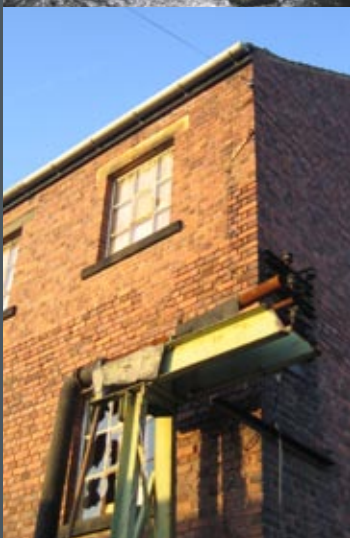


Land South of Chatsworth Road, Chesterfield (GEN13 Site)

General Development Framework



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Front cover: Images of site and context
Aspirational images

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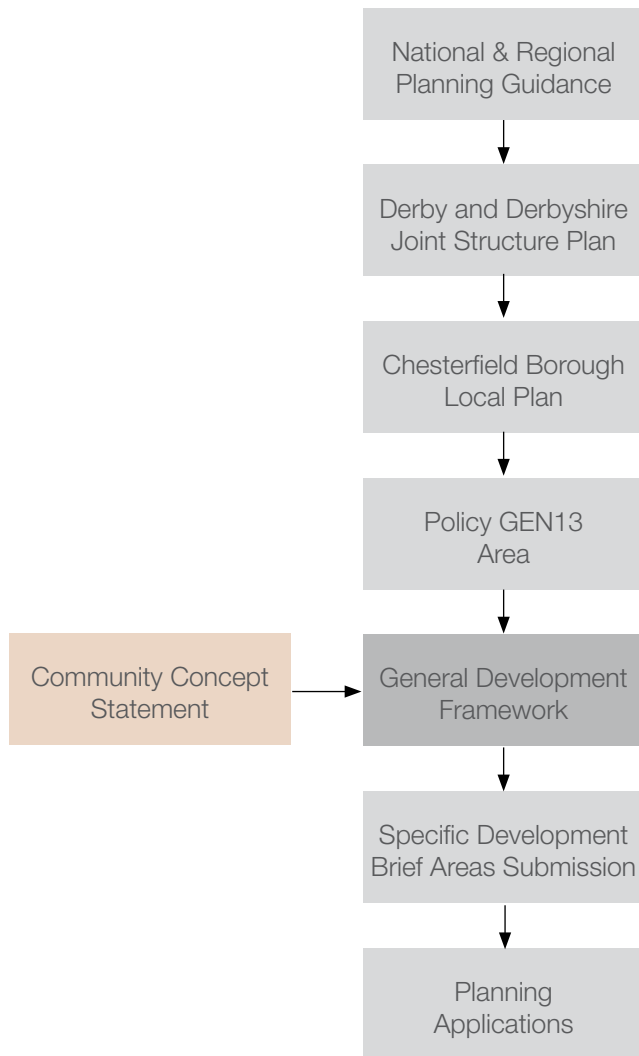
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Context Plan



General Development Framework in context of planning process

Section 1 Introduction

1.1 Purpose of the Document

- This General Development Framework has been prepared by Pegasus Planning Group on behalf of Persimmon Homes;
- It has been prepared in consultation with Chesterfield Borough Council in order to produce an overall General Development Framework for the land south of Chatsworth Road. This area of land is identified in policy GEN13 of the Replacement Chesterfield Borough Local Plan (adopted June 2006) as an “area of major change”;
- An overview of national, regional and local plan policies and guidance relating to the site and surrounding areas is provided in order to provide relevant planning policy context;
- This document also illustrates how land to the south of Chatsworth Road can meet key objectives of sustainable development, as required at all policy levels, in the provision of land for mixed uses;
- This document provides guidance for developers, landowners and the local community regarding the future development of the area;
- During the time when the General Development Framework is to be used as a point of reference for development in the area it may be necessary to update the document to reflect revised policy and/or new or completed projects in the area.



“A Masterplan addresses the multifaceted aspects that make places successful.”

CABE 2004

1.2 Purpose of Masterplanning

The role of Masterplanning is summarised by CABE as performing the following function:

“Planning for change in the physical, social and economic fabric of places is now increasingly seen as a cohesive process, which can be achieved through the input and efforts of many professions and local communities. Residents, visitors and ultimate users of the spaces and buildings created are at the heart of any Masterplan. A successful Masterplan will therefore set out how to create and sustain excellent places for living, work and play.

The issues that we are seeking to address in our town and city centres, on brownfield sites, in housing market renewal and growth areas, are complex and sophisticated, and the solutions need to match this sophistication. All those involved in regeneration and development benefit from adopting a clear strategy for the physical, economic and social transformation of places. Masterplanning offers the method for defining such a strategy.

Although the word ‘Masterplan’ is not frequently used in government planning guidance, Masterplanning has had a strong revival in recent years. The demand for strategic thinking about the process of urban and rural change is growing rapidly, as local authorities, regional development agencies, urban regeneration companies, housing market renewal pathfinders, private developers and communities’ alike need to think about physical change at a larger scale.

“Helping identify the potential of an area or site for development.”

CABE 2004

A Masterplan addresses the multifaceted aspects that make places successful:

- *The quality of the buildings and spaces and their management*
- *The way these come together to create unique places*
- *Built form in relation to history, culture and landscape*
- *The provision of services*
- *The engagement of local people and users in defining and being involved in the process of change*
- *The economic and financial realities*
- *The role of different agencies in delivering investment and change.*

Masterplanning embraces a wide range of complex, sometimes conflicting, issues and is a positive, proactive process that can bring significant benefits by:

- *Helping shape the three-dimensional physical form that responds to local economic and social dynamics*
- *Helping identify the potential of an area or site for development*
- *Unlocking previously under-developed land*
- *Engaging the local community in thinking about their role in a development or regeneration process*
- *Helping build consensus about the future of an area and identify priorities for action*
- *Increasing land values, and making more schemes viable”.*

Creating Successful Masterplans, CABE 2004



The crooked spire of Our Lady and All Saints Church

Section 2 Site in Context

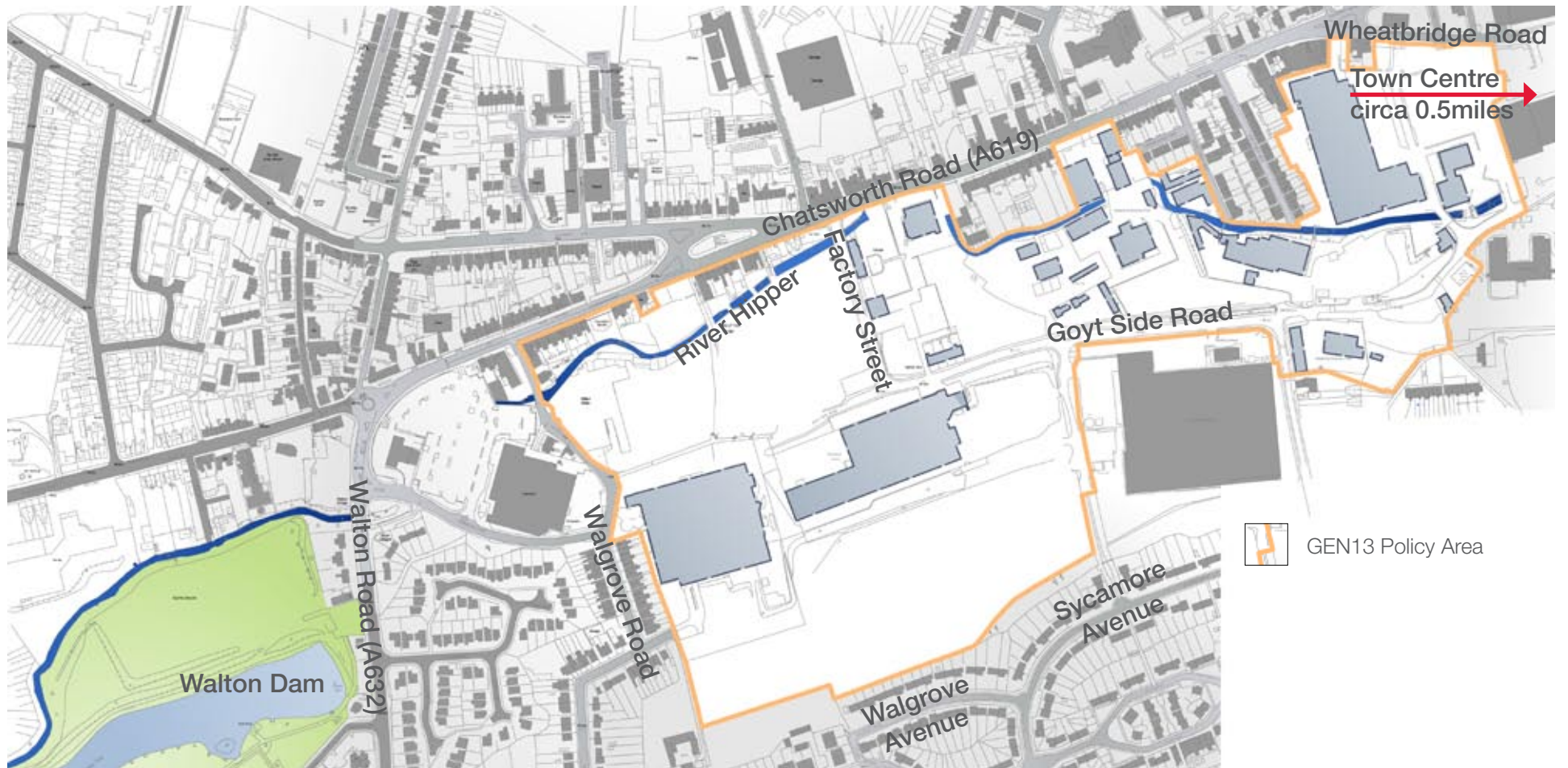
2.1 Context

The town of Chesterfield, North East Derbyshire's largest town, lies approximately 14 miles south of Sheffield and 12 miles north west of Mansfield. It is contained to the north, west and south by the North East Derbyshire Green Belt. Chesterfield is synonymous with the crooked spire on top of the 14th Century church of 'Our Lady and All Saints'.

The 19th Century saw Chesterfield developing rapidly into an industrial centre, especially with the coming of the railway. The town now has excellent transport links from all directions by both road and rail. The A617 and A619 link the town to Junctions 29 and 30 of the M1 motorway. Chesterfield Railway Station is only a short distance from the town centre and there is also a comprehensive bus service.

2.2 Location

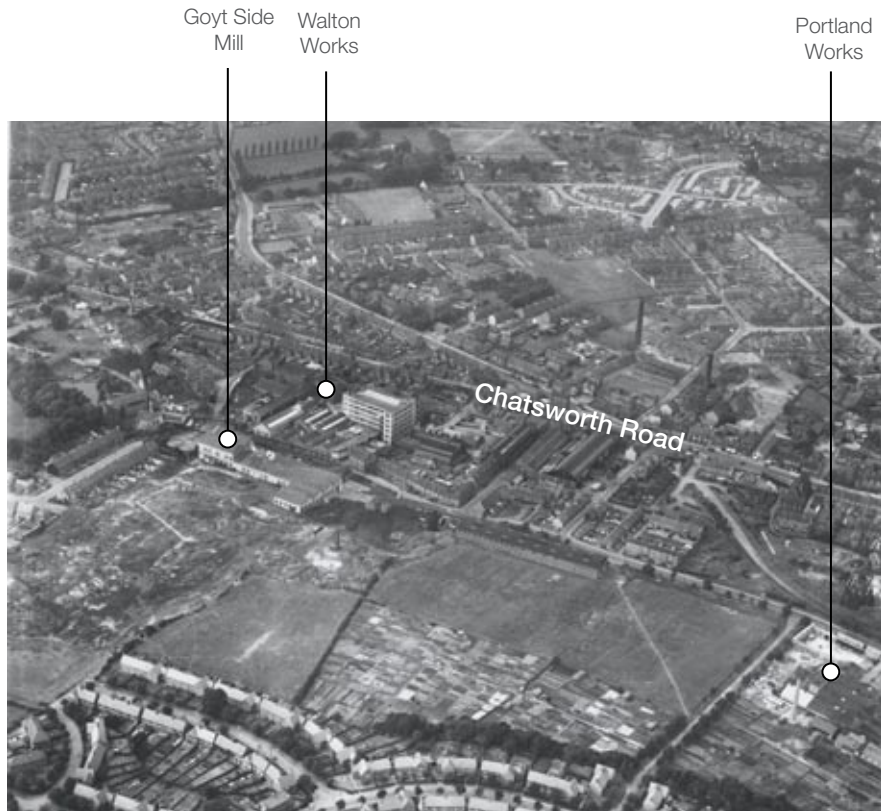
Policy Area GEN13 is located within 0.5 miles of the Town Centre, at the gateway to the Peak District and close to Chatsworth House. Chatsworth Road, which runs along the northern boundary of the site, is the main vehicular link between the Town Centre and the GEN13 area. Currently the GEN13 area south of Chatsworth Road is under utilised and mainly dominated by industrial uses, some of which are vacant. The area's close proximity to the Town Centre and well established adjacent uses provide the opportunity for the development of the site to deliver an integrated and sustainable new development. This will be achieved through a design approach which is founded upon adherence to current good urban design practice. Any new development should include high quality public realm and built form that enhances the character of the immediate and surrounding area and represents a progressive response to both the existing constraints and opportunities associated with the site.



GEN13 Location Plan



Existing Land Uses Plan



Early 1900 photo showing factories south of Chatsworth Road

2.3 Surrounding Uses

The GEN13 area shares boundaries with a variety of different land uses. These include retail and residential uses along Chatsworth Road, businesses and industry along Goyt Side Road and to the east of GEN13 area, and a foodstore adjacent to the west of the GEN13 boundary. Land to the south of the GEN13 area is predominantly residential. The existing established retail area of Chatsworth Road lies within walking distance of any new development in the GEN13 area, complementing the varied mix of uses which currently exist in the area.

The River Hipper flows west-to-east along the northern extent of the area and connects the greenspace of Walton Dam in the west to Queens Park in the east.



Robinsons on Goyt Side Road



Retail parks on Wheatbridge Road



Chatsworth Road

The Team

Westbury Homes
Housebuilder
Westbury



PJ Livesey Group LTD
Historic Buildings
PJ Livesey

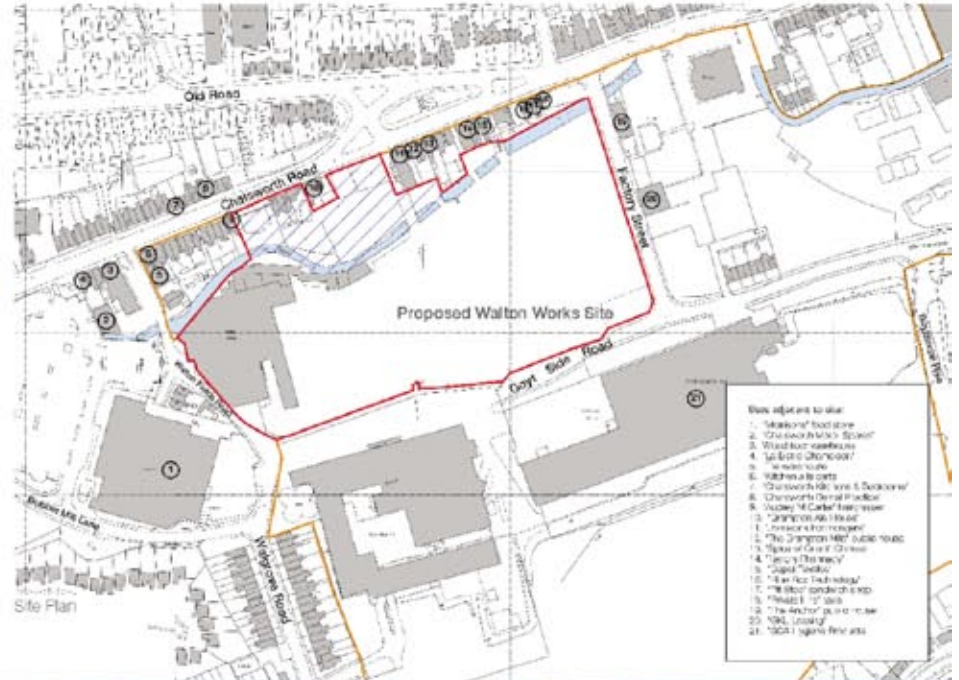


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Planning / Urban Design
BWB Consulting
Engineers

Walton Works, Chatsworth Road, Chesterfield



Key:
 Old Boundaries
 Potential Extension to Site
 Police DOH Boundaries



- Site refers to site:
1. 'Makons' food store
 2. 'The South Hill' 'Spicer'
 3. 'Wood Lane' residential
 4. 'The Old Orchard'
 5. 'The main house'
 6. 'Walton Works' site
 7. 'The South Hill' 'The 6 Buildings'
 8. 'Chatsworth Thermal Station'
 9. 'Valley Mill' 'Carter' 'The mill'
 10. 'The 'Milkmaid' House'
 11. 'The 'Milkmaid' 'The mill'
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Community Presentation

2.4 Community Involvement

This section is based on the Community Concept Statement produced by the community. In order to encourage community participation and involvement in the preparation of the Masterplan (now the General Development Framework), developers and Council officers attended a joint meeting of the Walton and West and Holmebrook and Rother community forums in July 2005 to discuss the area and the way in which it could be regenerated. As a result of this meeting a further series of workshops were held in August and September 2005 with volunteers from both community forums, facilitated by Derbyshire County Council's Community Development Team.

These workshops used the Countryside Agency's Concept Statement Process to create a simple, clear expression of the kind of place that the community wished to see created by the regeneration of this key area of Chesterfield. The results of this have been used to shape the proposals contained in this document.

Landscape Character

The site occupies a large area of commercial and former industrial land to the west of Chesterfield Town Centre and extends to the outer suburb of Walton. Commercial uses include a major car dealership, a large electricity sub station, a telecoms mast and offices. These occupy the central parts of the site. It is bounded by the busy Chatsworth Road to the north and less busy Goytside with its attractive lengths of stone wall, to the south. It also includes: the pleasant and tranquil Walton Dam recreation area including sports facilities, an unmanaged field, old stables and large mill pond; and, the areas occupied by Bradbury Hall and York House, and the Congregational hall, both to the north of Chatsworth Road. The River Hipper is the most significant landscape feature within the site flowing west to east.

The site is predominately low lying and level with the exception of a large area of waste land that rises steeply in the south western part of the site. Prominent and attractive historic mill buildings can be found at the western and eastern end of the site. Walton Mill, Canon Mill and Field House at Wheatbridge is another particularly attractive old building. The site contains many mature trees, particularly within Walton Dam, the Peace Garden, the river course and at the southern boundaries of the site.

Environmental Capital

- **River Hipper**
Value: Public amenity and wildlife corridor
Proposal: 'Open up' the course of the river to encourage wildlife and to create public amenity. The river should be used to create a pleasant 'green' access route for pedestrians and cyclists along the east/ west axis of the site.
- **Walton Dam and Stables (Outside study area)**
Value: Informal public amenity and recreation facilities. Offers a very tranquil area close to major roads and large housing estates.
Proposal: The Walton Dam area should be retained in its entirety for community use. The stables should also be retained and have potential for renovation and community use. The community could be involved in the management of these facilities.
- **Historic Buildings**
Value: Attractive and historic buildings that add character to the area.
Proposal: These should be retained and renovated. Their potential for community use and small craft workshops to provide employment, and a setting to preserve a record of the industrial heritage of the area should be examined.



View north along Factory Street

- **Mature Trees**

Value: Amenity value in an area dominated by industrial and commercial buildings.

Proposal: These should be retained and where appropriate plant further native trees to enhance habitats and to increase biodiversity.

- **Coronation / Peace Gardens**

Value: One of the few natural areas on Chatsworth Road,

Proposal: These should be retained and used as an access point which could resolve issues of maintenance. Consideration should also be given to reinforcing the historical connection.

- **Stone Walls (Goytside)**

Value: Attractive feature

Proposal: Retain and possibly extend as part of any new boundary.

Sustainability Indicators

- **Resource Minimisation**

Reuse of existing historic buildings. Energy efficient housing, and use of passive solar heating through building orientation. Consideration of use of renewable energy sources. Creation of soft landscaped areas to assist drainage and provide green space within the new developments.

- **Design Quality**

New buildings to reflect architecture of the area and particularly that of the historic mills. Facilities for recycling should be considered at an early design stage.

- **Access and Integration**

Create several opportunities for pedestrians and cyclists to access the site from the north and south without providing 'rat runs' for motorists. The Duke of York Bridge to be an access point. Enhance east-west cycle route to make more attractive and mitigate future traffic growth in area. Public transport to serve the needs of the new developments and also support the existing housing areas should be developed. In addition, there is the possibility of creating a new pedestrian and cycle access to the Walton Dam area by using the small copse adjacent to Walton Road. Encourage new retailing/leisure opportunities along Chatsworth Road by improving quality of the streetscape, including facilitating parking for shoppers. Development should be designed to feel 'part of Brampton', and reflect and celebrate the people who have lived and worked here over generations through 'per cent for art' and street names.

- **Opportunity and Equity**

Create facilities for the community, especially young people. New homes to include provision for affordable accommodation.

- **Development Principles**

Mixed use development of housing and employment opportunities. Creation of 'Home Zones,' where housing areas are designed to give pedestrians priority over motor vehicles.

- **Retention of important vistas**

Market Hall, Crooked Spire and Town Hall from Canon Mill; views to the Peak District from the south west elevated area of the site. Consideration should be given to the 'total cumulative effect' of housing development on the infrastructure of the area.

Section 3 Planning Policy Background

3.1 Policy at National, Regional and Strategic Level

This General Development Framework and the attendant policies of the emerging local plan have been informed by the need to accord with national and regional planning guidance, strategic guidance and other relevant policy guidance, strategies, design guidelines and technical reports including:

- *National Planning Policy Statements and Guidance (PPS and PPGs) specifically PPS1: Delivering Sustainable Development, PPS3 Housing, PPG4: Industrial, Commercial Development and Small Firms, PPS6: Planning for Town Centres, PPS9: Biodiversity and Geological Conservation, PPG13: Transport, PPG15: Planning and the Historic Environment, PPG16: Archaeology and Planning, PPS23: Planning and Pollution Control, PPG24: Planning and Noise, PPG25: Development and Flood Risk.*
- *Circular 1/97: Planning Obligations and Circular 6/98 Planning and Affordable Housing.*
- *The Regional Spatial Strategy for the East Midlands (RSS8) adopted in March 2005 and forming part of the Statutory Development Plan as of 28th September 2004.*
- *The Derby and Derbyshire Joint Structure Plan adopted in January 2001.*

Other relevant policy guidance, strategies, design guidelines and technical reports and guidance should also be used to inform any development, including:

- *By Design – Urban Design in the Planning System: Towards Better Practice (DETR/CABE, 2000);*
- *By Design – Better Places to Live: A Companion Guide to PPG3 (CABE, 2001);*
- *Urban Design Compendium (English Partnerships and the Housing Corporation, 2000);*
- *Sustainable Urban Expansions: Planned Through Design (The Princess Foundation, English Partnerships, DETR, CPRE, 2000);*
- *Places, Streets and Movement: A Companion Guide to Design Bulletin 32 Residential Roads and Footpaths (DETR, 1998);*
- *Protecting Design Quality in Planning (CABE 2003); and*
- *Safer Places; The Planning System and Crime Prevention (ODPM/ Home Office 2003).*

3.2 National Planning Policy and Guidance

The developer and the Council will need to take account of all relevant national guidance in considering both development briefs and planning applications made in the GEN13 policy area. Key aspects are highlighted below.

PPS1, in particular, stresses the importance of maximising development for a range of uses in sustainable locations on previously developed land. To that extent the GEN13 policy area is exactly the sort of location that the Government wishes to see redeveloped and this document assists in encouraging the redevelopment of the whole GEN13 corridor.

PPG3 deals with housing development and encourages the redevelopment of previously developed land for housing in sustainable locations. This document acknowledges this requirement and seeks to achieve residential development, where appropriate, as part of the regeneration of the land south of Chatsworth Road for a mix of uses. This will need to be reflected in the individual development proposals and planning briefs prepared for the GEN13 area.

PPG4 requires local planning authorities to provide land for a range of employment development opportunities in locations which minimise the number of trips by motor vehicles and can be served by other modes of transport. The land south of Chatsworth Road is well located in this respect, within walking distance of Chesterfield Town Centre and within close proximity to a major bus route currently running along Chatsworth Road.

PPG15 requires local authorities to preserve or enhance Listed Buildings and their settings. Applicants should provide the local planning authority with detailed proposals, in order for the likely impact of their proposals on the special architectural or historic interest of the building and its setting to be assessed. This document acknowledges the importance of the preservation and restoration of the Listed Buildings contained within the GEN13 area.

Achieving good design is a fundamental consideration of this General Development Framework. In preparing development briefs and planning applications within the area developers should pay due regard to the provisions of “By Design: Better Places to Live” and all other current guidance on design issues.

3.3 Regional Spatial Strategy (RSS)

RSS8 categorises Chesterfield as a “sub regional centre” and emphasises that it has the capacity to support sustainable development objectives. This can be achieved through a number of means, including the use of design led approaches and through reusing previously developed as set out in this General Development Framework.

3.4 Derby and Derbyshire Joint Structure Plan

The Structure Plan seeks to concentrate as much new built development as possible in existing urban areas and advocates the reuse of previously developed land in sustainable locations (Housing Policy 4 and General Strategy Policy 1). It also seeks to protect Listed Buildings from inappropriate alteration and unsympathetic development. Permission to change the use of the buildings will only be permitted where this would ensure their preservation without the loss of character and without detriment to local amenity (Environment Policy 10). High quality design is encouraged in Environment Policy 17 with the provision that development needs to be appropriate to the location and sensitive to local character.

This General Development Framework has been informed by the policies of the Structure Plan and any applicant should appraise themselves of this policy guidance prior to the preparation of any development proposals.

3.5 Chesterfield Borough Local Plan

The local planning policy context for this General Development Framework is contained in the Replacement Chesterfield Borough Local Plan Adopted 2006. The Replacement Chesterfield Borough Local Plan was adopted on 7th June 2006 and replaces the old local plan adopted in 1996 and is now the statutory local plan for Chesterfield Borough.

Proposed policy GEN13 sets out the Council's preferred approach to this area of land, allocating it as an 'Area of Major Change'.

Policy GEN13 states:

"Within the land south of Chatsworth Road Area of Major Change, as shown on the Proposals Map, planning permission will be granted for development which helps facilitate and does not prejudice the redevelopment of the overall policy area. Planning permission will be granted for a mixture of uses and any applications submitted within the GEN13 area should be accompanied by a general development framework to indicate how the development would allow for future redevelopment within the area as a whole. Development for individual sites should be accompanied by a planning brief and provide for the following elements:

- (a) housing and B1 office, business and light industry as specified in Policies HSG1 and EMP4;*
- (b) other ancillary uses, which may include A1 retail, A3 restaurants and cafes, A4 pubs and bars, car showrooms, leisure, hotels and tourism and community uses;*
- (c) a comprehensive approach to flood risk management;*
- (d) a strategy for the future use and conservation of the listed buildings and other historic buildings and features within the area, that are reasonably related to the development proposed;*
- (e) on and off site improvements to transport infrastructure including footpaths, cycleways, car parking, public transport and the highway network, as required by the development and in order to minimise the level of car trips generated;*
- (f) a network of greenspaces related to the River Hipper and to proposed footpaths and cycleways".*

This document acknowledges all of the requirements of Policy GEN13 and encourages development to come forward in a way which will deliver an integrated and sustainable new community through the application of current urban design good practice.

There are a large number of additional local plan policies relevant to the GEN13 area. These policies, set out in full in the appendices, provide a context for this document and subsequent development briefs and planning applications affecting the area. In particular there are a number of key policies that will shape the form of development within this area, and these are discussed in the following paragraphs:

General Strategy

- The policies within the plan's General Strategy Chapter set out a range of general policies relevant to the regeneration of this area, covering such aspects as protecting the environment and encouraging sustainable, energy efficient development, accessibility, community safety and ensuring development provides any required infrastructure.

Housing

- Policies HSN1 and HSN2 of the Replacement Local Plan identify this area as being capable of providing approximately 220 new dwellings.
- Approximately 150 dwellings are to be provided as part of an allocation for predominantly residential development on the Walton Works site before 2011.
- Approximately 70 further dwellings are to be provided as part of an allocation for predominantly residential development on the Wheatbridge Mills site post 2011.

- Under policy HSN7, up to 36% of these dwellings will be expected to be provided as affordable housing, of which at least 60% should be social rented accommodation.
- Policy HSN5 deals with the layout and design of residential development.

Employment

- Policy EMP4 states that planning permission will be granted within this Area of Major Change for approximately 5 hectares of land for employment use. Any permission will be subject to a S106 Agreement to secure the upgrading of Goyt Side Road to an adoptable standard, including the provision of a dedicated cycle lane.
- Policy EMP8 deals with the layout and design of employment development, including the need to consider transport issues, landscaping and consideration of the amenity of adjoining occupiers when close to housing.

Environment

- The River Hipper, with associated Environment Agency Flood Risk Zones, runs the length of the GEN13 Policy area. Policy EVR10 requires applications for planning permission to take account of the potential for flooding. As this document makes clear, when applications are made for permission within each development brief area, they must provide a full Flood Risk Assessment. Policy EVR11 requires developments to incorporate Sustainable Urban Drainage Systems (SUDS), where viable, to reduce surface water run off.



Walton Works

- EVR13 proposes that development within the General Development Framework area protects and enhances the River Hipper and the Goyt and, in particular, seeks to enhance the river as a wildlife corridor.
- EVR27 requires the provision of public art in major schemes subject to negotiation at planning application stage. This document recognises the role that public art can play in adding to any design proposals within the GEN13 area. The provision of public art will be dealt with in detail at planning application stage.
- EVR28, EVR23 and EVR35 are concerned with protecting buildings of architectural and historic interest and the archaeological heritage of development sites. This is an important policy in terms of the GEN13 area which contains Listed Buildings and is of industrial archaeological interest. This document acknowledges this heritage and seeks to encourage the long term future of the Listed Buildings through redevelopment and the protection of any aspects of archaeological heritage.

Transport

- Policy TRS1 – requires applications to be supported by Transportation Assessments setting out the means to reduce the number and impact of motorised journeys by car. This document contains a section on transportation and circulation building on the requirements for sustainable transport measures required by Policy TRS1. Policies TRS11

and TRS12 identify the requirements for travel plans or contributions to public transport that may arise as a result of a Transportation Assessment, whilst TRS8 sets out the parking requirements for development.

- Policies TRS12 and TRS14 – requires provision for pedestrians and cyclists to be made within development proposals and the protection and enhancement of existing routes, such as the Hipper Valley Cycle Route that passes through the GEN13 Policy area. Connectivity and ease of movement of both pedestrians and cyclists is of key importance in this document.

Shopping

- Parts of the GEN13 Policy area, along Chatsworth Road forms a District Centre, defined in the Local Plan, within which Town Centre uses such as retail, food and drink and leisure would be appropriate subject to the detail of Local Plan policies SHG1, SHG10 and SHG14. The nature of this District Centre is reflected in the mix of uses proposed within this General Development Framework.

Parks, Open Space, Sport and Recreation and Community, Health and Education Facilities

- Policy POS3 requires new development to make provision for open space as part of development proposals or, where appropriate, on other sites to meet the demand created by development. Similarly, policy CM2 ensures that the impact of new residential development on existing education provision is taken into account.

Section 4 Constraints & Opportunities

4.1 Constraints and Opportunities

Any development proposed on the land south of Chatsworth Road should take into account the constraints and opportunities affecting the site.

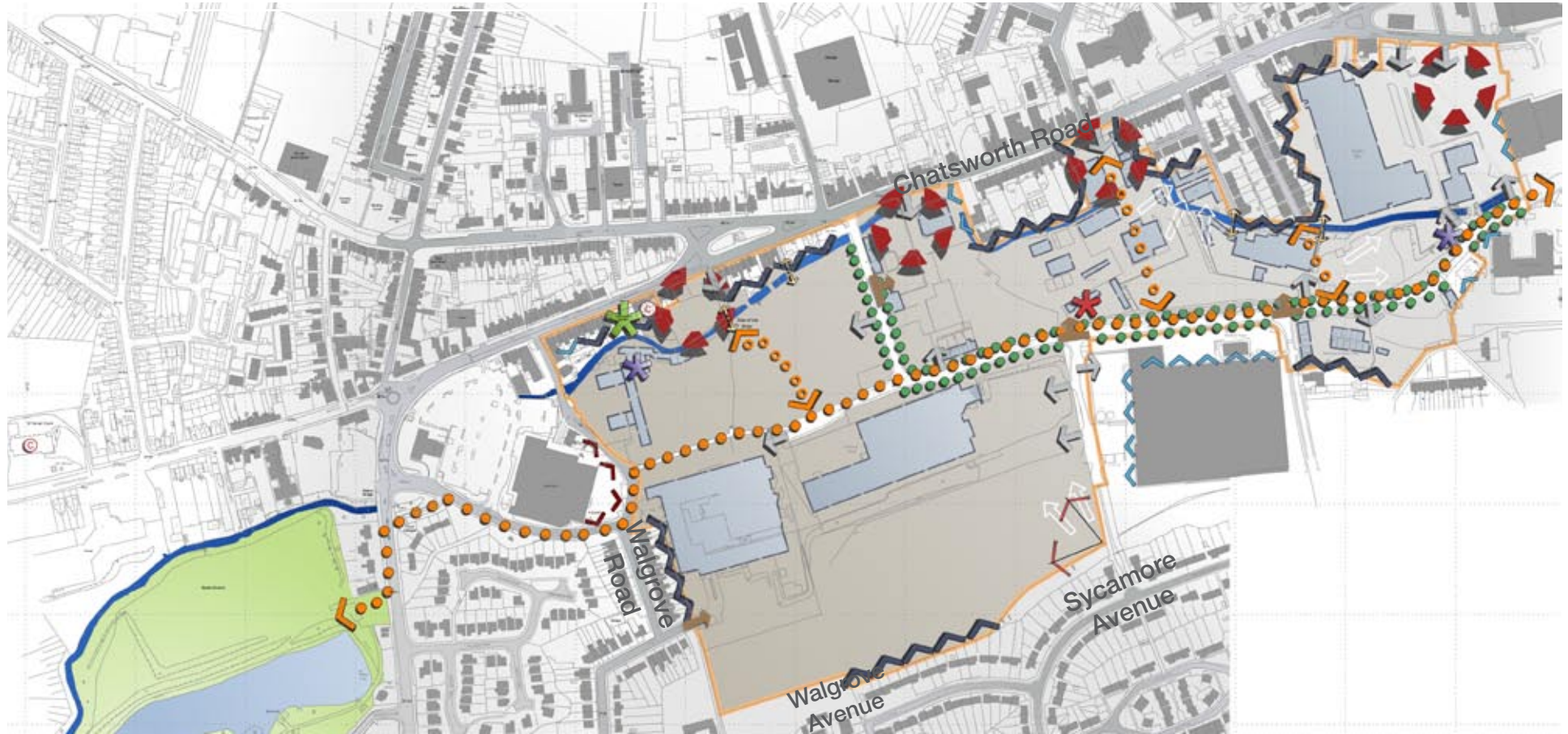
The constraints which have been identified are summarised as follows:















- Protection and enhancement of existing rights of way;
- Flooding;
- Highways, access and traffic issues;
- Ecology;
- Retention of the River Hipper corridor;
- Protection of the setting and amenity of Listed Buildings;
- Retention, wherever possible, of existing planting and other landscape features, particularly those of ecological interest;
- Potential noise from existing businesses and industrial works;
- Potential land contamination from existing industrial uses;
- Treatment to rear of existing residential properties facing Chatsworth Road;
- Minimising the impact of the development on existing residents of neighbouring districts, in particular along Sycamore Avenue, Walgrove Avenue, Walgrove Road and Alma Street West;
- Treatment of the boundary with Goyt Side Mill; and
- Maintenance and management of existing services.

There are a number of opportunities which should also be integrated into the development of the site which include the following;

- Potential for sensitive re-use of Listed Buildings;
- Regeneration of largely derelict area;
- New quality development as a catalyst for regeneration and renewal;
- Potential for enhanced prestigious residential setting;
- Enhancement of the strategic walking and cycling route;
- Enhancement of the River Hipper wildlife corridor;
- Enhancement of existing ecology and biodiversity;
- Potential to explore use of existing vehicular access and pedestrian river crossings;
- Potential for enhanced mixed uses along Chatsworth Road;
- Potential for an enhanced attractive tree lined route along Goyt Side Road;
- Possible view to crooked spire of Our Lady and All Saints Church and other prominent Town Centre buildings;
- Enhancement of the existing Coronation Gardens;
- Views to the Peak District from the elevated south western part of the site;
- Potential for new community uses; and
- Potential to incorporate sustainable development features into redevelopment proposals.

Constraints & Opportunities Plan



- | | | | | |
|---|---|--|--|---|
|  Policy GEN13 |  Listed Building |  Businesses adjacent to boundary |  Foodstore service area |  Explore potential for access |
|  Explore potential to retain existing vehicular access |  Existing buildings |  Direction of slope |  Existing electric sub station |  Coronation Gardens; Explore potential for community use |
|  Mixed use focus |  Strategic walking and cycling route |  Existing river crossing |  Residential adjoining boundary | |



View along River Hipper to Walton Works

4.2 River Hipper

The River Hipper is the dominant landscape feature within the GEN13 area, running west to east through the entire site. The presence of the river was one of the drivers in the historical development of industry within this area, providing power and a source of water for the industrial processes that developed. As a result the river provides both a physical and historical link between the listed industrial buildings at either end of the site, as well as providing a link to the surrounding areas of Walton Dam and Queen's Park. The area has the potential to support protected species such as bats and water voles, and to act as an ecological corridor linking the more rural parts of the Borough at Walton with the Town Centre and beyond, where the Hipper joins the River Rother. Local businesses have been active in cleaning up effluent processes in the past 30 years, to the point where trout and kingfishers are thought to have been seen in the corridor. It is therefore recommended that detailed surveys be undertaken at the appropriate time prior to development to assess the species present within each development area.

Any landscaping works associated with new development should seek to enhance the river corridor for purposes of maintenance, flood risk reduction and enhanced biodiversity. Work should aim to take account of the presence of the River Hipper and this corridor habitat using native species planting. Additionally, the site boundaries should be planted up with native species mixes and, where possible, the design should aim to provide stepping stone habitats across the site using either locally native species or species that will provide value for foraging, commuting and nesting for local wildlife, enhancing the River's biodiversity value.

The potential development areas will need to accommodate and, where feasible, reduce flood risk whilst new infrastructure and building design will need to meet Environment Agency regulations on flood risk. This will entail early consultation on individual proposals in the light of the aspirations for the GEN13 area as a whole and the provision of flood risk assessments for the development of individual areas.

At present very little of the River's length is publicly accessible, a legacy of past industrial use and current fragmented ownership, and, in parts, suffers from a poor or neglected surrounding environment. The river also acts as a barrier to movement across the corridor, both physically and as a result of private ownership of the land to either side.

Improved public access and an enhanced river environment would create a unifying link throughout the General Development Framework area. Existing bridge links, currently inaccessible, provide an opportunity to create links across the site that at present do not exist through their re-use or enhancement. A minimum 4.5m access strip is recommended alongside the watercourse.

Raising the profile of the River Hipper and enhancing its role as a link through the site and on to surrounding areas, through environmental improvements and increased public access, should be a key aim of development proposals within the General Development Framework area.

Key Issues

- Enhancement of the profile of the river corridor;
- Manage and reduce flood risk;
- Improve public access to the River Hipper;
- Maintain access for maintenance;
- Enhance biodiversity value through appropriate landscaping and planting; and
- Re-use and enhance existing bridge links.



Pedestrian/cycle link south of Walton Works



Link to Morrisons Foodstore from GEN13 area



Bus stop along Chatsworth Road

4.3 Traffic and Circulation

The GEN13 area lies to the south of Chatsworth Road and includes the majority of the land between Boythorpe Road to the east and Walton Road to the west. Chatsworth Road, the A619, is the major radial route from Chesterfield to the west. Boythorpe Road and Walton Road run south from Chatsworth Road to access the residential areas to the south of Chesterfield, with Walton Road, the A632, continuing to the south west.

The proximity of the site to Chesterfield Town Centre and the proposed inclusion of a mixture of uses make trips on foot and by cycle attractive and therefore may help to minimise the number of vehicle trips that are likely to be generated by the proposals.

The adopted highway network within the area comprises Factory Street and Goyt Side Road, with only two vehicular connections to the wider highway network. Factory Street to the north and Central Avenue to the south. Dock Walk provides a link to the east although for some 75m from Central Avenue it is a private road. There is no vehicular link to the east although there is a pedestrian/cycle link that continues from the eastern end of Goyt Side Road through to Walton Fields Road and eventually on to Walton Road. Additionally, there is a pedestrian link south from Goyt Side Road that links to Sycamore Avenue and then to the surrounding residential areas.

Redevelopment of the area will clearly put additional pressure on the existing highway links and in order to ensure that this traffic does not pass through the residential area to the south it is essential that Dock Walk is improved to an adoptable standard, incorporating dedicated cycle facilities. Traffic Calming measures already in place on Central Avenue will need to be reviewed to ensure that the additional traffic is not tempted to pass through the residential area.



Junction with Old Road and Chatsworth Road



View south along Factory Street



View south along Hipper Street West

Constraints at the Factory Street junction limit the ultimate capacity, even with traffic signals and therefore an additional access to the GEN13 area from Chatsworth Road should be considered.

The redevelopment of the area will allow both pedestrian and cycle links to be improved including the Hipper Valley cycle route which runs along Goyt Side Road and Dock Lane and providing new links north-south.

Chatsworth Road accommodates some nine bus routes providing in excess of 6 services per hour. The redevelopment of the area will provide additional demand helping to guarantee these services and the improvement to Dock Walk would allow consideration of public transport penetration into the GEN13 area.

Any development being brought forward in the area will need to demonstrate the level of traffic impact arising. A Traffic Assessment will need to be submitted along with the application.

Key Issues

- Enhance Hipper Valley walking and cycling route;
- Provide new north-south pedestrian and cycle links to Chatsworth Road;
- Improve Dock Walk, incorporating dedicated cycle facilities;
- No new vehicle access to Walton Fields Road;
- No new vehicle access to Chatsworth Road;
- Measures to minimise additional trips generated by new development;
- Improved walking, cycling and public transport infrastructure; and
- Review existing traffic management measures.



1883 Map of land south of Chatsworth Road, Chesterfield

4.4 Archaeology & Heritage

A number of buildings within the GEN13 area have historical value. These should be retained on the site and adapted to new suitable uses.

Walton Works is a complex of buildings, originally a cotton mill, which from the 1890s formed part of the premises of Messrs Robinsons, engaged in the production of a wide range of cotton products. The original buildings date from the early nineteenth century and some of them are early and unusual examples of fireproof construction. It was principally for this reason that the main mill complex was added to the statutory list of historic buildings in September 2004 as a grade II* Listed Building.

Canon Mill and its mill wheel to the east of the GEN13 area is one of the oldest industrial buildings in Chesterfield and was erected prior to 1788. It formed part of the Griffin Foundry of John and Ebenezer Smith and Co. 1775-1833. Canon Mill was added to the statutory list of historic buildings in March 1968 at Grade II.

The Development of Walton and New Brampton

In the late eighteenth century the community living along the banks of the River Hipper to the west of the Borough of Chesterfield, in the chapelrys of Walton and Brampton, began to grow as new industries developed. An abundance of local raw materials including coal, ironstone and clay, and a good supply of water provided favourable conditions for such development. Another favourable circumstance was the improvement in transport. The Chesterfield Canal was opened in 1777, greatly facilitating the transport of industrial products, and the roads were steadily improved by various turnpike trusts.

By the end of the eighteenth century four potteries had been started: William Robinson built the Wheatbridge Pottery in about 1750; John Wright and Richard and William Blake opened two potteries in Upper Moor; and in 1790 William Briddon was making pots on the Walton side of the Hipper near the present Shepley Street.

Perhaps the most significant of the early industries was the iron foundry started by John Smith of Sheffield in 1775, with leased premises just south of Wheatbridge. Smith's business prospered and a new building, The Griffin Works, was erected between 1788 and 1791 on the north bank of the Hipper. Army supply contracts during the Napoleonic Wars ensured that the foundry continued to flourish into the early nineteenth century.

At about the same time that the Griffin Works was finished, the candlewick and tape factory of Hewitt and Bunting, which later became known as Bump Mill, was started in premises at Brampton Moor.

Industrial expansion continued during the nineteenth century. Although the Smith's foundry business did not survive the post Napoleonic War slump and was sold-up in the 1830s, the smaller Union Foundry was set-up by the Sneaths in 1827. The Bump Mill expanded rapidly, several new potteries were opened and the directories record tobacco manufacture and the production of woollen cloth, bobbin making, brewing, pill box making and lint manufacture, the two last undertaken by the Robinson family, who steadily expanded their business on the Wheatbridge site adjacent to the former Griffin Works and eventually absorbed the Bump Mill site and business.

Character of Chatsworth Road

The general pattern of this development can clearly be seen on the mid and later nineteenth century Ordnance Survey maps which show the various works and factories, interspersed with small collieries and allotment gardens, with rows of small workers' cottages fronting the New Road (now the Chatsworth Road) and in small streets opening off it. The development south of the New Road was almost all contained in the area between the road and the Goyt, a subsidiary stream to the Hipper which ran from the dam and lake still surviving to the west of Walton Road.

Archaeological Significance

The site of Walton Works has some archaeological significance, in terms of below-ground archaeology. The banks of the river, often a location for early settlement, have been comprehensively redeveloped but it is envisaged that the site contains evidence of the early industrial development of the area, including the various leats and waterways used to power early industries, and the foundations of buildings and structures which have been demolished.

Historical Significance

Like many mills, the surviving buildings at Walton Works have undergone repeated alteration and extension since the beginning of the nineteenth century. Buildings show clear evidence of several such reconstructions. The oldest mill structures are more homogenous and follow the usual building conventions with brick external walls, tiled or slated roofs and long open factory floors internally, which are marked externally by long rows of uniform window openings. The buildings are purely functional and there is no attempt at architectural display. Their principal architectural interest lies in the construction.



Canon Mill



Walton Works

Canon Mill was restored in 1957; it is a 2 storey square red brick building with a pantile roof with slate verges and gable end with ornamental cresting. An 1816 oval cast iron plaque with portrait of Canon and Canon Balls and three blank Gothic arches are found in the eastern facade. This building was formerly part of a Canon foundry. There is also a large overshot iron water wheel.

The complex of buildings at Walton Works is significant to several time periods. Perhaps most significant is the history of fireproof construction. Thanks to the technical innovations of the Strutt family, Derbyshire led the world in this field at the turn of the eighteenth and nineteenth centuries. There are very few surviving examples of the early phases of development.

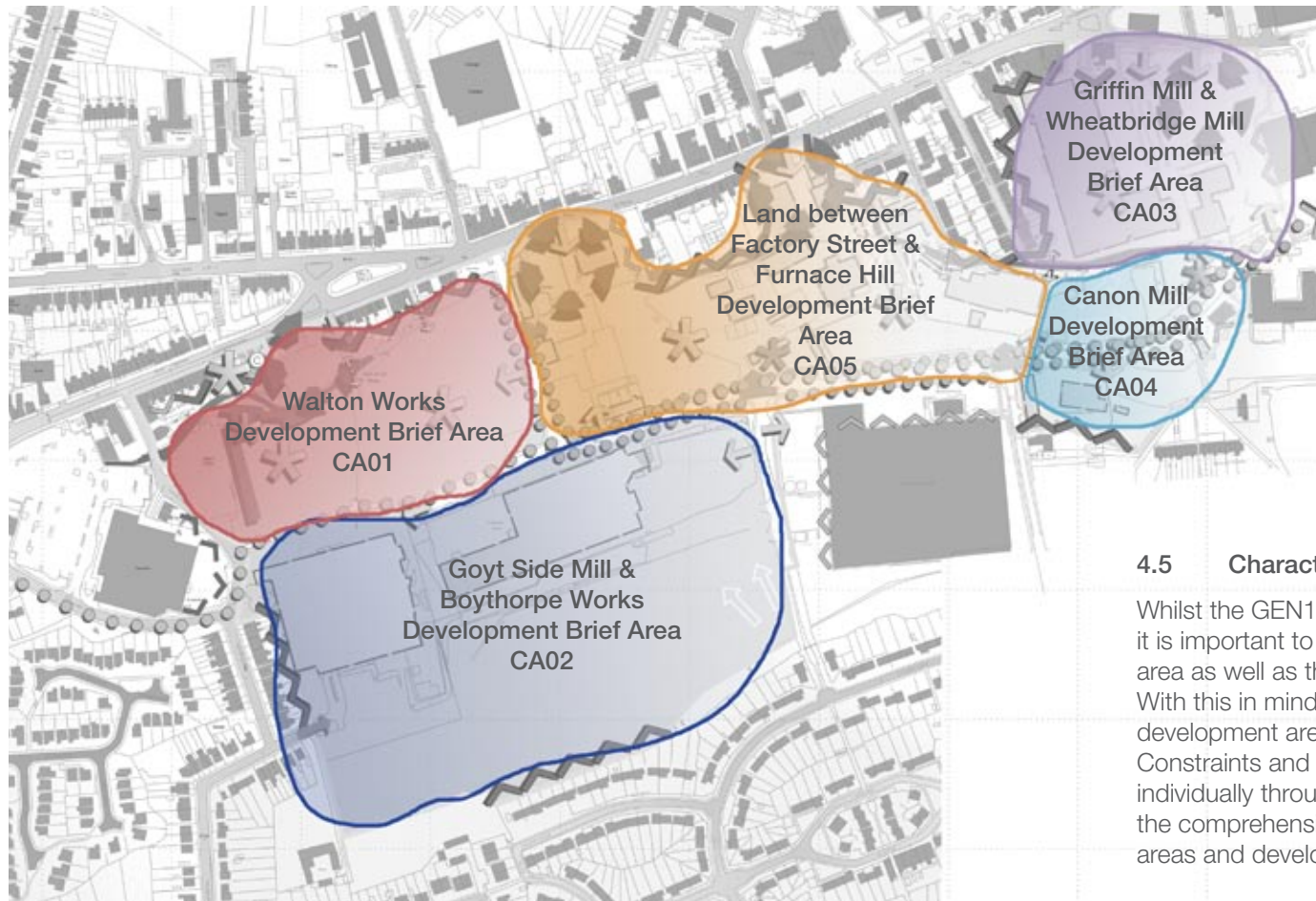
Walton Works was a significant element in the early industrialisation of the western suburbs of Chesterfield along the valley of the River Hipper. This also followed a typical Derbyshire pattern, with the first mills strung out along the river and other watercourses from which they derived their motive power to produce a particular landscape in which fields, industrial premises including small coal mines and workers' cottages were mixed together. In the first decades of the nineteenth century water power was replaced by steam power and the mills gained their distinctive chimneys, most of which have now gone. Later in the century railways were built to serve all the factories, and these have also gone.

From the late 1890s Walton Works belonged to Robinson's, one of Chesterfield's most successful firms from the mid-nineteenth century and a major employer in the district. The firm is still trading in Chesterfield, although on a different site.

Designation and Listed Building Control

Walton Works is Grade II* Listed. Although the description is primarily concerned with the individual structures which display early fireproof construction and does not mention all the buildings on the site, although these are afforded protection under the Listing. The site is not in a conservation area and there are no other statutory designations.

At Walton Works there are a number of modern structures of little interest attached to the principal mill buildings. Listed Building consent will be required for their demolition.



4.5 Character Areas

Whilst the GEN13 Policy requires a comprehensive approach, it is important to address the changing character across the area as well as the deliverability of the development proposals. With this in mind the analysis has sought to define distinct development areas that require an individual design approach. Constraints and opportunities will have to be approached individually through separate development briefs that relate to the comprehensive principles set out in this document. These areas and development briefs are set out on the plan opposite.

Character Areas/Development Brief Areas



CA01 Walton Works Development Brief Area

This character area consists largely of the former Walton Works. Clearly defined by the River Hipper to the north and roads to the south, east and west, this now largely cleared site is dominated by the Grade II* Listed Walton Works complex at the western end of the site. The 3-4 storey stone and brick built works building gives a sense of substantial height and mass to this end of the site, although a series of smaller buildings of more domestic scale branch out along the southern bank of the Hipper. Although much of the site itself has been cleared, the character of the surrounding areas varies considerably. The areas to the north of the River fronting Chatsworth Road are primarily residential interspersed with occasional commercial use, characterised by a well defined road frontage, with a mixture of small former workshop and utility buildings in courtyards to the rear. To the west the area is dominated by the servicing areas of the Morrison's Superstore, alongside small areas of residential by the River, and the regular street pattern of Walgrove Road to the South West. To the south of the site the character is clearly industrial, with large buildings occupying large footprints, combined with substantial vehicle manoeuvring areas. The River Hipper in this area runs through a clearly defined channel in places crossed by existing bridge links and culverted sections, although none of these currently provide any access into and across the site. Valuable views of the River can be found at either end of the site from existing crossings.



Cleared site of Walton Works



View west, Chatsworth Road



View south down Factory Street

- Boundaries well defined by existing road network;
- Listed Building in poor condition to west;
- Predominantly cleared site;
- Strategic walking and cycling route to south in need of enhancement;
- River Hipper runs through area crossed by Dale of York bridge;
- Vacant site visually degrades character of wider area;
- Potential pedestrian/vehicle links over river from Chatsworth Road;
- Existing vehicular access from Factory Street and Goyt Side Road;
- Poor views into Goyt Side Mill at southern side;
- Poor views into Morrison's service area to south west;
- Existing vegetation to south eastern boundary and along river; and
- Coronation gardens in a state of disrepair.



CA02 Goyt Side Mill & Boythorpe Works Brief Area

The most prominent feature of this character area is its slope. From the high ground of the Walton residential area to the south, the land drops away sharply to the existing industrial uses that front Goyt Side Road. This substantial change in level, combined with established landscaping along the southern boundary screen the existing industrial uses from the properties in Walton. This level also creates dramatic views to the hills to the west and north west of Chesterfield and to the buildings of the Town Centre from the top of Boythorpe Rise.

The limited built development within this area consists of large industrial buildings along Goyt Side Road although the footprints of a number of large industrial buildings can still be found on site. Goyt Side Road itself forms a key feature of this area. This tree lined road, with its stone kerbs, provides a visual and physical link between all of the character areas, although its connection to Boythorpe Rise is visually poor.

- Adjacent to existing residential area in south;
- Existing industrial buildings on site in poor condition;
- Pedestrian links into residential areas to the east and south.
- Goyt Side Road to northern boundary;
- Existing vehicular access from Goyt Side Road;
- Existing vegetation to southern/eastern boundaries;
- Strategic walking and cycling route to north in need of enhancement;
- Significant change in levels from south to north;
- Substantial existing views from south of site to countryside beyond Chesterfield; and
- Views out to surrounding countryside from south western part of the site.



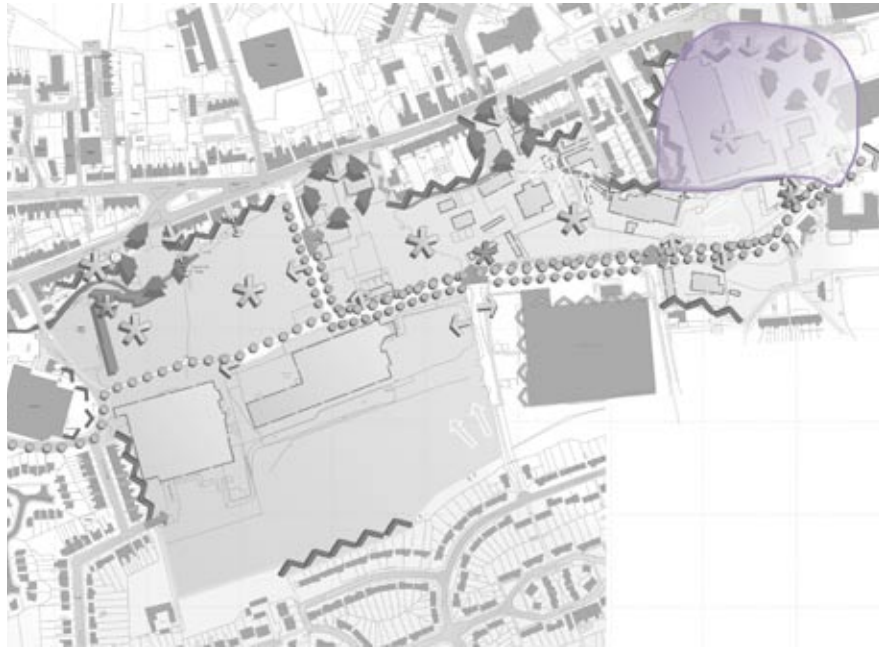
Entrance to Boythorpe Works and Goyt Side Mill



Pedestrian/cycle route to south of Walton Works



Public route alongside Boythorpe Works



CA03 Griffin Mill & Wheatbridge Mills Development Brief Area

The north eastern part of this character area has now been cleared but previously consisted of large scale industrial buildings. To the east and north east lie areas of bulky, out of centre retail units, dominated by large areas of car parking, although a number of smaller two and three storey retail properties of more domestic scale and character front onto Chatsworth Road to the north west. The area's northern boundary is formed by the wall that surrounded the former Robinson's premises, including two substantial gateways with decorative gates, one of which leads to a substantial tree lined route running north-south across the area from Chatsworth Road to a matching set of gates beyond the River Hipper onto Dock Walk.

The western part of the area consists of substantial industrial buildings. Griffin Mill is still used for a variety of purposes, while the vacant Wheatbridge Mill building and later development of four storeys are of poor quality. Beyond this is the residential street of Alma Street West, characterised by traditional two storey brick terraces. To the south of the site, with the River Hipper and Dock Walk to its south, is a substantial 1960s 3-4 storey office development with attractive two storey Hipper House attached on its northern side. A bridge over the river provides vehicle access to the employment uses within the site and links to Dock Walk and the Canon Mill Character Area.

- Eastern area of General Development Framework;
- River Hipper to south of area;
- Land to north east lying vacant;
- Derelict Wheatbridge Mill building to west of area;
- One existing pedestrian link across river;
- Wheatbridge Road to northern boundary;
- Large retail units to eastern boundary;
- Existing vehicular access from Goyt Side Road and Wheatbridge Road;
- Residential street to western boundary;
- Strategic walking and cycling route to south east; and
- Line of mature trees across site.



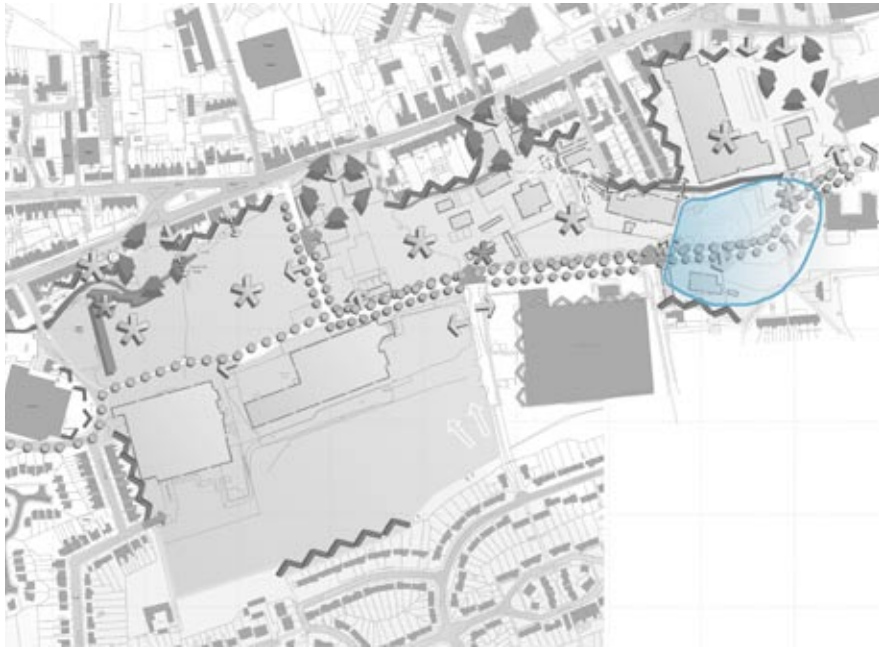
Existing business on Wheatbridge Mill area



Retail premises along Chatsworth Road



Vacant Wheatbridge Mill building



CA04 Canon Mill Development Brief Area

This character area is centred on the Grade II Listed Canon Mill. Currently vacant, this relatively small scale Mill building occupies a prominent location within the Chatsworth Road corridor, effectively creating the gateway into the area from the east. This position is enhanced by the change of levels, as Dock Walk rises at this point to meet Goyt Side Road to the east, providing glimpsed view back towards the prominent buildings of Chesterfield Town Centre. Canon Mill itself sits between the River Hipper to the north, and the route of the Goyt to its south, which is now heavily planted. This is combined with a sharp change in levels immediately to the west, possibly concealing other evidence of the site's previous industrial history, creating a sense of enclosure around the mill.

To the north of Dock Walk lies a substantial brick built pub, which, with Canon Mill, forms a gateway into the rest of the site. Much of the remaining land is given over to temporary car parking uses, beyond which is an area of natural vegetation screening the rear of residential properties in Walton.

- Canon Mill to the east is a prominent symbol of area's heritage;
- River Hipper running along north of area;
- Potential flooding problems;
- Large area of land underused to south of area;
- Area currently occupied by existing pub, businesses and industrial buildings;
- Existing vehicular access from Goyt Side Road;
- Existing vegetation along river corridor and Goyt Side Road;
- Strategic walking and cycling route to south;
- Listed Canon Mill currently vacant;
- Significant change in levels across area;
- Pedestrian links to Walton residential areas;
- Significant areas of natural planting along Goyt and to the north;
- Views towards Town Centre; and
- Sub standard road.



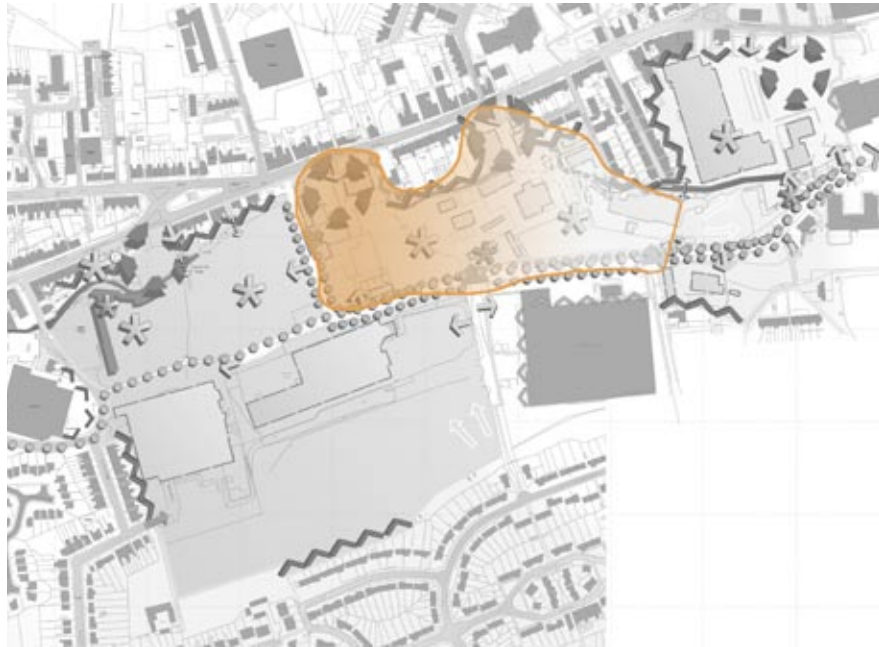
Building to entrance of Wheatbridge Mill site



Work unit next to the Unicorn Tavern



The Unicorn Tavern



CA05 Land between Factory Street and Furnace Hill Development Brief Area

This is the most varied character area, containing a wide variety of mixed uses and building types. Historic mill buildings share the area with small scale office and industrial buildings and cleared areas give over to car sales and parking. The majority of buildings within this area are relatively small scale commercial buildings, with little overall sense of streetscape or pattern. However, within this are a number of areas of interest, including a row of three storey residential terraces on Goyt Side Road and the pub on the corner of factory street which helps to define the corner, as well as having an attractive bridge feature to the front, currently forming the entrance to a culvert.

The River Hipper provides some structure, particularly towards the eastern end of the site, but for a significant length at the western end runs through a culvert under the GK Ford Garage. To the south, the area's boundary is more clearly defined by Goyt Side Road and the Goyt itself, a narrow water course which formerly provided water to industrial premises in the Canon Mill area to the east. Chatsworth Road provides a boundary to the north, although the defined edge provided by older residential properties is, in this location, broken up by later commercial developments that have interrupted the former rhythm of this frontage.

At present there is no access through the site for the public other than via Factory Street at the western end. A footbridge is accessible at the end of Hipper Street West, but it is of poor quality and the route does not continue on the south bank.

- Well defined boundaries formed by existing road network and land uses;
- Central location of GEN13 Policy area;
- River Hipper running along north of area;
- Potential flooding problems;
- Area currently occupied by a range of existing land uses including retail, pubs, car showroom, electric sub station, small businesses and industrial buildings;
- Pedestrian bridge links across river to residential streets Alma Street West and Hipper Street West inaccessible;
- Chatsworth Road retail frontage to northern boundary;
- Existing vehicular access from Factory Street and Goyt Side Road;
- Existing vegetation along river corridor and Goyt Side Road; and
- Strategic walking and cycling route to south.



Industrial units along Chatsworth Road



View to Chatsworth Business Park



Rear of car showroom

General Development Framework





Aspirational image

“provide a positive contribution to Chesterfield by maximising the area’s potential.”



Examples of Chesterfield vernacular

Section 5 General Development Framework

5.1 Urban Design Principles

Any development being brought forward within the context of the General Development Framework plan shown opposite will need to be based on the following urban design principles in order to promote a high quality layout. These principles will integrate with the constraints and opportunities identified for the area, ensuring the proposals are sensitively incorporated into the surrounding urban fabric and provide a positive contribution to Chesterfield by maximising the area’s potential.

The key urban design principles are set out below;

Character and Context

- Development proposals should identify existing uses, such as residential properties, that can be retained and enhanced to make a positive contribution to the character of the area;
- Provide a distinct character to new frontage along Chatsworth Road that compliments existing townscape;
- Respond positively to the character of the Listed Buildings;
- Respond to locally distinctive building materials and detailing;
- Understanding the local context will be fundamental to the creation of a successful new development;
- High quality places will only emerge if the design process considers the character areas and surrounding environment; and
- Incorporate and enhance the watercourses of the River Hipper and the Goyt, including creating improved public access.

Continuity and Enclosure

- Creation of public spaces which are clearly defined through the positioning of built form;
- Provide a clear definition of public/private space;
- Control access to private areas, particularly rear gardens and internal parking courts; and
- Create a variety of streets and spaces that are places rather than just roads.

Quality Public Realm

- Provide a clear hierarchy of interconnected spaces, accessible by a variety of users;
- Locate key public spaces so they create interesting gateways and destinations which clearly demarcate important places within the development; and
- Develop a landscape strategy integrating landscape features, environmental issues and opportunities for public art.

Ease of Movement

- Ensure easy access by foot, cycle and public transport;
- Design out speed, avoiding the need for retro-fit traffic calming;
- Create a well connected movement network that is accessible by all users to ensure that all areas of the development are accessible, easy to navigate, safe and secure;
- Promote a permeable development which is well connected and provides many choices for pedestrians and cyclists;
- Allow for buildings fronting onto such routes to provide natural surveillance thereby creating a safer environment for all users;
- Minimise the reliance on the car and promote alternative methods of travel like walking, cycling and public transport; and
- Bringing goods and services to the user thereby reducing the need to travel.

Legibility and Diversity

- Maintain a human feel in terms of scale and make the pedestrian feel welcome;
- Respect a sense of familiarity whilst still creating a sense of place;
- Reinforce important destinations;
- Establish a hierarchy of routes, where desired character informs the road design rather than the road defining the space;
- Locate landmark buildings around key spaces and terminating key views; and
- Strengthen links into the existing pattern of streets and roads so that new development is seen as an integral part of the existing townscape.

Variety and Richness

- Provide variety and choice for all ages and types of users;
- Promote quality detailed design with durable materials that enliven the street scene;
- Allow for personalization of place;
- Encourage spatial variation and townscape interest by varying house types and building setback distances; and
- Create a balanced community through providing a range of housing types, tenures and sizes.

Community Identity

- Respond to local community aspirations;
- Use open spaces to create landmarks of development/community identity;
- Integrate public art into the development through the 'Percent for Art' scheme that relates to Chesterfield's identity;
- Look to enhance the provision of community facilities; and
- Respect and promote interpretation of the area's industrial heritage.



Examples of Chesterfield vernacular

Compactness

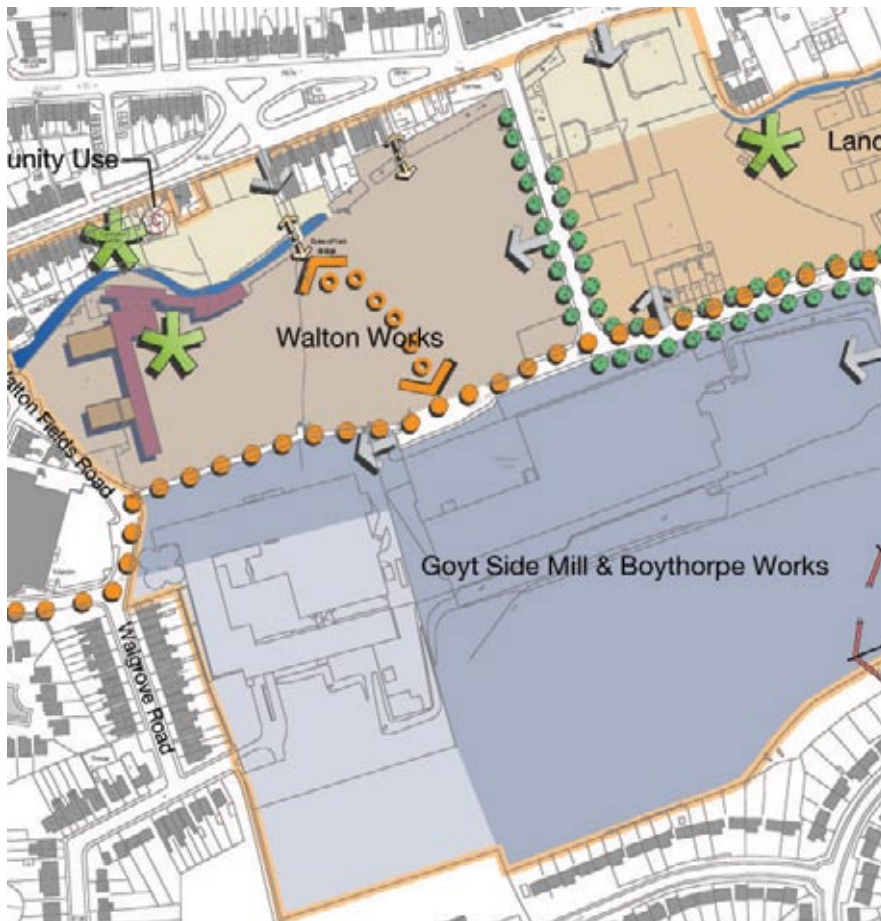
- Provide a range of densities in accordance with Government guidance to ensure the efficient use of land; and
- Provide appropriate flexibility in parking standards, considering the impact of parking across the wider area, without encouraging greater vehicle numbers.

Resource Efficiency

- Minimise resources in building construction and operation;
- Promote good passive design, looking at orientation and levels of insulation;
- Promote sustainable construction methods and minimise emissions in the construction process;
- Use methods that minimise house energy and resource consumption;
- Respond to standards established by BREEM and Ecohomes; and
- Promote use of on site microgeneration methods where feasible.

Sustainability

- Promote high quality inclusive design in the layout of new developments;
- Position key land uses within close proximity to public transport corridors;
- Promote water use minimisation and sustainable drainage;
- Provide a range of housing types, tenures and sizes to assist in creating a balanced community; and
- Enable the community to contribute and be involved in developing the vision for their area.



Extract of General Development Framework

5.2 Development Proposals

Urban Form

The General Development Framework for the site illustrates how new development could take place across the area. The following explains the logic behind the structure of the General Development Framework.

Chesterfield has developed a unique character, in part, created by its urban form and architectural qualities. It is therefore important that the form, scale and quality of development through the area responds to the existing area and reflects local distinctiveness.

At key locations in the General Development Framework plan, such as at the end of Factory Street and along Chatsworth Road, landmark buildings will create vistas and views which make the area memorable and easy to navigate. These will assist in making the area distinctive and provide visual cues relating to the hierarchy of the movement network within the area. These landmark buildings can be designed utilising variations in materials, colours, frontage treatment and architectural styles and do not necessarily dictate the need for increased height.

Around proposed urban open spaces, the treatment of the built frontage is crucial in terms of the appearance of the development and the perceived safety for those travelling within the area. In particular the character of the setting and context of the Listed Buildings should be complemented by adjacent new buildings and open space.

Along the potential tree lined Goyt Side Road and around key areas there is the potential for increased massing and height to accentuate the main routes and places.



Illustrative Section: showing the potential for a defined cycle route along Goyt Side Road and enhancement of existing watercourse adjacent to road. Existing mature tree planting should be complemented with new tree planting



Aspirational image:
New frontage along water course

A Hierarchy of Streets and Spaces

The enhanced strategic walking and cycling route along Goyt Side Road will be the main pedestrian/cycle link from west to east across the area. This will provide links to Chatsworth Road through new development and minimise car use. Factory Street linking onto Goyt Side Road will be the main vehicular route that runs through existing and potential development.

The overall pedestrian safety of the development should be enhanced through the reduction of vehicle speeds away from the primary vehicle routes. In places such as squares, open spaces and junctions, a change in surface material should be used to act as traffic calming.

Pedestrian/cycle route to the south of Walton Works

There is potential to create a more open aspect along the Walton Works southern boundary establishing a safer environment for the pedestrian and cyclist and providing natural surveillance from the development for the strategic walking/cycling route leading onto Goyt Side Road e.g. flats over garages or parking courts. There is also the potential for new lighting for security at night as well as tree planting to soften the built edge.



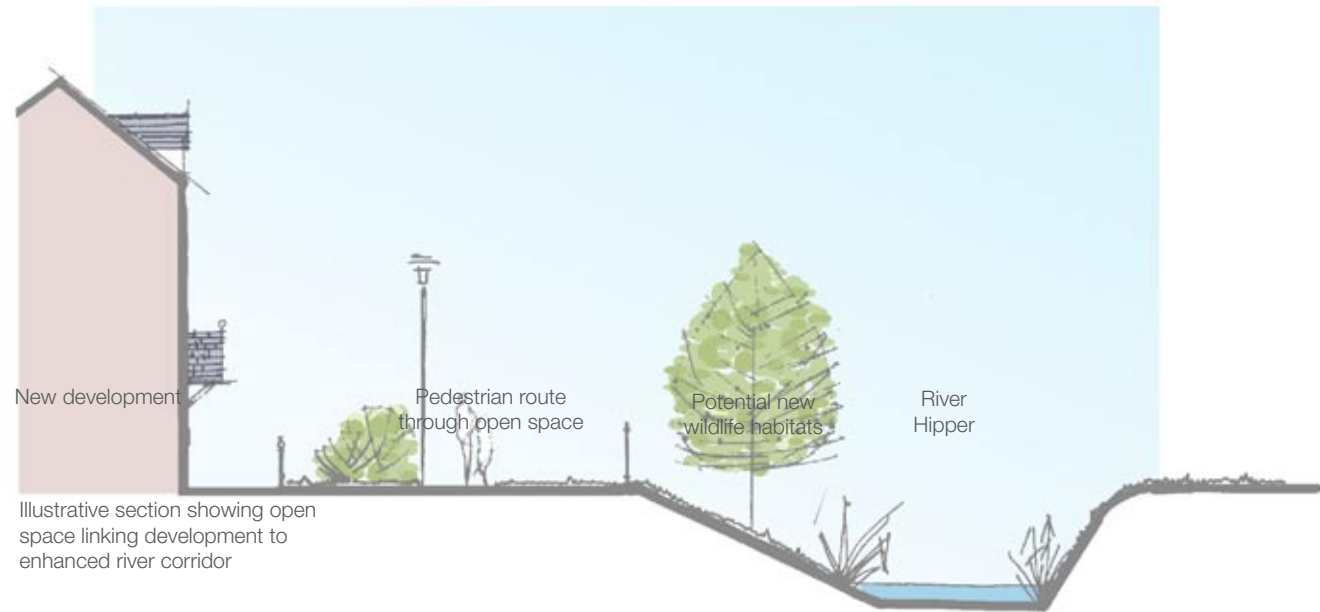
Aspirational image: New streets will enhance pedestrian and cyclist access across the area



Aspirational image: Attractive new public realm of benefit to existing and new residents

Community Facilities

There is the potential to enhance the provision of community facilities and the use of the area. In particular, development should seek to allow the wider community to fully appreciate the area's history and, where possible, provide access to the Listed Buildings.



Illustrative section showing open space linking development to enhanced river corridor

Mixed Use Development

Across the GEN13 area there will need to be a balanced mix of uses and the disposition of these uses needs to respond to the demands for new development, the needs of existing businesses and residents in the area as well as the aspirations for major change,

The Local Plan states that new development closely related to the Chatsworth Road District Centre should achieve a minimum density of 40 dwellings per hectare. The development should seek to provide higher densities.

Densities should vary across the site in order to assist in the creation of a variety of characters and places whilst promoting walking, cycling and the use of public transport as alternatives to the private car.

A range of house types, sizes and tenures will be provided within the residential areas in order to encourage the development of a balanced community consisting of a wide variety of households.

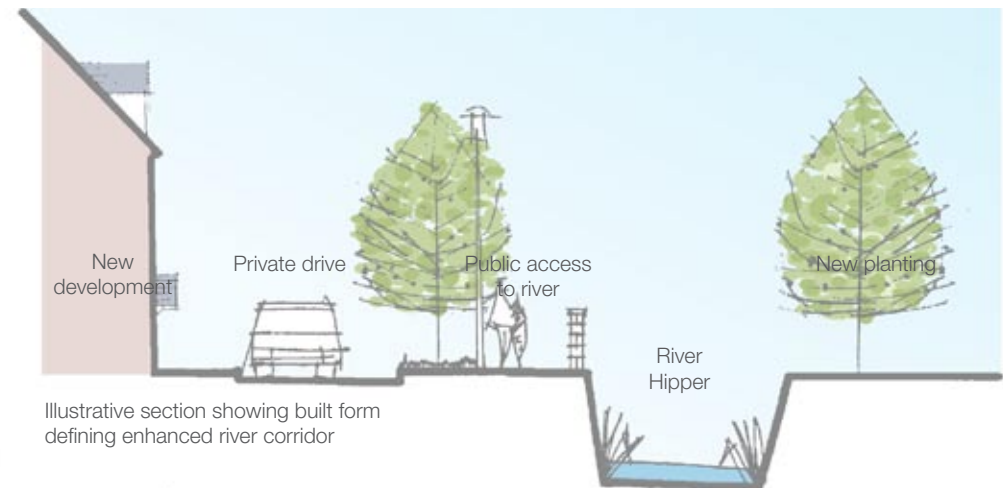
Affordable housing should be accommodated across the development in line with Government guidance and Planning Policy. This will be integrated into the residential development at every phase of construction in order to cater for local needs.

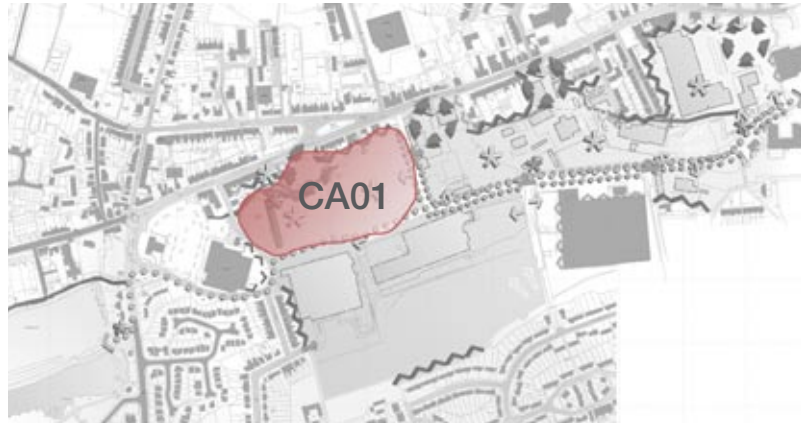
In order to provide work opportunities for the new residents of Chesterfield, an employment area is illustrated to the south of Goyt Side Road. This area provides opportunities for B1, B2 and B8 employment uses (offices, light industrial and storage). Other existing employment areas should be retained to avoid relocation away from the area to maintain a mix of uses in the area where they compliment the adjoining uses. Other employment opportunities exist within the mixed use areas along Chatsworth Road.

Chesterfield Local Plan indicates the importance of manufacturing employment for the local economy. There is also an identified need for high quality business and office space to accommodate growth in the knowledge based sectors including high-tech office development.

Other uses may be possible across the site as shown on the Development Framework and commercial opportunities should be taken to promote variety and vitality in the area, over and above the main residential uses. Mixed uses contribute to a positive and integrated street environment when visibly active at the ground floor level of buildings.

Successful mixed-use can also have a beneficial impact upon the economic and social well being of an area and often produce an environment which is both attractive and sustainable.





5.3 Responding to specific Development Areas

The constraints and opportunities section defined development brief areas. These development areas indicate where detailed proposals should be brought forward in a comprehensive way and therefore provide a significant or major change as a catalyst for the areas enhancement. The approach set out on the General Development Framework plan in relation to these areas is summarised below:

CA01 Walton Works Development Brief Area

Potential objectives for development include:

- Renovation of Listed Buildings and associated new use;
- Opportunity for high quality residential development to be catalyst for further development of GEN13 area;
- Enhancement of the river corridor to north;
- Maintain and enhance strong pedestrian links to Chatsworth Road;
- Enhance strategic walking and cycling route (Hipper Valley Cycleway) and improve links with Chatsworth Road;
- Potential urban open space and/or significant street planting;
- Potential mixed use to Chatsworth Road frontage;
- Increase security by providing frontage to river, pedestrian/cycle route and Factory Street;
- Built form to compliment Listed Buildings and local character; and
- Restoration of Coronation Gardens.

CA02 Goyt Side Mill & Boythorpe Works Brief Area

Potential objectives for development include:

- Development of new employment uses;
- Potential landmark building to terminate view along Factory Street;
- Potential pedestrian links to Walgrove Road in west;
- Provide frontage to path adjoining Boythorpe Rise;
- Built form needs to be sensitive to adjoining residential area;
- Integrate strategic walking and cycling route (Hipper Valley Cycleway);
- Retaining strategic views of countryside from Walton through sensitive approach to location and building heights of development.



CA03 Griffin Mill & Wheatbridge Mills Development Brief Area

Potential objectives for development include:

- Respond to existing nearby retail destination;
- Mixed use;
- Enhancement of river corridor to south;
- Provide convenient pedestrian links to Chatsworth Road;
- Enhance strategic walking and cycling route;
- Areas of urban open space to be integrated;
- Provide attractive frontage to river, pedestrian/cycle route, Dock Walk in particular;
- Built form to be sensitive to Chatsworth Road residential properties; and
- Development to incorporate and enhance setting of existing buildings and features, where practicable, including Hipper House and existing tree planting.



CA04 Canon Mill

Potential objectives for development include:

- Mixed use development;
- Emphasis on small scale housing, employment and community proposals;
- Renovation and re-use of Listed Canon Mill and enhancement of setting;
- Enhancement of River Corridor and improved accessibility;
- Upgrading Dock Walk to an adoptable standard;
- Enhance north-south pedestrian links with residential areas to south; and
- Retain and enhance existing planting as part of improvement to environment of the Goyt.



CA05 Land between Factory Street and Furnace Hill Development Brief Area

Potential objectives for development include:

- Employment led mixed use;
- Emphasis on small scale retail led mixed use frontage along Chatsworth Road;
- Restore and enhance frontage along Chatsworth Road;
- Enhancement of river corridor and improved accessibility;
- Areas of urban open space to be integrated, particularly adjoining the River Hipper;
- Maintain strong pedestrian links to Chatsworth Road;
- Enhance strategic walking and cycling route along southern edge of the area;
- Any new development should not inhibit aspirations for adjacent development;
- New buildings to be carefully designed to respond to land uses proposed for adjacent areas; and
- Over time the pattern of built form should be reworked to provide more coherence to the currently fragmented range of buildings.

5.4 Sequential build-out plans

Development will take place over many years. In order to track its evolution in relation to the original Framework, a Sequential Build-Out Plan should be maintained, being updated with every development. This will enable judgement on any individual proposal to be made in relation to the concept but also to assess any impact it may have on future developments



Extract of General Development Framework

5.5 Aspirations for development

These pages visually indicate the aspirations for the future development of the General Development Framework.



Built form integrated with urban open spaces



River corridor (montage)



Integration of Public Art



Mixed use

Site Aspirations

Sheet 1 of 4



High quality housing



Attractive new routes through site



Public access along river corridor (montage)



Public Open Space

Site Aspirations

Sheet 2 of 4



Enhanced Listed Buildings



New street tree planting



Active uses around open spaces



Quality landscaping

Site Aspirations

Sheet 3 of 4



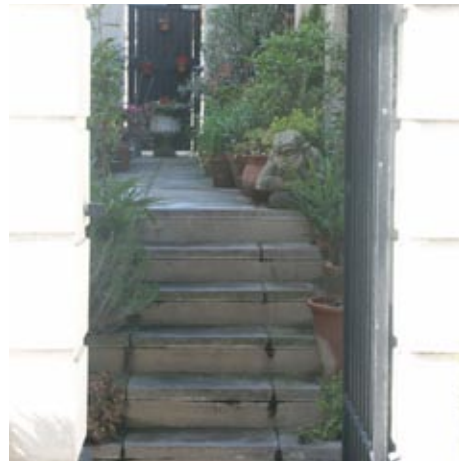
Landmark buildings



Safe pedestrian linkages



Landscaped parking courts



Definition between public and private spaces

Site Aspirations

Sheet 4 of 4

Section 6 Implementation

6.1 Phasing

The land south of Chatsworth Road Area of Major Change is a complex area, with a mixture of large, vacant sites which could be redeveloped in the short term, comprising of existing business and employment activity. As such the regeneration of this area is likely to occur over an extended period of time, as sites come forward for redevelopment.

6.2 Character Area Development Briefs

To ensure that future development accords with this General Development Framework, detailed Development Briefs will be prepared for each of the Character Areas by the council or landowners. These Development Briefs will set out more detailed land use and design guidance, acknowledging and responding to the sub areas specific character whilst also demonstrating how development proposals within each area will contribute to the General Development Framework's overall aims and objectives and contribute to dealing with the cumulative impact of development on issues such as traffic impact, contamination, flood risk and pressure on local facilities such as open space, schools and community facilities.

6.3 Planning Applications

Applications for planning permission within the General Development Framework area will need to be accompanied by development briefs, as set out above, or where these already exist, a planning statement explaining how the proposed development responds to the requirements of the development brief and General Development Framework.

Applications will also need to be accompanied by sufficient supporting studies to enable the local planning authority to determine impact of the proposals and how they accord with the proposals for the wider area. The detailed nature of the studies to be submitted will vary from one application to another (further guidance can be found in the Council's guidance note on the submission of major planning applications). However, it is expected that the majority of proposals will need to be accompanied by the following studies as a minimum:

- **Transport Assessment;** Chatsworth Road forms a busy arterial route into and through Chesterfield, and is also a major public transport route. A transport assessment should demonstrate the traffic impact of the development and identify measures to minimise the generation of car trips and to encourage the use of walking, cycling and public transport.
- **Flood risk/drainage assessment;** Land adjacent to the River Hipper is identified by the Environment Agency as being within Flood Zones 2 and 3. Proposals for sites directly affected by these zones should be accompanied by a full flood risk assessment. Proposals for development in other parts of the site should, as minimum, be accompanied by a drainage assessment demonstrating how Sustainable Urban Drainage Systems (SUDS) will be used to minimise levels of surface water run off that could otherwise contribute to flood risk within the area.
- **Design and Access Statement;** Encouraging a high standard of design is a key element of this General Development Framework. All planning applications for development will be expected to demonstrate how they have responded to the specific setting of the Character Area in which they are located, and strategic issues throughout the wider

General Development Framework area such as the setting of the Listed Buildings and strategic views through and out of the area. This should be demonstrated either through the preparation of a Development Brief or, where one already exists, a design and access statement demonstrating how the proposals take account of its guidance.

Design and access statements should also identify how development proposals intend to address issues such as community safety, the use of sustainable design and energy efficiency measures, as well as ensuring public buildings are accessible to all users.

- **Archaeology Assessment;** There is significant potential within the General Development Framework area for evidence of the area's industrial history, in addition to the presence of Listed Buildings. Planning applications for development within the area will be expected to submit an archaeological assessment demonstrating that the archaeological potential of the site has been considered and, where appropriate, that this has been taken into account in the design of the development along a main strategy for further investigation and recording established.

6.4 Planning Obligations

Due to the nature of the regeneration needed within this area and the need for development proposals to have regard to their wider impact on the corridor, it is likely that planning permissions will be subject to legal agreements under Section 106 of the Planning Act 1990 and section 278 of the Highways Act 1980.

Planning obligations may include, but not be limited to, some or all of the following areas, in line with the proposals set out in this General Development Framework and the local plan policies set out in section 3.

The detail of obligations will depend on the scale and nature of development proposals and will need to be discussed with the local planning authority in pre-application discussions.

- Affordable Housing;
- Junction improvements; including improvements in access to Chatsworth Road and Boythorpe Road and bringing Dock Walk up to adoptable standard;
- Cycle/pedestrian links; including off site improvements to the Hipper Valley Cycle Route, connections to Chatsworth Road and improved access to River Hipper;
- Bus facilities & services;
- Travel plans; Including preparation, implementation and ongoing monitoring and review;
- Enhancement of the River Hipper and the Goyt;
- Conservation and archaeology: Restoration and Enhancement of Listed Buildings and their setting and investigation and preservation of archaeology;
- Public Art;
- Open space; including provision off site to serve General Development Framework area and contributions to enhancing and creating new and existing open space within the area;
- Education provision;
- Flood control measures;
- Sustainability measures;
- Biodiversity and conservation; and
- Community facilities.

Section 7 Appendices

7.1 Glossary of Terms

Building Line – the line that is formed by buildings frontages be it along a street or path.

Connectivity – how connected streets, spaces and local attractors are within the settlement.

Density – the intensity of land uses defined in terms of the number of dwellings, habitable rooms or people per unit of area.

Easy Walking Distances – generally recognised and accepted as the equivalent of 5 minutes walk; approximately 400m depending upon the gradient of the locality.

Gateway – the location on a route which indicates an entrance or arrival point into a settlement or area.

Gateway Treatment – physical works or feature that define the entrance point to a settlement or area such as the use of landscaping, public art, positioning of buildings or changes in road surfacing.

Landmark – a building or structure which is memorable and can aid in establishing a legible network of streets and spaces.

Landscape – the character and appearance of the land. Includes a variety of features, both natural and artificial, such as trees, topography, and the presence of water, flora and fauna.

Legibility – how easily a place can be read and recognised through the use of memorable places, landmarks and characteristics.

Local Attractors – areas and uses within the locality that are important places to visit, work or play, for example, schools, leisure centres, business parks and shopping areas.

Local Distinctiveness – the special or unique character of a particular area as a result of its features, natural and man-made, uses and community.

Mixed Use Development – an area comprising more than one uses, vertically or horizontally.

Natural Surveillance – the increase in security achieved through the positioning of doors and windows on to the public domain thereby providing 'eyes onto the street'.

Public Domain/Realm – the areas with the settlement that are accessible can be utilised by the public, whether publicly or privately owned.

Settlement Pattern – how streets, movement corridors and buildings are laid out in relation to each other.

Topography – the land form and shape of the area, natural or artificial.

Townscape – the character and appearance of a settlement or area including the built form, materials, architectural styles, colours, landmarks, landscape and uses.

Vitality – the level of activity of a place in terms of the number of people visiting or using a place, day and night.

7.2 Replacement Local Plan Policies

General Strategy

- GEN2** – Economic and social regeneration
- GEN3** – Natural, historic and built environment
- GEN4** – Urban regeneration and sustainable land mix
- GEN5** – Homes and neighbourhoods
- GEN6** – Community safety
- GEN8** – Access for all
- GEN9** – Infrastructure and facilities
- GEN10** – Sustainable design
- GEN13** – Land south of Chatsworth Road

Housing

- HSN1** – Sites for residential development
- HSN2** – Sites for housing development 2011-2016
- HSN5** – Layout and design of residential development
- HSN7** – Affordable and special needs housing

Employment

- EMP4** – Land for employment development in the area of major change to the south of Chatsworth Road
- EMP8** – Layout and design of employment development

Environment

- EVR10** – Development and flood risk
- EVR11** – Surface water drainage
- EVR13** – Protection and enhancement of river and canal environments
- EVR15** – Contaminated land
- EVR20** – Provision of waste management and recycling facilities
- EVR27** – Percent for Art
- EVR28** – Scheduled Ancient Monuments and archaeological sites
- EVR33** – Buildings of architectural and historic interest (Listed Buildings)
- EVR35** – Recording of Listed Buildings, Conservation Areas and Historic Parks and Gardens

Transport

- TRS1** – Transport implications of new development
- TRS8** – Car, motorcycle and cycle parking provision
- TRS11** – Travel plans
- TRS12** – Provision for pedestrians and cyclists
- TRS14** – Protection of footpath and cycle routes
- TRS16** – Contributions to public transport infrastructure

Shopping

- SHG1** – Development within existing town, district and local shopping centres
- SHG10** – Food and drink uses
- SHG14** – Leisure proposals

Parks, Open Space, Sport and Recreation

- POS3** – Public open space requirements resulting from new development

Community, Health and Education Facilities

- CMT2** – Contributions towards educational facilities

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