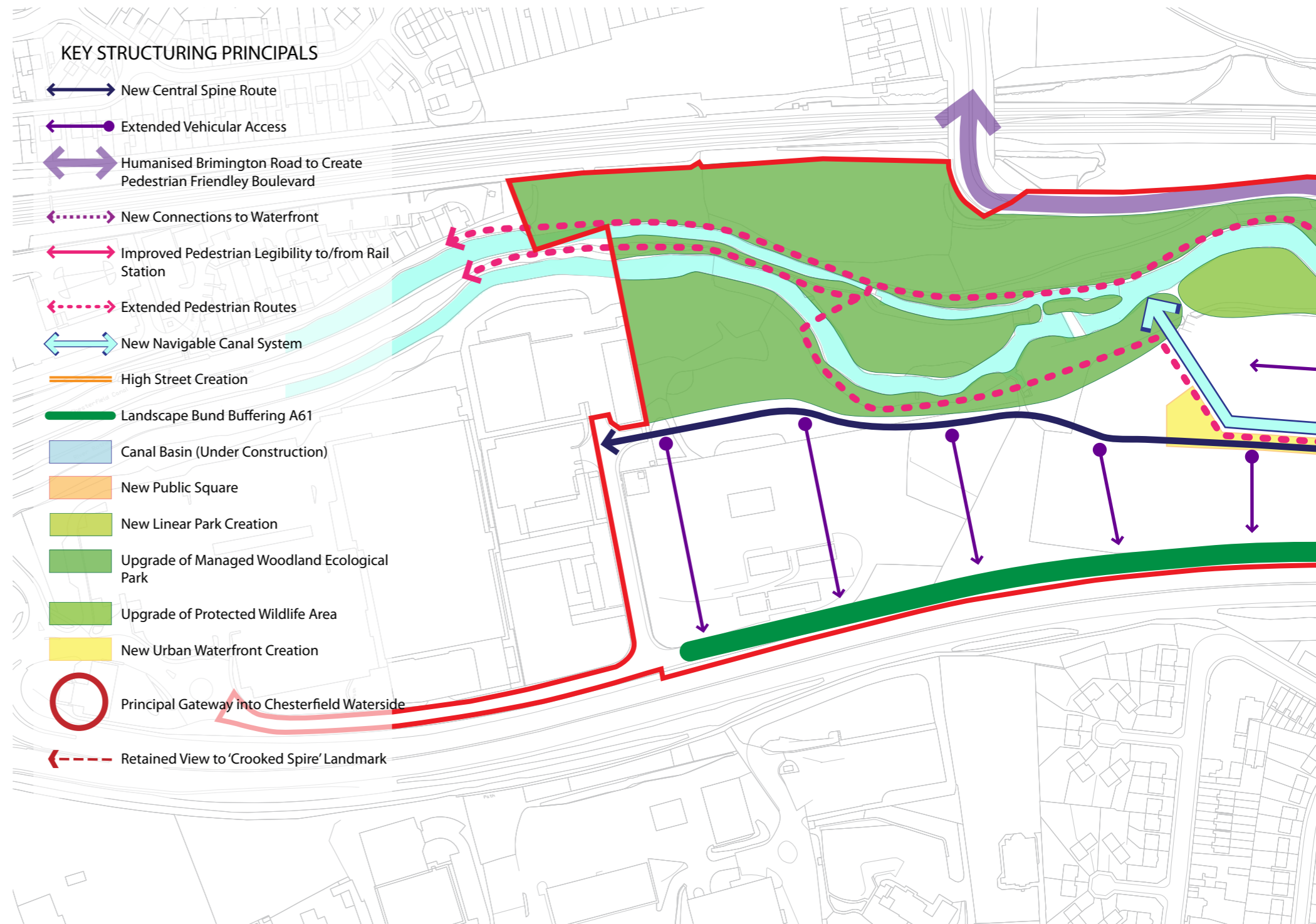


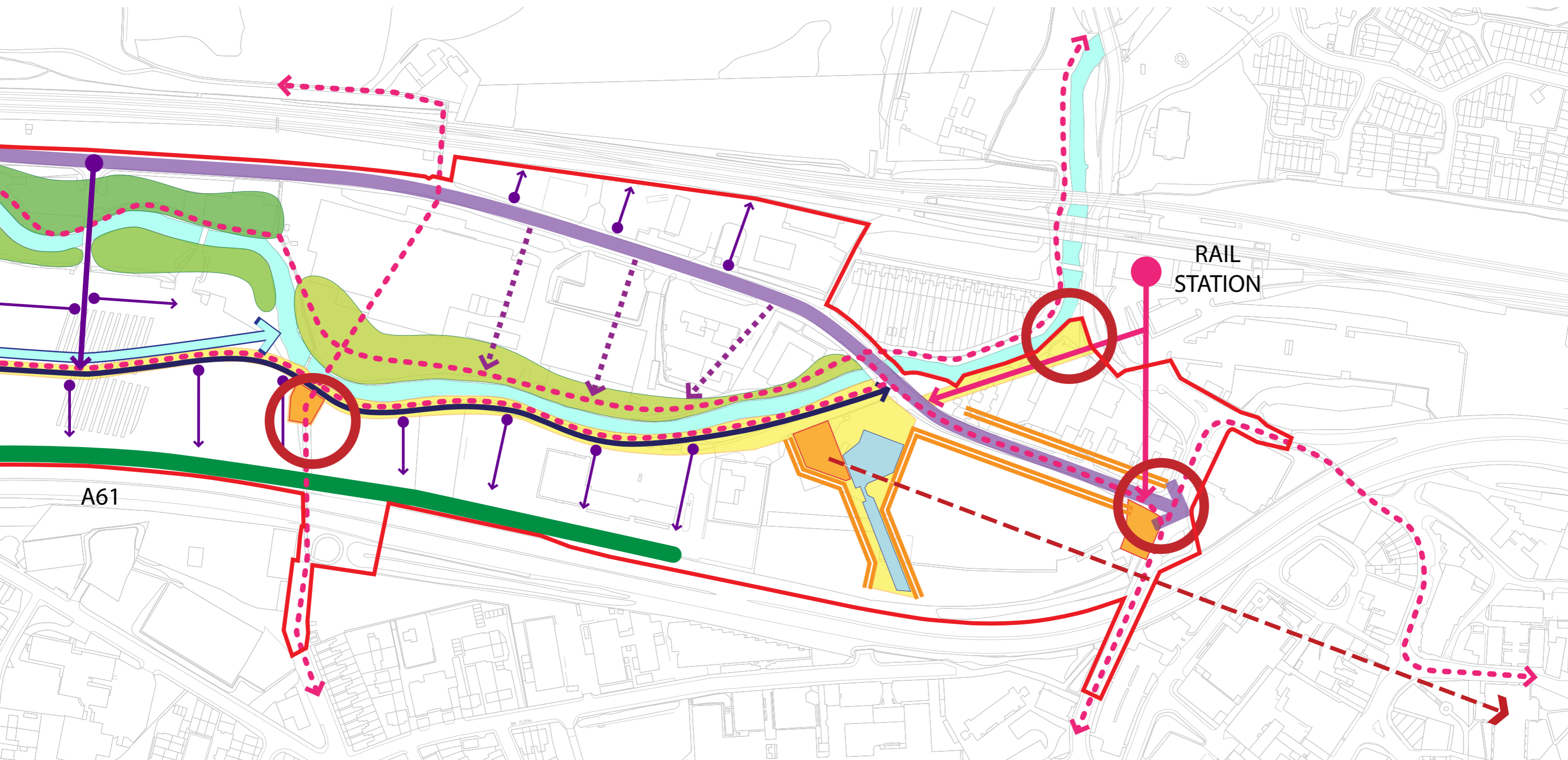
Site Opportunities

4.3 URBAN DESIGN FRAMEWORK

In response to the site analysis and opportunities & constraints previously identified, the urban design framework sets out the underpinning principles for the masterplan. It is intended that all subsequent development on Chesterfield Waterside is designed broadly in line with the Framework Plan (below), the following design objectives and subsequent final masterplan:

- Humanisation of Brimington Road to create a pedestrian friendly Boulevard along the sites main vehicular route, including subtle traffic calming interventions, paved pedestrian crossing points and new street tree planting.
- Creation of a high street environment and active frontage along the southern section of Brimington Road and around the new canal basin.
- A new shared surface waterside promenade running through the western half of the site alongside the proposed navigable canal arm.
- Extended vehicular link from Brimington Road utilising and refurbishing the existing bridge adjacent to the current Arnold Laver site.
- Upgrade and improvement of the existing A61 pedestrian/cycle bridge.
- Enhance and extended pedestrian and cycle routes connecting to the existing canal tow paths.
- New pedestrian links from Brimington Road to the waterside.
- New and enhanced links to the railway station.
- New public realm in the form of public squares, a linear riverside park and enhancement of the existing woodland.
- Areas of protected wildlife refuge through management of areas of existing woodland.





4.4 DEVELOPMENT PLOTS

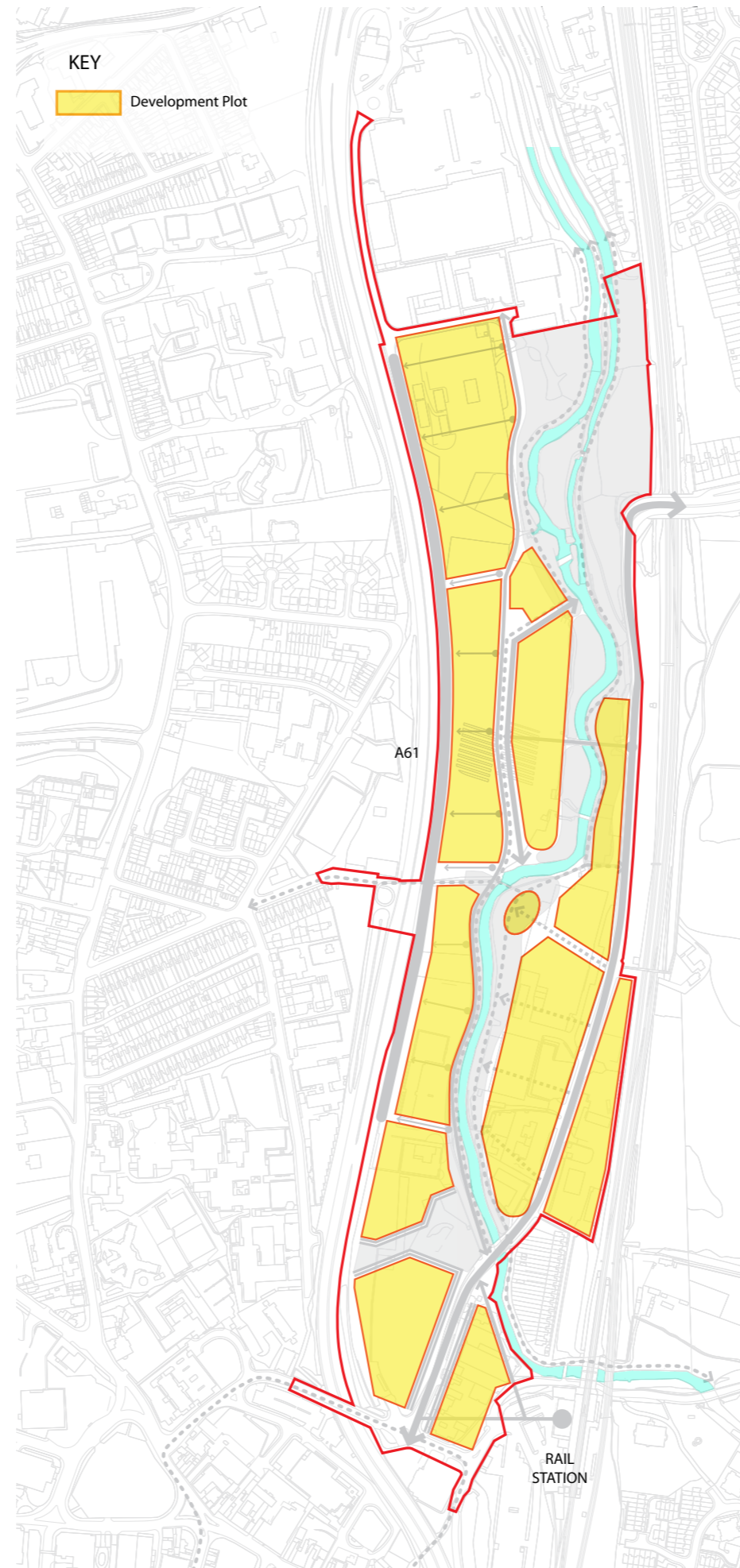
As a result of the Framework Plan a series of development plots were established. These are defined by a network of primary routes, public realm and waterways.

It is intended that the future development will be brought forward on the basis of these plots and that further secondary routes and connections will be incorporated in accordance with the Framework Plan.

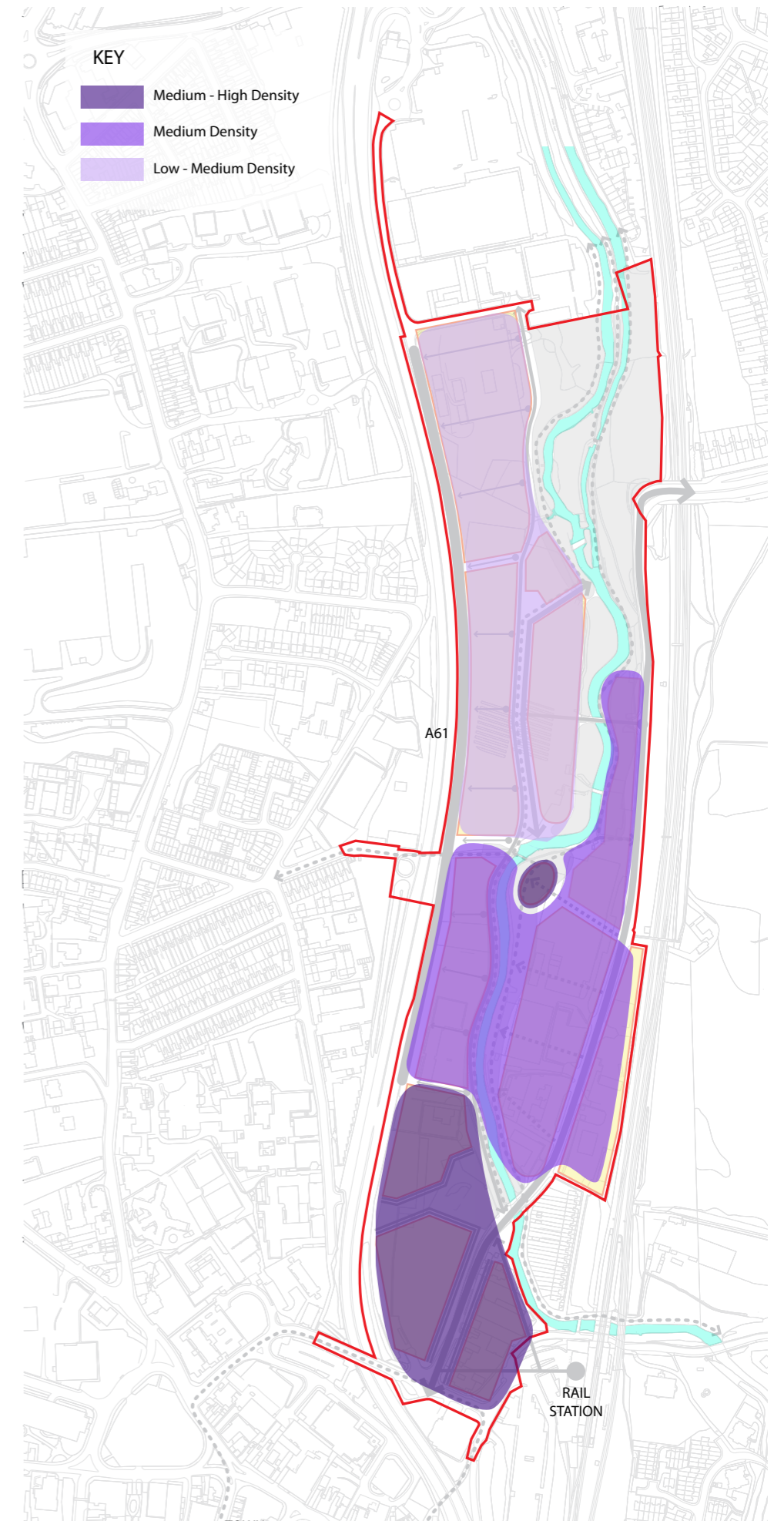
4.5 DENSITY

The following density plan sets out the approach to broad zoning of future development density. Highest density development will be located to the southern end of the site, closest to the amenities of the town centre and train station, and adjacent to the tall, large footprint buildings of Chesterfield College.

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



Land Use Zoning



Density

4.6 LAND USE ZONING

A broad approach to land use zoning is mapped out to inform the development of the masterplan and to begin to establish the proposed character and function of the development plots. The land use zones consist of:

MIXED USE DEVELOPMENT

The southern development plots closest to the town centre, railway station and significant road junctions are zoned as mixed use development to include provision of:

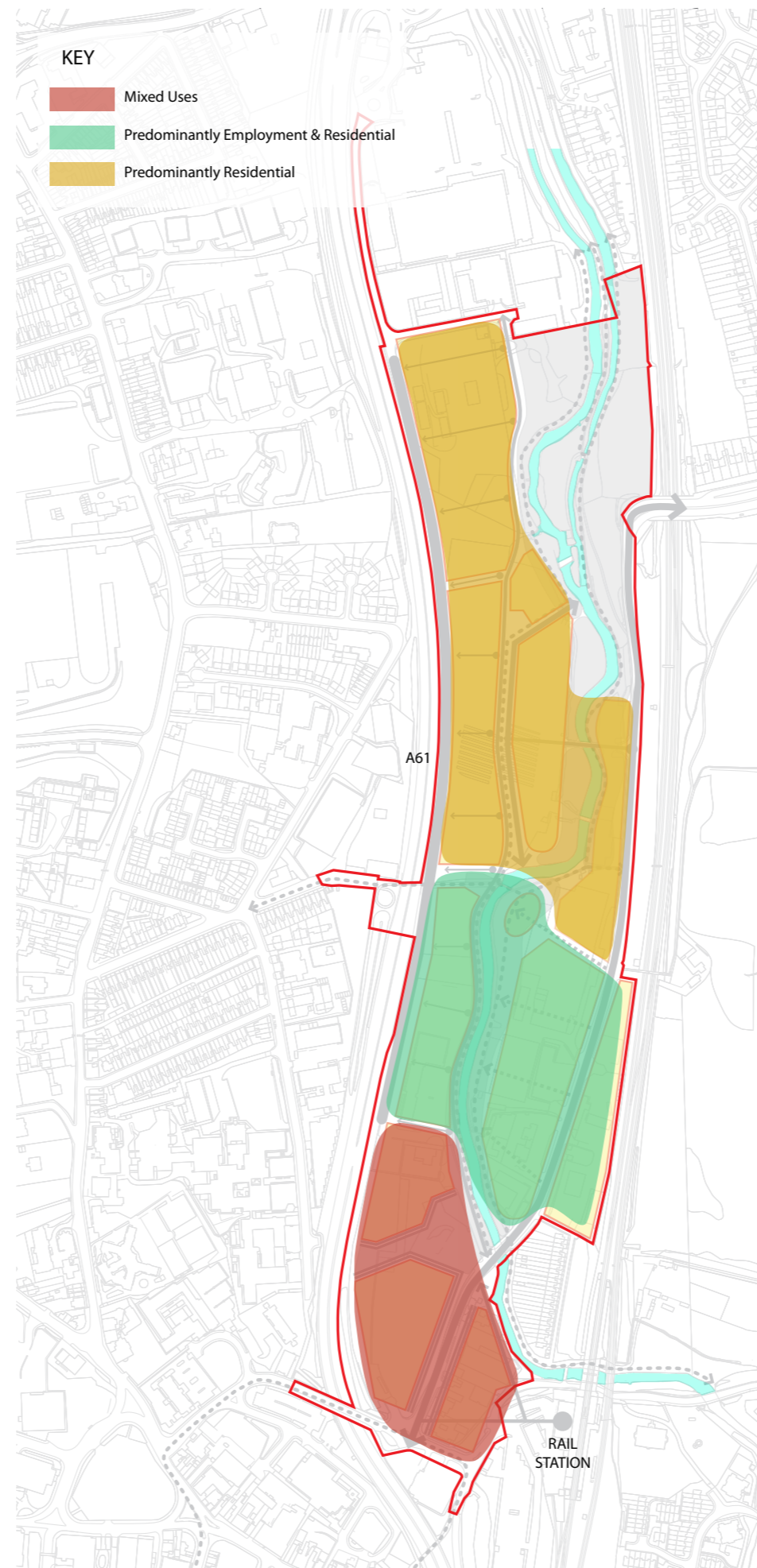
- Commercial/employment
- Retail opportunities
- Hotels
- Cafes, bars & restaurants
- Doctors surgery/other community facilities
- Higher-density residential dwellings

PRIMARILY RESIDENTIAL & COMMERCIAL

A mix of residential dwelling and commercial floorspace located in the centre of the scheme.

PRIMARILY RESIDENTIAL

The main area of family housing to be located in the northern half of the site within a setting of the existing waterside and woodland.



Land Use Zoning

4.7 FRAMEWORK SUMMARY

This section has explored the site's specific constraints and opportunities and set out the overriding principles that are to inform the evolution of the masterplan and any future development on the site.



5

CHESTERFIELD WATERSIDE
DESIGN EVOLUTION

SECTION 5

DESIGN EVOLUTION

This section describes the design evolution taking into account all the processes and consultation that Chesterfield Waterside Ltd have undertaken to reach the final indicative masterplan which accompanies this outline planning application.

5.1 PLANNING BRIEF

The A61/River Rother Corridor Planning Brief, which included the area described in this report, was adopted in August 2005. The brief sets out principal design parameters including:

- Design Quality
- Mix of Uses
- Housing Type & Tenure
- Density of Development
- Access & Movement
- River/Canal Environment
- Flood Risk
- Environment & Ecology
- Sustainability
- Public Space
- Public Art & Heritage
- A61 Treatment
- Ground Contamination

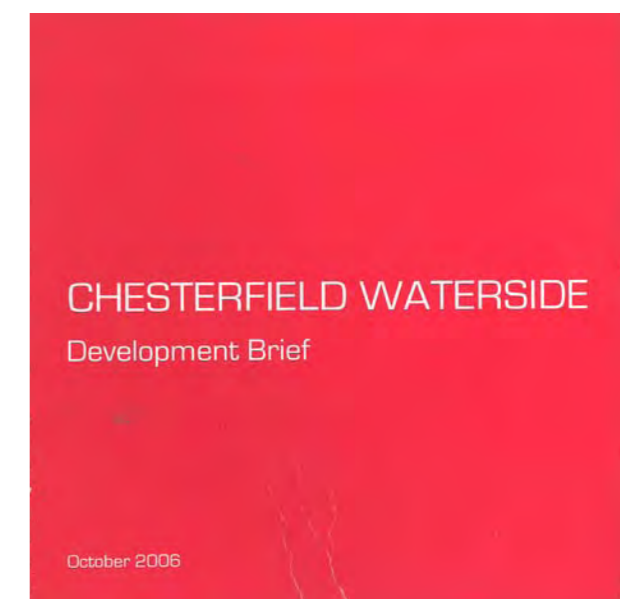
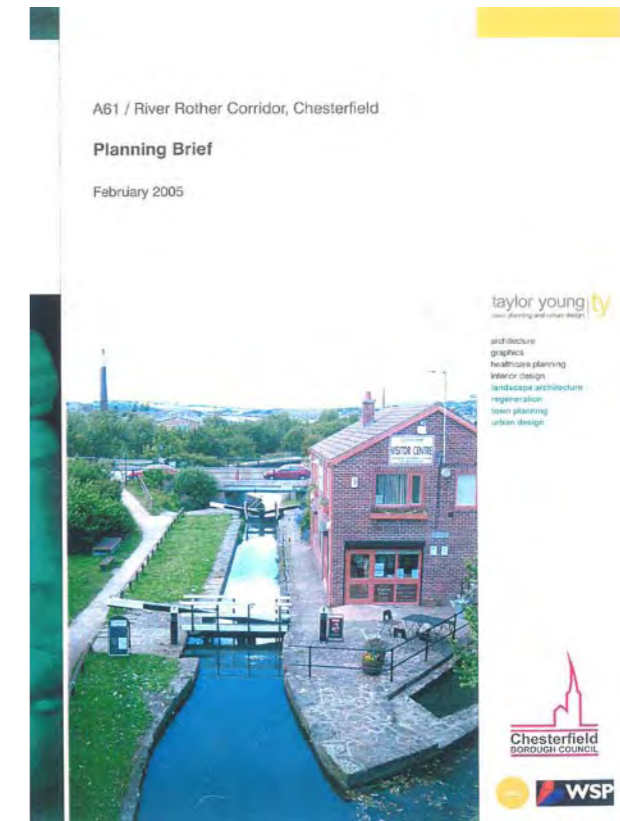
The brief included an indicative layout plan illustrating features such as a new canal extension and canal basin.

5.2 DEVELOPMENT BRIEF

The Chesterfield Waterside Development Brief was produced in October 2006 on behalf of Chesterfield Waterside Ltd, a joint venture partnership created between Chesterfield Borough Council, Arnold Laver Ltd and Bolsterstone Plc.

The brief set out the design principles and aspirations for the site, including:

- High quality design in all aspects of the urban environment
- A mix of residential, office, retail and leisure uses
- High-density development particularly closest to the town centre
- Principles of sustainable development and construction
- Retention and enhancement of habitats wherever possible
- Restoration and enhancement of the canal and river corridor
- Landscape treatment of the A61
- Public art & heritage.



5.3 TENDER COMPETITION

In summer 2007 Chesterfield Waterside Limited selected a masterplan by EDAW from a tender process based on the adopted 2005 Planning Brief (refer section 4.1). The masterplan set out a framework of plots to accommodate a mixture of uses from residential, business, shops and cafes through to premises for new hotels. The proposals intended to give back the waterside to Chesterfield by providing:

- Improved and better managed flood risk conditions in the area
- A new canal arm and restoration of the River Rother
- A series of public spaces along the waterside
- A visitor destination
- Linear park and urban waterfront
- Uninterrupted public access to the canal
- Landmark public space and canal basin
- A heart to the neighbourhood & a place for shopping, eating, drinking and relaxing.



Perspective view of early masterplan option

5.4 MASTERPLAN EVOLUTION

Following the initial competition the illustrative masterplan has evolved through a programme of public and stakeholder consultation, financial appraisal and third party design review. Described below are a number of key stages through this process and on the following page the corresponding masterplans are set out:

PRE-CONSULTATION MASTERPLAN

A design charette was held in November 2007 attended by the client, design team and local authority. The outcome of this included the addition of two multi-storey car parks along the south western boundary. These were added to both act as a noise and visual buffer against the adjacent A61, and to reduce the dominance of surface parking within this part of the site allowing the creation of semi-private courtyard spaces.

POST-CONSULTATION MASTERPLAN

Following consultation and feedback from the public, the layout of

the southern half of the masterplan remained relatively constant with the main revisions occurring in the Riverside East and Waterside areas, where densities of residential and commercial floor space were increased.

AUGUST 2008

By summer 2008 perimeter blocks along the waterfront and riverside park were closed up at upper levels to create a more defined streetscape, while gaps in the building form remained in order to frame views out to the river and parkland from internal courtyards, therefore maintaining a relationship with the waterside.

FINAL MASTERPLAN

In the final masterplan the housing layout in the northern half of the site was revisited, reducing the density and providing a more diverse range of housing types around semi-private parking courtyards. As part of this process the parkland area was increased to allow retention of an existing badger sett in the north of the site.



Sketch Masterplan Development

Early Sketch Section





Competition Masterplan



Pre-Consultation Masterplan
December 2007



Post-Consultation Masterplan
June 2008



August 2008



Final Masterplan May 2009

Stages of Evolution

5.5 STAKEHOLDER/PUBLIC CONSULTATION

Developing the Chesterfield Waterside masterplan and outline application has been an evolving process. Key stakeholder consultations were carried out throughout the development of the design for Chesterfield Waterside to ensure a robust final product.

A public consultation event was held from Thursday February 28th until Saturday 1st March 2008. Local community groups and Council Members were invited to view the exhibition. The event was held in a shop unit at the Pavements Shopping Centre adjacent to Market Square at the heart of Chesterfield Town Centre. The purpose of the consultation event was to inform and gain input from the public with regard to bringing forward the redevelopment of Chesterfield Waterside.

The event was extremely well attended with approximately 1,200 visitors viewing the exhibition over a three day period. Council members from Chesterfield Borough Council and community focus groups also attended the event.

Feedback forms were provided along with a postal address where further comment or requests for information could be made.

The common theme running through the feedback saw the proposals as a positive for Chesterfield with many people believing redevelopment is long overdue and that the partnership should just 'get on with it' and make the scheme a reality.



Chesterfield Waterside public consultation event



Public Consultation Board

5.6 PRE-APPLICATION CONSULTATIONS

Along with stakeholder consultations a series of meetings with Chesterfield Borough Council and Derbyshire County Council and have been held over the process of the design development. These have included the Local members, Chief Planning Officer, relevant Planning and Highways Officers, and other statutory consultees.

Such consultations have included:

- Site visit with council members to Manchester (October 2007)
- Design charette (November 2007)
- Presentation to cabinet (November 2007 & June 2009)
- Site visit to Upton and Harlow (April 2009)
- Draft planning submission submitted to Chesterfield Borough Council (May 2009)
- Presentation to East Midland Design Review Panel (May 2009)
- Presentation to Housing Forum and Housing & Communities Agency (June 2009)
- Presentation to Community Forum (June 2009)
- Regular highways meetings with Derbyshire County Council (March 2008 - July 2009)

This has been a productive and iterative process and the masterplan for Chesterfield Waterside has evolved in response to these consultations.

5.7 OUTLINE APPLICATION

In response to the previous analysis of the site and its context, and the consultation process, as described in this section, the Chesterfield Waterside Masterplan has evolved to its current form. The resultant masterplan forms the basis for this outline planning application with detailed means of access.



Design Development Sketch



6