

CHESTERFIELD WATERSIDE  
**MASTERPLAN PRINCIPLES**

## SECTION 6

# MASTERPLAN PRINCIPLES

This section is split into two parts, Place Making Principles and Core Design Principles.

Sections 6.1 sets out nine overarching 'place making' principles to make Chesterfield Waterside a desirable location to live, work and visit. These principles should be embedded in the ethos of all future development.

Section 6.2 identifies five core design principles which have evolved through the masterplanning process. It is intended that these core principles are applied to future development where appropriate throughout Chesterfield Waterside.

## 6.1 PLACE MAKING PRINCIPLES



### CONNECTIONS

Promote pedestrian and cycle connections with the town centre and adjacent neighbourhoods by enhancing, extending and linking existing routes such as canal tow paths.

Emphasis on creation of a hierarchy of pedestrian friendly, pedestrian priority and genuine shared surface routes/streets.

Easily accessible public transport through improved links to Chesterfield mainline train station and frequent bus services along Brimington Road.



### WATERSIDE

Improve public access to existing waterways.

Create navigable route to the newly constructed canal basin.

Enhance the existing waterside for the benefit of wildlife and visitors and residents of Chesterfield.

Create a relationship between new development/public realm and the waterside.



### NATURE

Conserve and enhance the sites existing habitat resource and mitigate impact of proposed development.

Provide residents and visitors with the opportunities to gain access to areas of wildlife.

Provide space away from people for areas of sanctuary and refuge for wildlife.

Create a natural setting for living, working and relaxing and allow and encourage



### SAFETY

Careful consideration to the layout and orientation of buildings to provide natural surveillance to public routes and spaces.

Use of active ground floors at key nodes and along key routes.

Consideration of long-term management and maintenance.

Appropriate use of CCTV to enhance safety without infringing on privacy.

Suitable lighting along key routes and public spaces.



### INNOVATION & SUSTAINABILITY

Promotion of sustainable living through environmentally friendly buildings and landscape.

Utilisation of sustainable technologies and thinking, current at the time of development.

Promotion of sustainable transport including convenient access to public transport and provision of local amenities within walking distance.



### COMMUNITY

Mix of residential types and building uses located around useable public realm, semi-private courtyards and private garden spaces.

Opportunities for living, working and recreation.

Design of residential development in accordance with CABE guidelines.

Location of variety play opportunities within walking distance of main residential areas and close to main pedestrian routes.



### PUBLIC REALM

Creation of significant new public spaces in the form of public squares and riverside parks.

Attractive new pedestrian routes taking advantage of the riverside setting where possible.

Enhancement and refurbishment of existing footpaths and towpaths where necessary.



### VIEWS & LEGIBILITY

Framed views of Crooked Spire from key buildings and at key public spaces.

Visual connection between key routes and new public realm.

Selected glimpses into residential streets and semi-private courtyards.

Gateway features/buildings at key locations.

Clear street hierarchy to assist legibility/wayfinding.



### ARCHITECTURE

High quality architecture appropriate to its location and designed in accordance with the design principles and parameters set out in this document.

Utilise a number of architectural practices to avoid homogeneity and to promote variety and innovation.

Use of architectural competitions to design key buildings and public squares, where appropriate.

## 6.2 CORE DESIGN PRINCIPLES

### 1. CONTEMPORARY INTERPRETATION OF LOCAL VERNACULAR

The approach to materials, colour, design and detailing of architecture and the public realm is to be that of contemporary interpretation of the Chesterfield vernacular, as described in section 2.8. Elements of locally sourced materials are to be used in building facades and the public realm alongside more contemporary materials.



Contemporary Interpretation of Traditional Architectural Styles



High Quality Paving and Street Furniture



Locally Sourced Materials



Contemporary Use of Traditional Materials

### 2. PERIMETER BLOCKS

#### HEIRARCHY OF SPACE

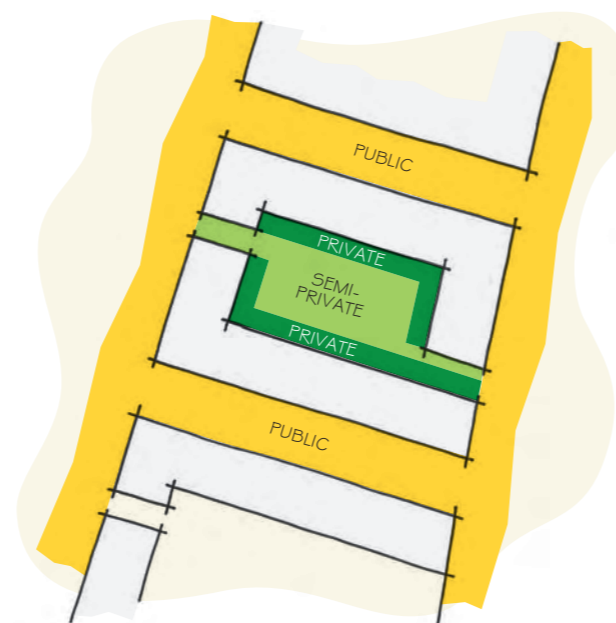
The block layout defines a clear hierarchy of space with private gardens and communal courtyards internally within the perimeter and legible streets and public realm defined externally between blocks.

#### NETWORK OF ROUTES

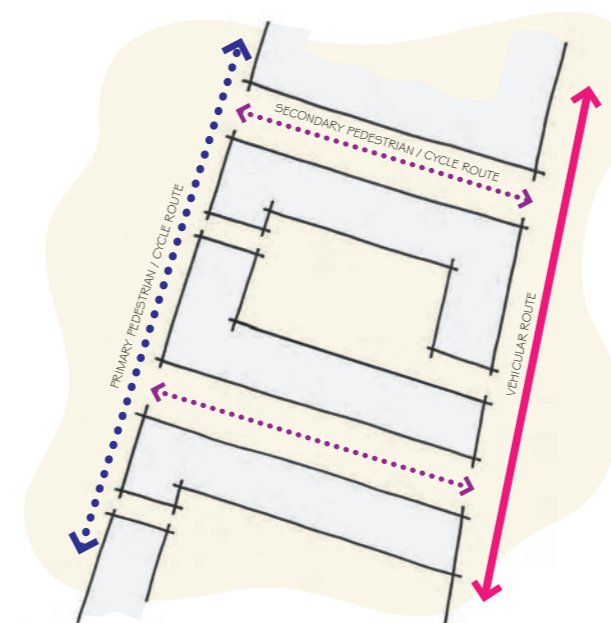
A clear network of routes is set out around the building form including vehicular streets and access, primary pedestrian and cycle routes, and secondary pedestrian routes.

#### VIEWS

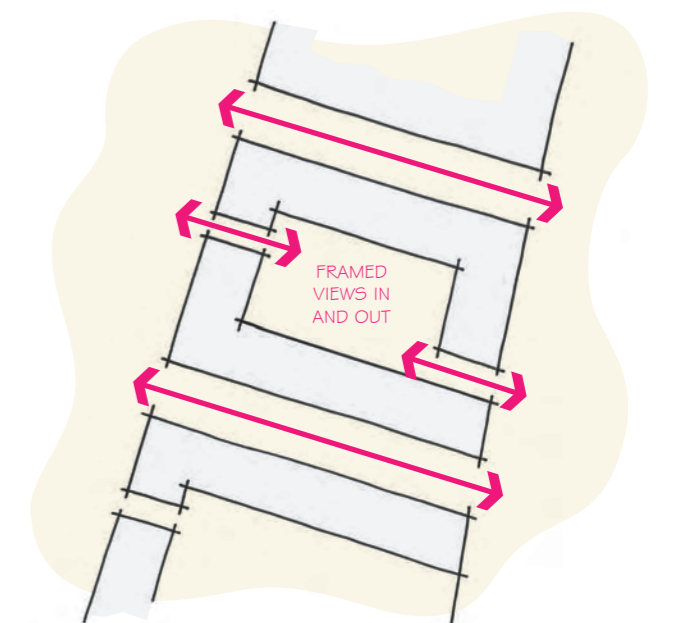
Breaks in building blocks and open arch ways create selected glimpses in and out of courtyards, and framed views to and from the waterside and public realm.



Hierarchy of Space



Network of Routes



Views

### 3. ARTICULATING THE BLOCKS

#### VARIATION IN BUILDING HEIGHTS & FORM

Subtle variation in building heights and facades adds visual interest and articulation to streetscapes and helps to reduce the potential monotony of a uniformed building block.

Setting back the ground floor building a line or incorporating building canopies helps enliven the streetscape, visually blurring the boundary between the interior and exterior.

Overhangs should where appropriate be used to cover spill-out space, adding vitality to the adjacent public realm.

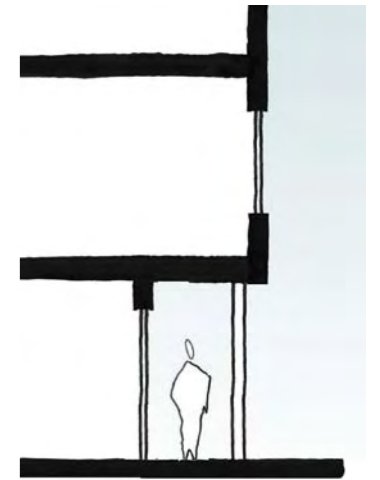
Varying floor to ceiling heights between buildings to create variation in heights and roofscapes.



Variation in facade treatments



Variation in building height



Set back at ground level

### 4. SUSTAINABLE DRAINAGE

Where feasible urban swales incorporating marginal planting are incorporated within residential streets to collect rainwater from roofs and surface run-off.

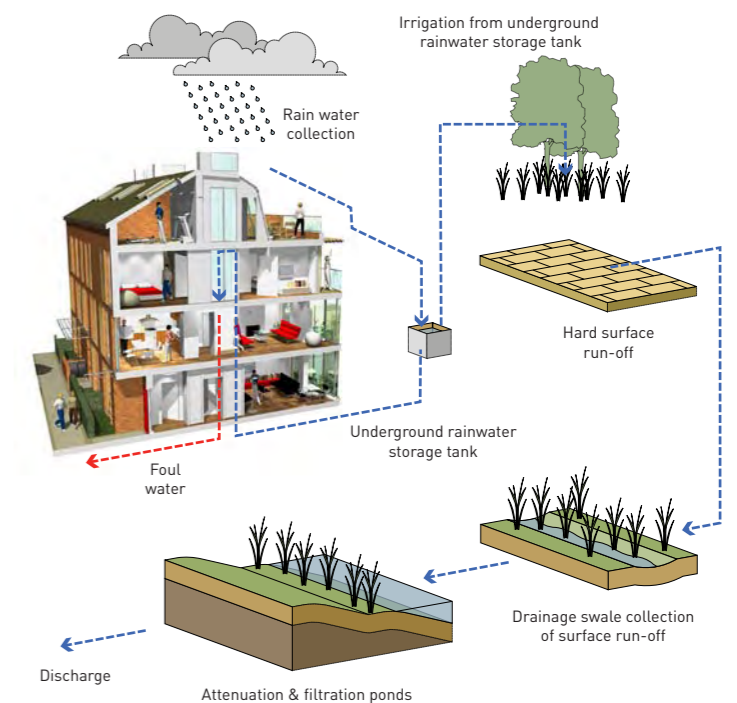
Where possible collected surface run-off is discharged into on-site temporary storage, either in surface attenuation ponds within the Parkland or sub-surface storage solutions beneath paving in the public realm.



Urban Swale



Attenuation Pond



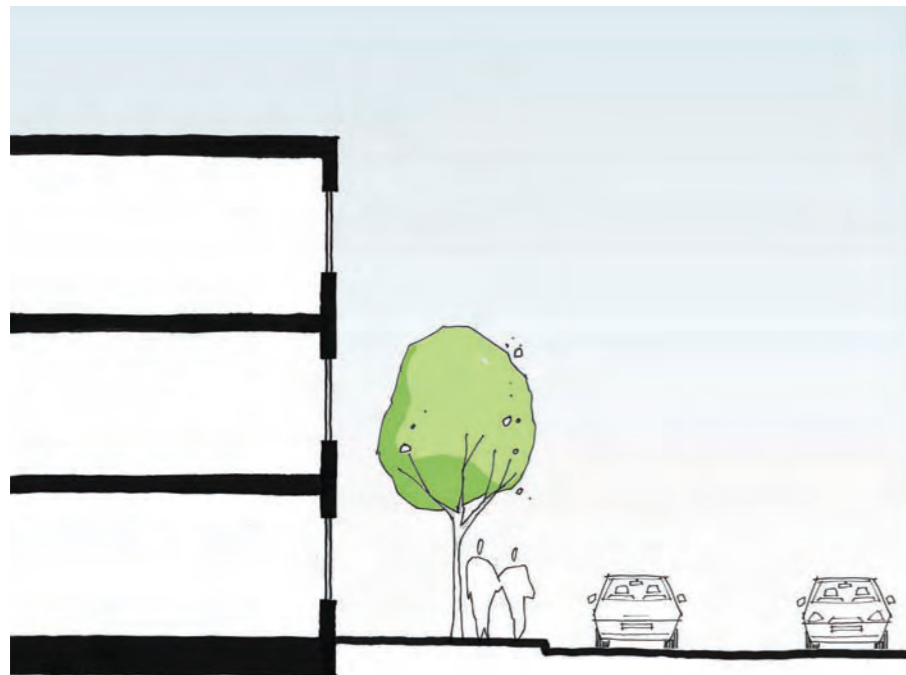
## 5. PEDESTRIAN PRIORITY STREETS

### PRIMARY VEHICLE ROUTE

Generous pedestrian pavements alongside vehicular carriageway. Natural stone and high-quality concrete paving slabs with granite kerbs.

Block paved pedestrian cross-overs within carriageway.

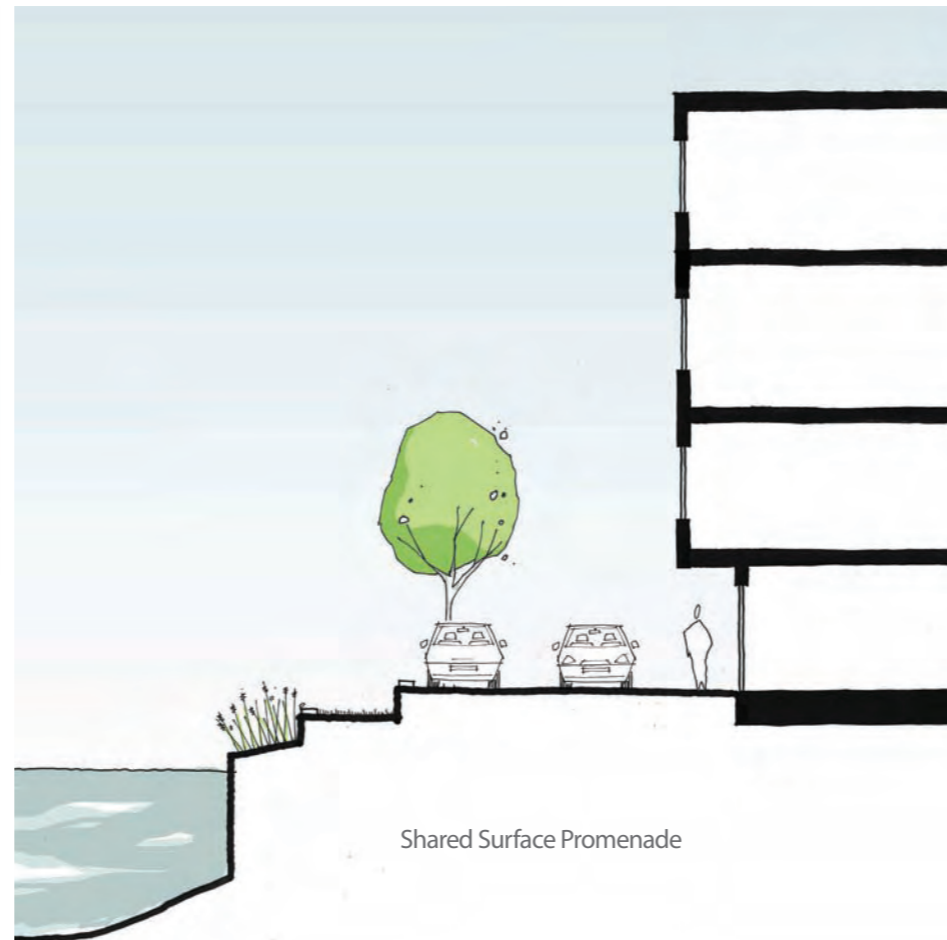
Semi-mature avenue street tree planting where possible.



Primary Vehicle Route

### SHARED SURFACE PROMENADE

A genuine shared surface with use of block paving, parking layout and tree planting creating inherent traffic calming along its route. Riverside terraces provide pedestrian access to the riverside.

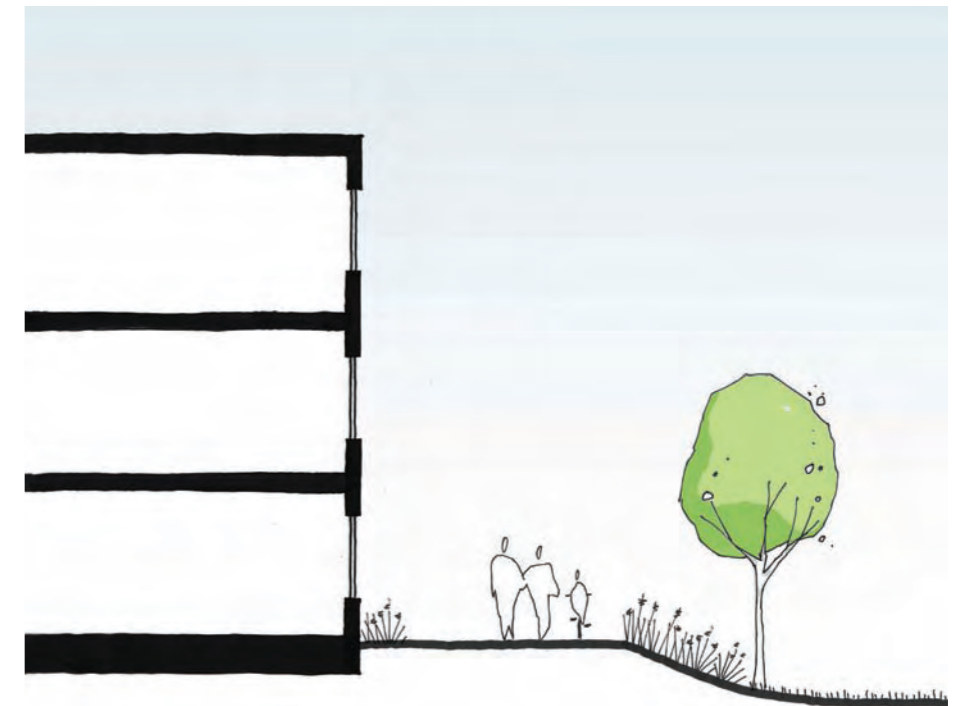


Shared Surface Promenade

### PRIMARY PEDESTRIAN/CYCLE ROUTE

Wide pedestrian/cycle routes running north-south and east-west through the site. Block paving, bonded aggregate and self-binding gravel surface.

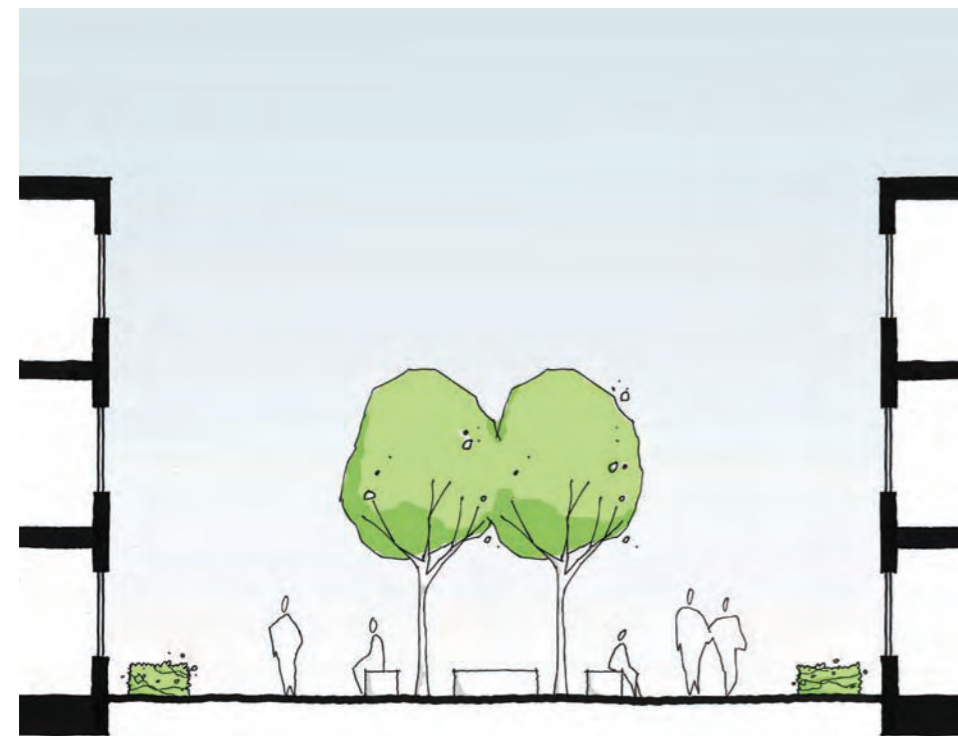
Ornamental and natural planting alongside route and as a buffer against adjacent buildings.



Primary Pedestrian/Cycle Route

### PEDESTRIAN STREET

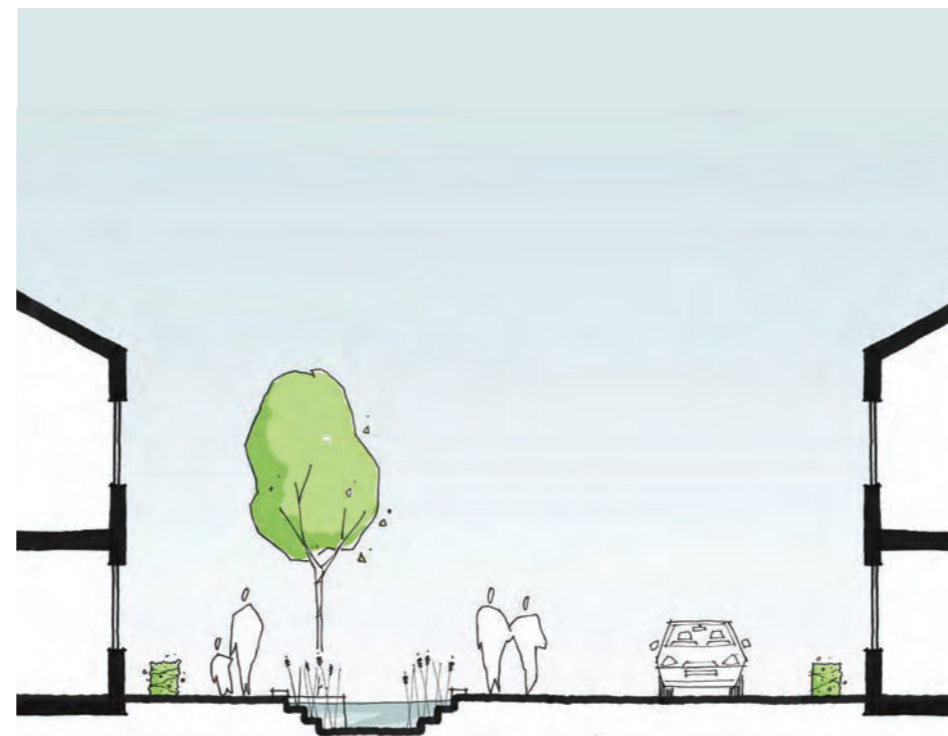
Pedestrian paved surface with access for emergency and maintenance vehicles. Streets contain benches and seating opportunities associated with street trees and changes in paving materials. A planted privacy strip runs alongside residential ground



Pedestrian Street

### MEWS/HOME ZONE

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



Home Zone

## 6.3 MASTERPLANNING PRINCIPLES SUMMARY

This section has set out the key place making principles which are intended as an over-arching guide to all future development. The application of these principles is summarised in the Character Areas section (Section 8).

Five core design principles have been outlined. These core principles are applied to future development where appropriate and their application is highlighted in the detail area plans within the Character Areas section (Section 8).



7



CHESTERFIELD WATERSIDE  
**THE MASTERPLAN**

# SECTION 7

# THE MASTERPLAN





## 7.1 INDICATIVE MASTERPLAN

The indicative masterplan has been prepared to illustrate how the proposed quantum of development can be achieved on this site.

The following diagrams and illustrations break down the design into its component parts and explains how they work together to create a cohesive masterplan.

## 7.2 USE & AMOUNT

Listed below is a summary of the use and amount illustrated by the indicative masterplan.

Total Use & Amount

Uses	Units	
C3 Apartments:	1 Bed	526
	2 Bed	733
	2 Bed FOG	1
C3 Houses:	3 Bed	162
	4 Bed	83
C3 Duplex:	3 Bed	45

Uses	GIA (m <sup>2</sup> )
A1 Shops	1,770
A1 Supermarkets	430
A2 Financial Institutions	500
A3 Restaurants/Cafes	4,200
A4 Drinking Establishments	600
A5 Hot Food	500
B1 Business	30,350
C1 Hotel	10,000
C2 Nursing Home	3,500
D1 Creche	500
D1 Doctors Surgery	1,250
D2 Gym	2,500
Creative Industries	2,700

## 7.3 KEY FRONTAGES & LANDMARKS

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

### PRIMARY FACADES

- Active frontages in the form of shops, restaurant/cafes and bars
- High quality facade treatments
- Building footprints set back at ground level adjacent to public realm

### SECONDARY FACADES

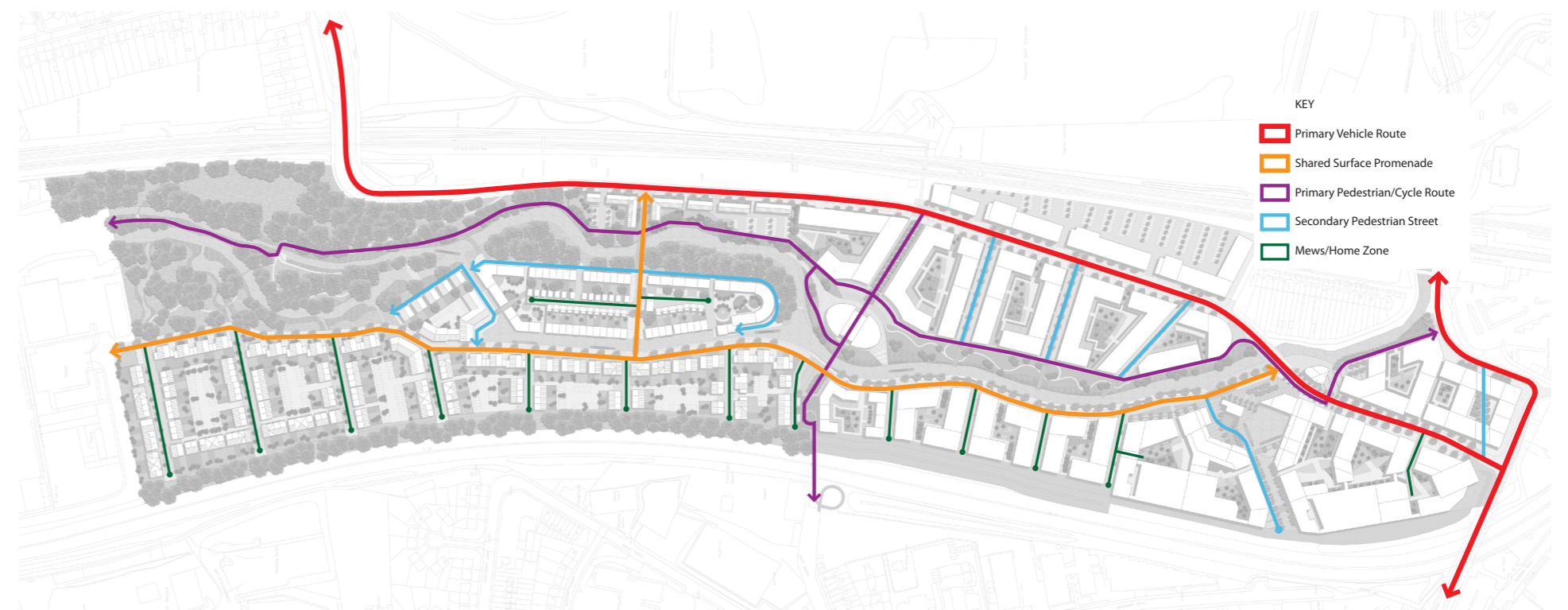
- High quality facade treatment
- Undercroft parking/courtyards hidden behind building frontage
- Breaks in the building form to create framed views in and out of internal courtyards and podium gardens.



## 7.4 ACCESS & STREET TYPES

The main intended access points to the site are to be from Brimington Road (at the current location of Holbeck Close and across the vehicle bridge running through the current Arnold Laver Group site) and to the north of the site from Meltham Lane. Brimington Road remains the primary vehicle route through the site connecting Chesterfield Waterside with the town centre. Proposed improvement works along this stretch of the road will reduce traffic speeds and in turn reduce the roads impact as a barrier to pedestrian movement.

A main shared surface spine road and riverside promenade will provide pedestrian, cycle and vehicle access to the western half of Chesterfield Waterside connecting to Brimington Road at a new junction adjacent to the existing road bridge to the south and via the upgraded vehicle bridge running through the current Arnold Laver occupied land. Two main cycle and pedestrian routes run through the site. From east to west a path connects the existing A61 footbridge with Brimington Road. From north to south the existing canal tow path is extended along the new riverside park towards Chesterfield train station. Further pedestrian streets and shared surface mews create permeability and provide access to parking courts.

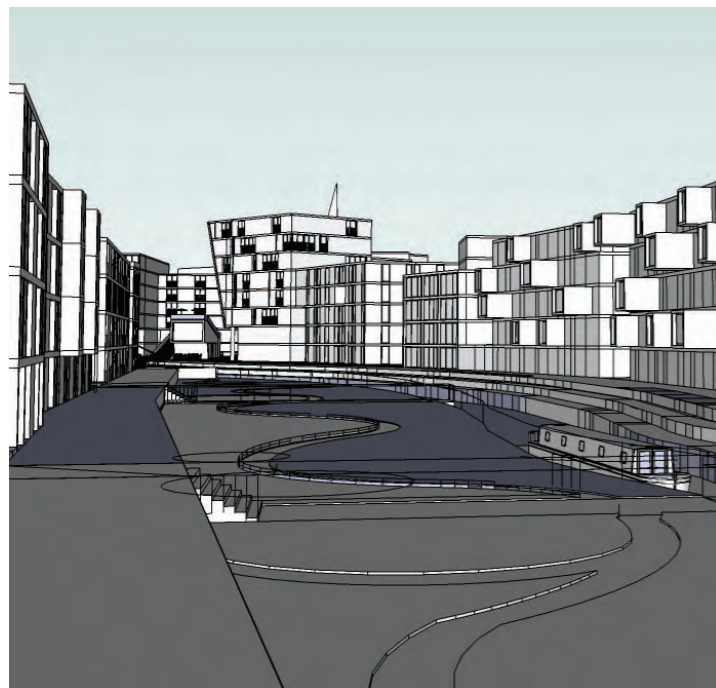


## 7.5 KEY VIEWS & LANDMARKS

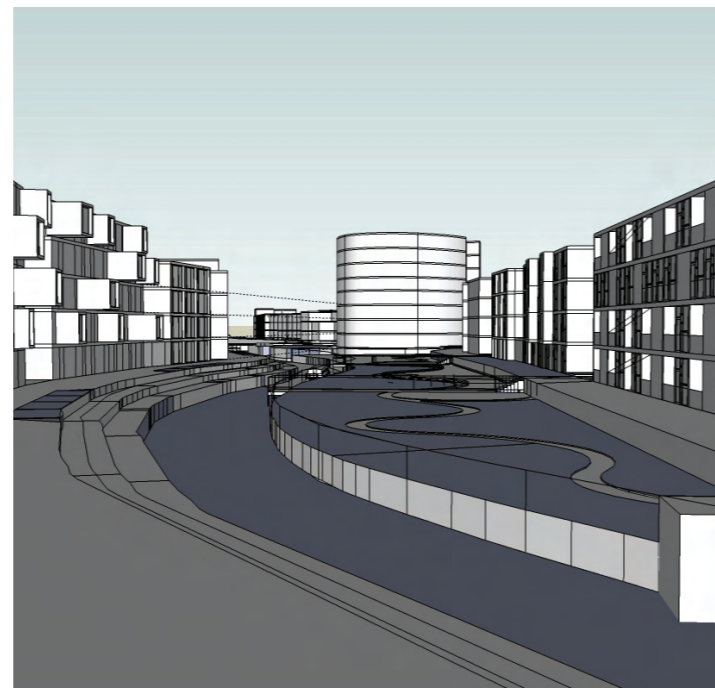
Five landmark buildings are proposed for Chesterfield Waterside: Nine and six storey hotel buildings (1&2) at the southern end of Brimington Road and gateway to the site. The buildings mark the threshold to Chesterfield Waterside and can be viewed from Chesterfield Station and the mainline railway.

Two mixed-use buildings (3 & 4), at seven and eight stories in height, overlook Basin Square and terminate views along the river corridor both north from Brimington Road and southwards from the linear park and Riverside East area. An eight storey residential tower (5) sits at the schemes central axis between the pedestrian/cycle route from Brimington Road to the A61 footbridge and the river/canal corridor.

An architectural window on the southern facade of Basin Square and stepped building heights behind create a framed view of the Crooked Spire strengthening the relationship between the development and the town centre. Further detailed analysis of the schemes landscape and visual impact is discussed in the Environmental Statement.



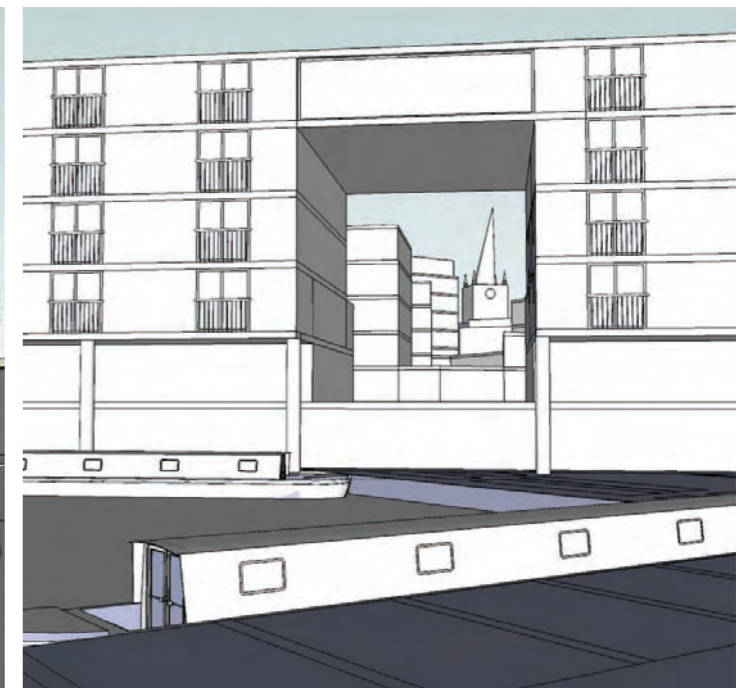
View to along Canal Corridor to Basin Square



View to along Canal Corridor to Landmark Building



View to Chesterfield Train Station



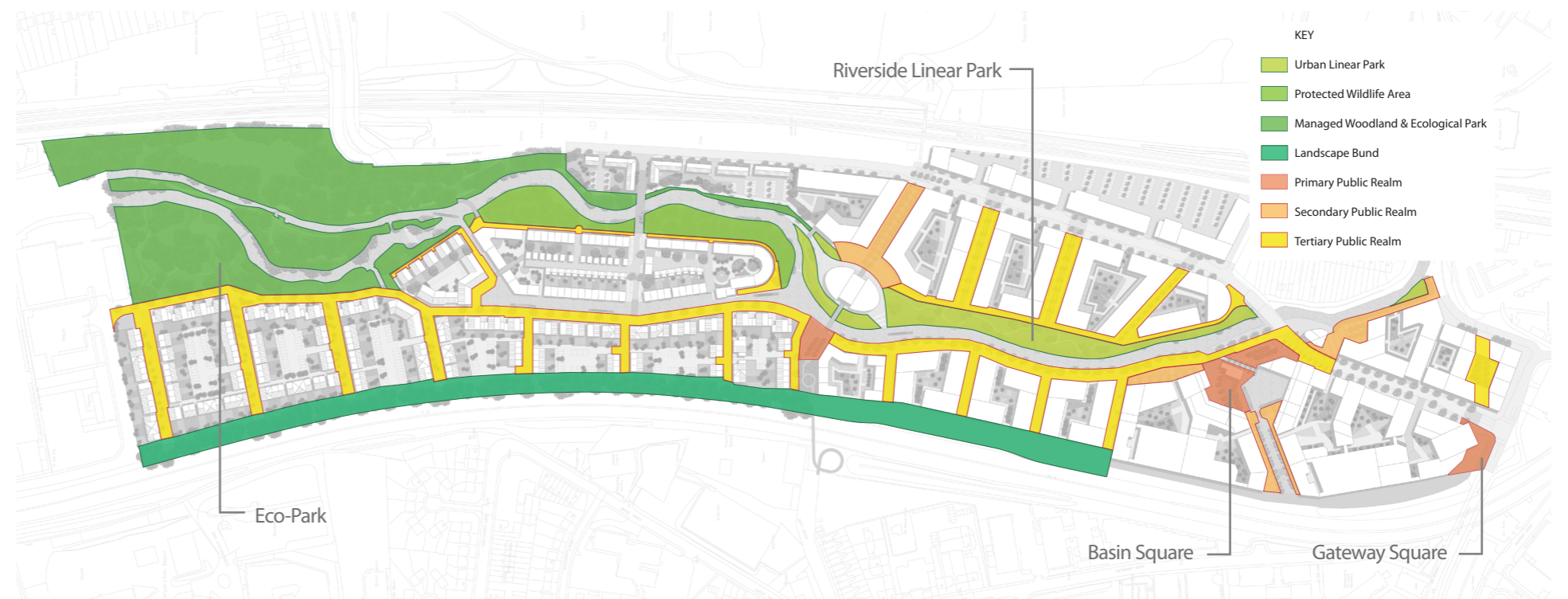
View to 'Crooked Spire' from Basin Square

## 7.6 PUBLIC OPEN SPACE & LANDSCAPE

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

New squares, incorporating a contemporary approach to the use of local materials, are proposed through the scheme. The most significant spaces are at Gateway Square and Basin Square.

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



### PRIMARY PUBLIC REALM

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

#### GATEWAY SQUARE

Gateway square presents a high quality space to announce the transition between town centre and Chesterfield's Waterside. The opportunity to use high quality materials and street furniture will set the tone for the rest of the development.

#### BASIN SQUARE

Basin Square and mooring area is the heart of the proposed redevelopment. The square offers a community spirit through the many activities that can take place. The space hosts shopping, bars, eateries, business accommodation and residential apartments.



### SECONDARY PUBLIC REALM

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

### TERTIARY PUBLIC REALM

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

## WATERFRONT PROMENADE & LANDSCAPE TERRACING

The Promenade Street will provide local circulation, fronted by a diverse mix of accommodation and punctuated by a series of squares. The street provides a human scale environment with an attractive stepped landscape incorporating a mix between hard and soft treatments and areas for relaxation. Along the water's edge, the hard footway will be broken up with areas of planting incorporating SUDS providing vegetation such as reeds and grasses. The flexibility of the steps allows for a variety of activities, public art installations and events.



### SHARED SURFACE

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

## URBAN LINEAR PARK

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



## PROTECTED WILDLIFE AREA

The aim of the protected wildlife area is to maintain and enhance the existing habitats of wildlife and to reserve the area's natural characteristics. This existing area of woodland will be managed to promote biodiversity and will benefit from minimal access.

## MANAGED WOODLAND & ECO PARK

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



## LANDSCAPE BUND

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

## 7.7 SEMI PRIVATE / PRIVATE SPACE

Semi-private open space is provided for the proposed apartment and commercial blocks in the form of communal courtyards and podium gardens.

Housing and duplex apartments have private rear gardens, while podium level apartments are accompanied by private terraces.

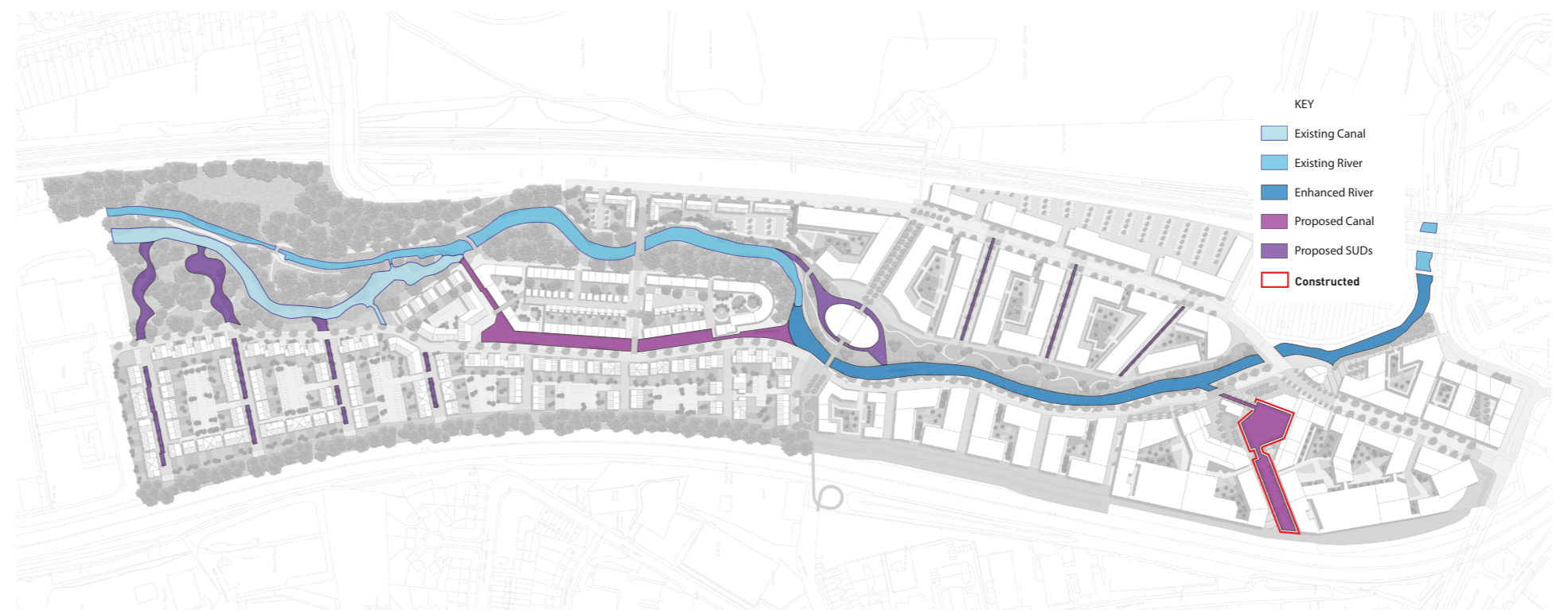
Surface level residential allocated parking is provided in semi-private parking courts.



## 7.8 WATERWAYS

The masterplan is designed to capitalise on the sites most valuable assets, the River Rother and Chesterfield Canal. It is proposed that a canal arm will extend the existing canal to join up with an enhanced stretch of the river, which will become navigable up to the new Canal Basin (constructed).

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





## 7.9 PLAY PROVISION

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

It is proposed that a variety of play spaces may be provided through the site ranging from larger equipped play ground areas to smaller more informal play opportunities. The adjacent plans illustrates indicative possible play locations with all play spaces are to be located along visible pedestrian routes, but at a sufficient distance from adjacent residences to avoid overlooking or disturbance.

## 7.10 CAR PARKING

A number of different parking solutions are proposed through the masterplan from multi-storey car parks in the higher density southern areas to undercroft and surface parking courts. Residential visitor parking is to be primarily located on street within shared surface areas, minimising long straight sections of highway and therefore helping to reduce traffic speeds.

## 7.11 INCLUSIVE ACCESS & DDA

The scheme is to be fully compliant with the Disability and Discrimination Act and Part M of the Building Regulations.

Level access will be provided to all buildings and disabled access will not be segregated.

All public streetscapes and hard public realm areas will incorporate compliant cross falls and gradients as well as suitable textured paving and hand rails, where required.

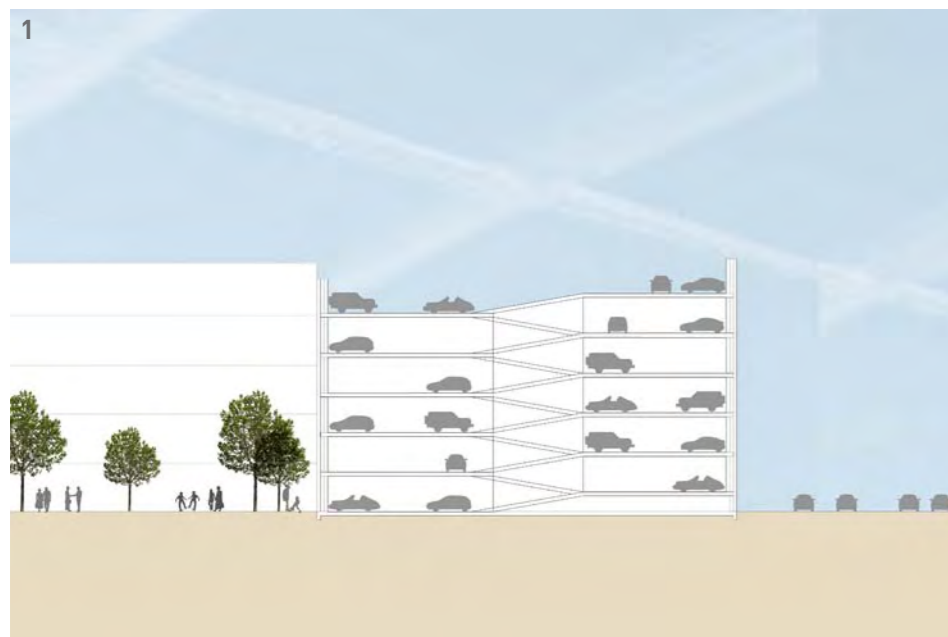
Disabled Parking is to be provided in convenient locations, situated close to building entrances.



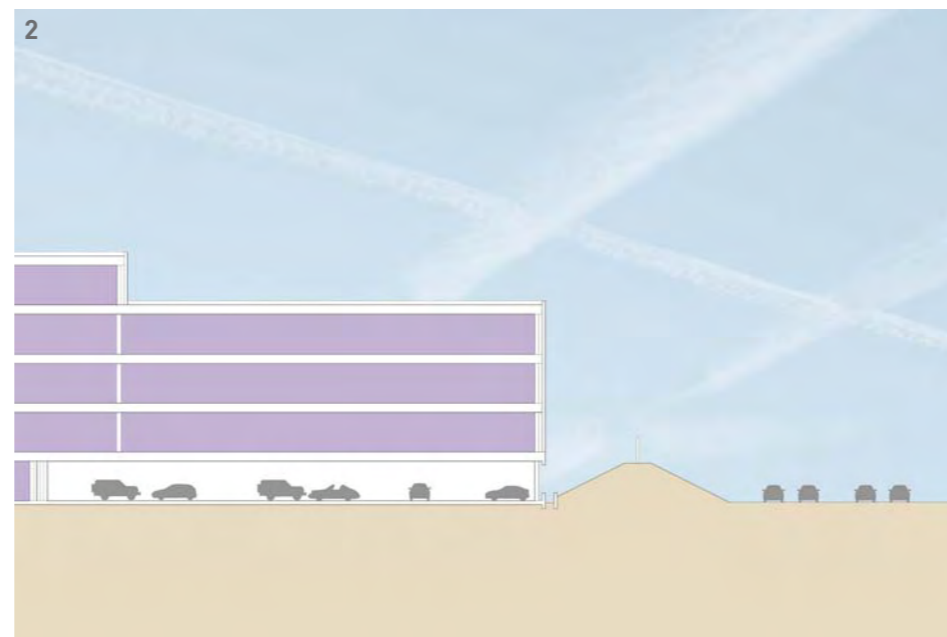
## 7.12 A61 BARRIER TREATMENT

Where the site bounds the A61 three boundary treatments have been suggested to limit the impact on air quality, noise and visual appearance (refer to Environmental Statement):

1. To the south of the site the multi-storey car park buildings are aligned along the A61 boundary to act as buffer to screen the Basin Square area.
2. A landscape bund is proposed to run for two thirds of the site's western boundary. The bund is proposed to be 3m in height with an additional 2m high acoustic fence.
3. Adjacent to areas of proposed housing (where no services run beneath), the landscape bund includes native tree and shrub planting to act as a visual barrier and enhance the bunds habitat value.



Multi Storey Car Park Acting as Noise Defence



3m High Landscape Bund with 2m High Acoustic Fence



3m High Landscape Bund with 2m High Acoustic Fence and Vegetation

## 7.13 OPEN SPACE REQUIREMENTS

### Open space requirements derived from the 2001 Census

Ref: Open Space and Play Provision Supplementary Planning Document Appendix 3A

Dwelling Size	Average Household Size	Level of Open Space Required
Studio	1 Person	24 sq m (1 person x 24 m <sup>2</sup> )
1 Bedroom	1.39 Persons	33.36 sq m (1.39 persons x 24 m <sup>2</sup> )
2 Bedroom	1.85 Persons	44.4 sq m (1.85 persons x 24 m <sup>2</sup> )
3 Bedroom	2.46 Persons	59 sq m (2.46 persons x 24 m <sup>2</sup> )
4 Bedroom or more	2.84 Persons	68.16 sq m (2.84 persons x 24 m <sup>2</sup> )

### Chesterfield Waterside Requirements

Ref: Open Space and Play Provision Supplementary Planning Document Appendix 3A

Dwelling Size	Average Household Size	No of Dwellings	No of Persons	Level of Open Space Required m <sup>2</sup>
Studio	1	0	0	0
1 Bedroom	1.39	526	731	17,547
2 Bedroom	1.85	734	1,358	32,590
3 Bedroom	2.46	207	509	12,221
4 Bedroom or more	2.84	83	236	5,657

Total No of Persons	Total Open Space Required m <sup>2</sup>
2,834	68,016

### Chesterfield Waterside Masterplan Included Open Space (m<sup>2</sup>)

Pedestrian Public Realm	12,146
Semi-Private Green Space (At Grade)	5,530
Semi-Private Green Space (On Podium)	11,533
Landscape Terracing	1,227
Urban Linear Park	6,162
Managed Woodland and Ecological Park	31,216
Protected Wildlife Area	5,524
Beach	146

<b>Total Open Space</b>	<b>73,484</b>
<b>Surplus/Deficit</b>	<b>5,468</b>

### Chesterfield Waterside Masterplan Excluded Open Space (m<sup>2</sup>)

Private Garden	20,268
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## 7.14 MASTERPLAN SUMMARY

This section has presented the indicative masterplan and proposed quantum of development, and has attempted to explain this by breaking it down into its component parts. The following section explains how this quantum of development could be achieved and sets out the aspirations and standards with regard to appearance and materials.

### Key:

- Pedestrian Public Realm
- Semi-Private Green Space (At Grade)
- Semi-Private Green Space (On Podium)
- Landscape Terracing
- Urban Linear Park
- Managed Woodland and Ecological Park
- Protected Wildlife Area
- Beach
- Private Garden





8

CHESTERFIELD WATERSIDE  
**CHARACTER AREAS**

SECTION 8

CHARACTER AREAS

THE ISLAND  
Residential apartments and  
housing.  
2-3 Storeys

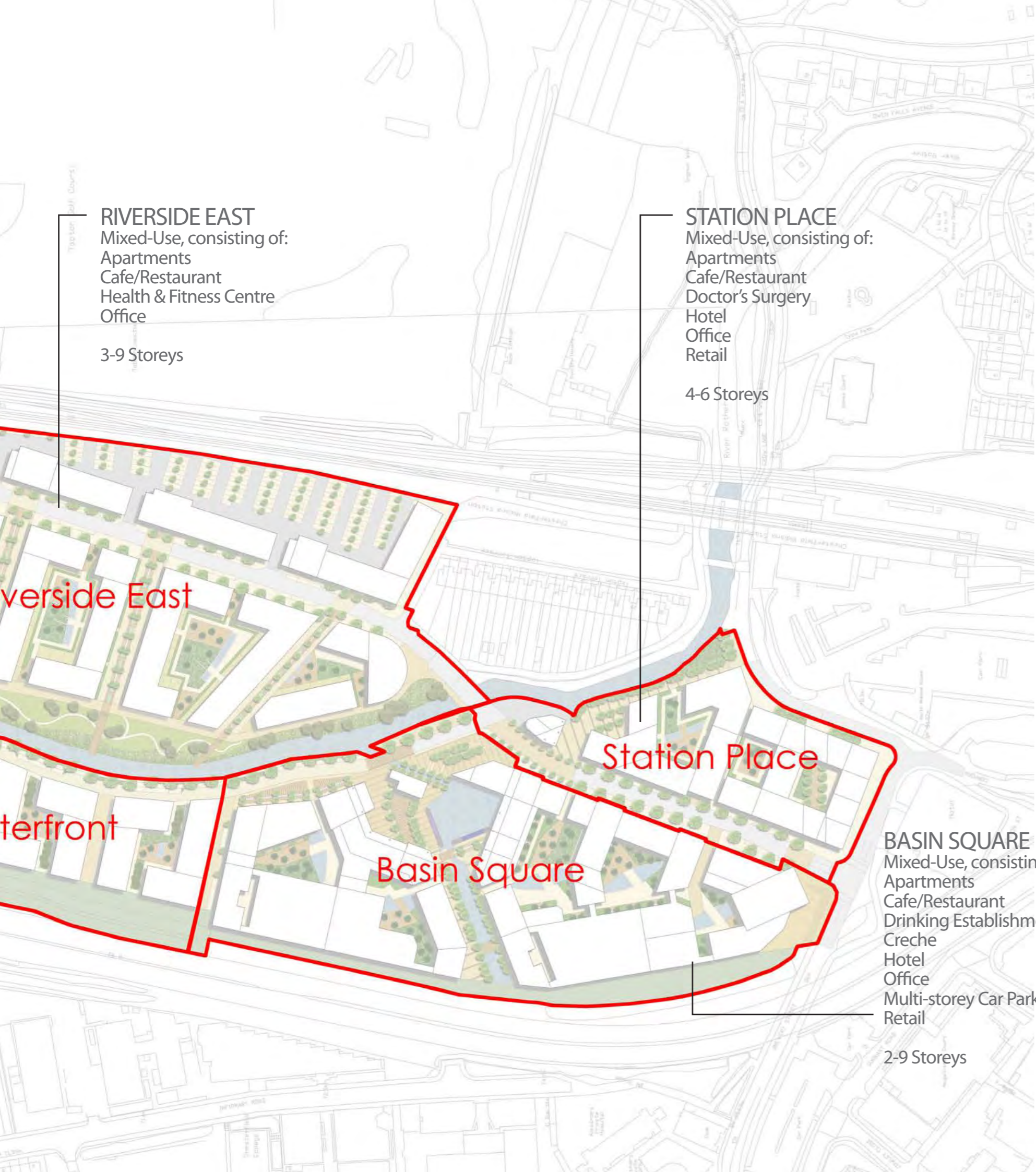
The Park

The Island

THE PARK  
Residential area consisting of  
primarily family housing, but also  
including:  
Apartments  
Creche  
Nursing Home  
Retail  
2-5 Storeys

WATERFRONT  
Office accommodation  
4-5 Storeys





**RIVERSIDE EAST**  
 Mixed-Use, consisting of:  
 Apartments  
 Cafe/Restaurant  
 Health & Fitness Centre  
 Office  
 3-9 Storeys

**STATION PLACE**  
 Mixed-Use, consisting of:  
 Apartments  
 Cafe/Restaurant  
 Doctor's Surgery  
 Hotel  
 Office  
 Retail  
 4-6 Storeys

**BASIN SQUARE**  
 Mixed-Use, consisting of:  
 Apartments  
 Cafe/Restaurant  
 Drinking Establishments  
 Creche  
 Hotel  
 Office  
 Multi-storey Car Park  
 Retail  
 2-9 Storeys

## 8.1 CHARACTER AREAS

Due to the large size and linear nature of the Chesterfield Waterside site it is sub-divided into six character areas, (as illustrated to the left).

Each area has its own identity, function and mix of land uses unified by the continuous waterside setting. This sections sets out the following for each character area:

- Place making principles
- Detail areas and the application of core design principles
- Proposed building heights
- Proposed land use
- Approach to form & materials
- Indicative visualisations of the scheme.

It is important that division between each area is seen as a transition rather than a hard boundary. Development on the edge of each zone is to be developed to work alongside that of a neighbouring area.

# BASIN SQUARE

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

The square will become one of the town's most important public spaces providing a multi-functional space for activities such as live music, food markets and outdoor screens.

Contemporary apartment and mixed-use buildings surround the newly built canal basin with an array of restaurants, cafes and bars spilling out onto the waterside public realm.



## PLACE MAKING PRINCIPLES

### CONNECTIONS

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

### WATERSIDE

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

### NATURE

- Extensive green and brown roofs, where feasible and appropriate

### SAFETY

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

### COMMUNITY

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

### VIEWS & LEGIBILITY

- Architectural window and uninterrupted view of the 'Crooked Spire' from Basin Square
- Views from Brimington Road to the Canal Basin and Basin Square
- View between train station and Gateway Square

### INNOVATION & SUSTAINABILITY

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

### PUBLIC REALM

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

### ARCHITECTURE

- Landmark buildings around Basin Square and Gateway Square
- Competition-led design for key buildings including the new pavilion cafe in Basin Square



# DETAIL PLAN & CORE DESIGN PRINCIPLES












# BUILDING HEIGHTS

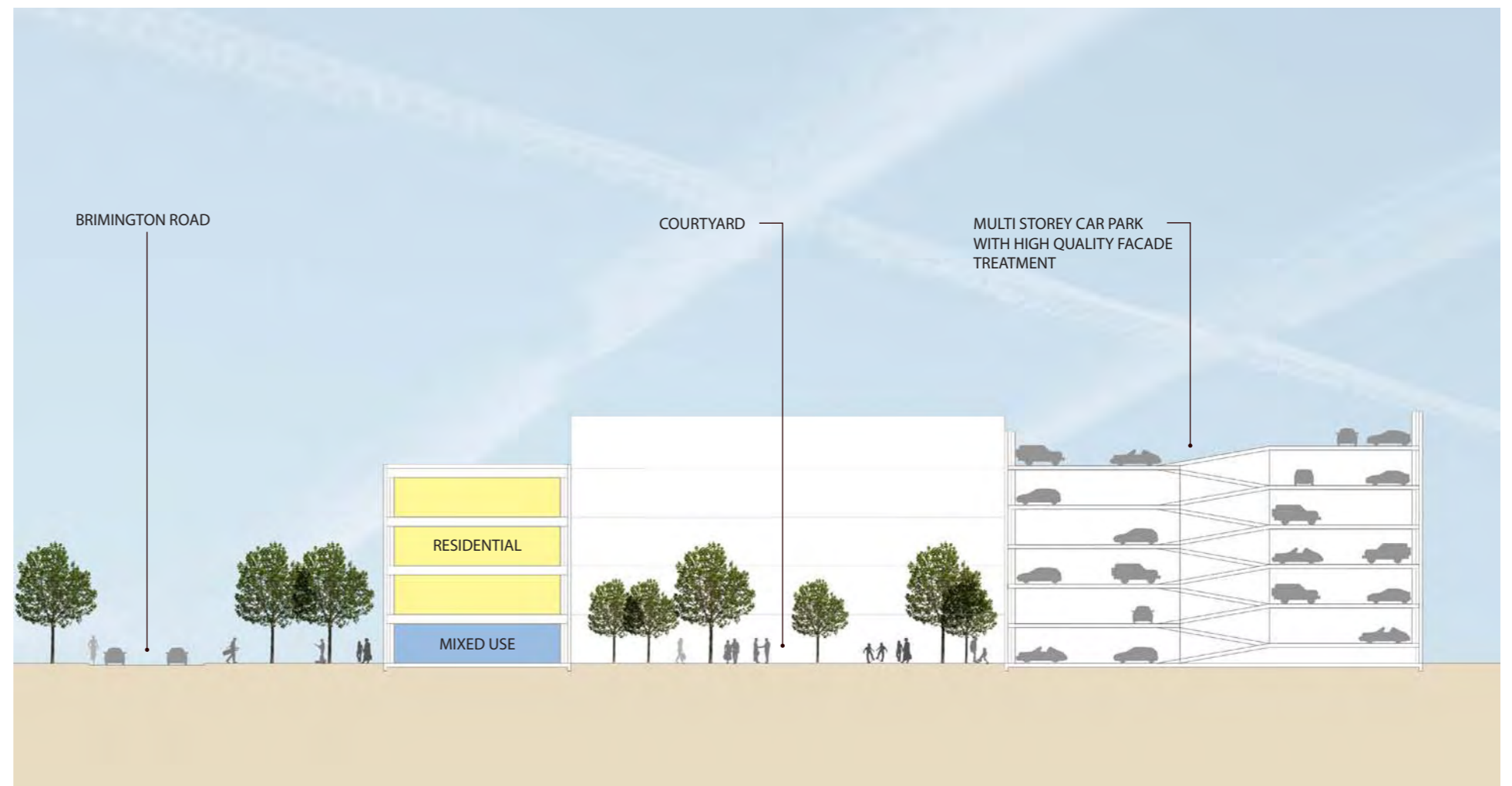
The main buildings around Basin Square range between four and seven stories creating a variation and articulation along Brimington Road and around the canal basin itself, while building heights drop to two and three stories within the blocks to maintain and protect the view from Basin Square to the Crooked Spire, an element key to tying the scheme together with the identity of the town.

The proposed hotel and a mixed-use building, overlooking the canal basin, stand at nine and eight stories respectively as the tallest buildings within the scheme. The high quality hotel building will become a landmark at the gateway to the scheme, at a scale visible from the adjacent railway and the town centre but whilst not being so tall as to over dominate or look out of place within the current skyline.



### BUILDING HEIGHTS KEY

	1 Storey < 3.7m		7 Storey < 25.9m
	2 Storey < 7.4m		8 Storey < 29.6m
	3 Storey < 11.1m		9 Storey < 33.3m
	4 Storey < 14.8m		
	5 Storey < 18.5m		
	6 Storey < 22.2m		



# LAND USE

The Basin Square area is comprised of primarily residential apartments (C3) at upper levels and a mix of uses at ground and first floors. Restaurants (A3), drinking establishments (A4) and creative workshops are located around the canal basin; small retail units (A1) and a hot food outlet (A5) create vibrancy and activity along Brimington Road; and a variety of sized business (B1) units occupy the first floor units. Within the internal courtyard is a crèche serving the inhabitants and employees of the scheme. The development is flanked along the western boundary by two multi-storey car parks providing a visual and noise buffer against the adjacent A61 dual carriageway, as well as providing full parking provision for the Basin Square population and it's visitors. A landmark 150 bed hotel (C1) stands at the southern gateway to the scheme.

## LAND USE KEY

- C3 - Apartment
- C3 - Houses
- A1 - Shops
- A2 - Financial Institutions
- A3 - Restaurants
- A4 - Drinking Establishments
- A5 - Hot Food
- B1 - Business
- C1 - Hotel
- C2 - Nursing Home
- D1 - Creche
- D1 - Doctors Surgery
- D2 - Gym
- Creative Industries
- Car Parking



Level 1



Level 3



Level 5



Level 2



Level 4



Level 6

## FORM AND MATERIALS

At the heart of Chesterfield Waterside, the character and quality of Basin Square sets the standard for the rest of the development. The aesthetic character of the proposed buildings and public realm will be generated through both form and selection of appropriate materials.

Around the canal basin, mixed-use and residential buildings will express a cohesive character in terms of heights, form and materials, with the exception of key landmark buildings which would be designed as 'one-off moves' punctuating the adjacent built form and providing a focus and termination to key views.

It is proposed that the built form utilises a limited range of facade treatments with the inclusion of locally sourced materials such as elements of natural stone and clay brick, in the context of contemporary design. As well as well as more contemporary materials including glazing, timber cladding, render and rain-screen cladding inline with an agreed palette of colours. The design of the multi-storey car parks is critical to the perception of the scheme from the adjacent A61 and town centre. These will incorporate the use of high quality materials such as metal or timber cladding as well as green walls.

The public realm is designed to tie together the surrounding architecture both within Basin Square and adjacent character areas. Subtle use of paving patterns and variations in units sizes would aid pedestrian orientation and add character and interest. Materials will include locally sourced natural stone flags and sets within Basin Square and Gateway Square with high-quality natural stone aggregate concrete paving slabs and unit blocks incorporated in pavements and pedestrian areas.

Use of feature lighting highlighting key architectural and public realm details will be paramount to creating a unique evening identity to basin Square. Lighting fixtures, along with other street furniture are to be minimal and discrete and avoid unnecessary cluttering of the public realm.

Public art in Basin Square, as throughout the site, is to be integral to the public realm in the form of bespoke lighting, street furniture and paving elements.



Architectural Window Framing View of



Mixed Use Buildings



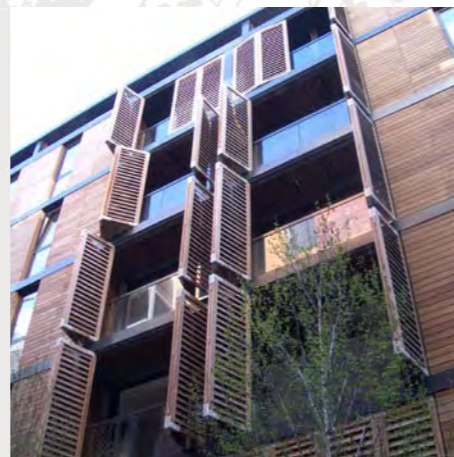
Elongated Natural Stone Paving Planks



Landmark Building



Contemporary Architecture and High Quality Public Realm Around Canal Basin



FSC Timber Cladding



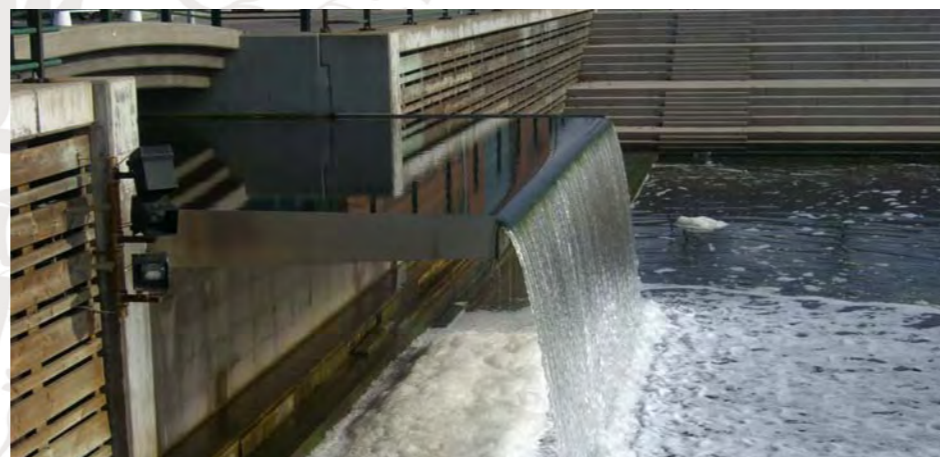
Active Ground Floor Uses



Bespoke Architecture



High-quality Car Park Facades



Contemporary Water Features



Al Fresco Dining Space



Semi-mature Tree Planting



Materials and architectural design are for indicative purposes only.

# STATION PLACE

The large scale built form of Station Place will provide part of the gateway to Waterside from the town centre. Buildings will be situated around Station Place itself – an enclosed formal urban square fronted by shops and cafes. The frontage to Brimington Road will provide a High Street feel with shops facing the ground floor parade of Basin Square.

Station Place will be home to a gateway hotel and upper floor office space. The apartments will benefit from stunning views out along the whole of Waterside.



## PLACE MAKING PRINCIPLES

### CONNECTIONS

- New pedestrian route between Gateway Square and Chesterfield Train Station
- New pedestrian riverside walk connecting the site with Chesterfield Train Station
- Close proximity to bus routes along Brimington Road

### WATERSIDE

- Cafe outdoor seating area overlooking the riverside
- Views from residential and commercial buildings along the river corridor

### NATURE

- Extensive green and brown roofs, where feasible and appropriate

### SAFETY

- Active frontages provide natural surveillance along Brimington Road
- Appropriate use of lighting and CCTV

### COMMUNITY

- Mixed use development located around central communal space including areas of play provision for younger age groups

### VIEWS & LEGIBILITY

- Breaks in building form allow framed views out from communal podium gardens

### INNOVATION & SUSTAINABILITY

- Use of current sustainable technology in building designs

### PUBLIC REALM

- Pedestrian walk along riverside

### ARCHITECTURE

- Landmark hotel building at southern end of Brimington Road
- Ground floor parking enclosed by building frontage or high quality facades on all sides
- Perimeter block layout with podium courtyards
- High quality architecture around the station to provide an excellent gateway from the station into Chesterfield

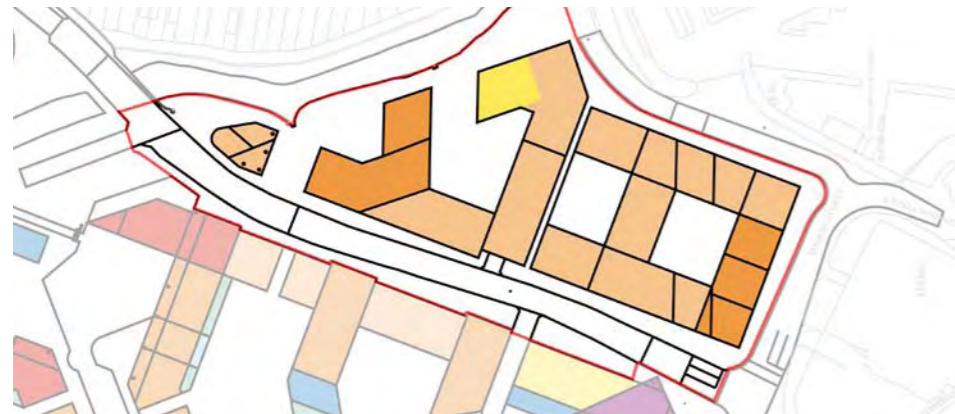
# DETAIL PLAN & CORE DESIGN PRINCIPLES









# BUILDING HEIGHTS

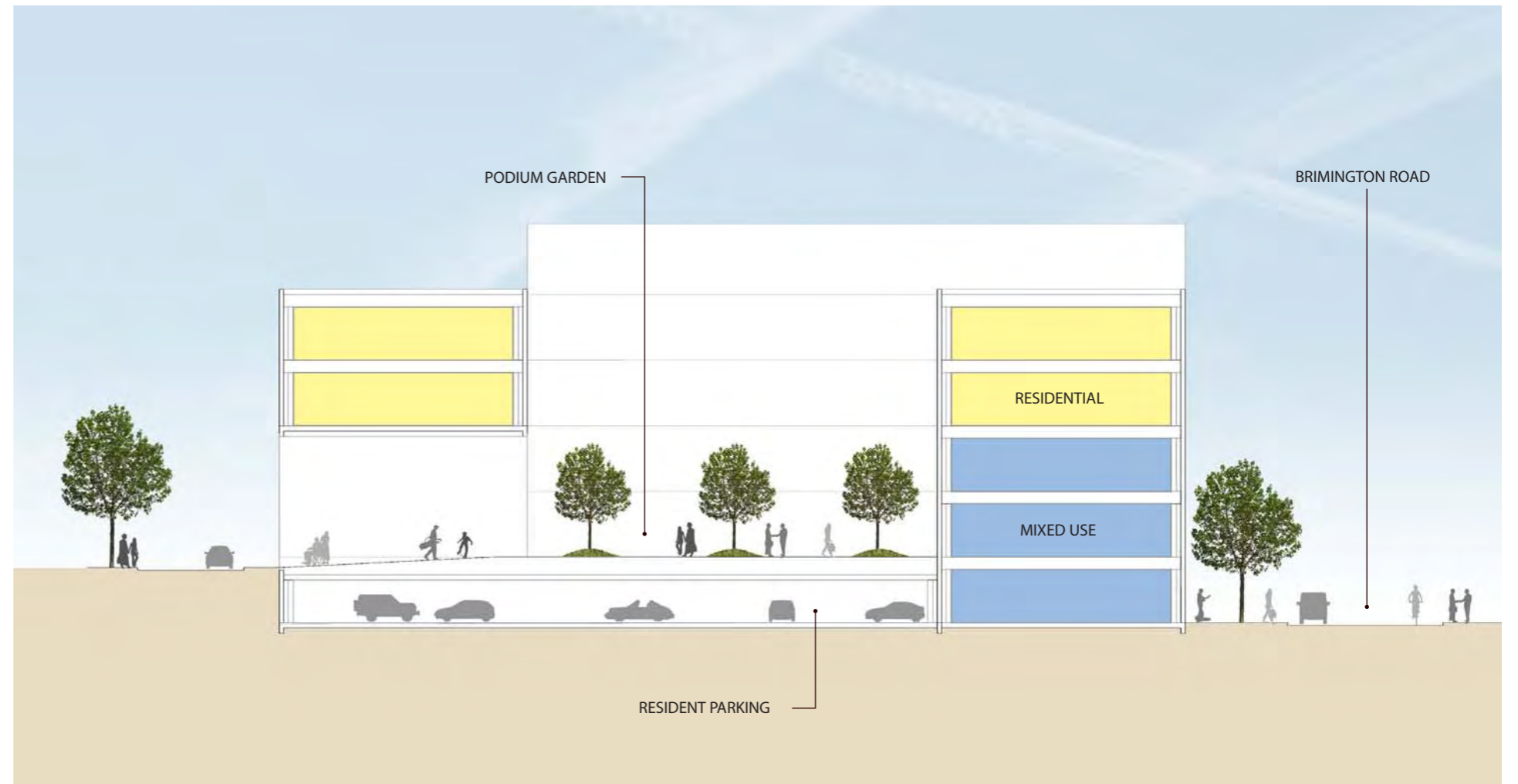
The buildings within Station Place range from between four and six stories creating a variation and articulation along Brimington Road and along the riverside.

The hotel stands as the tallest building withing station place to create a gateway at the threshold to Brimington Road.



## BUILDING HEIGHTS KEY

	1 Storey < 3.7m		7 Storey < 25.9m
	2 Storey < 7.4m		8 Storey < 29.6m
	3 Storey < 11.1m		9 Storey < 33.3m
	4 Storey < 14.8m		
	5 Storey < 18.5m		
	6 Storey < 22.2m		





# LAND USE

The high density buildings of Station Place incorporate a mix of uses within the first two levels including; retail (A1) along Brimington Road; restaurants/cafes (A3) overlooking the riverside; and a doctor's surgery (D1) and business units (B1) at the first floor level. A 100 bed hotel sits at the prominent southern gateway to the site.

A free-standing commercial office unit (B1) is located to the north of Station Place enjoying views along the length of the river corridor.

## LAND USE KEY

	C3 - Apartment
	C3 - Houses
	A1 - Shops
	A2 - Financial Institutions
	A3 - Restaurants
	A4 - Drinking Establishments
	A5 - Hot Food
	B1 - Business
	C1 - Hotel
	C2 - Nursing Home
	D1 - Creche
	D1 - Doctors Surgery
	D2 - Gym
	Creative Industries
	Car Parking



Level 1



Level 2



Level 3



Level 4



Level 5



Level 6

## FORM AND MATERIALS

Station Place forms the gateway to the scheme situated en-route from the mainline Chesterfield Station.

Mixed use buildings and improved public realm create an active and vibrant streetscape to Brimington Road.

As with Basin Square It is proposed that the built form utilises a limited range of facade treatments with the inclusion of locally sourced materials such as elements of natural stone and clay brick, in the context of contemporary design. As well as well as more contemporary materials including glazing (particularly along street level retail units), timber cladding, render and rain-screen cladding inline with an agreed palette of colours. The roofscape should incorporate extensive (limited substrate) green roofs, particularly when overlooked by adjacent apartment buildings.

Use of high quality materials, subtle paving patterns, and integrated wayfinding, lighting and street furniture will create a coherent and legible streetscape designed to aid and encourage pedestrian movement.

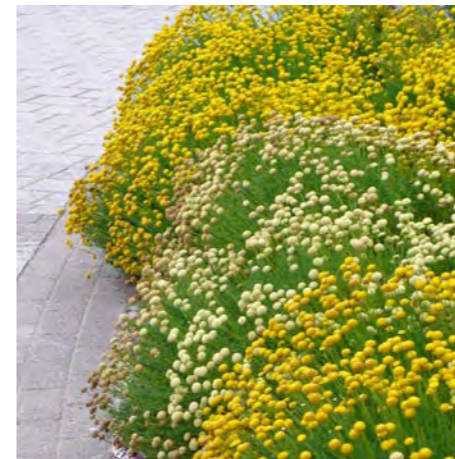
Materials will include elements of natural stone paving and banding, particularly along the riverside public realm and high-quality natural stone aggregate concrete paving slabs and unit blocks incorporated in pavements and pedestrian areas. Smaller scale units of the same material will be used to create pedestrian cross-overs along Brimington Road.

A strong avenue of street trees along Brimington Road will help to soften the surrounding architecture and provide a continuity with the rest of the scheme. Suitable broad leaf species would be specified, such as Lime (*Tilia* spp), Plane Trees (*Platanus x acerifolia*) or Liquidamber species.

Communal podium gardens will incorporate bold contemporary planting schemes and high quality street furniture.



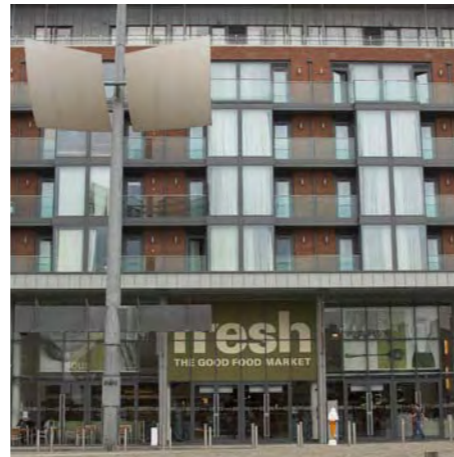
Public Art as Bespoke Street Furniture



Bold Planting Scheme



Contemporary Architecture and High Quality Public Realm



Mixed Use with Retail Frontage



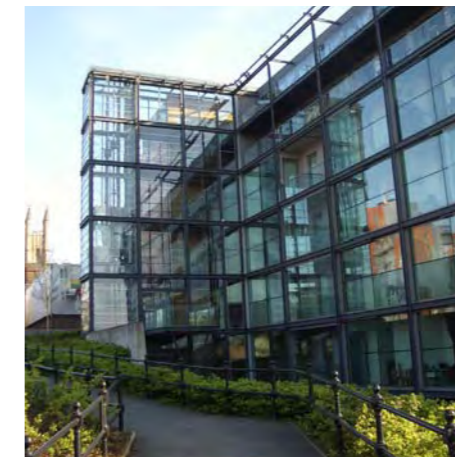
Bold Planting Design



Extensive (limited substrate) Green Roof



Active Ground Floor Uses



Glazed Facades



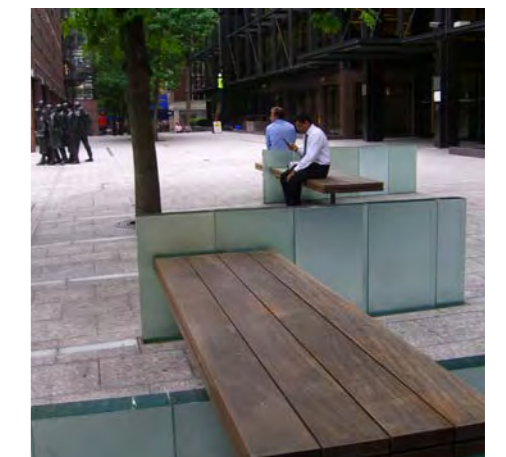
Paved Pedestrian Cross Over



Outdoor Cafe Dining Space



Communal Podium Gardens

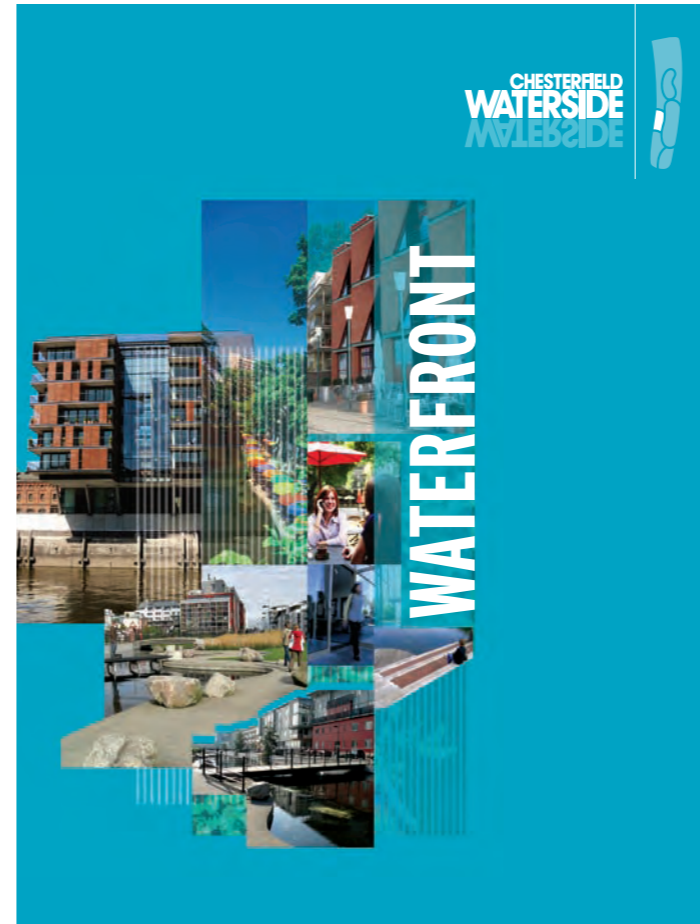


Bespoke Street Furniture



# WATERFRONT

The main employment area within the scheme providing high-quality riverside business accommodation. A terraced riverside public realm enhances the schemes relationship with the waterside.



## PLACE MAKING PRINCIPLES

### CONNECTIONS

- Shared surface promenade running north-south through the site

### WATERSIDE

- Public realm terraces stepping down to riverside enhancing the relationship with the waterside
- Views from commercial buildings and communal gardens out to the river

### NATURE

- Native riverside planting with public realm terraces
- Vole habitat creation at selected locations along river bank

### SAFETY

- Shared surface with on-street parking and street tree planting to reduce traffic speeds
- Commercial frontage overlooking riverside terraces
- Appropriate use of lighting

### COMMUNITY

- Commercial development located around central communal space

- Provision of commercial space and employment opportunities within Chesterfield Waterside

### VIEWS & LEGIBILITY

- Breaks in building form allow framed views out from communal podium gardens to riverside

### INNOVATION & SUSTAINABILITY

- Use of current sustainable technology in building designs
- SUDs terraces along riverside with native planting

### PUBLIC REALM

- Block paved shared surface promenade and landscape terraces

### ARCHITECTURE

- Ground floor parking hidden behind building frontage
- Perimeter block layout with podium courtyards above at grade parking
- Variation in building heights

# DETAIL PLAN & CORE DESIGN PRINCIPLES












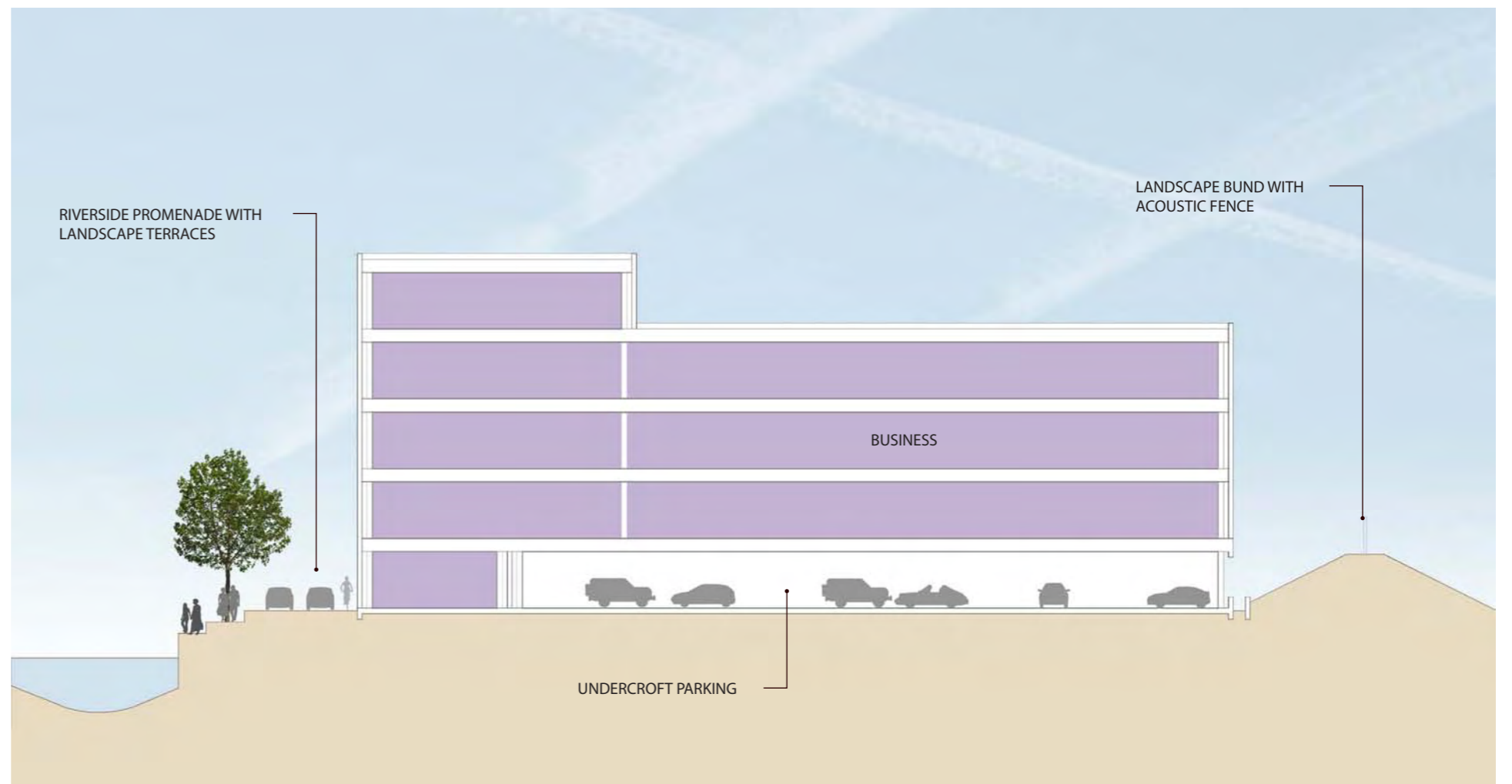
# BUILDING HEIGHTS

The L-shaped Waterfront commercial buildings are at four stories enclosing central podium gardens, with taller five storey blocks along the riverside promenade. A continuous ground level building façade screens at-grade parking behind and opens up at a higher level to allow framed views out from the podium gardens connecting the development with the riverside.



## BUILDING HEIGHTS KEY

	1 Storey < 3.7m		7 Storey < 25.9m
	2 Storey < 7.4m		8 Storey < 29.6m
	3 Storey < 11.1m		9 Storey < 33.3m
	4 Storey < 14.8m		
	5 Storey < 18.5m		
	6 Storey < 22.2m		

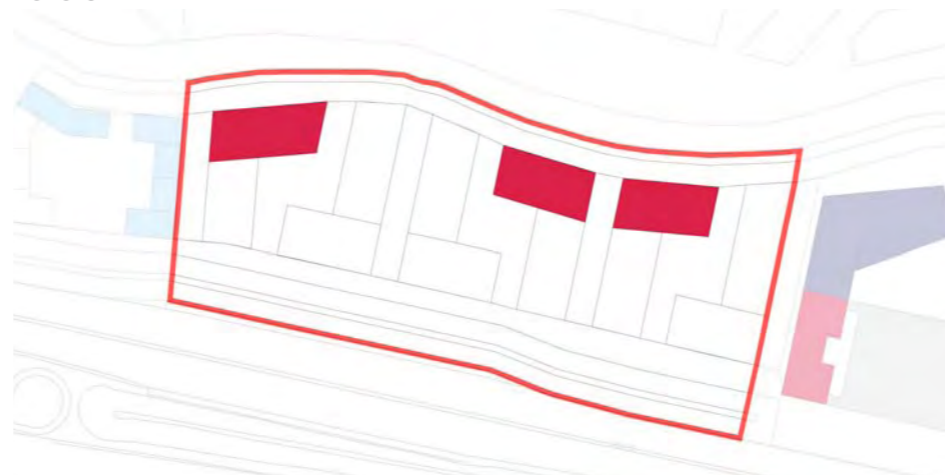
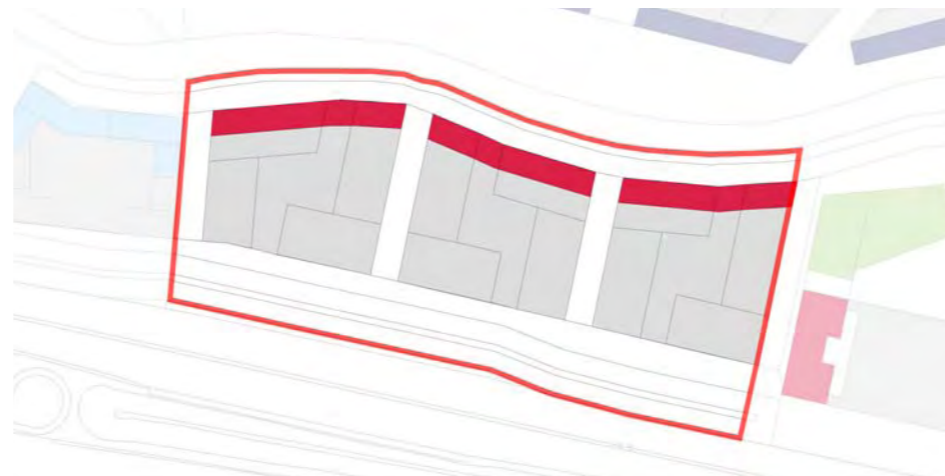


# LAND USE

Waterfront is the schemes main employment area providing large footprint office space (B1) surrounding podium gardens with views out to the riverside.

## LAND USE KEY

- C3 - Apartment
- C3 - Houses
- A1 - Shops
- A2 - Financial Institutions
- A3 - Restaurants
- A4 - Drinking Establishments
- A5 - Hot Food
- B1 - Business
- C1 - Hotel
- C2 - Nursing Home
- D1 - Creche
- D1 - Doctors Surgery
- D2 - Gym
- Creative Industries
- Car Parking



# FORM AND MATERIALS

The Waterfront architecture defines and forms a backdrop to the riverside promenade and landscape terraces.

The built form will express a cohesion of materials and architectural style, with subtle variation in building heights and facades. At ground level glazed building entrances and meeting room space will provide views in and out to the riverside and streetscape.

It is proposed that the built form utilises a limited range of facade treatments with the inclusion of locally sourced materials such as elements of natural stone and clay brick, in the context of contemporary design. As well as well as more contemporary materials including glazing, timber cladding, render and rain-screen cladding inline with an agreed palette of colours.

The riverside promenade is the main shared surface route provide pedestrian, cycle and vehicle access to the waterside offices from Brimington Road. Paving is proposed to be small concrete units, creating a pedestrian orientated realm, but suitable for vehicular traffic including emergency and refuse vehicles.

Integrated wayfinding, lighting and street furniture will create a coherent and legible streetscape designed to aid and encourage pedestrian movement.

The waters edge is to be comprised of both hard paved, grass and planted SUDs terraces, providing public realm in close proximity to the rivers edge.

Appropriate street trees will enhance the linearity of the promenade whilst providing continuity with Brimington Road.



Paved Landscape Terraces



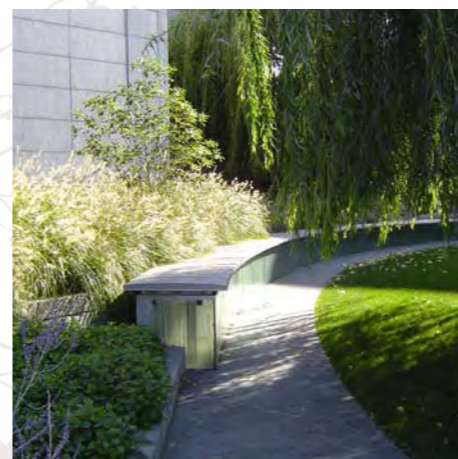
Shared Surface Paving



Contemporary Courtyard Water Features



Cohesive Design & Materials



Seating Spaces with Podium Garden



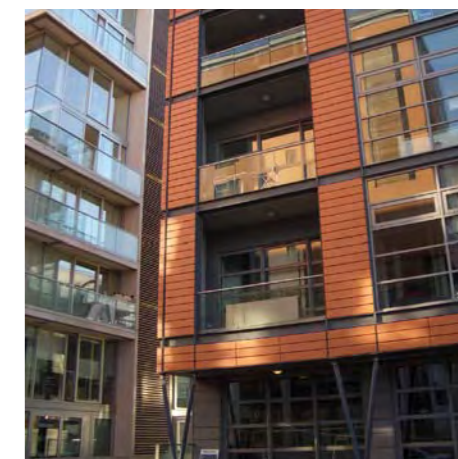
Soft Landscape Terraces



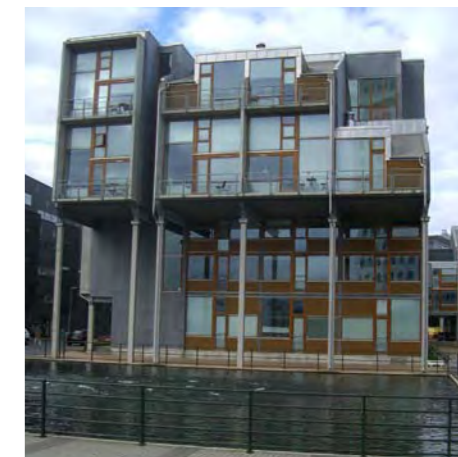
Contemporary Architecture, Riverside Promenade and SUDs Terraces



Open Glazed Facades at Street Level



Mixed Use Buildings with Active Frontage



Colonnades Over Public Realm





# riverside east

This is a self-contained neighbourhood on the eastern bank of the canal facing Waterfront office park. The units will be medium density blocks of 4 storeys in height.

The buildings will comprise mostly residential apartments but also a health & fitness centre.

The neighbourhood will enjoy a green feel with open areas sloping away down to the waterside.



## PLACE MAKING PRINCIPLES

### CONNECTIONS

- Primary pedestrian/cycle route running north-south alongside Riverside Park
- Secondary pedestrian streets connecting Brimington Road with the riverside
- New pedestrian bridge across River Rother
- New riffle weir creates navigable stretch of River Rother up to the Canal Basin

### WATERSIDE

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

### NATURE

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

### SAFETY

- Reduced traffic speeds and pedestrian crossings along Brimington Road
- Residential frontage overlooking riverside terraces

- Appropriate use of lighting and CCTV

### COMMUNITY

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

### VIEWS & LEGIBILITY

- Breaks in building form allow framed views out from communal podium gardens to riverside
- Views from Brimington Road to riverside

### INNOVATION & SUSTAINABILITY

- Urban SUDs swales within pedestrian streets

### PUBLIC REALM

- New Linear Riverside Park with opportunities for play, recreation and habitat

### ARCHITECTURE

- Landmark residential tower
- Ground floor parking hidden behind building frontage
- Perimeter block layout with podium courtyards above at grade parking

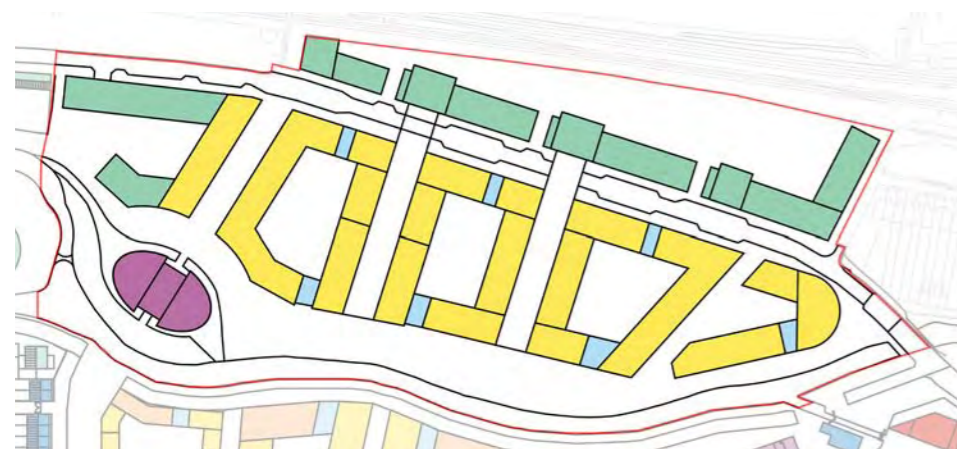
# DETAIL PLAN & CORE DESIGN PRINCIPLES



# BUILDING HEIGHTS

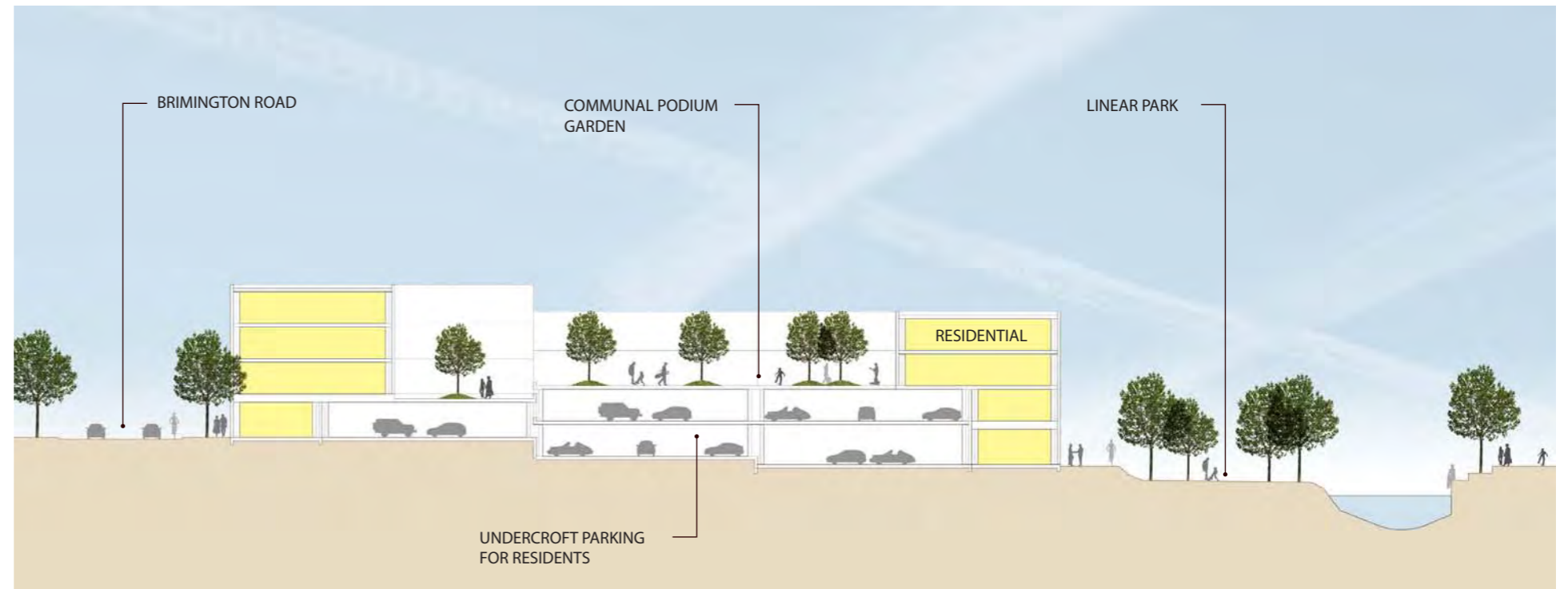
The main buildings within Riverside East vary between three and four storeys. Gaps in the building form at first floor and above allow views in and out of the communal residential courtyards, but maintain a continuous facade at ground level.

A landmark eight storey residential tower is located at the north-south/east-west axis of the site, terminating views along the river and from Brimington Road.



**BUILDING HEIGHTS KEY**

 1 Storey < 3.7m	 7 Storey < 25.9m
 2 Storey < 7.4m	 8 Storey < 29.6m
 3 Storey < 11.1m	 9 Storey < 33.3m
 4 Storey < 14.8m	
 5 Storey < 18.5m	
 6 Storey < 22.2m	



# LAND USE

Riverside East is bisected by Brimington Road and in land use terms the eastern part of the site consists of commercial business units (B1) surrounding internal parking courts and providing a high quality frontage to the streetscape.

West of Brimington Road consists primarily of medium density residential apartments (C3) enclosing semi-private podium gardens above parking decks. As well as residential accommodation the southernmost block incorporates a health & fitness centre (D2).

A residential tower stands at the central axis of the scheme incorporating restaurant/café use (A3) at ground floor.

## LAND USE KEY

	C3 - Apartment
	C3 - Houses
	A1 - Shops
	A2 - Financial Institutions
	A3 - Restaurants
	A4 - Drinking Establishments
	A5 - Hot Food
	B1 - Business
	C1 - Hotel
	C2 - Nursing Home
	D1 - Creche
	D1 - Doctors Surgery
	D2 - Gym
	Creative Industries
	Car Parking



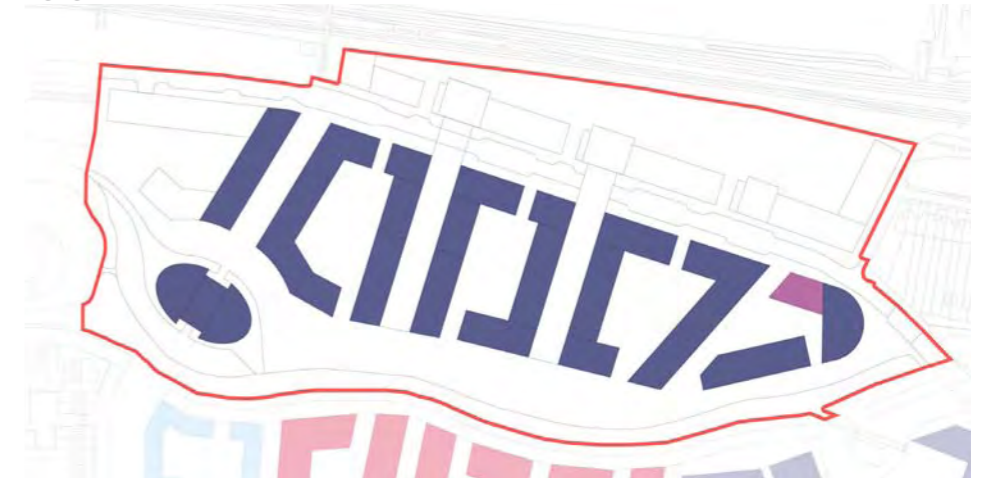
Level 1



Level 2



Level 3



Level 4



Level 5



Level 6

# FORM AND MATERIALS

Riverside East is comprised of medium density apartments, high-quality contemporary office accommodation and a linear riverside park.

The built form will express a cohesion of materials and architectural style, with subtle variation in building heights and facades. At ground level glazed building entrances and variations in built form will create an attractive streetscape along Brimington Road.

Contemporary office accommodation will be designed to complement the architectural style of proposed residential apartments and add positively to the Brimington Road streetscape.

It is proposed that the built form utilises a limited range of facade treatments with the inclusion of locally sourced materials such as elements of natural stone and clay brick, in the context of contemporary design. As well as well as more contemporary materials including timber cladding and render.

As with in Basin Square, the landmark residential tower is expected to be designed as an individual architectural landmark incorporating high-quality contemporary facade materials.

The linear riverside park will incorporate a gently sloping grass landform, meandering pedestrian paths and a natural habitat edge providing refuge for wildlife. Timber boardwalks and jetties extend out from the adjacent streets to provide safe access to the water's edge.



Varying Building Form



Beach



Bespoke Play Equipment



Perennial Grass Planting Scheme



Play Equipment within Courtyards



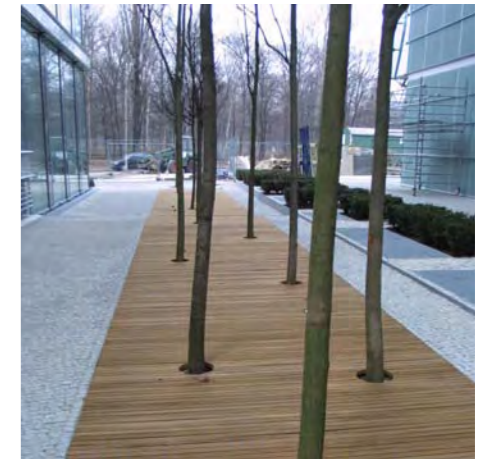
Linear Park with Meandering Paths



Timber Cladding



Medium Density Residential Architecture



Timber Decking with Tree Planting



Boardwalks leading to Riverside Jetties



Landmark Residential Tower



Riverside Jetty



# the island

The Island is an unique opportunity to create a residential enclave surrounded by water – the River Rother to the east and the new canal to the west. We have responded to this fabulous setting by planning a series of bold houses and apartments.

Units will be built to the edge of the water and mooring spaces included with the dwellings.



## PLACE MAKING PRINCIPLES

### CONNECTIONS

- Refurbishment of existing vehicle bridge to provide access from Brimington Road
- New vehicle bridge linking The Island to the west of the site
- New pedestrian bridge linking The Island to the existing canal towpath

### WATERSIDE

- Housing with direct relationship with the new canal arm and opportunities for private moorings

### NATURE

- Area of existing woodland retained and managed as protected wildlife refuge with limited access

### SAFETY

- Block paved shared surface , on-street parking and street tree planting to minimise traffic speeds
- Buildings orientated to overlook streets and spaces

### COMMUNITY

- Apartments located around communal residential garden

### VIEWS & LEGIBILITY

- Views out from residences along river and canal

### INNOVATION & SUSTAINABILITY

- Home office/studios to allow home working
- Use of current sustainable technology in building designs

### PUBLIC REALM

- Pedestrian paths overlooking habitat areas and connecting with new pedestrian bridge

### ARCHITECTURE

- Terraced housing with direct access to canal and opportunities for private moorings
- Ground floor parking hidden behind apartment building frontage
- Perimeter block layout with podium courtyards and internal shared surface access street



# DETAIL PLAN & CORE DESIGN PRINCIPLES



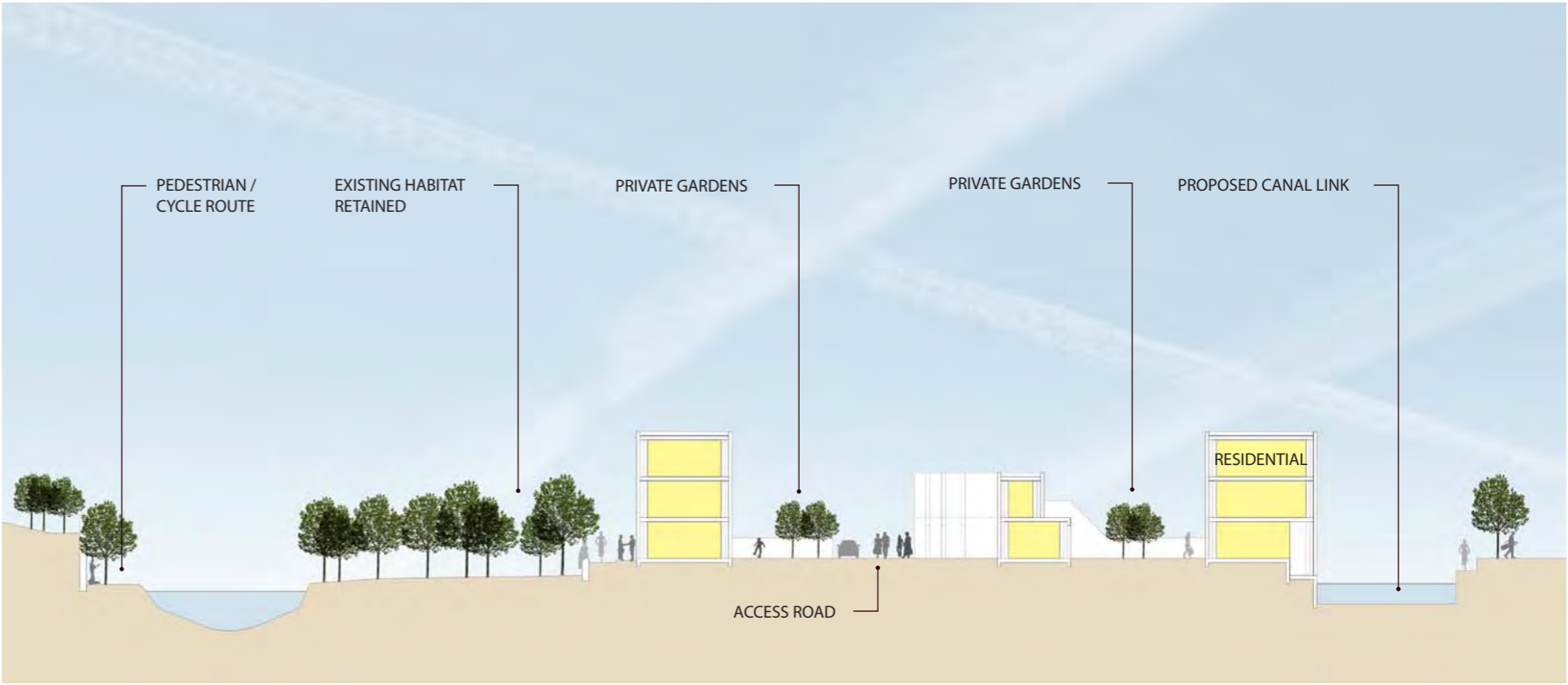
# BUILDING HEIGHTS

The Island housing is all at three stories in height, while the adjacent apartments range from two to three stories surrounding communal podium gardens with parking beneath.



BUILDING HEIGHTS KEY

- 1 Storey < 3.0m
- 2 Storey < 6.0m
- 3 Storey < 9.0m



# LAND USE

The Island provides canal and riverside housing and medium-density apartments (C3) with views either direction along the river/canal corridor.

## LAND USE KEY

- C3 - Apartment
- C3 - Houses
- A1 - Shops
- A2 - Financial Institutions
- A3 - Restaurants
- A4 - Drinking Establishments
- A5 - Hot Food
- B1 - Business
- C1 - Hotel
- C2 - Nursing Home
- D1 - Creche
- D1 - Doctors Surgery
- D2 - Gym
- Creative Industries
- Car Parking



Level 1



Level 2



Level 3

## FORM AND MATERIALS

The Island will include individually designed canalside housing, built up to the water's edge providing private mooring opportunities.

The built form will include an eclectic range of materials and contemporary residential architecture, with subtle variation in building heights and facades. It is proposed that facade treatments include locally sourced materials such as elements of natural stone, and clay brick, as well as more contemporary materials including sustainably sourced timber cladding and render. Roofscapes will incorporate slate tiles and green roofs, where feasible.

Housing and apartment buildings are to incorporate sustainable technology, including roof mounted photovoltaic and solar heating panels.

Shared surface access streets will incorporate small unit paving creating pedestrian priority spaces, but suitable for emergency or refuse vehicles.

On the east of the Island will be an area of woodland, coppiced to promote increased diversity of ground flora. Access to this part of the site will be limited to provide a protected refuge for local wildlife.



Studio Workshop Space



Private Garden Space



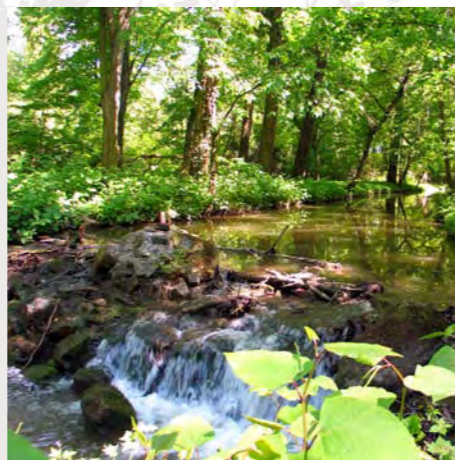
Local Stone Gabion Walls



Canalside Housing with Private Moorings



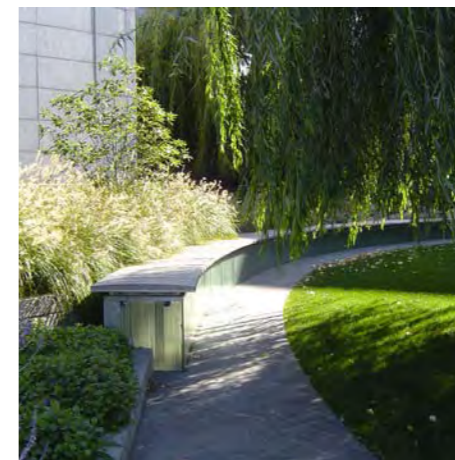
Waterside Living



Managed Existing Woodland



Waterside Apartments



Contemporary Communal Garden Space



Green Roofs



Shared Surface Streetscape



Protected Wildlife Habitat



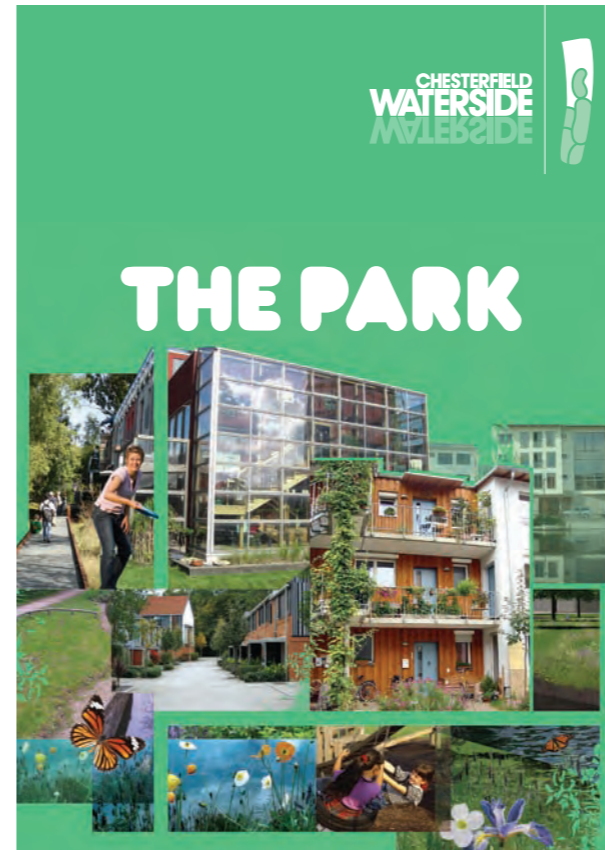
Canalside Housing



Materials and architectural design are for indicative purposes only.

# THE PARK

Contemporary sustainable family housing sits within and around a riverside parkland including managed woodlands, meadows and informal pathways. Residential streets consist of high quality shared surfaces where the pedestrian is the priority and which incorporate urban swales collecting surface run-off and roof top drainage.



## PLACE MAKING PRINCIPLES

### CONNECTIONS

- Refurbished existing A61 footbridge
- Network of paths through Eco-Park and woodland
- Vehicle and pedestrian links to The Island

### WATERSIDE

- Urban swales extend waterside living into terraced streets
- Eco-Park set around existing canal, River Rother and new SUDs attenuation ponds

### NATURE

- Management of existing woodland and riverside to conserve and enhance habitat value
- Native tree and meadow planting along landscape bund
- Live willow acoustic barrier along bund

### SAFETY

- Block paved shared surface, on-street parking and street tree planting to minimise traffic speeds
- Overlooking of canalside and riverside by residential frontages

### COMMUNITY

- Shared surface home zone streets with planting and urban swales
- Play and recreation opportunities located within walking distances of houses
- Close proximity to local shop and amenities

### VIEWS & LEGIBILITY

- Views along new canal and existing riverside

### INNOVATION & SUSTAINABILITY

- Sustainable urban drainage systems to collect and attenuate surface water run-off
- Use of current sustainable technology in residential building designs

### PUBLIC REALM

- Shared surface promenade overlooking canalside
- Managed Eco-Park with network of paths, wayfinding and interpretation.
- Public square at entrance to footbridge over A61

### ARCHITECTURE

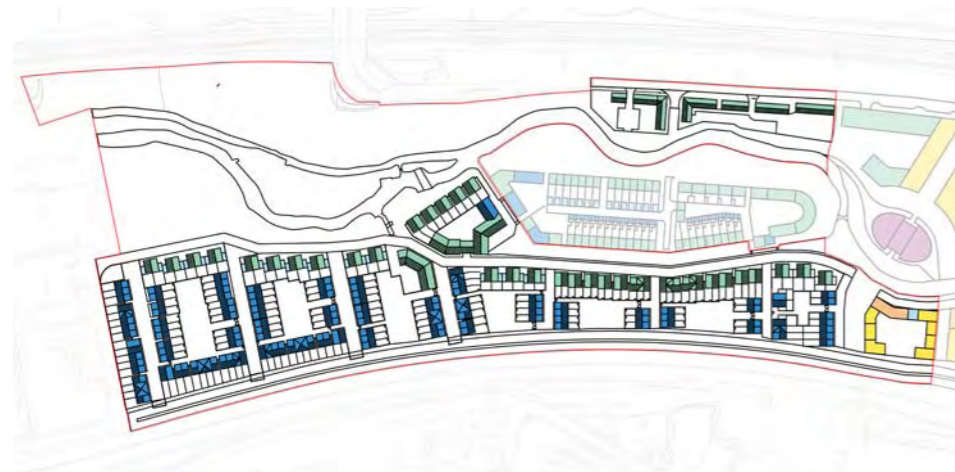
- Contemporary terraced housing
- Perimeter block layout with central parking courts

# DETAIL PLAN & CORE DESIGN PRINCIPLES



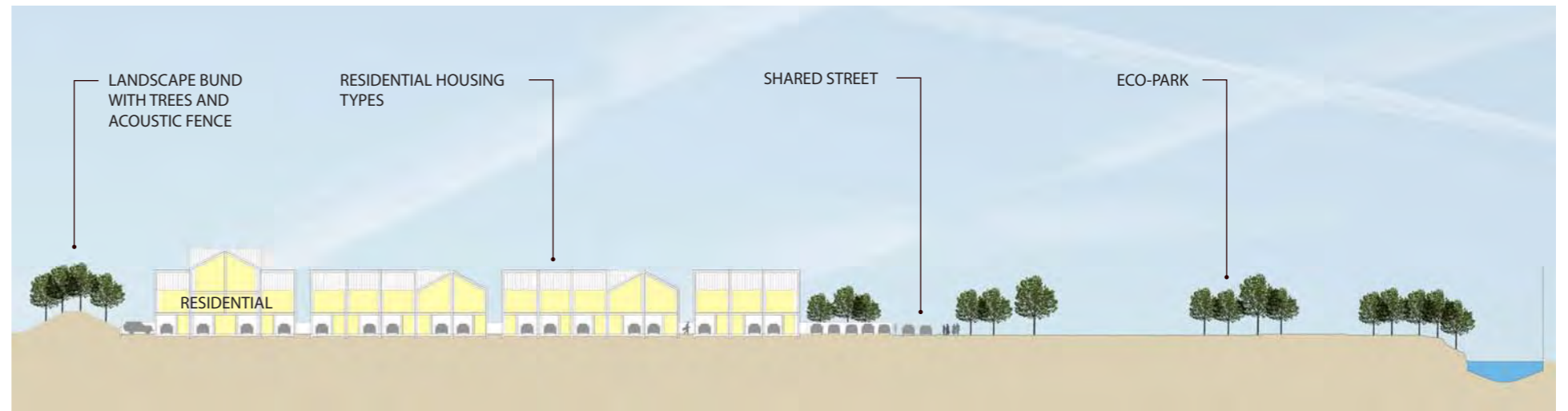
# BUILDING HEIGHTS

Contemporary sustainable family housing sits within and around a riverside parkland including managed woodlands, meadows and informal pathways. Residential streets enjoyed high quality shared surfaces where the pedestrian is the priority and which incorporate urban swales collecting surface run-off and roof top drainage.



BUILDING HEIGHTS KEY

- 1 Storey < 3.0m
- 2 Storey < 6.0m
- 3 Storey < 9.0m





# LAND USE

Covering the northern zone of Chesterfield Waterside, The Park offers the main provision of three and four bed family housing, each with private gardens and arranged around semi-private parking courtyards. A small number of apartments (C3) are provided around the proposed canal lock, associated with retail units (A1) and a crèche (D1) on ground level.

To the south of the A61 footbridge is proposed a nursing home (C2) surrounding a communal podium garden.

## LAND USE KEY

	C3 - Apartment
	C3 - Houses
	A1 - Shops
	A2 - Financial Institutions
	A3 - Restaurants
	A4 - Drinking Establishments
	A5 - Hot Food
	B1 - Business
	C1 - Hotel
	C2 - Nursing Home
	D1 - Creche
	D1 - Doctors Surgery
	D2 - Gym
	Creative Industries
	Car Parking



Level 1



Level 2



Level 3



Level 4



Level 5

## FORM AND MATERIALS

The Park is to provide sustainable family housing in a parkland setting. A mix of architectural styles, forms and building heights will create a vibrant and distinct identity set within the context of a new eco-park and managed riverside.

The built form will include an eclectic range of materials and contemporary residential architecture, with subtle variation in building heights and facades. It is proposed that facade treatments include locally sourced materials such as elements of natural stone and clay brick, as well as more contemporary materials including sustainably sourced timber cladding, render. Roofscapes will incorporate slate tiles and green roofs.

Housing and apartment buildings are to incorporate, where possible, sustainable technology, including some use of roof mounted photovoltaic and solar heating panels.

Shared surface access streets will incorporate small unit paving creating pedestrian priority spaces, but suitable for emergency or refuse vehicles. Surface water and roofscape drainage will be collected in planted urban swales running along residential streets and discharging to more natural swales and attenuation/filtration ponds within the adjacent eco-park.

A network of informal paths will run through the managed woodland and riverside habitat connecting with the exiting tow path and accompanied by wayfinding and interpretation boards.



Riverside Habitat Creation



Timber Cycle/Waste Storage



Urban Drainage Swales in Shared Surface Residential Streets



Parkland Wayfinding & Interpretation



Natural Local Materials



Render Finish & Timber Cladding



Extensive Green Roof



Varying Architectural Styles



Photovoltaic and Solar Hot Water Panels



Rainwater Collection in SUDs Systems



SUDs Attenuation Ponds in Parkland



Varying Architectural Styles





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CHESTERFIELD WATERSIDE  
**PLANNING APPRAISAL**

## SECTION 9

# PLANNING APPRAISAL

## 9.1 PLANNING POLICY & DESIGN BRIEF

This section aims to test the indicative masterplan proposals against the East Midlands RSS, Chesterfield UDP design policies and the A61/River Rother Corridor.

EAST MIDLANDS REGIONAL PLAN (RSS) (ADOPTED MARCH 2009)

### Policy 2 Promoting Better Design

The layout, design and construction of new development should be continuously improved. This should be achieved by taking account of the local natural and historic character, minimising energy use and considering carbon sinks and green infrastructure networks, making the most efficient use of land, ensuring access to local facilities on foot, by cycle or by public transport, design which helps to reduce crime and the fear crime and highway and parking design that improves both safety and quality of public open space.

REPLACEMENT CHESTERFIELD BOROUGH LOCAL PLAN (ADOPTED JUNE 2006)

### Policy GEN 10 Sustainable Design

Development should make a positive contribution to the quality of the environment through good design. Proposals should be designed to:

- i) preserve or enhance the local distinctiveness of the natural and built environment;
- ii) respect the character of the locality in terms of scale, layout, design, height, massing, space architectural style, materials and landscape;
- iii) promote ease of access, reduce the need to travel and facilitate journeys by sustainable modes of transport;
- iv) minimise the production of waste and pollution; and
- v) optimise energy efficiency and the use of renewable energy sources.

The indicative masterplan responds to the above policies by re-engaging the Waterside site with its most important natural and historic elements, the River Rother and Chesterfield Canal. The existing waterways are enhanced and extended to become core to the schemes identity providing opportunities for leisure and recreation. A network of quality open space runs through the site linked by pedestrian and cycle routes, as well as a shared surface riverside promenade with stepped landscape terraces.

Appropriate scale and massing has been proposed in order for the development to sit comfortably alongside the town centre and adjacent areas. Heights and densities are greatest in Basin Square and Station Place at the southern end of the site (closest to the town centre) and reduce northwards towards the Parkland. It is proposed that local materials and vernacular style are incorporated in contemporary interpretations expressed in the architecture, landscape and public realm.

In terms of sustainable transport the site is ideally located within walking distance of the Chesterfield Midland Mainline Station and is served by a number of bus routes along Brimington Road. Designated cycle routes and the Trans Pennine Trail run through the site, linking it with the surrounding areas and town centre (refer to the Transport Assessment for more detailed information).

### Policy HSN 5 Layout and Design of Residential Development

Layouts for new residential development (including flats, sheltered housing, hostels, residential homes, nursing homes and other residential institutions) should provide innovative urban forms and building designs creating a high quality living environment with a design and layout that protects and creates spaces of amenity, recreational value and an attractive urban form. In terms of density, developments closely related to the Town Centre, the Railway Station and major public transport corridors should achieve a minimum density of 40 dwellings per hectare net.

New residential developments should also be designed to ensure

adequate and safe highway access, provide for access by means of transport and provide footpath/cycle links to nearby open spaces, shops, schools, public transport routes and workplaces.

The Chesterfield Waterside proposals present a range of densities, building types and layouts are proposed around the sites various character areas, helping to define streets and public spaces. Overall density for the site is >60 dwellings per hectare although as discussed, this varies through the site.

### Policy EMP 8 Layout and Design of Employment Development

Within identified proposed and existing employment areas, including those in the A61 Corridor Area of Major Change, proposals for employment uses should have safe, efficient and attractive road layout and accesses, ensure adequate parking and loading/unloading space and ensure adequate space is provided to meet foreseeable extension needs. In addition, buildings should be of a high standard of design relating to the surrounding area where appropriate and alongside landscaping and layout should create pleasant working environments. Where employment development is in close proximity to housing or recreation uses landscape buffers may be required along more sensitive boundaries.

The main employment areas are located in the Waterfront and Riverside East character areas, with additional employment provided in the mixed use blocks of Station Place and Basin Square. Commercial uses are designed around central courtyards, often with riverside frontage and surrounded by high quality public realm. It is envisaged that the design of these buildings will be of a contemporary style incorporating elements local materials where possible.

### Policy TRS 14 Protection of Footpath and Cycle Routes

Development proposals should not adversely affect the continuity of the strategic walking and cycling network unless an alternative route(s) can be secured that are as safe, convenient and attractive as those being replaced.

The masterplan aims to preserve or limited the impact on existing pedestrian and cycle routes, as well as enhancing them where necessary in terms of surfacing and appearance.

Policy POS3 Public Open Space Requirements Resulting From New Development

New Developments providing for significant numbers of employees, visitors or other users will be required to provide or enhance open space to meet their needs. These facilities and contributions may be on-site or off-site as appropriate and will be secured by conditions or sough through legal agreement.

Where existing open space provision in the locality is inadequate sites providing 100 dwellings or over will be individually assessed taking into account the Council's overall objectives for parks and open spaces in the Borough. On-site provision of facilities and/or a contribution to off-site facilities may be sought as well as contributions towards maintenance.

The Chesterfield Waterside masterplan proposes a wealth and variety of public realm based primarily around its waterside setting. Such open space includes managed parkland, a new linear riverside park, proposed high-quality public squares, as well as shared surface streets and riverside landscape terraces.

A61/RIVER ROTHER CORRIDOR, CHESTERFIELD, PLANNING BRIEF  
(Adopted August 2005)

The Brief states that good design will add value to schemes, socially, environmentally and economically to support the long term regeneration and prosperity of the River Rother Corridor. Layouts should be design led incorporating key design components, including community safety.

The Brief identifies that a public arts and heritage trail should be developed along the river/canal Corridor and that landscape bunds or similar will be required to minimise noise and vibration from the A61 to

neighbouring residential and office developments.

The Indicative Masterplan presented in the Brief sub-divides the A61/ River Rother Corridor into 'development areas', the two areas that are of relevance to this application are the Urban Village Centre and the Outer Urban Village.

#### Urban Village Centre

The layout should be informal with a variety of interesting building forms, water and landscaping, exploiting the space available.

Buildings should front onto adjoining streets, pathways and open spaces to frame the public realm. Buildings which are not within a perimeter block or do not back onto an area of public inaccessibility should be multi-fronted to ensure that all building elevations face the public realm. In addition, balconies and roof gardens should be provided to exploit southern elevations and/or views of water and open spaces.

Building heights should be an average of 4 storeys and provide a variety of form with taller buildings generally being to the north of open spaces and water courses. Any new landmark features should be of the highest design quality and designed to complement the town's skyline. Land at the point where the River Rother meets the proposed canal basin is identified as providing a landmark opportunity site.

#### Outer Urban Village

The mix of residential, office and small workspace should be enhanced by the provision of a new canal link. The Indicative Plan demonstrates good design principles by installing a clear arrangement of perimeter blocks ensuring the provision of streets and pathways are well connected. Development of a new canal wharf should be maximised with paths and cycle ways.

New development should provide a range of open spaces for recreational and visual benefits. The Indicative Layout presented

provides a cross-shaped park lining the river corridor and two new open spaces forming the gateway to the proposed strategic link between the bend of Brimington Road and the northern part of the 'urban village'.

In response to the Planning Brief the Chesterfield Waterside masterplan aims to create a socially, environmentally and economically sustainable community through a well thought out and appropriate mix of uses, building typology, architectural form and sustainable building technology (refer Environmental Statement) centred around a network of high quality public routes and spaces.

As suggested in the Planning Brief, the proposals utilise the existing Chesterfield Canal and River Rother, providing a proposed canal link and navigable stretch of river linking into the new canal basin (currently under construction). The scheme is buffered from the A61 corridor by a landscape bund, including areas of native planting tree, shrub and meadow planting.

Proposed buildings create and define new public realm squares, streets and promenades. As suggested, distinct landmark buildings are located around the canal basin terminating views along the river corridor, as well as at the southern gateway to the scheme marking the threshold to Chesterfield Waterside.

## 9.2 PLANNING POLICY SUMMARY

In addressing the individual policies and planning brief, this section has described how the proposed Chesterfield Waterside scheme and indicative masterplan fully accords with all relevant regional and local design planning policy.



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CHESTERFIELD WATERSIDE  
**OVERALL SUMMARY**

## SECTION 10

# OVERALL SUMMARY

The Design & Access Statement has set out the overriding aims of the Chesterfield Waterside scheme, explaining the site and its context and analysing in detail the existing and emerging Chesterfield vernacular. The document has sought to establish a well-thought out urban design framework and set of placemaking principles, which will guide all future design and development on the site.

The report presents an indicative masterplan which illustrates how the proposed quantum of development can be achieved on the site and sets out a framework of routes, public realm and open space within a reinvigorated waterside setting. As a tool for understanding the site the Character Areas section established the proposed development parameters and design aspirations in the context of specific parts of the site.

As described in previous sections and the accompanying Statement of Community Involvement, a considered process of consultation has taken place and it is intended that the development of the scheme shall be taken forward through a programme of continued dialogue with Chesterfield Borough Council and other stakeholders in order to create a contemporary scheme, unique to Chesterfield and of genuine national importance.

The Design & Access Statement concludes that the indicative masterplan and design proposals fully accord with local and regional design planning policy and it is considered that a high quality mixed use development will be delivered in an attractive waterside setting.





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