

Worksop Town Centre DPD

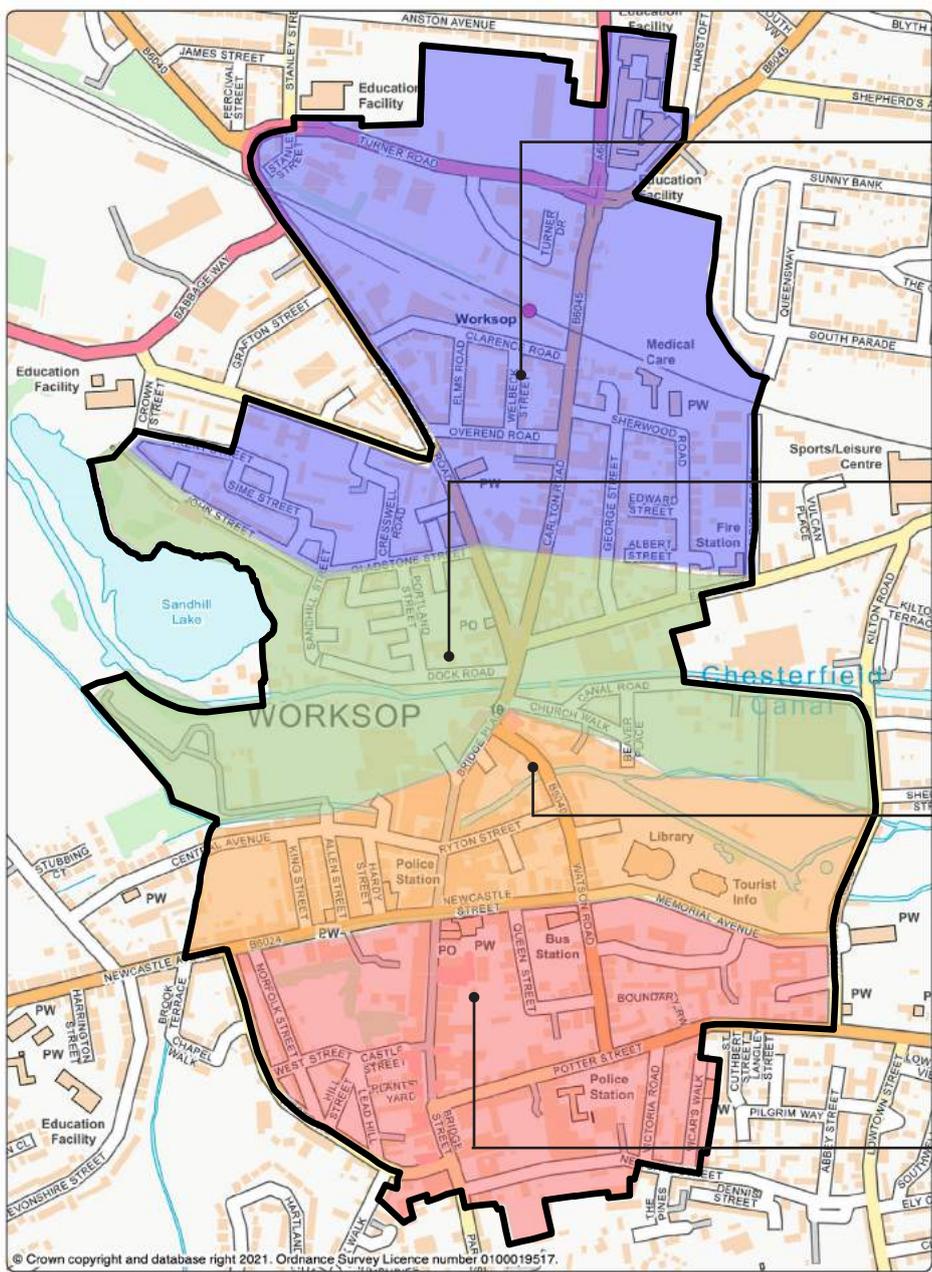
Design Code

Welcome to the Worksop Town Centre DPD Design Code. This document should be read in conjunction with the Design Code Evidence Base which provides additional detail and background to the design guidance that follows.

For each character area guidance is provided to assist developers in designing a scheme that is a good fit with the area and that will also achieve the objectives of the Local Plan. Whilst specific guidance for each character area should be followed, it would be helpful to review other areas within the Worksop Town Centre DPD as there are a lot of good practice examples and illustrations that will help you to design a high quality scheme.

At the end of this document the options for car parking for each character area is provided. As Worksop Town Centre is an inherently sustainable location it is assumed that parking numbers will be reduced.

Character Areas



Station Quarter



Canalside



Lower Town



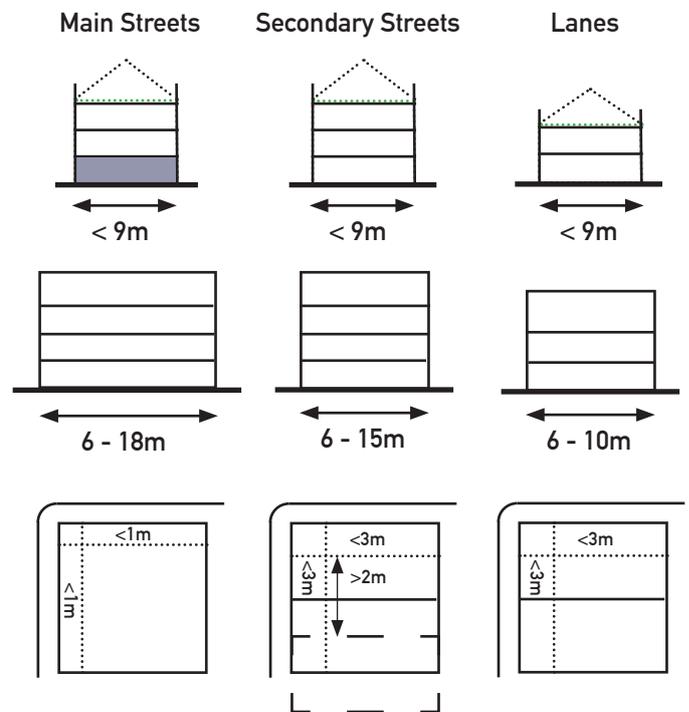
Upper Town



Station Quarter

Heights and Density

The target density for the Station Quarter is 80-100 dwellings per hectare. On main streets, either existing or created, buildings can extend to three storeys in height. Flexible ground floors to allow mixed use in the future should be accommodated on main streets. On secondary streets three storey buildings may be used to improve legibility and wayfinding, reinforcing the street hierarchy. On lanes and minor streets buildings should be limited to a maximum of two storeys.



Building Layout

The predominant form should be connected buildings that cover the whole of the frontage. Occasionally semi-detached houses and larger detached buildings are appropriate, although should be seen as the exception. In all cases residential properties should have an appropriate boundary treatment and a set-back that reinforces the street hierarchy. Exceptions include commercial premises and mixed use schemes. Forecourts should not be used for parking.

1. Heights in accordance with street hierarchy
2. The full width of the plot should be built out.
3. Set backs in accordance with the street hierarchy (except civic and community uses).
4. Roofs less than 30% pitch must be green.
5. Parking to be in accordance with the car parking guidance for the Station Quarter
6. Flexible ground floors on main streets

Street Hierarchy

A clear street hierarchy assists wayfinding and orientation. Where the site adjoins an existing street this should be understood in terms of its character and function and this will assist in proposing an appropriate design response. Where no existing infrastructure exists use the cross sections to inform the width, function and character of the street. Specific building types should be used to turn corners on the intersection of main and secondary streets.



Create Streets and Frontages

Buildings must face the street and create active frontages to ensure natural surveillance and community safety. Create streets with a variety of building types to provide both variety and consistency. Front gardens are an opportunity to add trees to the street scene, complementary to those in the public realm. Parking can be accommodated on street for residents and visitors. Use permeable surfaces wherever possible for parking and forecourts.



Amenity and Privacy

Ensure that each residential unit has some outdoor amenity space either through the creation of roof terraces, balconies and gardens, either private or communal. For all residential development a boundary should be provided in accordance with the street hierarchy. The boundary can be in the form of a wall, with or without railings or a hedge on secondary streets. Public open spaces should be created and enhanced.



Street Trees

Avoid highway dominated developments by incorporating trees, bioswales and green verges. Street trees provide solar shading, improve air quality and intercept rainwater. Species should be chosen in consultation with the Council's arboriculturalist. Trees contribute to developing a hierarchy of streets, assisting in wayfinding and orientation. In public spaces plant trees in clusters. Trees should be managed to ensure highway safety.



Character and Distinctiveness

The Station Quarter has a number of high quality historic buildings that should form the basis for traditional built forms. Contemporary architecture is encouraged however, particularly when the design assists in achieving high levels of energy efficiency, improved performance and reduces greenhouse gas emissions in construction and use. Landmarks as identified in the Town Centre DPD Policy should be protected and enhanced and their views and setting is a key consideration.

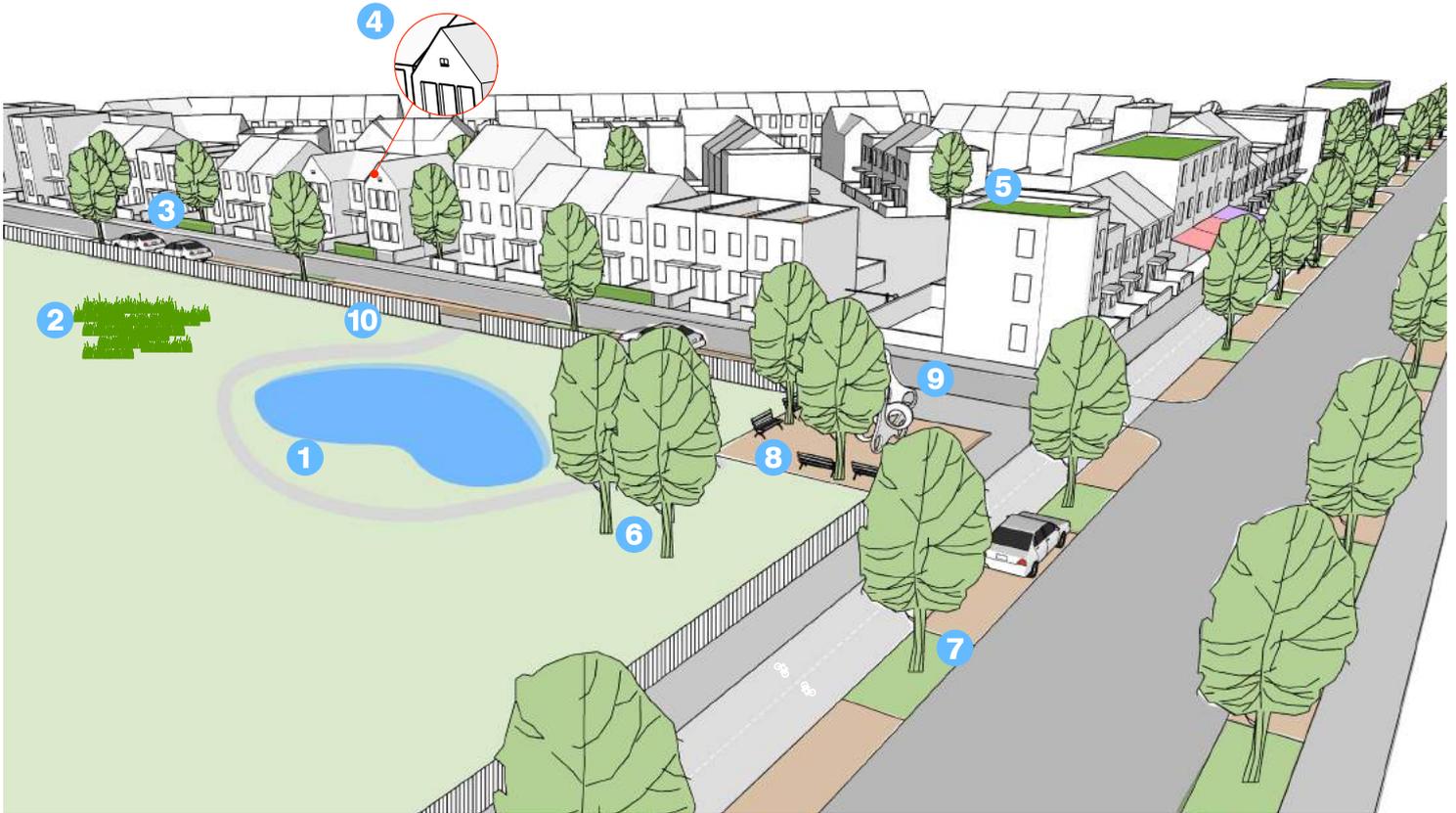


Materials and Details

The Station Quarter is characterised by high quality resilient materials. Brick is a common wall material alongside stone that often appears on the ground floor when buildings have been extended upwards. Alongside this render is found on historic buildings that pre-date the growth of the area in the late nineteenth century and where there have been multiple adaptations. Where stone is used as a wall material this is coursed. Roofs are typically slate and occasionally tiled.



Green Infrastructure and Public Space



- 1** Incorporate SuDS into public spaces and ensure natural surveillance
- 2** Create natural areas and habitats and link these together
- 3** Use boundaries and planting to create habitats in gardens
- 4** Incorporate habitats into the built fabric such as bird and bat roosts
- 5** Use green roofs wherever possible and always on flat roofs
- 6** Plant trees in clusters
- 7** Create bioswales to manage surface water run-off
- 8** Ensure that there is adequate seating at regular intervals
- 9** Use public art and landmarks to assist orientation and wayfinding
- 10** Use an appropriate boundary to and entrances to define public spaces

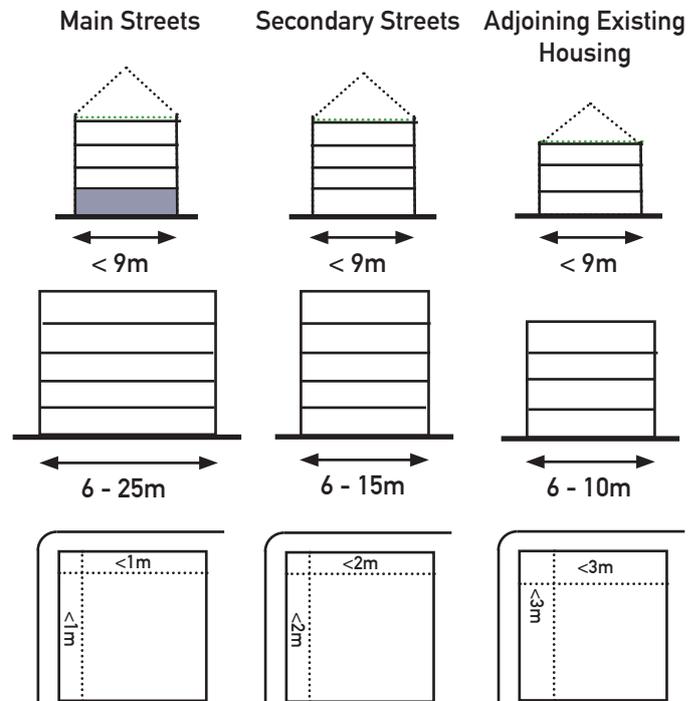
General Place Making Principles



- 1** Turn corners with a specific building type to retain a strong frontage
- 2** Consider mixed use and flexible ground floors on main streets
- 3** Provide visitor cycle parking for local services
- 4** Create roof gardens where space is limited on the ground
- 5** Where rear parking courts are created these should be gated
- 6** Non allocated visitor and resident parking on street
- 7** Provide dedicated cycle lanes on main streets
- 8** Concentrate density and height around local services on main streets
- 9** Preserve and respond positively to the existing street pattern
- 10** Provide a boundary and defensible space for residential use.

Heights and Density

The target density for the Canalside is 80-120 dwellings per hectare. Buildings can extend to four storeys in height, with the possibility of five in exceptional circumstances. Flexible ground floors to allow mixed use in the future should be accommodated on main streets and adjoining watercourses and public spaces. The interface with existing heritage features and buildings should be carefully considered and heights and density should not dominate existing homes.



Building Layout

The predominant form should be connected buildings that cover the whole of the frontage. Occasionally semi-detached houses and larger detached buildings are appropriate, although should be seen as the exception. Residential properties should have an appropriate boundary treatment and a set-back. Exceptions include commercial premises and mixed use schemes. Forecourts should not be used for parking.

1. Heights in accordance with Heights and Density (above)
2. The full width of the plot should be built out.
3. Set backs in accordance with the street hierarchy (except civic and community uses).
4. Roofs less than 30% pitch must be green.
5. Parking to be in accordance with the car parking guidance for the Station Quarter
6. Flexible ground floors on main streets

Street Hierarchy

A clear street hierarchy assists wayfinding and orientation. Connections between the river and canal should be made using the street network with an appropriate character used for both watercourses, reflecting their different contexts. Where no existing infrastructure exists use the cross sections to inform the width, function and character of the street. Specific building types should be used to turn corners on the intersection of main and secondary streets.



Connect the River and Canalside

The canal and river have been historically disconnected by large sites and historic uses, preventing movement and access both to, from and alongside these watercourses. Create streets that also have a green infrastructure role incorporating sustainable drainage, street trees and good pedestrian access. Consider additional river and canal crossings for pedestrians and cyclists where these are limited.



A Place for Everyone

Create places that function well for residents and businesses, whilst also being an asset for Worksoop with great access to other attractions such as the Canch. Facilities such as play and seating should be complemented by commercial opportunities such as cafés, bars and restaurants to serve current and future demand creating a place that has activity throughout the day. Seating should be provided at no more that 400m intervals. Create good natural surveillance over public spaces.



Make Room for Nature

Every surface can provide opportunities for nature whether this be in the form of walls and roofs or the management of surface water. Connect the river and canal with green corridors for wildlife incorporating trees, grasslands SUDs and rain gardens. Green walls should be a feature of riverside and canalside buildings as a minimum and roofs with a pitch less than 30 degrees should be green.



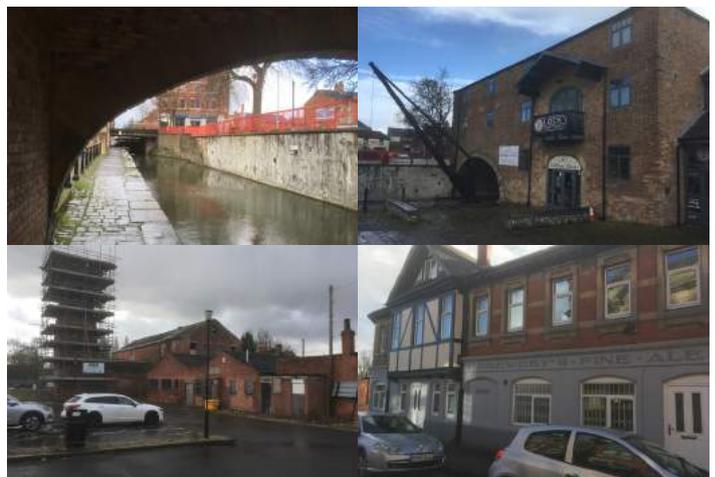
Character and Distinctiveness

The Canalside has a number of high quality historic buildings that should form the basis for traditional built forms. Contemporary architecture is encouraged however, particularly when the design assists in achieving high levels of energy efficiency, improved performance and reduces greenhouse gas emissions in construction and use. Landmarks as identified in the Town Centre DPD Policy should be protected and enhanced and their views and setting is a key consideration.



Materials and Details

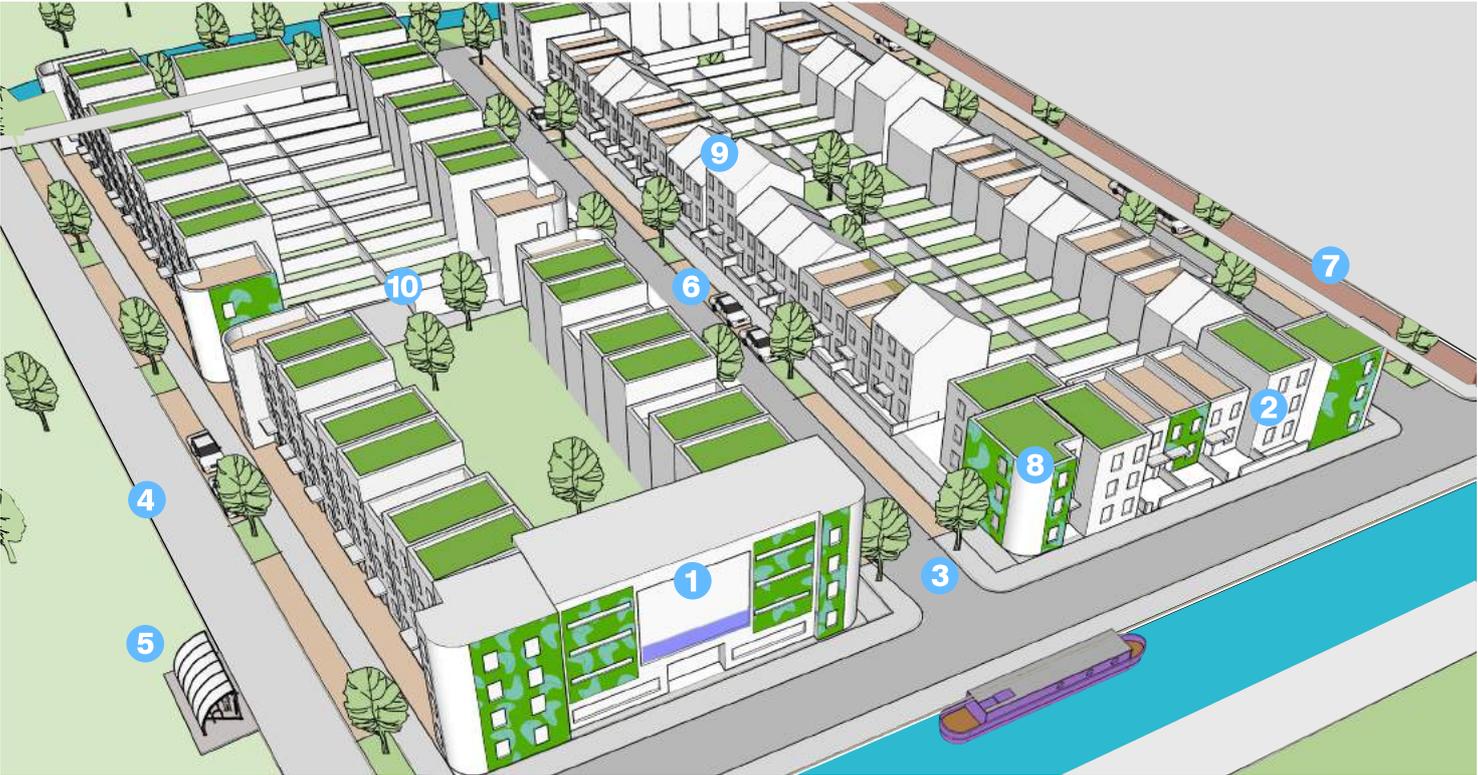
The Canalside is characterised by high quality resilient materials. Brick is a common wall material alongside stone that often appears on the ground floor when buildings have been extended upwards. Alongside this render is found on historic buildings that pre-date the growth of the area in the late nineteenth century and where there have been multiple adaptations. Where stone is used as a wall material this is coursed. Roofs are typically slate and occasionally tiled.



Green Infrastructure and Public Space



General Place Making Principles



- 1** Cluster commercial and mixed use adjoining industrial uses
- 2** Create a strong frontage overlooking the canal and riverside
- 3** Connect the canal and riverside with streets to assist wayfinding
- 4** Used shared street surfaces adjoining green spaces
- 5** Provide cycle parking and hire facilities
- 6** Integrate residents and visitor parking into the streetscape
- 7** Retain existing historic features and boundary treatments
- 8** Turn corners with feature buildings to assist legibility
- 9** Include a variety of building types and rooflines
- 10** Accomodate car parking in basements or under podium levels

Heights and Density

The target density for the Lower Town is 80-100 dwellings per hectare. Buildings can extend to four storeys in height, with a break or eaves line at the third storey. Flexible ground floors to allow mixed use in the future should be accommodated on main streets and adjoining watercourses and public spaces. The interface with existing heritage features and buildings should be carefully considered and heights and density should not dominate existing homes.

Building Layout

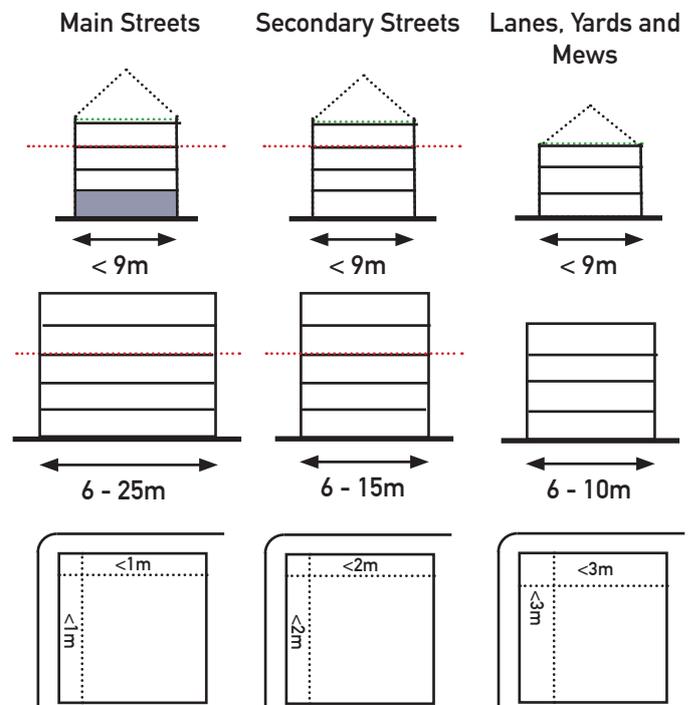
The predominant form should be connected buildings that cover the whole of the frontage. Larger detached buildings are appropriate, although should be seen as the exception and should be reserved for civic, institutional and public buildings. Residential properties should have an appropriate boundary treatment and a set-back. Exceptions include commercial premises and mixed use schemes. Forecourts should not be used for parking.

Street Hierarchy

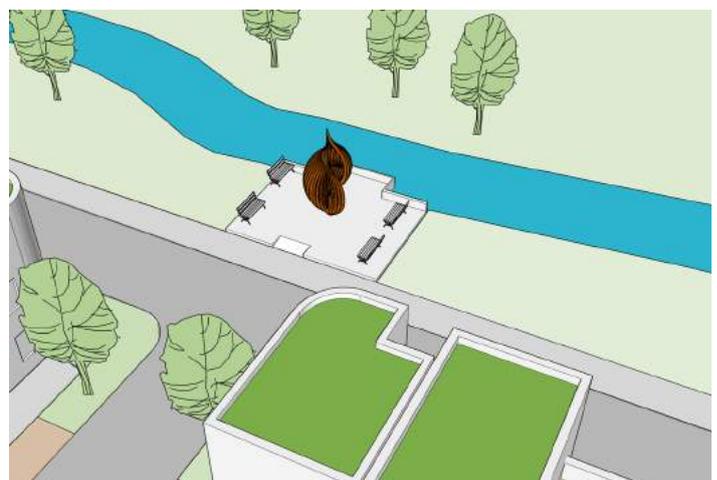
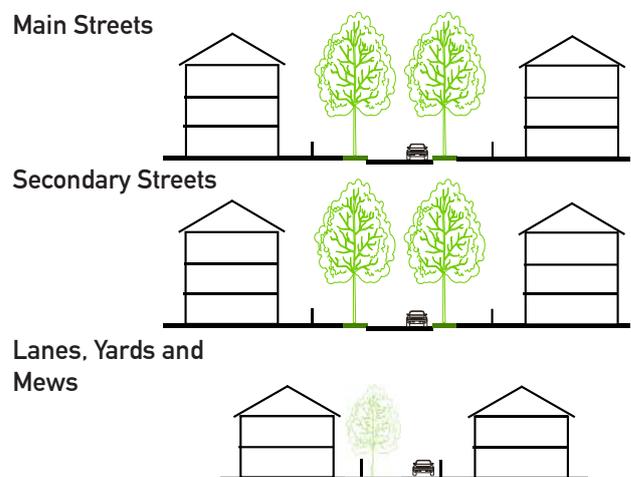
A clear street hierarchy assists wayfinding and orientation. Connections to the river should be made and the watercourse revealed and restored through redevelopment. New crossing points and access to the river should coincide with the street hierarchy. Where no existing infrastructure exists use the cross sections to inform the width, function and character of the street. Specific building types should be used to turn corners on the intersection of main and secondary streets.

Focal Points and Landmarks

Include landmarks to assist orientation and wayfinding reinforcing the street hierarchy and creating places to sit and spend time close to nature. Create opportunities to observe the river and accessible facilities for all. Use sculpture and public art to reveal the story of the Town and the natural heritage of the riverside.



1. Heights in accordance with Heights and Density (above)
2. The full width of the plot should be built out.
3. Set backs in accordance with the street hierarchy (except civic and community uses).
4. Roofs less than 30% pitch must be green.
5. Parking to be in accordance with the car parking guidance for the Lower Town
6. Flexible ground floors on main streets



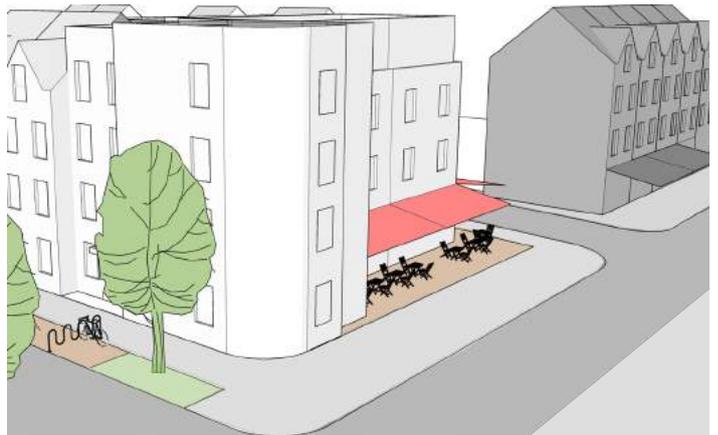
Density Close to the Core

Concentrate taller buildings and higher density development close the retail and leisure core of the Town Centre. Where buildings exceed three storeys include an eaves line or visual break between the lower and upper storeys. Use taller buildings and their form to reinforce the street hierarchy. Roofline accommodation can include dormers as a continuation of the wall material, penthouses and covered roof terraces.



Mixed Uses Near the Centre

Design in mixed uses close to the retail and leisure core including flexible ground floors to allow for changes in the future. Try to facilitate uses that serve both the Town Centre and the local community and try to cluster these with adjoining retail and leisure frontages. On the riverside also consider mixed uses such as cafés, restaurants and hospitality alongside residential and commercial development.



Character and Distinctiveness

The Lower Town has a number of high quality historic buildings that should form the basis for traditional built forms. Contemporary architecture is encouraged however, particularly when the design assists in achieving high levels of energy efficiency, improved performance and reduces greenhouse gas emissions in construction and use. Landmarks as identified in the Town Centre DPD Policy should be protected and enhanced and their views and setting is a key consideration.



Materials and Details

The Lower Town is characterised by high quality resilient materials. Brick is a common wall material alongside stone that often appears on important buildings or used for details and decoration. Where stone is used as a wall material this is coursed and dressed. Roofs are typically slate and occasionally tiled. Green roofs can be easily accommodated behind a parapet in historic settings and green walls are encouraged close to the River Ryton as it passes through the area.



Green Infrastructure and Public Space



- 1** Reveal and restore the River Ryton
- 2** Create focal points and landmarks to assist wayfinding and orientation
- 3** Improve pedestrian and cycle access along the riverside
- 4** Increase accessibility and visibility of the river corridor
- 5** Provide seating at regular intervals
- 6** Flat roofs should be green wherever possible
- 7** Green walls on the riverside frontage to improve habitat opportunities
- 8** Restore existing streets where new development interfaces
- 9** Design in street trees, bioswales and permeable surfaces
- 10** Activate the riverside with mixed uses such as leisure and hospitality

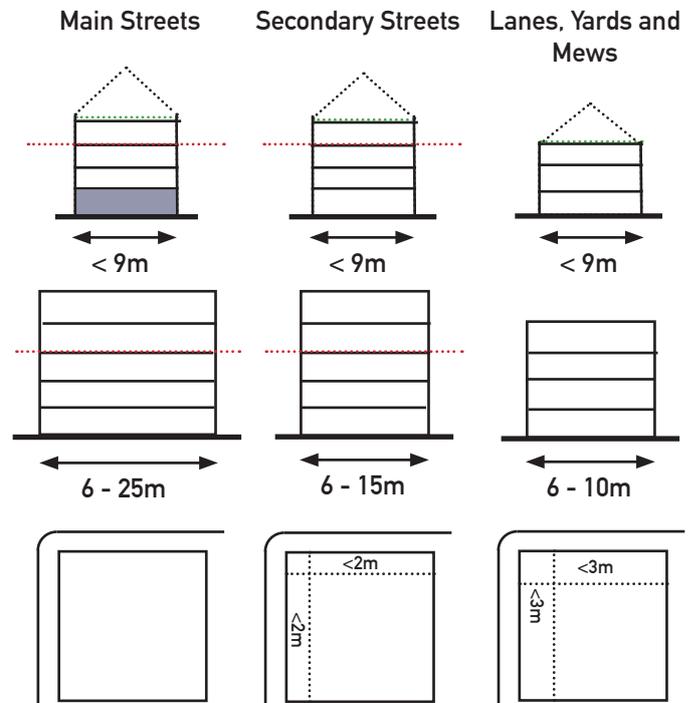
General Place Making Principles



- 1** Continue active frontage close to existing shops and services
- 2** Create opportunities for businesses to serve the local community and town
- 3** Reinforce the street hierarchy on main streets using corner buildings
- 4** Cluster heights and density close to the main frontages and town centre
- 5** Reduced scale on yards and lanes
- 6** Use undercroft parking and create podium level gardens
- 7** Provide roof terraces where space is at a premium for gardens
- 8** Reduce heights when interfacing with existing housing
- 9** Provide on-street parking for residents alongside other choices
- 10** Provide connections to the riverside

Heights and Density

The target density for the Upper Town is 100-120 dwellings per hectare. Buildings can extend to four storeys in height, with a break or eaves line at the third storey. Flexible ground floors to allow mixed use in the future should be accommodated on main streets and adjoining public spaces. The interface with existing heritage features and buildings should be carefully considered and heights and density should not dominate existing homes.



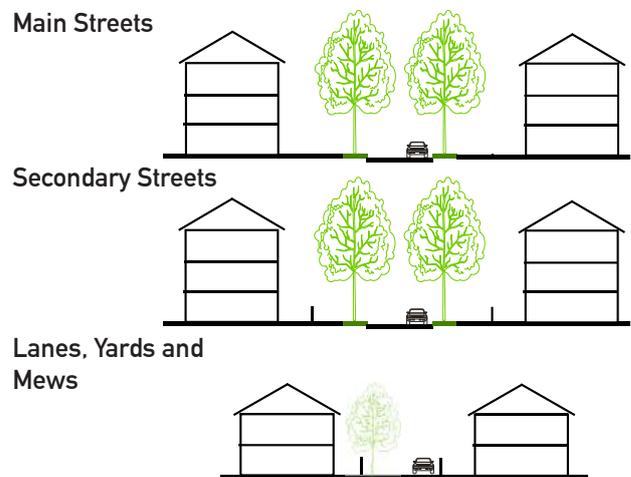
Building Layout

The predominant form should be connected buildings that cover the whole of the frontage. Larger detached buildings are appropriate, although should be seen as the exception and should be reserved for civic, institutional and public buildings. Residential properties should have an appropriate boundary treatment and a set-back. Exceptions include commercial premises and mixed use schemes. Forecourts should not be used for parking.

1. Heights in accordance with Heights and Density (above)
2. The full width of the plot should be built out.
3. Set backs in accordance with the street hierarchy (except civic and community uses).
4. Roofs less than 30% pitch must be green.
5. Parking to be in accordance with the car parking guidance for the Upper Town
6. Flexible ground floors on main streets

Street Hierarchy

A clear street hierarchy assists wayfinding and orientation. Connections to The Canch should be made via the street network and through the redevelopment of the yards off Bridge Street. Where no existing infrastructure exists use the cross sections to inform the width, function and character of the street. Specific building types should be used to turn corners on the intersection of main and secondary streets. The street hierarchy is damaged in places, and this should be restored.



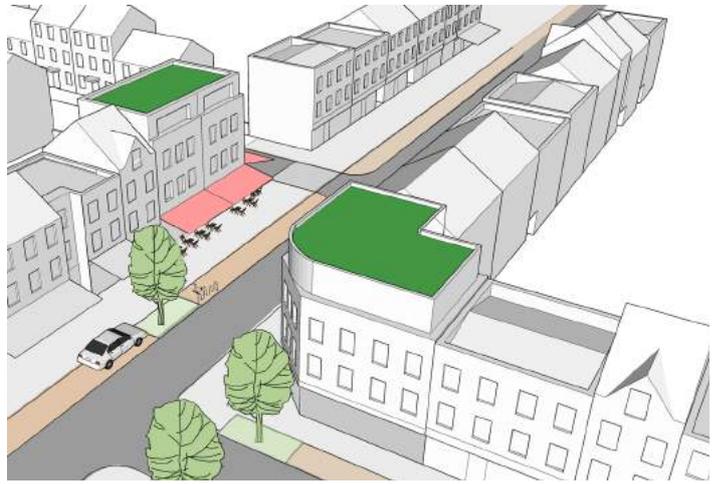
Make Connections

Through the redevelopment of sites to the rear of the main frontages and making use of the yard structure of the main streets make connections to the historic street network creating permeability and circular routes. Ensure that natural surveillance is maintained with frontages to the public spaces created. Where space is tight plan for parking in existing car parks close by and if courts are created these should be secure. Use roof terraces to create outdoor space in necessary.



Turn Corners in the Right Way

Reinforce the street hierarchy with corner buildings that signify the main routes and paths and create more private secondary streets. Where there is a junction of two main streets use heights and detailing to smoothly turn the corner and create interest and a landmark. Where a secondary street meets a main street turn the corner more subtly with perhaps a use that meets the needs of the town centre and the local community who may access the Town Centre via this route.



Create Spaces for Everyone

Ensure that new and existing public spaces are activated with ground floor uses such as cafés and restaurants, preferably with a direct connection on at least one side. Elsewhere, create focal points and interesting experiences that satisfy the senses through sound, smell and visual delight and ensure that all spaces are wheelchair friendly. Lighting should be used to make everyone feel safe and is an opportunity to create a memorable environment with a playful feel.



Character and Distinctiveness

The Upper Town has a number of high quality historic buildings that should form the basis for traditional built forms. Contemporary architecture is encouraged however, particularly when the design assists in achieving high levels of energy efficiency, improved performance and reduces greenhouse gas emissions in construction and use. Landmarks as identified in the Town Centre DPD Policy should be protected and enhanced and their views and setting is a key consideration.

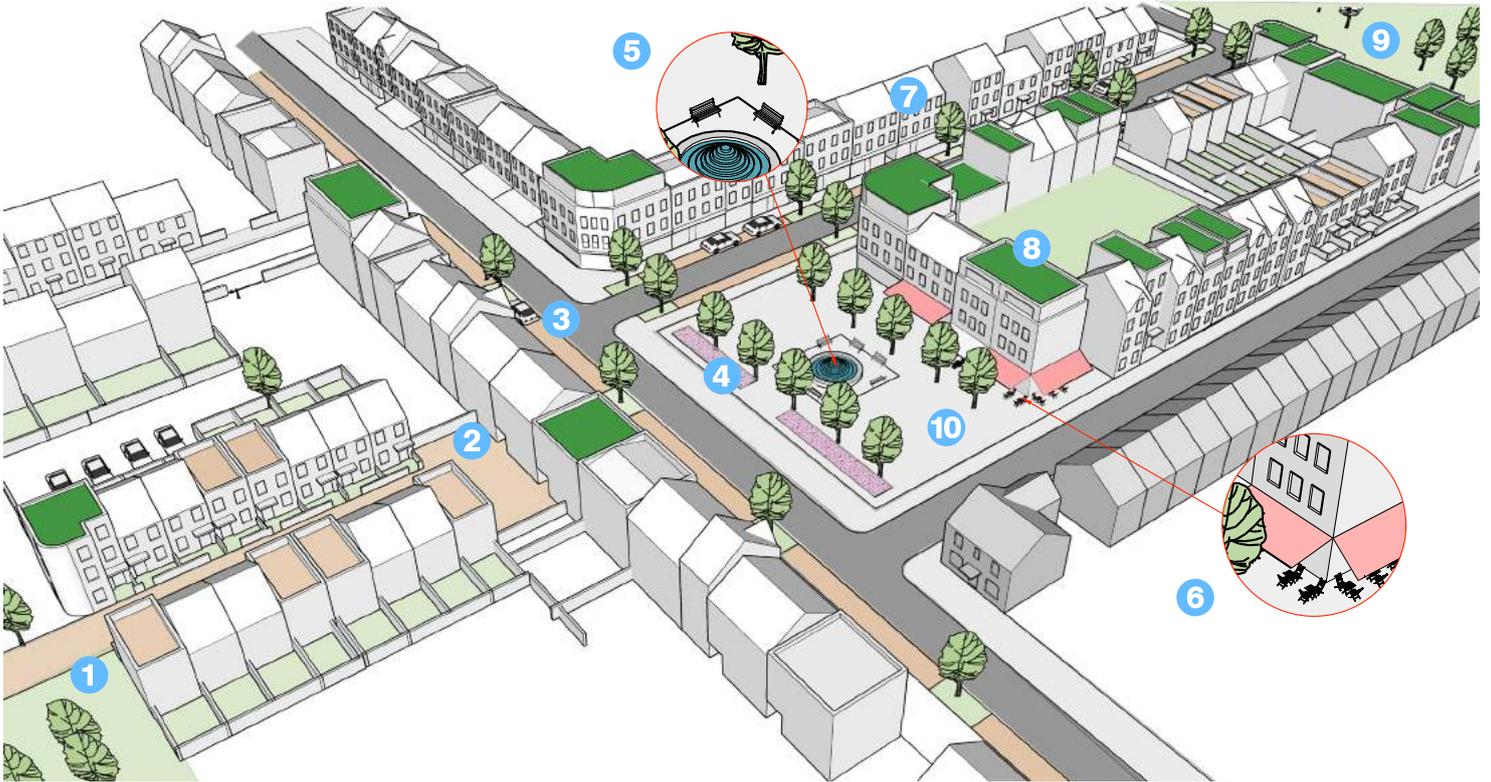


Materials and Details

The Upper Town is characterised by high quality resilient materials. Brick is a common wall material alongside stone that often appears on important buildings or used for details and decoration. Where stone is used as a wall material this is coursed and dressed. Roofs are typically slate and occasionally tiled. Green roofs can be easily accommodated behind a parapet in historic settings and green walls are encouraged close to parks and greenspaces..

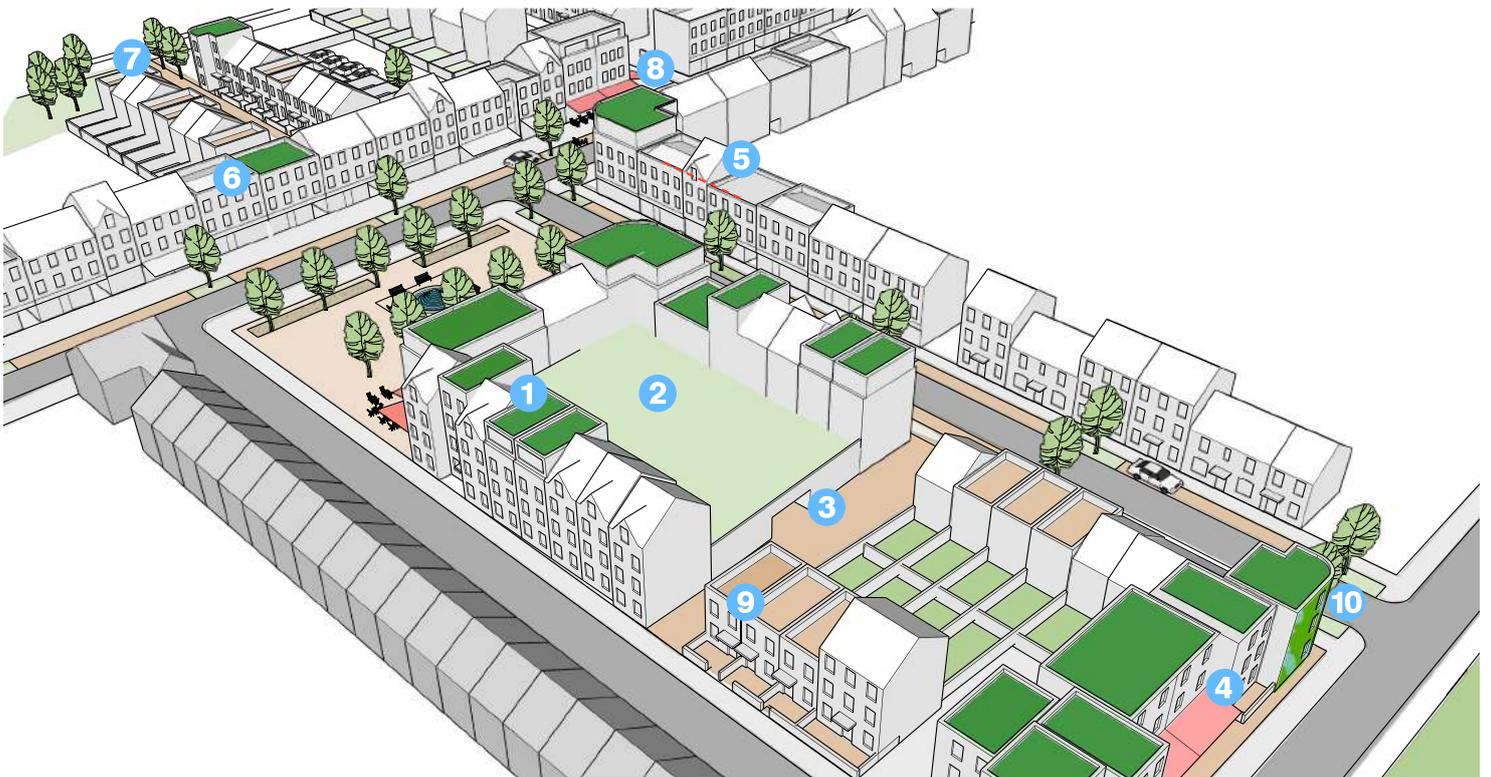


Green Infrastructure and Public Space



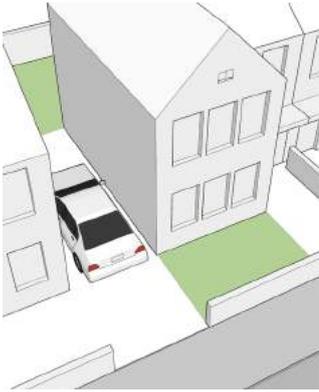
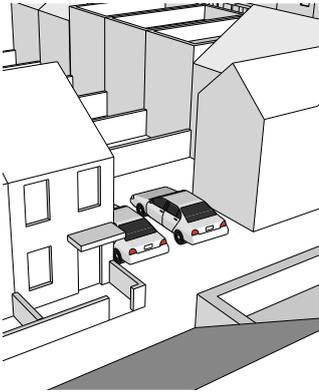
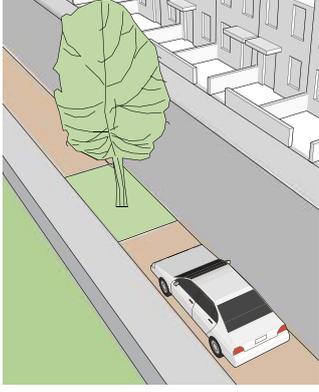
- 1** Retain green infrastructure behind the main frontages
- 2** Combine yards to create spaces with good natural surveillance
- 3** Integrate short-stay car parking with sustainable drainage and street trees
- 4** Create biodiverse grassland and use pollinator friendly planting
- 5** Create focal points and landmarks
- 6** Provide at least one directly accessed active frontage to squares
- 7** Connect to parks and greenspace with street trees
- 8** Use green roofs where the pitch is less than 30 degrees
- 9** Create active frontages and mixed uses adjacent to parks and greenspaces
- 10** Ensure that public spaces are accessible for all

General Place Making Principles

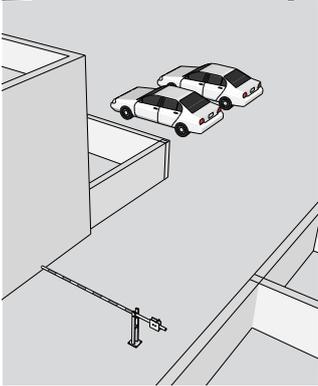
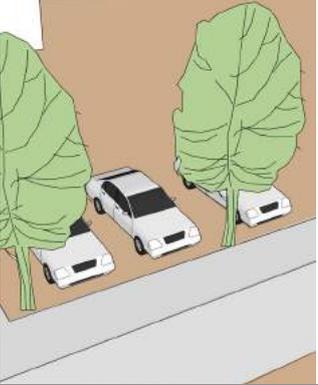
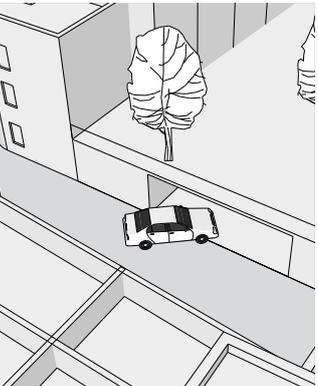


- 1** Concentrate heights and density close to the retail and leisure core
- 2** Use podium levels for public, shared or private outdoor space
- 3** Accommodate car parking in basements or undercrofts
- 4** Consider mixed use development adjacent to parks and green space
- 5** Observe an eaves line or break at the third storey
- 6** Retrofitted or new green roofs behind a parapet if required
- 7** Increased density and connectivity on rear plots
- 8** Reinforce the street hierarchy with an appropriate corner detail
- 9** Reduce heights and density away from the core
- 10** Integrate green walls close to parks and open spaces

Car Parking Guidance

				Station Quarter	Canalside	Lower Town	Upper Town
Format	Advantages	Disadvantages	Recommendations				
On Plot (Side) 	Suitable for a limited number of house types.	Tandem parking may cause problems with stacking.	Screen parking with landscaping and boundaries.	✓	✗	✗	✗
On Plot (Rear) 	Provides an off-street solution that is allocated to a specific property.	There may be poor natural surveillance and the garden space is compromised.	The provision of a gate for security is recommended.	✓	✗	✗	✗
On Street 	Flexible solution that can provide parking for other daytime uses. Integrated into the public realm cars are less dominant in the street scene.	As the parking is unallocated it is not guaranteed that a space will be available or convenient.	Allow for drop off and loading bays close to homes for short-stay use.	✓	✓	✗	✓

Car Parking Guidance

				Station Quarter	Canalside	Lower Town	Upper Town
<p>Parking Courts</p> 	<p>Allow for street frontages not dominated by cars.</p>	<p>Lack of natural surveillance can cause problems with security.</p>	<p>Parking courts should have restricted access for residents.</p>	✓	✗	✗	✗
<p>Surface Car Parks</p> 	<p>Can provide parking throughout the day for mixed use areas.</p>	<p>Lack of natural surveillance can cause problems with security.</p>	<p>Permits can be provided for residents.</p>	✓	✓	✗	✗
<p>Undercroft / MSCP</p> 	<p>Takes parked cars out of the street scene.</p>	<p>Lack of natural surveillance can cause problems with security.</p>	<p>Ensure that access is managed and security measures are in place.</p>	✓	✓	✓	✓