

# Worksop Town Centre DPD

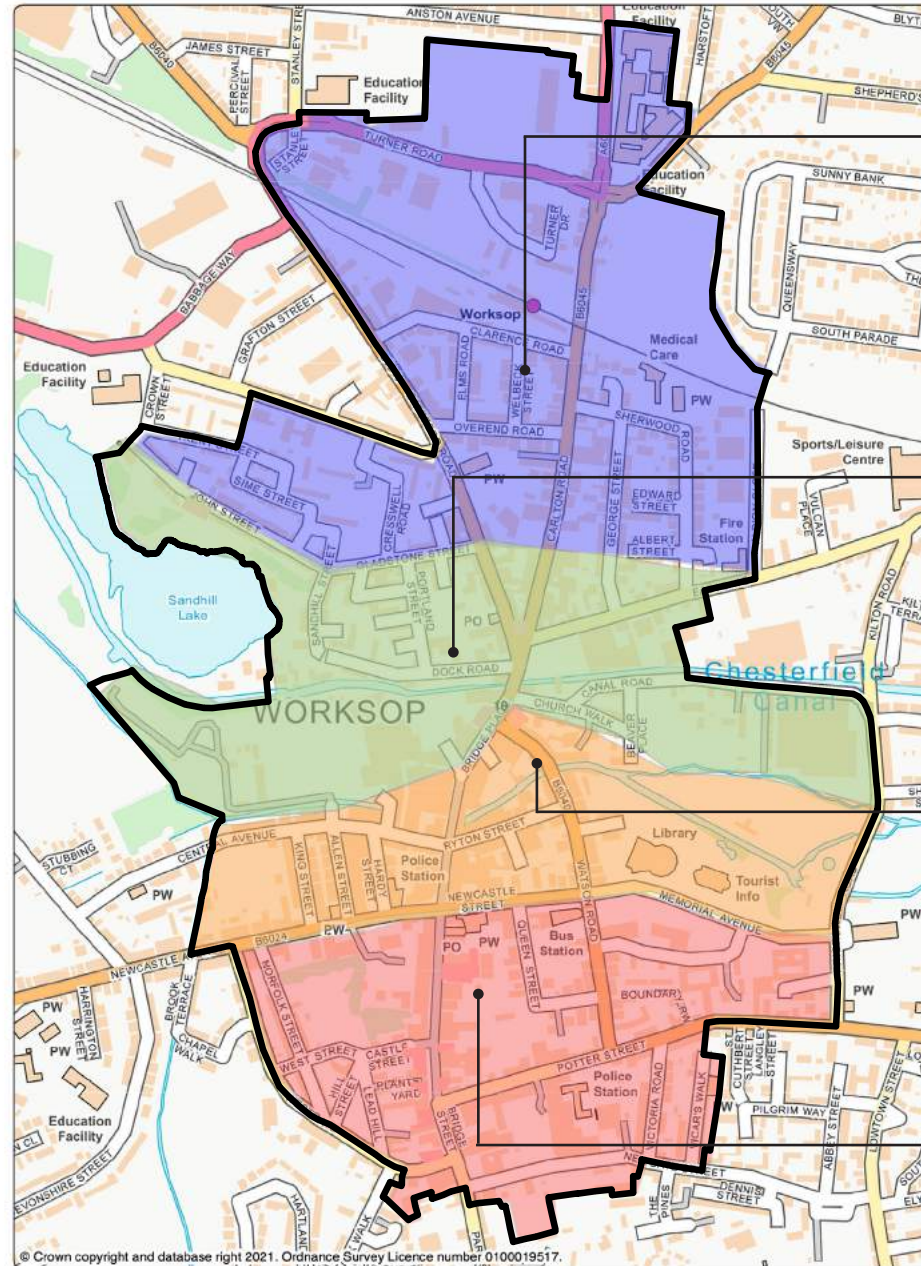
## Design Code Evidence Base

# Introduction

This document provides the evidence base for the development of a Design Code to support the site allocations within the Worksop Town Centre Development Plan Document (DPD). This DPD forms part of the Local Plan for Bassetlaw and the Design Code is an important means of securing an appropriate form of development for each of the sites, reflecting local character and distinctiveness whilst also delivering high quality design outcomes across a wide range of criteria.

This document is not a substitute for any adopted Conservation Area Character Appraisals and should be read alongside these. The evidence base provided is targeted on the need to develop the Design Code, which will be form-based and suitable for a wide range of development types, subject to site and contextual analysis.

The Town Centre DPD area has been split into four major character areas, reflecting the context and in response to the features in the area, capacity for change and historic development.



Station Quarter



Canalside



Lower Town



Upper Town





# Station Quarter



# Station Quarter

## Landscape

As the landscape rises out of the river valley the topography becomes more pronounced with roads and streets crossing contours and where this is pronounced there are a number of 'stepped' forms that outline the landforms below. There are sporadic areas of predominantly unplanned greenspace and habitats with little in the way of parks, gardens and public spaces.



Station approach along Clarence Road, the topography is accommodated within each building.

The streetscape is dominated by tarmac surfaces, with little or no evidence of historic paving materials. Buildings can be found directly to the rear of the pavement, with residential properties often having a wall, hedge or railings as a boundary treatment. There are no formal street trees although the street scene includes trees in gardens and occasional undeveloped spaces.



Substantial villas with front gardens and boundary walls.

## Space and Movement

The area is dominated by Gateford Road and Carlton road with a number of secondary routes. Worksop Station is a key point of arrival with a substantial forecourt and yards. The street hierarchy often defines the scale of the buildings alongside, reinforcing this pattern. Green spaces are often informal with some crossing routes and paths, however these are to the rear of the frontages often.

## Grain and Density

There are large areas of higher density terraces interspersed with more substantial villas in large plots. The traditional street pattern defines the character of the area. The density is around 80dph on average.



The street hierarchy comprising of primary and secondary streets, note the greenspaces that are often to the rear of frontages and hidden. (Source: Google Maps).

Mid twentieth century development at Sandy Lane erodes the traditional street pattern that has been lost over time.



Typical terraced street form with low wall boundaries



# Station Quarter

## Past and Current Uses

The area has developed around the Station in the latter half of the nineteenth century both as an extension to Worksop and also through the development of a railway suburb with some fine houses alongside a range of industrial and manufacturing uses. These have been lost over time in many cases and in residential areas there is little evidence of these former uses. The area is mixed with a range of commercial uses on the main streets. There is a cluster of hotels and pubs, operating and closed, close to the Station.

## Heights and Skyline

Buildings are generally two to three storeys in height. Some of the two storey buildings are substantial in scale where they have been commercial or municipal in character. Chimneys are a common



Three storey limit, although floor to ceiling heights have resulted in a substantial building.



Terraced form interspersed with a gable denoting a change in building type, in this case a chapel. Note also the use of a hipped roof at the end of a terrace.

feature breaking the skyline. Buildings often cross the topography resulting in a stepped roof line. The Church of St John the Evangelist is a major feature in the skyline, and is a visible landmark from many directions.

## Massing and Roofscape

Simple gable forms are common interspersed with the occasional exposed gable and decorative parapets. Changes in roofline often signify a difference in building type or hierarchy set against the predominant patterns of the eaves line facing the street. Hipped roofs can be occasionally seen on the ends of streets or in detached buildings.

## Materials

Brick is a common wall material alongside stone that often appears on the ground floor when buildings



Brick as a common wall material in buildings, not the role of stone as a boundary treatment that often also appears on the ground floor in historic 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.



Dressed and coursed stone - Worksop Station.

# Station Quarter

## Details

Window proportions are generally vertical in proportion with a suitable header and footer detail. These can range from a lintel, often gently arched, or soldier courses. Civic and public buildings often have a high level of decorative detailing, reinforcing the building hierarchy.

Doorways are often decorative features, with a very limited use of projecting porches or canopies.



Former municipal building on the southern edge of the area with stone detailing.

## Additional Observations

The Church of St John is a significant landmark on the skyline with view points throughout the area. Buildings on Carlton and Gateford Road are often finely detailed and contrast with the modest and consistent forms found on the secondary streets.



Formally planned housing to the north of the area.

Around the station there are some high quality homes with a formal and planned relationship to the street providing 'gateway features'. There are relics of former small scale industrial units and workshops uses alongside residential uses.



The Church of St. John from Worksoop Town Centre - note adjacent three storey development.

## Detractive Features

Sandy Lane has been partially remodelled with a poor relationship to the streets, spaces and historic buildings nearby. The massing of the buildings, with little or no change in roofline creates a monolithic impression.



Sandy Lane, the massing, materials and layout are detractive features.

Where greenspaces exist these are poorly maintained and lack purpose. Informal greenspaces are often hidden and behind frontages.

There are a number of poor quality buildings or historic buildings that have been unsympathetically adapted over time, harming the character and appearance of the area. Where boundaries have been lost forecourt car parking harms the street scene. Overall the environment is dominated by the highway, with little mitigation in terms of planting, trees and landscaping.



# Station Quarter



Greenspace with poor natural surveillance

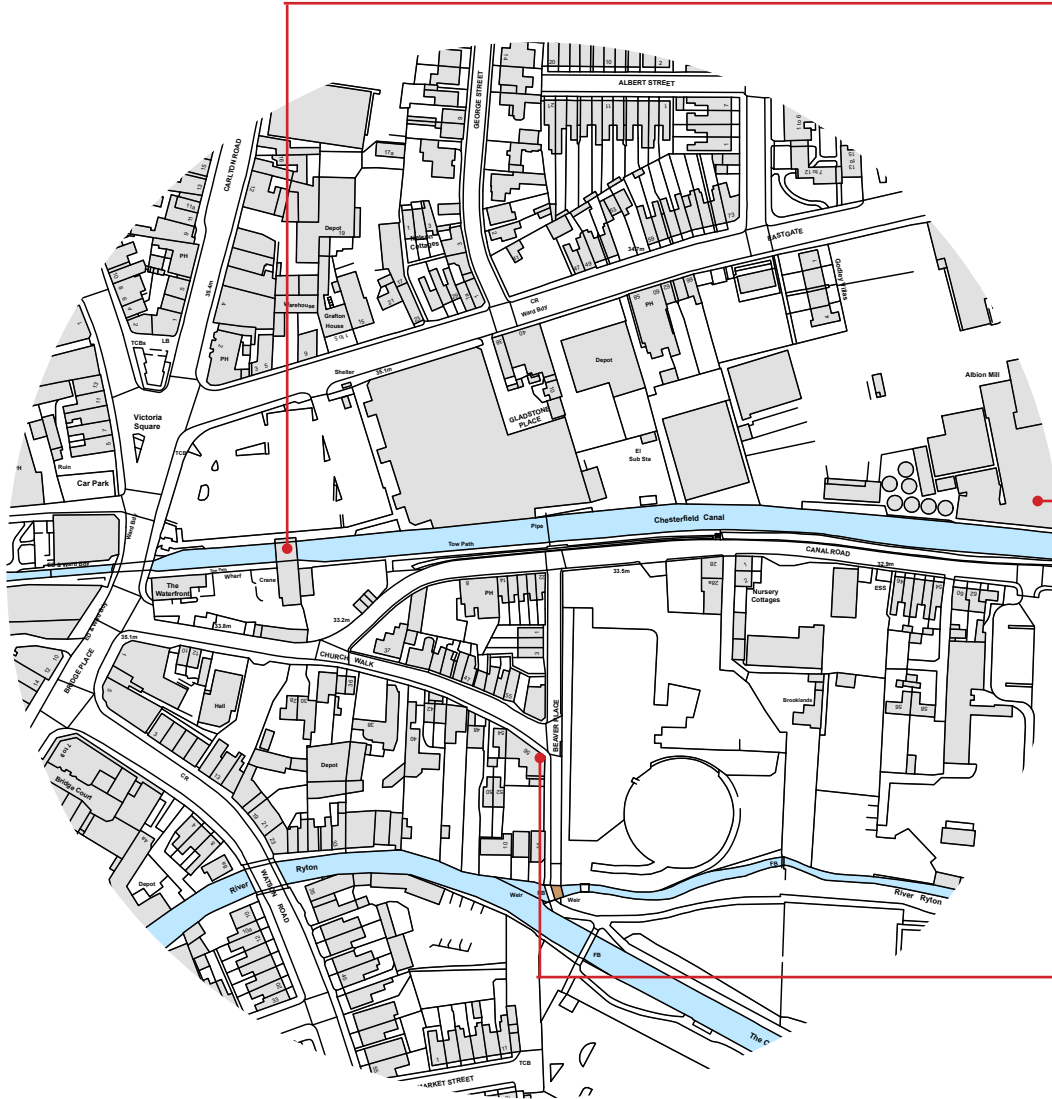
## Capacity for Change

There are a range of undeveloped sites and redundant buildings that could be re-purposed. Some of the uses in the area are becoming marginal or could be in a better location, freeing up sites for redevelopment.

New development should seek to:

- Restore the historic street patterns
- Protect views of the Church of St John
- Protect and enhance the natural assets in the area
- Improve the existing parks and open spaces
- Create new public spaces and parks
- Be of an appropriate density that matches that of the surrounding area, reflecting the accessible location (2-3 storey)
- Provide a mix of uses on the main streets

# Canalside





# Canalside

## Landscape

The Chesterfield Canal is in the valley of the River Ryton. The river has been heavily modified and the Canal is a fully engineered channel at this point. The canal provides some habitat opportunities within the Town Centre but in the main the banks are dominated by the tow path and adjoining structures. The character of the canal through Worksop is semi-industrial.



View of the Chesterfield Canal from the Town Centre

The streetscape is dominated by tarmac surfaces, with little or no evidence of historic paving materials. There are a number of landscape features directly adjoining the canal serving the functional needs of locks, the tow-path and moorings. Within these there are a number of historic surfaces and artefacts that contribute to the character and appearance of the area. Crossings over the canal are generally constrained and low in height for tow-path users..



Historic lock under a road crossing

## Space and Movement

There are some informal greenspaces, banks and verges alongside the Canal with a limited number of places to sit. The tow-path provides east-west movement below grade, the canal being crossed at Bridge Place. Access is limited due to the dense structure of the Town Centre and later phases of development.

## Grain and Density

There are a wide range of plot sizes, in what is a mixed used area where housing lies alongside industrial uses and former warehouses and canal related activities. Where housing exists this is typically high density terraces in isolated pockets with some later modern developments achieving a similar density through taller forms, interspersed with green spaces (Sandhill Estate). Forms suggest a possible



The Canal passing through the Town Centre with the main crossing point at Bridge Place. The tow-path forms part of the National Cycle Network (Google Maps)

density of around 80-120 dph depending on the height of the buildings.



Tow path leading to Town Centre running parallel to the road, typical terraced housing to the left

# Canalside

## Past and Current Uses

There are number of historic and current canal related uses in the area. Whitworths flour mill is still in operation with a substantial building adjoining the canal and showing evidence of grain arriving via the canal. Town Centre uses such as retail and leisure adjoin the canal where it passes through with residential properties on the periphery.

## Heights and Skyline

Buildings are generally two to three storeys in height. Whitworths flour mill is distinctive in being 5-6 storeys in height. Elsewhere substantial two storey buildings exist, some with corner turning details providing additional height and emphasis. In addition to Whitworths mill the tower of the former fire station at the creative village is one of the few features in the skyline.



Whitworths flour mill extending to around 6 storeys in height dominates the skyline



Substantial three storey building with canalside features extending over the water.

## Massing and Roofscape

Building forms are typically simple, with most presenting the eaves to street. A notable exception is Whitworths mill that presents a bold parapet gable to the canalside. Overall housing is in terraces with a range of detached substantial buildings set in their own grounds. Hipped roofs are a feature of detached buildings.

## Materials

Brick is the predominant wall material in buildings. Different phases of development are revealed from the use of stone either as the wall material or boundary treatment. Slate is commonly used as a roofing material. Industrial buildings may feature metal cladding although this is utilitarian in nature and is often unattractive. Rendered buildings are rare



Mixed materials revealing phases of development.

with the occasional painted brick building occasionally found alongside the canal.



Historic stone building - early phase of development with the less common use of a tile roof.



# Canalside

## Details

Window proportions are generally vertical in proportion with a suitable header and footer detail. These can range from a lintel, often gently arched, or soldier courses. Civic and public buildings often have a high level of decorative detailing, reinforcing the building hierarchy.

Doorways are often decorative features, with a very limited use of projecting porches or canopies.



Former Gas Offices with stone details and a feature corner

## Additional Observations

The Creative Village forms a distinctive destination within the Canalside area with a distinctive character based around a courtyard. Elsewhere there are a number of vacant and underused sites that could provide opportunities to develop a distinctive



Street character close to former gasworks

character area. Features such as the gasworks wall provide clues to the historic development of the area and these should be incorporated into new development. Sites such as the gasworks are now habitats and suitable mitigation of this loss will need to be considered.



Former Fisherman's Arms

## Detractive Features

The Matalan site relates poorly to the Canal with no active frontage and an unsympathetic boundary treatment that separates the car park from the waterside.



Matalan adjacent to the Canal

Where greenspaces exist these are poorly maintained and often lack purpose. Currently a lack of natural surveillance leads to anti-social behaviour and makes the area unattractive.

There are a number of poor quality buildings adjacent to the canal that detract from what is an attractive environment. There are some noise and disturbance issues relating to the flour mill that need to be considered when planning for the future of the area. Empty and underused sites are common, adding to poor perceptions of the area, that has a lot of character and potential.

# Canalside



Greenspace with poor natural surveillance

## Capacity for Change

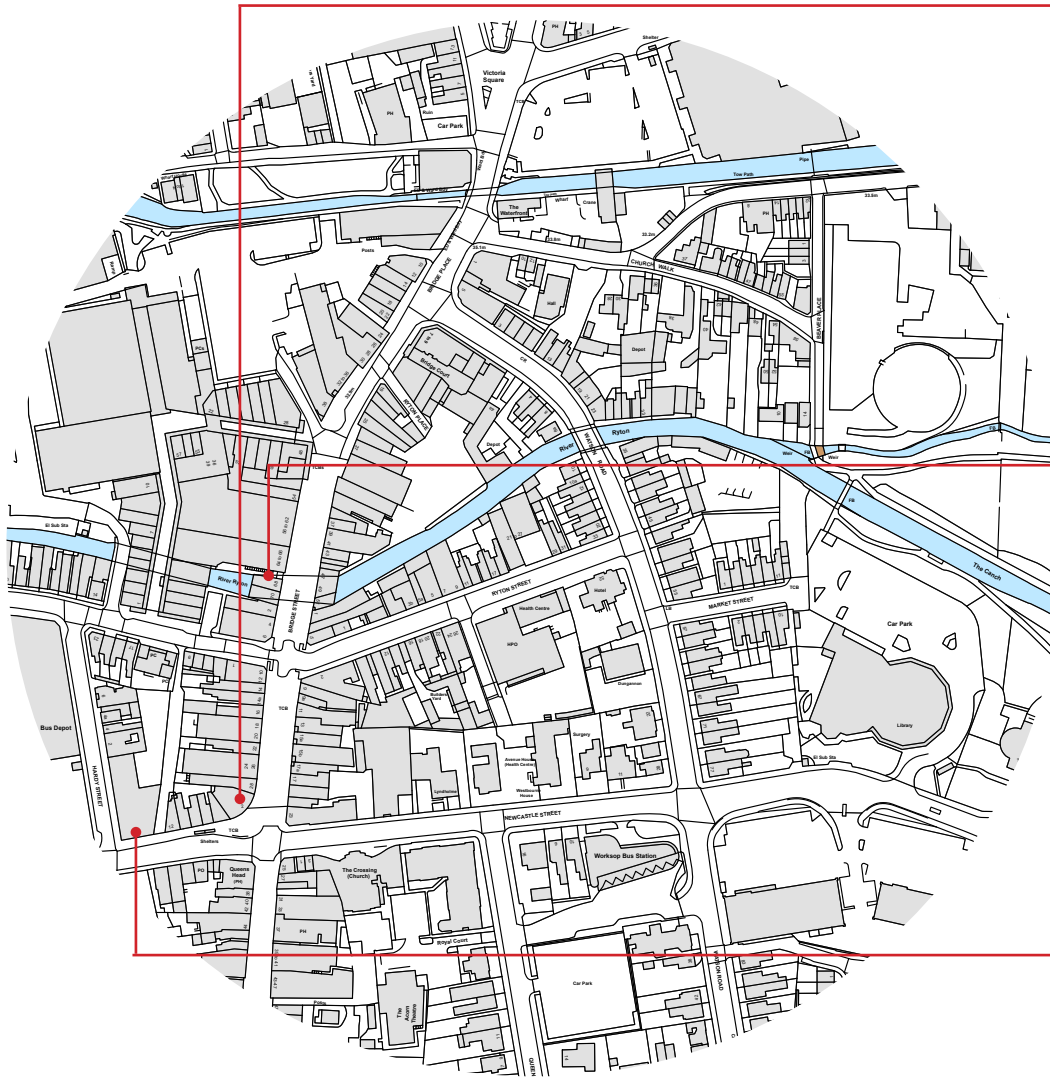
There are a wide range of development opportunities in the area.

New development should seek to:

- Re-establish activity to the waterside
- Ensure natural surveillance over public spaces
- Retain existing historic buildings and features that add to the character of the area
- Create new habitats complementary to the waterside environment including green walls and roofs
- Create a sense of place and identity based on the higher quality existing buildings in the area
- Connect the river and canal for people and nature
- Allow for buildings that have an appropriate scale and massing to respond to the industrial and commercial historic context (2-5 storey)
- Provide additional crossing points



# Lower Town



# Lower Town

## Landscape

This area lies in the valley of the River Ryton and, bounded by the Chesterfield Canal to the north, this is a later phase of development of the town than that to the south. In the flood plain of the river, which has been heavily modified, the channel is lost under Bridge Street, that no longer has a bridge, and is culverted. The path of the river can be made out in the paving and the line of the buildings, revealing the former gap.



The path of the River Ryton revealed through the detailing of the buildings on Bridge Street, with later infill development.

The streetscape of Bridge Street is predominantly late twentieth century in character with paviors and setts used to break up the space. There are some heraldic motifs in the streetscape alongside the figurative representation of the path of the river. Elsewhere, tarmac road dominate the floorscape. There are a number of street trees on Bridge Street. There are few natural features and habitats although the Canch has some marginal wild areas.



Public realm and carriageway as part of the one way system

## Space and Movement

Bridge Street is pedestrianised in the main with vehicular traffic on Bridge Place being diverted along Watson Road and through the Priory Centre. The traffic movements and management is illogical in terms of street hierarchy. The Canch is the main green open space in the area, close to the Town Centre.

## Grain and Density

There are a range of plot sizes, in what is a mixed used area where housing lies alongside the retail and commercial uses of the Town Centre. Plot sizes range from smaller burgage width plots to large retail units and the Priory Shopping Centre. The best of the area is characterised by smaller plots that reveal the variety of building types and ages. Terraces predominate as the residential built form with an approximate density of around 80 dph. The historic



The path of the River Ryton through Worksop, main traffic movements and pedestrianised areas.

street pattern, where it remains allows for some permeability and the more historic areas are quite fine grained.



Typical terraced housing in a transitional area between the Town Centre and the edge of centre uses.



# Lower Town

## Past and Current Uses

Much of the development in the area dates from the late nineteenth century, previously to this the area, being in the flood plain, was less developed. The Priory Church and gatehouse survive, although many of the previous layers have now been lost including industry, manufacturing and the canal basin that formerly extended into the area. The area now accommodates a full range of town centre uses.

## Heights and Skyline

Buildings are generally two to three storeys in height with the occasional fourth floor accommodated within the roof. There is generally a good sense of continuity and enclosure on the main streets, although this erodes outside of the central area. There are some corner buildings that accentuate the street hierarchy.



Three and four storey buildings with a corner feature extending into the skyline.



Inappropriate massing with wide plots and corner emphasis not driven by the street hierarchy.

## Massing and Roofscape

Generally connected forms are interspersed by the occasional detached building, although these are rare and often still tightly packed. The roofscape is driven by plot widths and variety within building heights. The general pattern is with the eaves presented to the street, with the occasional parapet and penetrating gable features. There are few vantage points in the area to observe the roofscape on account of the topography.

## Materials

Brick is the predominant wall material in buildings. Stone is occasionally used as a wall material, coursed and dressed in order to emphasise important or grander buildings. Stone details are common within brick buildings, either as decorative feature or to form openings. Rendered buildings can be found, although



Typical brick building - note also this is a rare example of a detached building.

these tend to be modest. There are exceptions to this when a particular style dictates such as art deco. Roof materials are often obscured by a parapet.



Art deco building on the edge of the area.

# Lower Town

## Details

Window proportions are generally vertical in proportion with a suitable header and footer detail. These can range from a lintel, often gently arched, or soldier courses. Civic and public buildings often have a high level of decorative detailing, reinforcing the building hierarchy.

Shopfronts are an important feature adding to the character of the area, although there are many poor quality examples.



Distinctively detailed building with stone banding.

## Additional Observations

The area is generally run down and the public realm is becoming tired. There are pockets of quality historic buildings and frontages that should form the future tone of development. The River Ryton is a key asset that has been lost in the urban environment and the



Confusing street hierarchy

presence of the river would add value. The street hierarchy is confusing on account of the architectural treatment of later development and contemporary traffic management. Vacant and underused sites are found close to the Town Centre, with development potential.



Former bus garage.

## Detractive Features

There are a large number of poor quality shopfronts that extend over multiple plots and the upper floors are often poorly maintained and unoccupied. Overall the public realm degrades quickly away from the Town Centre.



Poor quality shopfronts

The Trader Clock and surrounding area has become the focus of anti-social behaviour and the public realm has become degraded. Overall the sporadic presence of traffic, passing through and by pedestrianised areas disrupts the continuity of the street.

Late twentieth century buildings are often a poor fit with the character of the area with inappropriate massing, materials and detailing, in contrast to the finer grained historic buildings.



# Lower Town



The Lower Town has a significantly degraded public realm that needs investment and improvement.

Poor quality building with a poor connection to the street.

## Capacity for Change

There are a wide range of development opportunities in the area.

New development should seek to:

- Secure improvements to the historic environment
- Replace unsympathetic buildings with those of an appropriate scale, massing and plot size
- Use high quality resilient materials
- Have a maximum height of four storeys, with variety in the height and roof line
- Restore the historic street pattern and urban grain
- Restore the natural function and reveal the River Ryton
- Improve the traffic management of the area and create safe routes for pedestrians and cyclists
- Secure improvements to the existing greenspaces and create more multifunctional green infrastructure

# Upper Town





# Upper Town

## Landscape

The town rises out of the river valley to the south and the topography is crossed with burgage plots in the main, aligned east to west. In general, plots are narrow and building step up the hill in smaller sections with some modification to the ground floor to accommodate the slope, often denoted with a change in material or detailing.



Nature behind the frontages on Bridge Street.

The streetscape of Bridge Street is predominantly late twentieth century in character with paviors and setts used to break up the space. Elsewhere, tarmac roads dominate the floorscape. There are a number of street trees on Bridge Street, although these are not continuous and are sometimes in poor condition. There are significant areas of greenspaces and habitats behind the frontages to the east of Bridge Street and on the site of the former Castle.



Street trees on Bridge Street

## Space and Movement

Bridge Street is pedestrianised in the main with vehicular traffic on Bridge Place being diverted along Westgate. Yards provide pedestrian access to the plots and spaces to the rear of Bridge Street, although some of these have been lost on the east side of the street. The Castle is the main green open space in the area, close to the Town Centre.

## Grain and Density

Plot sizes are regular, typically dense and fine grained. Occasionally single plots have been consolidated to accommodate larger buildings and frontages to Bridge Street. Density is potentially high based on the urban grain, building heights and depths and plots that extend to the rear of the frontages. Whilst the upper floors are not fully utilised an estimated 120+dph would be possible within the forms that currently exist. There are pockets of lower



The path of the River Ryton through Worksop, main traffic movements and pedestrianised areas.

density housing but in general most of the residential areas are terraces with an estimated 80-100 dph.



Fine grain yard structure as a consequence of the development of the historic burgage plots.

# Upper Town

## Past and Current Uses

The area is mainly considered as the Town Centre with a full range of these uses. Bridge Street and the plot structure and the market place relate to the market town origins of Worksop pre-dating the canal and later industrial development. There is a small resident population in the Town Centre, although 'living over the shop' is no longer the pattern of use and ownership.

## Heights and Skyline

Buildings are generally two to four storeys in height with the occasional single storey workshop. There is generally a good sense of continuity and enclosure on the main streets, although this erodes outside of the central area. There are some corner buildings that accentuate the street hierarchy.



Three and four storey buildings of varying heights.



Connected simple forms with chimneys on the skyline and an eaves line presented to the street.

## Massing and Roofscape

Generally connected forms are interspersed by the occasional detached building, although these are rare and often still tightly packed. The roofscape is driven by plot widths and variety within building heights. The general pattern is with the eaves presented to the street, with the occasional parapet and penetrating gable features. Occasionally hipped roofs are a feature on larger buildings.

## Materials

Brick or stone is the predominant wall material in buildings. Stone is usually used as a wall material, coursed and dressed in order to emphasise important or grander buildings. Stone details are common within brick buildings, either as decorative feature or to form openings. Rendered buildings can be found, although these tend to be modest. There are



Distinctive brick building with fine ceramic detailing.

exceptions to this when a particular style dictates such as art deco. Roof materials are often obscured by a parapet. Architectural ceramics are rarely found but where they are used they add significant value.



The hierarchical use of stone on the former Magistrates Court



# Upper Town

## Details

Window proportions are generally vertical in proportion with a suitable header and footer detail. These can range from a lintel, often gently arched, or soldier courses. Civic and public buildings often have a high level of decorative detailing, reinforcing the building hierarchy.

Shopfronts are an important feature adding to the character of the area, although there are some poor quality examples that extend over multiple plots.



Distinctive recessed entrance feature.

## Additional Observations

To the south of the Town Centre there are a number of substantial, high quality townhouses that are either in residential use, or that have been converted to offices. Buildings in the Upper Town have grander scale and proportions than in other areas. There are significant



Substantial townhouses to the south of the Town Centre

opportunities to create more permeability to the east of Bridge Street unlocking development potential and attractive green areas behind the frontages. The Castle is a key green infrastructure asset that could provide additional value to the Town Centre offer.



Routes and paths that have been lost over time.

## Detractive Features

There are a number of poor quality shopfronts that extend over multiple plots and some upper floors are often poorly maintained and unoccupied. Overall the public realm degrades quickly away from the Town Centre.



Poor quality shopfronts

The occasional poor quality modern buildings in key locations are harmful to the character of the area. A combination of poorly proportioned openings, unsympathetic materials and a lack of detail and delight is often in evidence. There are a few single storey buildings on Bridge Street that are of an inappropriate scale and add little to the street scene. Overall the streetscape is tired on Bridge Street with the patterns in the paving that relate to routes and paths (such as yards) that are inaccessible and add to confusion regarding the use of the space for pedestrians, bicycles and vehicles.

# Upper Town



The Upper Town has a significantly degraded public realm that needs investment and improvement.

Poor quality buildings at an inappropriate scale

## Capacity for Change

There are a wide range of development opportunities in and around the area.

New development should seek to:

- Secure improvements to the historic environment
- Replace unsympathetic buildings with those of an appropriate scale, massing and plot size
- Use high quality resilient materials
- Have a maximum height of four storeys, with variety in the height and roofline
- Restore the historic street pattern and urban grain
- Enhance the castle area.
- Improve the traffic management of the area and create safe routes for pedestrians and cyclists
- Create more multifunctional green infrastructure
- Open up the east side of Bridge Street for pedestrians
-