

Workshop Central Green Infrastructure Strategy 2021, December 2021

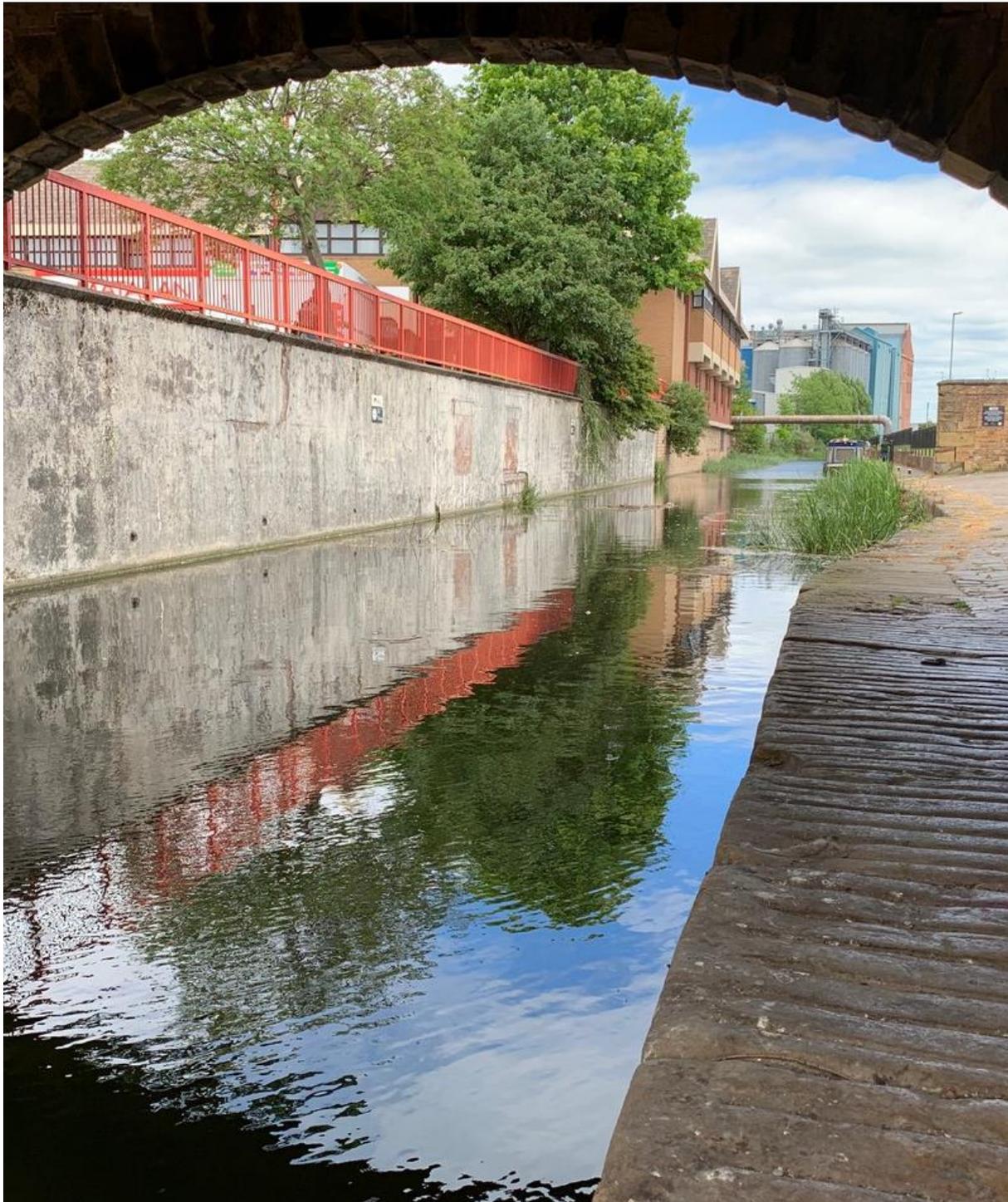


Image 1 – Chesterfield Canal, Worksop

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Image 2 – Bridge Street, Worksop

1. Aims and Objectives

- 1.1** The aim of this Strategy is to enable urban green/blue infrastructure to function as the 'life-support' system for Worksop Central and the surrounding areas. The Worksop Town Centre Masterplan and subsequent planning documents set an ambitious and positive framework within which to regenerate Worksop town centre and its environs.
- 1.2** It is vital that this Green Infrastructure Strategy reflects these aspirations through a planned approach. The existing network of urban green/blue spaces will evolve to deliver a full spectrum of green infrastructure functions to residents, visitors and the environment and in turn positively contribute to the health and economic prosperity of Worksop and the District.
- 1.3** To fulfil this aim the chosen starting point for the preparation of the Strategy was to determine the form and function of the existing urban green/blue infrastructure within Worksop Central and understand how it is currently performing.
- 1.4** In urban areas, many different features may be part of green infrastructure (e.g. parks, gardens, grassy verges, green walls or green roofs) and blue infrastructure (e.g. water gardens, canals, rivers, lakes); as far as they are part of an interconnected network and are delivering multiple ecosystem services. These green and blue urban elements may be found within town or city centres.¹
- 1.5** **Six objectives** were devised for the Strategy; these were determined following the results of consultation answers received by stakeholder/public participants on the adopted Worksop Town Centre Masterplan 2021, analysis of the original brief, statutory consultees specialist understanding of the locale, Council officers wider knowledge of the locality and good practice from elsewhere.
- 1.6** It is intended that the Strategy will be seen as ambitious and forward looking and will help in the Greening of Worksop Central in the long term, bettering access to green and blue infrastructure, increasing the offer for healthier lifestyle choices and to improve overall health of its residents.

¹ [Definition of Urban Green and Blue Infrastructure](#)

Objectives:

- I. To identify all components of the existing urban green/blue infrastructure network, and to promote the opportunities that exist to strengthen the Worksop Central offer through enhanced green/blue infrastructure.
- II. To seek to conserve and enhance the area's green and blue infrastructure.
- III. To provide an attractive setting for investment and a place where residents of Worksop want to live, work and invest
- IV. To identify the strategic, thematic and project interventions that will lead to a stronger, better connected urban green and blue infrastructure network for people and wildlife in the future.
- V. To identify measures that will support Worksop's transition to a low carbon town through the careful planning and design of development and green/blue infrastructure, promoting urban planting, reducing exposure to flood risk and improving resilience to the impacts of climate change (e.g. providing urban cooling).
- VI. To present the 'tools' needed for future enhancement of Worksop Central's urban green/blue infrastructure



Image 3 – Allotment Aspiration

2. The Green Infrastructure Strategy

2.1 Green and blue infrastructure is the green space and water environment essential to the quality of our lives and ecosystem. It is referred to as 'infrastructure' as it is as important as other types of infrastructure such as roads, schools and hospitals. It is taken to mean all green space and water of public and natural value. For the purposes of this strategy, green and blue infrastructure includes:

- natural and semi-natural greenspaces - including trees, woodlands, scrub, and open and running water;
- green corridors - including river corridors, river and canal banks, cycleways/bridleways and rights of way;
- outdoor sports space (with natural or artificial surfaces and either publicly or privately owned) - including pitches for football, cricket, rugby, tennis courts, bowling greens, school and other institutional playing fields;
- parks and gardens - including urban parks, formal gardens;
- amenity greenspace (most commonly, but not exclusively in housing areas) – including informal recreation spaces, greenspaces in and around housing;
- provision of play areas for children and teenagers - including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas;
- allotments and community gardens; and
- cemeteries and churchyards.

Why invest in green and blue infrastructure?

There is an increasing evidence base emerging of the significant socio-economic benefits that can be attributed to investing in an attractive and well-connected network of green infrastructure. For example:

- good access to green infrastructure helps both an individuals' mental and physical health. This is particularly important in Worksop Central where health inequalities are experienced in comparison with other parts of the district;
- an attractive and well maintained green infrastructure network attracts both visitors and new businesses into an area. Enhancing the offer through an accessible green/blue infrastructure is seen as vital to attract visitors, often with disposable income to spend in the local economy, but which also attracts new business,

diversification, and growth which in turn also bring more employment opportunities and income for the area; and,

- areas with an extensive green infrastructure network help to regulate environmental processes, for example through a reduction in flood risk. This can mean less expenditure on avoiding and reducing environmental risks and cleaning up environmental pollution.

Worksop Central is growing; the emerging Bassetlaw Local Plan identifies a need to find sites to accommodate around 725 additional homes, as well as new jobs and businesses over the next 20 years or so. This growth needs to be properly planned and managed to ensure that green infrastructure is integral to development proposals from the outset to ensure new development protects and enhances the existing/additional green/blue infrastructure network.

Opportunities for ensuring that the multiple socio-economic and environmental benefits that can be achieved from a well-planned and connected network of green infrastructure should be emphasised at all stages of the planning and decision making process. Green infrastructure need not be seen as an 'investment choice' over wider sustainability/infrastructure objectives that may be seen as contributing more directly to the economy or quality of life for society. Instead, it should be seen as an opportunity that delivers multiple benefits, enhancing the role that other infrastructure provides.

Building on the Worksop Town Centre Masterplan

- 2.2** The Masterplan recognised the study area is relatively compact, with some notable green/blue infrastructure features which form the framework of infrastructure within close proximity of residential and business areas.
- 2.3** A common theme is enhanced green and blue infrastructure. For example providing flood mitigation will make the town centre more resilient to flood events and climate change but, if planned and designed well will facilitate ecological connectivity, improve visual amenity for homes and businesses and provide attractive recreational space, supporting health and well-being for residents.
- 2.4** A consultation on the Worksop Town Centre Masterplan was held between November 2020 and January 2021 for 8 weeks and generated inputs to the Strategy (see Appendix 1). Consultees saw that green/blue infrastructure had an important role to play in the future prosperity of the town centre and the wider area, not only from a visual amenity perspective but also in terms of connectivity/transport routes. It was recognised that significant opportunities exist through new development to enhance the recreation and play offer and ecological connectivity, whilst it was considered that a greener, cleaner environment would prove attractive to economic investment. Key stakeholders, including the Environment Agency emphasised the importance green/blue

infrastructure could play in terms of addressing flood mitigation and improving the town's resilience to Climate Change.

Workshop Central and Healthy Neighbourhoods

2.5 As stated in the 'Greening Bassetlaw' section of the emerging Local Plan, healthy places generate multiple benefits. They can help reduce health inequalities that may exist in the area, improve high streets and neighbourhoods that have declined and can help mitigate the impacts of climate change.

2.6 Recognising the importance of the regeneration of Workshop Central to the future sustainable development of Workshop and the district in the long term, the Council produced the Workshop Central Development Plan Document in June 2021. Figure 1 provides a visual representation of that strategy.



Figure 1 - Workshop Central DPD Area Key Diagram

- 2.7** A cross cutting theme was the importance of green/blue infrastructure to effective regeneration. Policy W11 of the Worksop Central DPD was also informed by this ethos of creating a Greener Worksop.
- 2.8** The Town and Country Planning Association supports the creation of 15 minute neighbourhoods to support healthy places by locating new development within a short walk or cycle of places and spaces that most people need for their everyday lives, such as shops, school, green spaces, community and healthcare facilities
- 2.9** It is considered that Worksop Central is well placed to promote healthy place-making as a result of its compact form. By building on the current network of green and blue infrastructure corridors accessibility to everyday services can be enhanced by means other than the car. Figures 2-4 shows that neighbourhoods within Worksop Central have relatively easy access to community facilities and open space, within and in areas immediately adjacent (within 15 minutes) the boundary. This is important to ensure that green corridors maximise the benefits to wildlife/biodiversity within the area and outside as well.

Figure 2 - COMMUNITY SERVICE PROVISION WITHIN THE DPD BOUNDARY

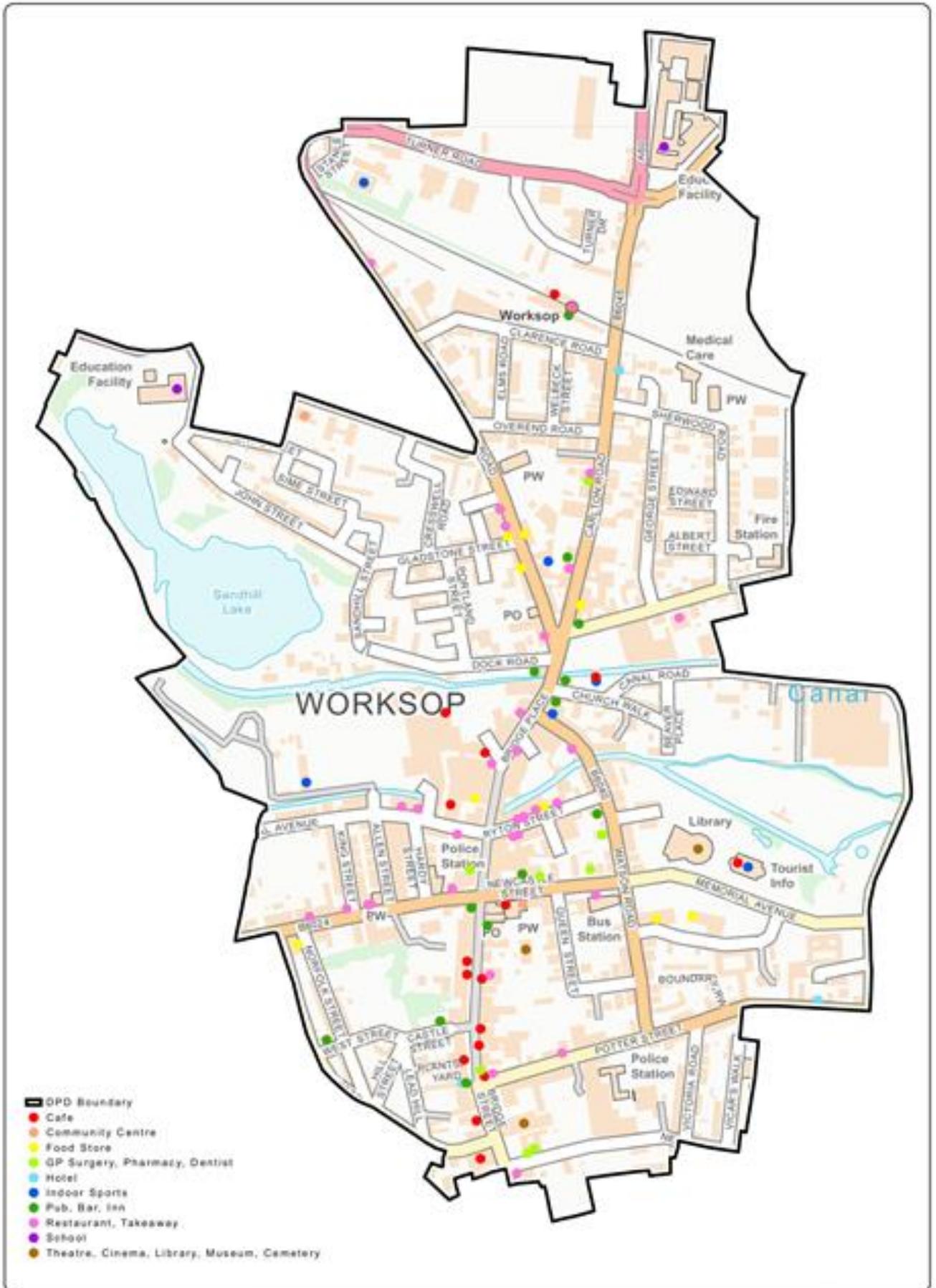


Figure 3 - COMMUNITY SERVICE PROVISION 1600M FROM THE DPD BOUNDARY

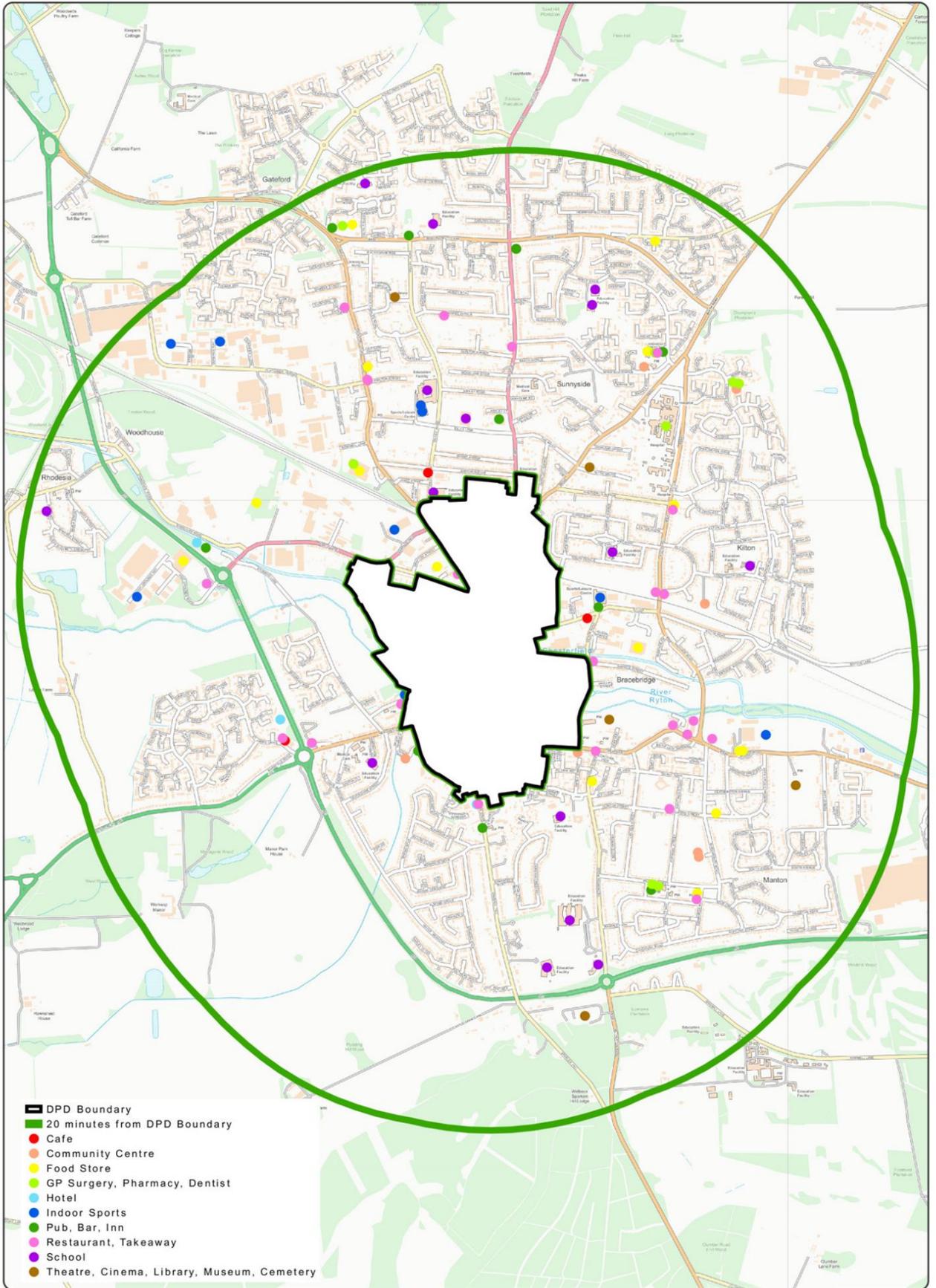
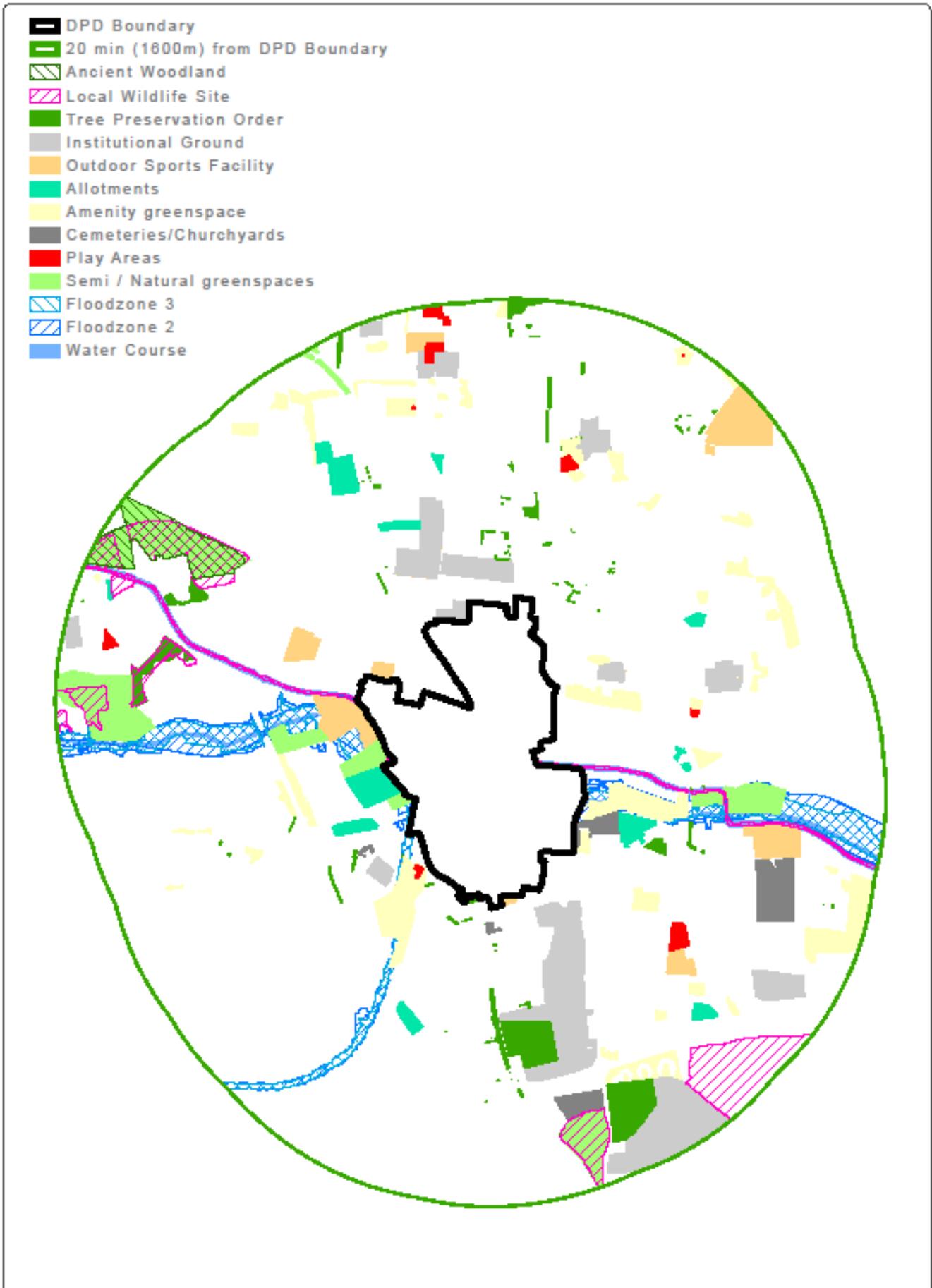


Figure 4 – OPEN SPACE PROVISION 1600M FROM THE DPD BOUNDARY



3. Policy Context

National

- 3.1 Green Infrastructure is well represented in current national policy. The 25 Year Environment Plan (25YEP), published in 2018, sets out the Government’s support for habitat creation, multi-functional sustainable urban drainage systems (SuDs), and natural spaces close to where people live and work. This represents a shift in policy to attain long-term positive action to improve people’s lives, the environment, and achieve the principle of ‘environmental net gain’ in development.
- 3.2 The first action of the 25YEP aspires to establish the principle of ‘environmental net gain’ into development by stating that: *“We want to establish strategic, flexible and locally tailored approaches that recognise the relationship between the quality of the environment and development. That will enable us to achieve measurable improvements for the environment – ‘environmental net gains’ – while ensuring economic growth and reducing costs, complexity and delays for developers.”*
- 3.3 It goes on to state that the Government wants: *“to expand the net gain approaches used for biodiversity to include wider natural capital benefits, such as flood protection, recreation and improved water and air quality. They will enable local planning authorities to target environmental enhancements that are needed most in their areas and give flexibility to developers in providing them.”*
- 3.4 The 2021 Environment Act, translates the ambitions of the 25YEP into legislation. It creates a new legislative framework for the environment, to ensure a 'cleaner, greener and more resilient country for the next generation' now that the UK has left the EU. The provisions of the Act require a minimum of 10% biodiversity net gain to be secured from each new development.
- 3.5 In the first instance, the preference is for biodiversity net gain to be delivered on site. In exceptional circumstances off-site contributions to biodiversity enhancements would be sought in order to offset biodiversity losses, as well as a system of ‘statutory biodiversity credits’ to provide an additional funding mechanism for improvements in the district.
- 3.6 The National Infrastructure Strategy² aims to create ‘greener and more beautiful places, with cleaner air, more green spaces, green buses, more cycling, low carbon and energy efficient homes, and better high streets for UK towns’. The

² [National Infrastructure Strategy](#)

strategy highlights the government's commitment to major investment, not just in the infrastructure sectors covered in this document, but also in other sectors including health, education, science and defence.

- 3.7** The 2021 National Planning Policy Framework (NPPF) states that strategic policies in plans should set out an overall strategy that makes sufficient provision for the conservation and enhancement of green infrastructure (Paragraph 20, Point d). It also requires that planning policies should aim to achieve healthy, inclusive and safe places, including through the provision of 'safe and accessible green infrastructure' (Paragraph 92, Point c) and should plan positively for the provision of shared spaces and community facilities, including open space (Paragraph 93, Point a). This need should be established through up-to-date assessments of open space need (Paragraphs 98).
- 3.8** Regarding new development, the NPPF requires that it be planned in a way that avoids increased vulnerability to the range of impacts arising from climate change, particularly in vulnerable areas, and states that risks can be managed through the planning of green infrastructure (Paragraph 154, Point a). Paragraph 175 of the NPPF also requires that a strategic approach is used to ensure that, within a plan area, networks of habitats and green infrastructure are maintained, and that planning is undertaken for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries. Existing open space is protected by the NPPF, and Paragraph 99 sets out the only circumstances under which an open space can be developed for different uses. The NPPF also provides a mechanism by which local authorities can protect 'Local Green Space' (Paragraphs 101, 102 and 103) - such areas should be managed in a way consistent with those for Green Belt.
- 3.9** The national Natural Environment Planning Practice Guidance (PPG) July 2019³, encourages a strategic approach to implementing green infrastructure through policies that use an evidence-based approach; identifying existing green infrastructure networks and any gaps in provision. The multiple benefits that green infrastructure can provide are highlighted through this guidance, notably via ecosystem services derived from natural systems and processes – services benefiting the individual, for society, the economy and the environment. The guidance states that authorities should collaborate with neighbouring authorities and other stakeholders, including Local Nature Partnerships, Health and Wellbeing Boards and Local Enterprise Partnerships.
- 3.10** Natural England has outlined a typology for Green Infrastructure which includes parks, open spaces, playing fields, woodlands, wetlands, grasslands, river and canal corridors, allotments and private gardens. They have also facilitated

³ [Natural Environment PPG](#)

research on the importance to the urban fabric of Green Infrastructure and how it provides a wide range of benefits close to the places where people live and work. Investment in Green Infrastructure (GI) is seen as a catalyst to economic growth as described in Section 2 of this report.

- 3.11** Research led by Natural England; Green Infrastructure's contribution to economic growth: a review, Natural England & Defra (2013) has shown that green infrastructure has a key role to play in promoting economic growth.

Emerging Bassetlaw Local Plan

- 3.12** Preparation of this Strategy has been informed by the emerging Bassetlaw Local Plan (BLP), the Worksop Town Centre Masterplan and the emerging Worksop Central Development Plan Document (WC DPD). One of the Strategic Objectives (SO8) of the Local Plan highlights the need to “ensure new development, places and spaces are of a high quality and sustainable design which reflects local character and distinctiveness, respects residential amenity and enables people to live safe, healthy, accessible, green and active lifestyles”.
- 3.13** SO11 of the Local Plan also puts emphasis on the protection, restoration and enhancement of the quality, diversity, character, distinctiveness, biodiversity and geodiversity of the District’s natural environment. This is aimed to be done by creating ecological connectivity within and to the green/blue infrastructure network in Bassetlaw. It is envisaged that this will create a series of high quality, multifunctional, well-connected spaces, sites and landscapes that improve people’s quality of life and where biodiversity can thrive, respond and adapt to climate change.
- 3.14** As such, green and blue infrastructure is a cross cutting theme in the Local Plan contributing towards delivering health lifestyles within Bassetlaw District as well as more sustainable, resilient and diverse ecological environments. Healthy place-making as per Policy ST44 should be responsive to the diverse needs of residents. Delivering a biodiverse environment is achieved through Policy ST40.
- 3.15** The Local Plan also recognises the value of equal access to everyday facilities, ideally within a 20 minute walk/cycle (reflecting the Town and Country Planning Association principles for a 20 minute neighbourhood). This enables people to keep fit and well, both physically and mentally, and enable them to feel part of a community which is welcoming, safe, clean and free from pollution.
- 3.16** The provision of a more equitable distribution of services and infrastructure across the District can help reduce health inequalities, encourage healthy lifestyle choices and social interaction, promoting a sense of well-being which in turn can be a major contributing factor to residents’ state of health.

- 3.17** The Local Plan in Policy ST39 identifies major and minor green corridors and implements a minimum buffer zone for each corridor type. Reflecting their value, the buffer zone for main corridors are wider (30m) than minor corridors (15m). These are considered to be the minimum width needed for habitats within or adjacent to the corridor to function, for a distinct landscape to be recognised, or to provide functional space for access and recreation.
- 3.18** Many of the functions of a buffer zone will be necessary to deliver other planning requirements sought by the Local Plan. Some examples include sustainable drainage and biodiversity net gain. Therefore, the buffer zones are seen as delivering quality design, rather than adding an unnecessary burden to development. Worksop Central includes a minor corridor in the form of the Chesterfield Canal, which should help with securing urban green and blue infrastructure within the design of development. This will help strengthen the role of the Chesterfield Canal as a key east-west green corridor crossing Worksop Central.

Worksop Town Centre Masterplan Vision, March 2021

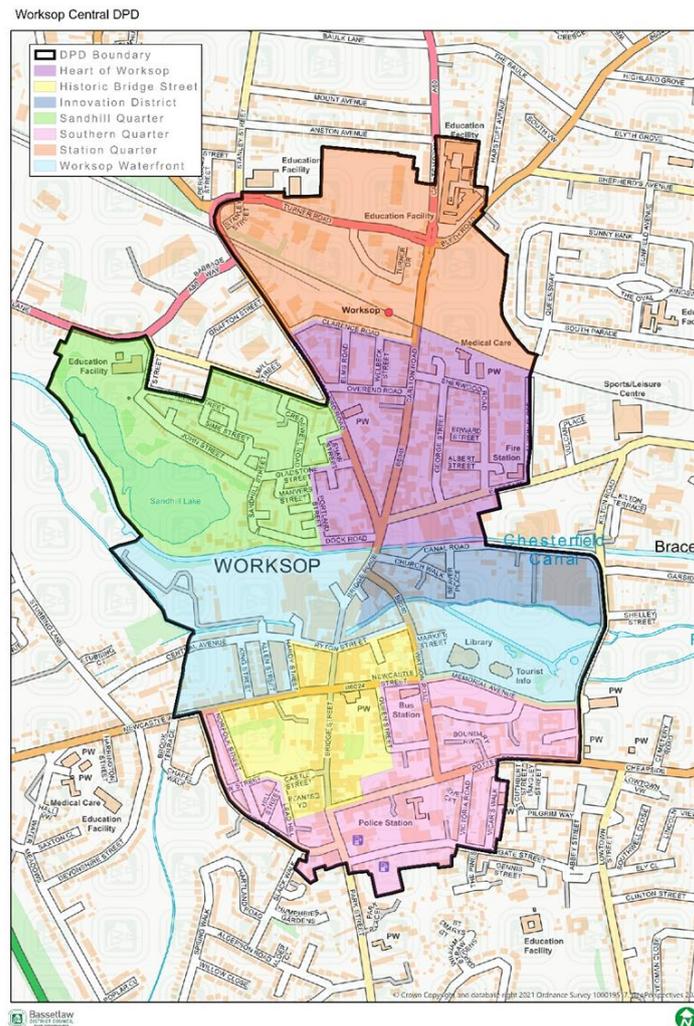
- 3.19** The Worksop Town Centre Masterplan sets out the vision and key principles for the future regeneration of Worksop Central. Relevant to this strategy, the Masterplan identifies the importance of reintroducing life to the Waterfront by making Chesterfield Canal a leisure and tourist destination. Making blue infrastructure, including alongside the River Ryton, a key feature of the regeneration of Worksop, is considered essential to delivering ambitions for Worksop Central.
- 3.20** Additionally the Masterplan highlights the importance of The Canch and Castle Hill as two green anchors as attractive to visitors and residents. Enhancing their multifunctionality is considered vital to reinforce the town centre offer to residents, businesses and the visitor economy.
- 3.21** The Worksop Central Development Plan Document (DPD) will set out the strategic planning framework for the masterplan area. Divided into seven zones (see Figure 5) the DPD includes strategic policies that apply to the whole area including for green/blue infrastructure as well as technical policies and site allocations to help coordinate the regeneration and growth of the masterplan area by 2040.
- 3.22** This Strategy provides the evidence base to inform the green infrastructure elements of the DPD to facilitate the enhancement, improvement and revitalisation of the area's green infrastructure network.

3.23 It is a cross-cutting strategy, with potential to influence a diverse range of policy issues and land uses including:

- Regeneration
- Retail
- Employment
- Sustainable transport
- Housing
- Urban design
- Health and well-being
- Flood risk
- Water management
- Climate change resilience and mitigation

3.24 The Worksop Central Green Infrastructure Strategy can also act as a guide to inform decision making at the local level in relation to project delivery and the allocation of resources.

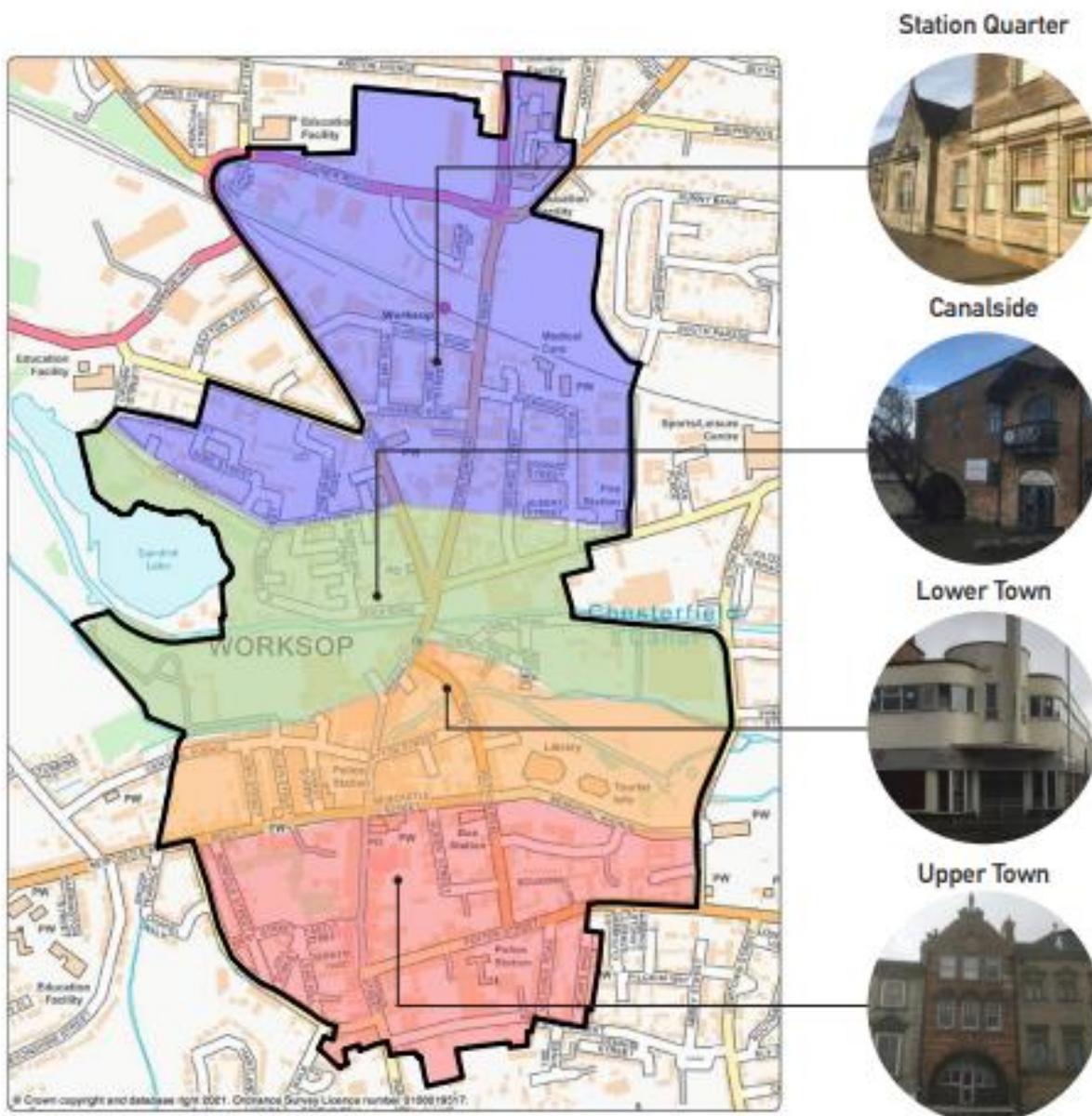
Figure 5 - Worksop Central DPD Area, 7 neighbourhoods.



4. Methodology

- 4.1 Multiple, tested methods have been used to inform the Strategy. These include a contextual review, urban character analysis, data audit, resource mapping using a Geographical Information System, needs and opportunities assessment, economic valuation, internal exemplars and a stakeholder consultation.
- 4.2 An urban characterisation study⁴ was conducted across the entire study area. To facilitate this, the study area was subdivided into 4 different character areas to better reflect Worksop Central (See Figure 6).

Figure 6 - Worksop Central DPD Area character area



⁴ [Worksop Central Characterisation Study](#)

4.3 Typology is the classification of different types of land and water bodies that contribute towards green/blue infrastructure. This encompasses all vegetated or surface water areas, both public and private. Only sealed surfaces (buildings, car parks etc) are excluded. The list was developed from (the now superseded) Planning Policy Guidance Note 17 typology to cover all green infrastructure in broad, functionally distinct categories:

- Allotment, community garden or urban farm
- Cemetery, churchyard or burial ground
- Children's Play Areas
- Derelict land
- General amenity space
- Institutional grounds
- Local Wildlife Sites
- Outdoor sports facilities
- Parks or public gardens
- Private domestic gardens
- Semi/Natural Green Space
- Street trees
- Water body
- Water course
- Woodland

4.4 To ensure that the myriad of functions urban green infrastructure performs and that the associated needs in Worksop Central can be geographically mapped and understood, the strategy uses a broad typology of urban green and blue infrastructure functions:

- Climate change adaptation and mitigation
- Flood alleviation and water management
- Quality of Place (Place and communities)
- Health and well-being
- Contributions towards economic growth and investment
- Tourism
- Recreation and Leisure
- Biodiversity
- Land management
- Active movement including mobility and connectivity.

4.5 The green infrastructure mapping process was conducted using a set of tools operating in Arc GIS. The process consists of four main stages;

- Typology

- Multi-functionality
- Needs and
- Accessibility

These stages loosely are based on a methodology that has been developed in the North West of England by The Mersey Forest and have been used by local authorities elsewhere as good practice.

The methodology includes techniques that were applied to show the multi-functionality of identified assets within the town centre. The resulting multi-functionality map, then was used to shape strategic interventions and devise policies to support these.

4.6 The accessibility section builds on evidence and consequent open space standards identified in Bassetlaw's Open Space Assessment Update 2020⁵ (OSAU), as well as the emerging Bassetlaw Local Plan. The open space sites were assessed using the accessibility methodology identified in the OSAU. Sites were categorised based on typology, in order to determine identified open space needs for Worksop Central, by quantity, quality and accessibility standards, identified below:

- ***0.61ha of parks per 1000 people within 1000m walk of a park so that all spaces achieve at least 5* quality standard;***
- ***0.14ha of children's play space per 1000 children within a 10 minute walk of a play space so that all spaces achieve are at least 4* quality standard;***
- ***1.03ha of amenity greenspace per 1000 people within a 10 minute walk of amenity greenspace, so that all spaces achieve at least 3* quality standard, and 75% are 4* quality;***
- ***2.40ha of natural and semi natural greenspace per 1000 people within a 15 minute walk of a natural greenspace so that all space achieve at least 3* quality standard, and 25% are 4* quality;***
- ***0.28ha of allotment space per 1000 people so all allotments achieve at least 3* quality standard.***⁶

4.7 Mapping has been used as a 'key stone' to define the strategy for Worksop Central (see Section 5). Mapping does not set the Strategy itself but as an analytical tool, it is invaluable. A 'need' for each of the functions was mapped for the study area as a strategic tool:

4.8 For example, the Strategy has informed a Design Code to support the site allocations within the Worksop Central Development Plan Document (DPD). It has also informed the approach taken to the flood management scheme for Worksop Central.

⁵ [Open Space Assessment Update](#)

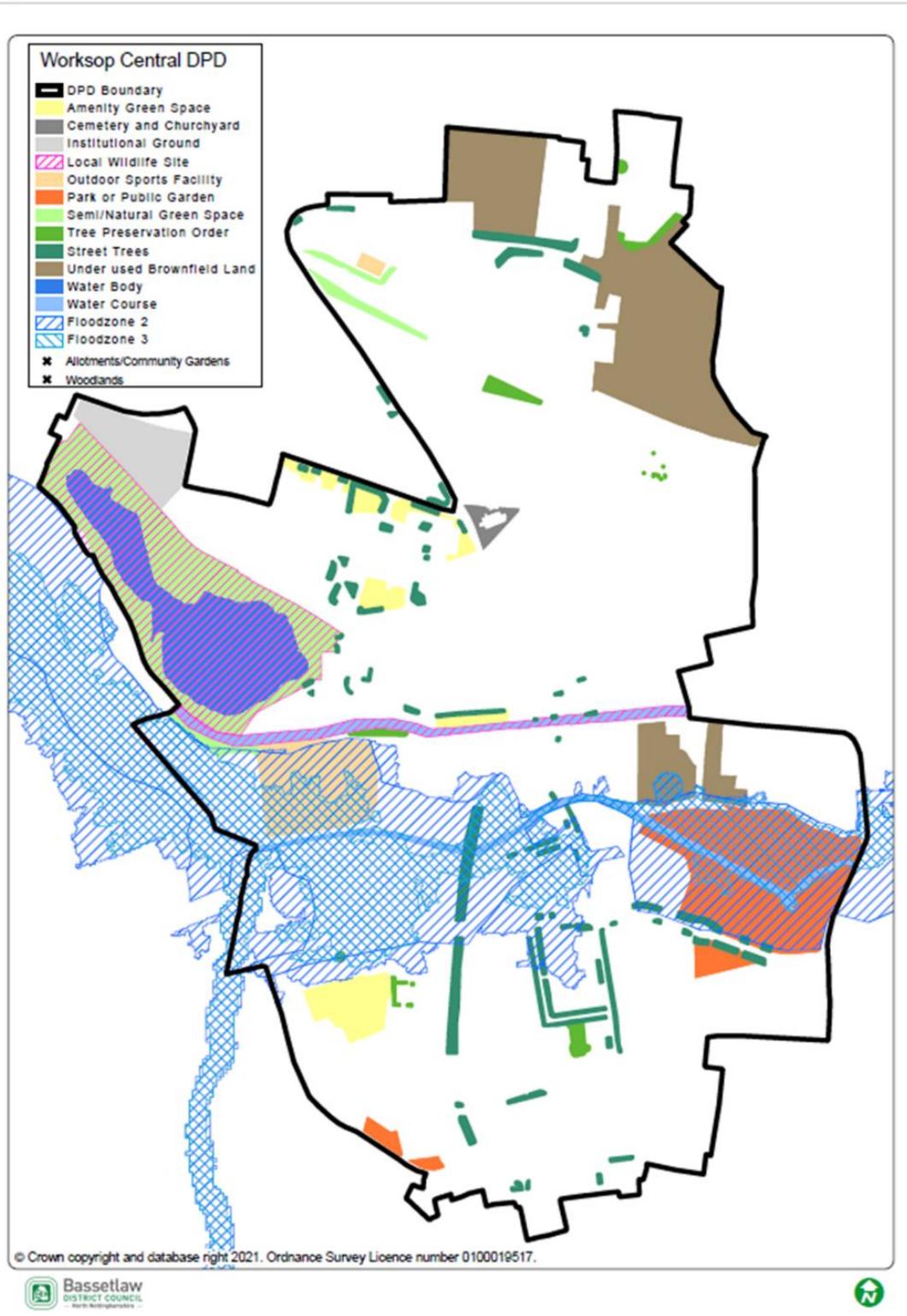
⁶ See Figure 3 for Open Space Provision Standards

- 4.9 The DPD area has been split into four character areas, reflecting the local context and in response to the features in the area, capacity for change and historic development. The Design Code is an important means of securing an appropriate form of development for each of the character areas, thereby reflecting local character and distinctiveness whilst also delivering high quality design outcomes. This document is designed to complement Conservation Area Character Appraisals and future iterations of the Design Code, which will be form-based and suitable for a wide range of development types, subject to site and contextual analysis.

5.0 Typology map

- 5.1 The Typology Map for the study area (Figure 7) shows that the distribution of existing urban green infrastructure is uneven across the study area with a notable but not unexpected reduction of green spaces in the Central Retail areas. The types marked with an X are entirely absent from the study area. In conclusion urban green infrastructure is highly fragmented and is very scarce towards the Station Gateway neighbourhood.

Figure 7 – GREENSPACE TYPOLOGY MAP



- 5.2 Close analysis of the typology map shows that there is opportunity to develop a 'cross shaped' connectivity of urban green infrastructure devised to connect the Town Centre in a North - South and East (The Canch)-West (Sandhill Lake) direction. In the case of the east-west route, the Chesterfield Canal and River Ryton are expected to play an important role.
- 5.3 Needs mapping (Figure 8) is an analytical technique used to determine where need for each of the functions is met by existing provision of that function, or conversely is absent. The analysis supports the findings of consultations (for the Masterplan and DPD) and the urban character landscape analysis, which shows that Worksop Town Centre is poorly served by green infrastructure in terms of the needs that exist.
- 5.4 Figure 9 shows that where green infrastructure exists, significant opportunities exist to maximise multifunctionality for a range of open space functions. In a densely developed urban setting like Worksop Central, enhancing multifunctionality at existing green/blue infrastructure will bring numerous benefits to communities, biodiversity and the environment alike. Introducing new green/blue infrastructure is important in areas lacking provision but should complement the mix of uses found or expected to be delivered on existing sites.
- 5.5 This has shaped the following strategic considerations:
- There is a considerable need for urban green infrastructure interventions.
 - These interventions are needed across the study area, and should be multifunctional to make best use of available land.
 - There is a particular need for interventions that focus on the town centre; this means a close tie-in with urban design and regeneration programmes.
 - That the Chesterfield Canal and the River Ryton are an important foundation of the network and new/improved provision within its buffer zone should be multifunctional and the benefits harnessed accordingly.

Figure 8 - NEEDS MET BY GREENSPACE

Needs Met

- Fewer
-
-
-
- More

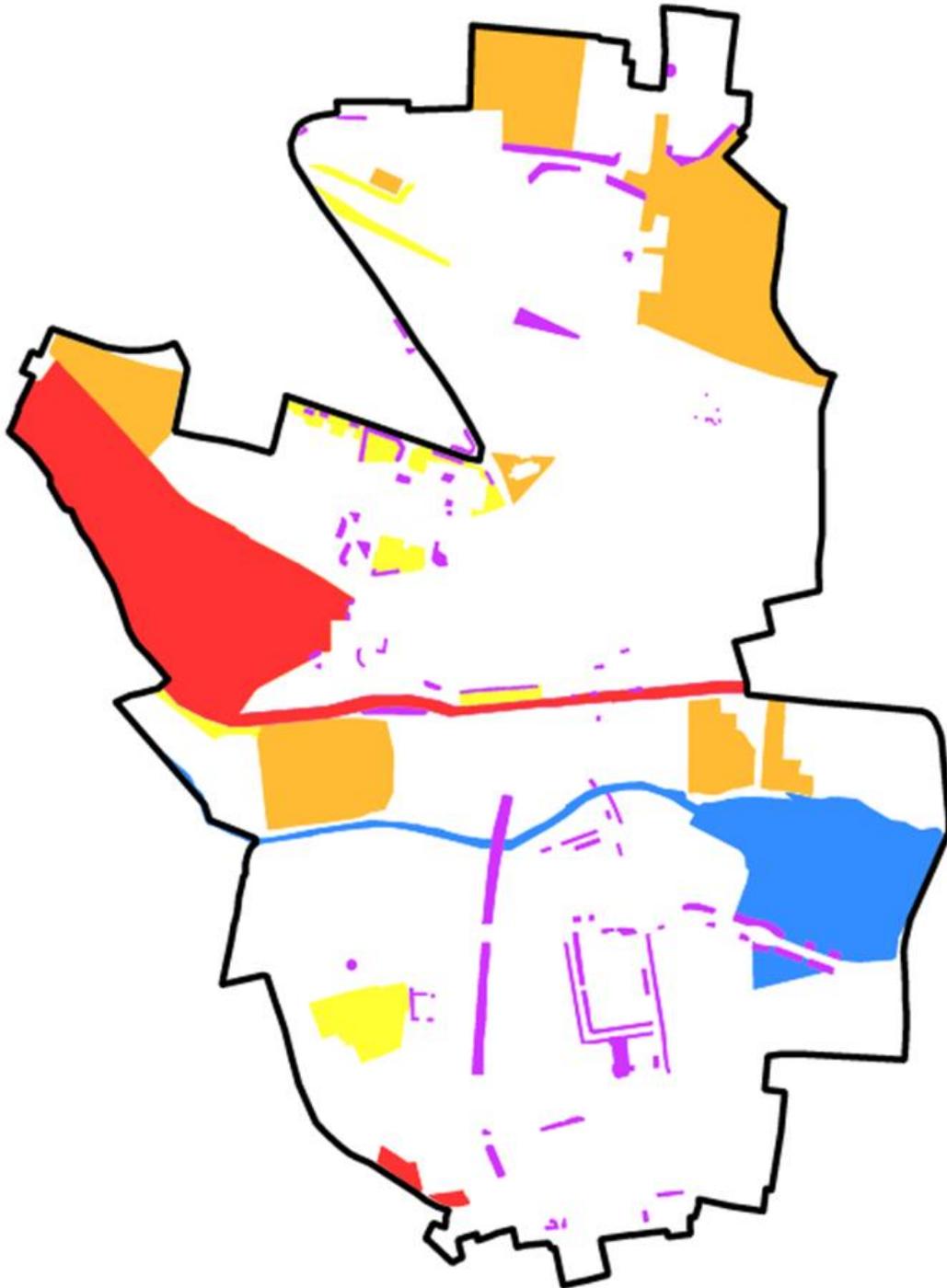
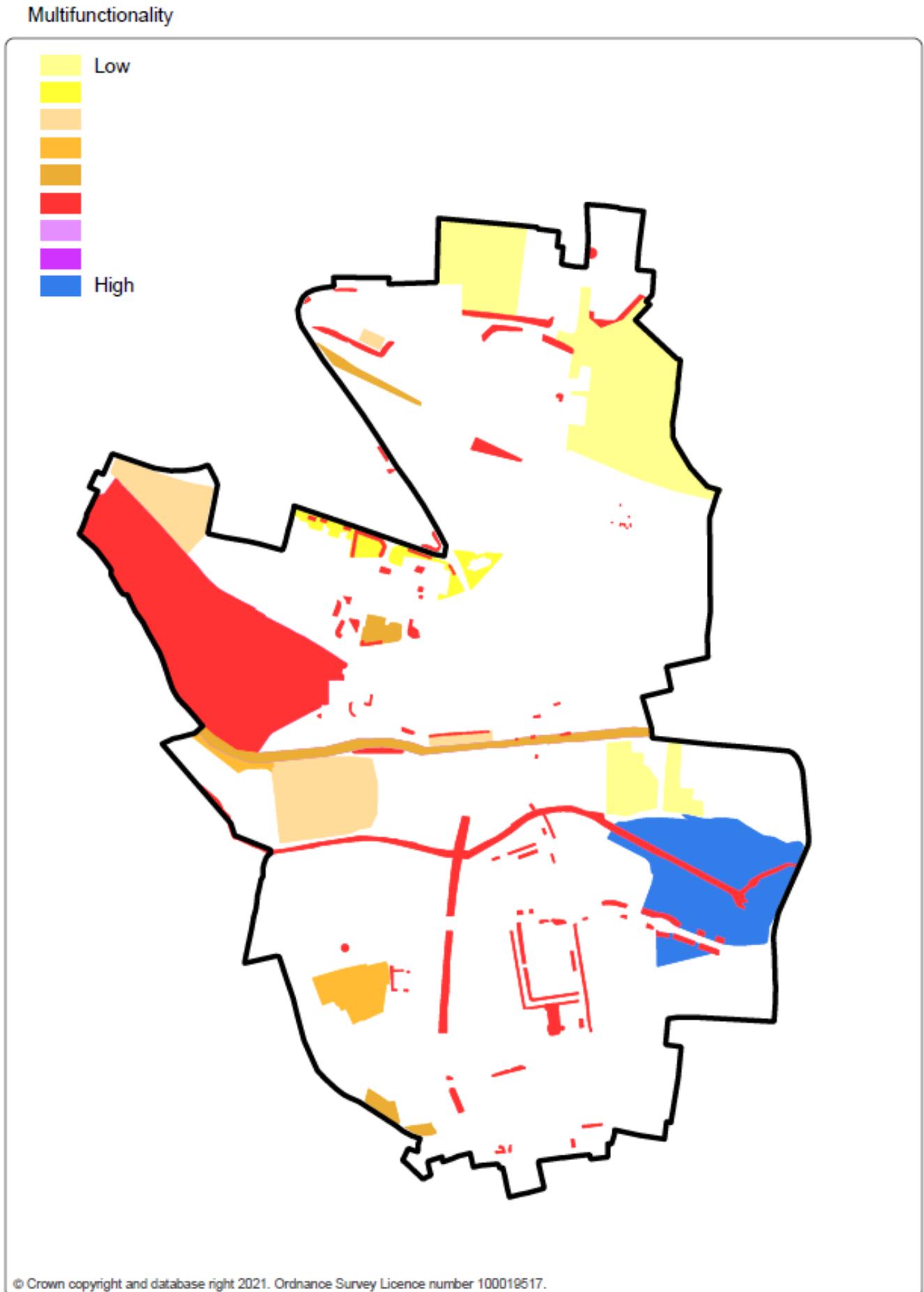


Figure 9 – MULTIFUNCTIONALITY OF GREENSPACE



Current Status of the Area

- 5.6 The study area encompassing Worksop Central has a notable history of being a market town. In the late 18th century it was famous for being one of the biggest producers of liquorice along with hat making, and also for the manufacture of Windsor Chairs. With the opening of the Chesterfield Canal in 1777 and the Manchester-Sheffield and Lincolnshire Railway in 1849, it became a bustling town with many local tradesman, maltings, breweries, milling industries, timber yards, glass manufacturing, engineering works and refractories which all benefited from the increased accessibility for moving goods. A colliery was opened at Manton in Worksop in 1898 which provided many new jobs and caused workers from outside the town to settle in Worksop.
- 5.7 The mining, manufacturing and industry formed the basis for employment and prosperity in Worksop in the 19th and 20th Centuries. After the closure of the mines, ending in the 1990's there was a period of decline and economic restructuring.
- 5.8 Worksop is also known as the 'Gateway to the Dukeries' and is in close proximity to the buildings and landscapes of the ducal estates of Welbeck, Clumber and Worksop Manor. In Worksop Central the 18th century industrial heritage found along the Chesterfield Canal is a notable feature.
- 5.9 It is economically part of the D2N2 Local Enterprise Partnership (LEP) with close physical ties to South Yorkshire. Benefitting from an accessible location and transport links in the form of the canal, railways and the A1, today, the local economy in Worksop is dominated by service industries, manufacturing and distribution. As a result, most of the town's major employers are located alongside the A57 and A1 and not within the central area. However, opportunities exist to regenerate the buildings and land for alternative uses, and diversify the economy and the mix of uses in the central area.
- 5.10 Worksop Central benefits from the River Ryton and Chesterfield Canal crossing east-west. These are critical elements of Worksop's Green and Blue Infrastructure. Worksop has turned its back to its waterways, which is similar to other industrial towns and consultation indicated that there is local aspiration to create 'life on the waterfront', enhance the existing waterways within the Town Centre, and make the water work to the benefit of the town.
- 5.11 The presence of water is both an asset and a threat to the Town Centre. The Local Plan evidence base identifies that the risk of flooding within parts of the Worksop Central is considered 'high' and is largely as a result of fluvial flooding

from the River Ryton in period of high and intensive rainfall. Surface water runoff within the River Ryton catchment exacerbates the flood risk. Areas within the town centre that are close to the River Ryton are classified by the Environment Agency as within Flood Zones 2 and 3. In recent times (2012 and 2019), significant flood events have caused damage to large areas of Worksop Central – including the town centre.

- 5.12 A Strategic Flood Risk Assessment is being prepared for the Council's emerging Local Plan and the Worksop Central DPD in collaboration with the Environment Agency. These documents will identify the flood risks in more detail and will inform the necessary mitigation solution required to minimise the risk of flooding as part of a wider river catchment flood mitigation project. The Council will continue to work with the Environment Agency to develop an outline business case for the River Ryton Flood Mitigation Scheme.
- 5.13 The Chesterfield Canal is another significant blue infrastructure corridor through the study area. It is a Local Wildlife Site running adjacent to the Sandhill Lake, also identified as a Local Wildlife Site, providing valuable habitat connectivity for wildlife within the study area. However, opportunities exist to maximise connectivity in order to enhance the potential and increase the mix and diversity of species in the urban core. There is also potential for this corridor and that of the River Ryton to become a space for strategic biodiversity net gain, should development in the area be unable physically to accommodate on site net gain.
- 5.14 Overall Worksop Central is typical of a town with a heavy industrial past; bringing with it some fine heritage buildings and a strong cultural identity. Over time, many of these buildings have become vacant or suffer lack of maintenance, or poor additions. Opportunities exist to sensitively incorporate public space and green infrastructure to frame the town's many heritage assets. An example is at The Canch, an award winning, urban park located in the Eastern section of the study area, providing a contrast with the semi/natural greenspace at Sandhill Lake in the west. An opportunity exists to strengthen the green infrastructure offer between these assets via an enhanced green corridor along the Chesterfield Canal and River Ryton.
- 5.15 Elsewhere within Worksop Central the only other notable green infrastructure feature is Castle Hill, a scheduled monument. Mostly amenity greenspace, it provides limited multifunctionality for nearby residents. Street trees exist in places such as along Bridge Street, the town centre's main north-south spine but through regeneration, opportunities exist to better integrate the wider central area with existing green infrastructure features and provide additionality, particularly between the northern and southern part of Worksop Central via this key route.

6. Strategic Considerations

- 6.1 The consultation feedback highlight that access to quality, multifunctionality local spaces would encourage more positive use, and would also enhance the attractiveness of the town, to the benefit of regeneration.
- 6.2 However, the Council cannot address and undertake delivery of green/blue infrastructure on its own. The key roles for the Council are (i) coordination, (ii) motivation, (iii) promotion, (iv) partnership development and (v) Strategy management.
- 6.3 Many professional skills are required to deliver the strategy, including civil engineers, landscape architects, urban designers, architects, planners and developers. Planning and delivery is not however restricted to professionals as communities and volunteers must play a key role. Having a delivery framework that is inclusive of professional skills but also provides an opportunity for volunteer participation is necessary for successful long term delivery.
- 6.4 The strategy should be tied into wider regeneration and renewal processes taking place in Worksop Central both now and in the future in order to achieve the proposed thematic and project interventions. In view of this a strong link between this Strategy and regeneration, landscaping and urban design activities is fundamental to moving forward.
- 6.5 The mapping analysis demonstrates that Worksop Central is significantly underperforming in terms of Green Infrastructure. It is reasonable to conclude that to deliver significant gains will take an extended period. In view of this, early project successes are needed as a confidence building measure and proof of intent.
- 6.6 Worksop Central is relatively compact. There is an opportunity for the Worksop Central DPD to create healthy neighbourhoods and increase access to green and blue infrastructure. A greenspace is considered accessible if it falls within in a buffer of 1200m from residential areas⁷. At present, not all green and blue infrastructure is considered to be publicly accessible nor are multifunctional. Thereby, not meet the list of needs indicated by Worksop Central's residents through consultation.
- 6.7 Stakeholder feedback from the Masterplan consultation concluded that visual amenity is a key consideration. Essentially Urban Green Infrastructure must 'look good' as well as be high performing socially, economically and environmentally. Urban Green Infrastructure should be used to 'frame' key views and screen

⁷ [Natural England Open Space Standard](#)

neighbouring uses, however care needs to be taken as perceptions vary according to the observer.

- 6.8 Another important topic of concern was the provision of Flood Risk mitigation and Climate Change adaptation within Worksop Central. Due to the most recent flood events of 2019, many businesses experienced flood damage. Any strategic measures should aim to alleviate this as a priority and minimise flood risk to people and property.
- 6.9 Interest in green/blue infrastructure connectivity as a means of strengthening sustainable transport links were also important. This will also secure healthy lifestyle benefits for our communities, also potentially reducing the number of vehicles using the local road network, particularly for everyday journeys, having consequential impacts for environmental quality and air quality.
- 6.10 Enhanced multifunctionality of existing spaces, and provision of new space will promote greater positive use and for a greater mix of recreational activities. This will also promote significant benefits to community cohesion and healthy lifestyles.
- 6.11 A Delivery Framework is needed if the interventions and proposals contained in the Strategy are to be brought about.



Image 4 - Chesterfield Canal – View from Canal Road



7. The Strategy

- 7.1 There is a strong sustainability and regeneration focus to the Worksop Central Green Infrastructure Strategy. The prime consideration is to enable Worksop's Urban Green Infrastructure to deliver essential urban green infrastructure in the future by delivery of the aims and objectives.
- 7.2 The recommended timescale for the Strategy is short-term (0-5 years), Medium Term (5–10 years) and long term (>10 years). This aligns with the anticipated phasing of the emerging Worksop Central DPD as well.
- 7.3 The Strategy is based on delivering change based on two types of interventions - THEMATIC and PROJECT-BASED.
- 7.4 Thematic interventions are non-geographical with the potential for implementation across the study area. They are (i) driven by opportunity (such as a planning submissions or civil engineering works) and (ii) targeted to the areas of greatest need.
- 7.5 The Worksop Central Green Infrastructure Strategy has identified the following list as the key thematic interventions necessary to deliver quality urban green infrastructure and increase the quality of life in Worksop Central:
- **Urban Tree Planting**
 - **Flood Mitigation**
 - **Opportunities for urban food growing**
 - **Vegetation in building/development design**
- 7.6 Cumulatively the thematic interventions will make the greatest impact on creating a robust urban green/blue infrastructure for Worksop Central. However there is also a requirement to target interventions to the areas of greatest need and allocations. This can be achieved through targeted project based interventions. A further reasoning for project interventions is that these are:
- An opportunity to 'show case' the Urban Green Infrastructure Strategy and hence build support for it;
 - The basis to attract external funding (as identified in Section 8) because of the scale and ambition of the proposals;

- To directly link urban green infrastructure interventions to the economy by adding to the Town Centre attractions hence increasing footfall and visitor spend in local businesses;
- To provide or contribute to key elements within the final urban green infrastructure network;
- Highly targeted and geographically specific rather than spread across the area, they are hence easier to understand by members of the public;
- Successional, meaning that positive change can be observed through time;
- Able to provide opportunities to positive promote Worksop in the media.

THEMATIC INTERVENTION PRIORITY MAP

7.7 Urban Forestry - Introduction

Tree cover in the study area is very scarce and is not evenly distributed. Some localities are almost devoid of trees and there is almost no joined-up canopy except small areas of 'copse' woodland near Sandhill Lake. Trees can greatly ameliorate the urban climate by providing wind breaks in winter, shading and evaporative cooling in summer. Conversely, require ongoing maintenance.

Tree canopy expansion can also address the top priority of consultation – visual amenity and contribute strongly to biodiversity and ecological connectivity. There are substantial amenity values to street trees and several tools are available to value these. A useful review of these has been conducted in 2011 by the Forestry Commission entitled 'Street Tree Valuation Systems'. Trees have to be appropriate to the setting and this requires arboriculture advice to be taken on a site-by-site basis. There is no requirement in highly altered urban settings to favour 'indigenous trees' but where the opportunity exists to plant groups of trees, indigenous trees should be favoured.

Trees are difficult to incorporate to urban areas; design consideration need to be given to adequate planting space, water retention and nutrient supply under surfaces.

7.8 Urban Forestry – Intervention

- i. To have 10% canopy cover across Worksop Central by 2040.
- iii. Prepare tree planting and management guidelines, including where trees, including street trees, should be located, and their future management and

maintenance provided within the forthcoming Greening Bassetlaw and Design Quality SPDs.

7.9 Blue Infrastructure Mitigation

The management of flood risk will make a substantial difference to urban green/blue infrastructure over the longer term especially in the face of a changing climate.

Flood risk management brings urban greening, effective urban water management and delivery, biodiversity net gain, ecological connectivity. Notable that Bassetlaw District Council are partnered with the Environment Agency and the Lead Local Flood Authority to deliver a flood alleviation scheme for the River Ryton to address current issues. The list of potential interventions includes:

7.10 Flood Risk Mitigation – Intervention

i. Promote a flood risk alleviation scheme in partnership with the Environment Agency to manage flood risk to enhance the resilience of Worksop Town Centre and its surrounds. This could include de-culverting, flood storage upstream, de-silting or a combination of the above.

ii. Sustainable drainage

To deliver a strategic sustainable drainage strategy for the area to better manage surface water run-off. This should include consideration of:

- Porous paving surfaces
- Rain gardens and swales
- Natural irrigation of green walls and roofs
- Redesigning parks and gardens as flood holding areas

iii. Positive design adjacent to waterways

An ancillary aspect of this strategy is that Worksop Central should gradually 'turn to face' its waterways. Design of sites within the buffer zones of the water courses should deliver a positive frontage with the water. This should be addressed through development briefs for each relevant area/site.

7.11 Opportunities for urban Food Growing

Incorporating opportunities for urban food growing such as community vegetation boxes, rooftop vegetation gardens and allotments could not only create healthier communities but also increase the sense of community within Worksop Central. It could contribute towards the reduction of food insecurity, healthy food options and facilitate social interaction and community cohesion.

Opportunities for urban Food Growing – Interventions

- i. Identify locations for community planting boxes throughout Worksop Central as part of community hubs and/or where the boxes can be appropriately managed

- ii. Consider in larger new development opportunities for community food gardens, food growing opportunities appropriate to an urban setting

7.12 Vegetation in Building Design – Introduction

Incorporating vegetation into new building design and retrofitting existing buildings has grown significantly over the last 20 years because of the benefits of energy saving (shade and shelter), visual amenity and water management and their ability to contribute to increasing biodiversity in the urban environment.

In Worksop Central this intervention has the potential to create building harmony, biodiversity net gain and urban greening, which is notably absent and also provide further connectivity with urban forestry, water and drainage interventions. The intervention contains several aspects of which the major contributors are: Green Roofs/Green Walls, tree planting, biodiversity net gain.

7.13 Vegetation in Building Design – Intervention

- i. Incorporate vegetation in building design guidelines in the Design Quality SPD
- ii. Explore options to retro-fit Council owned assets in the area with vegetation interventions over a 10-year period where fiscally and physically feasible/viability.
- iii. Promote biodiversity net gain in line with national legislation to enhance the biodiversity value of development whether on site or part of a strategic off site solution

PROJECT BASED INTERVENTIONS

7.14 As the Worksop Central DPD has been divided up into 7 neighbourhoods, neighbourhood based interventions have been allocated to reflect this, and make the strategy easier to incorporate and implement at both a strategic and neighbourhood level.

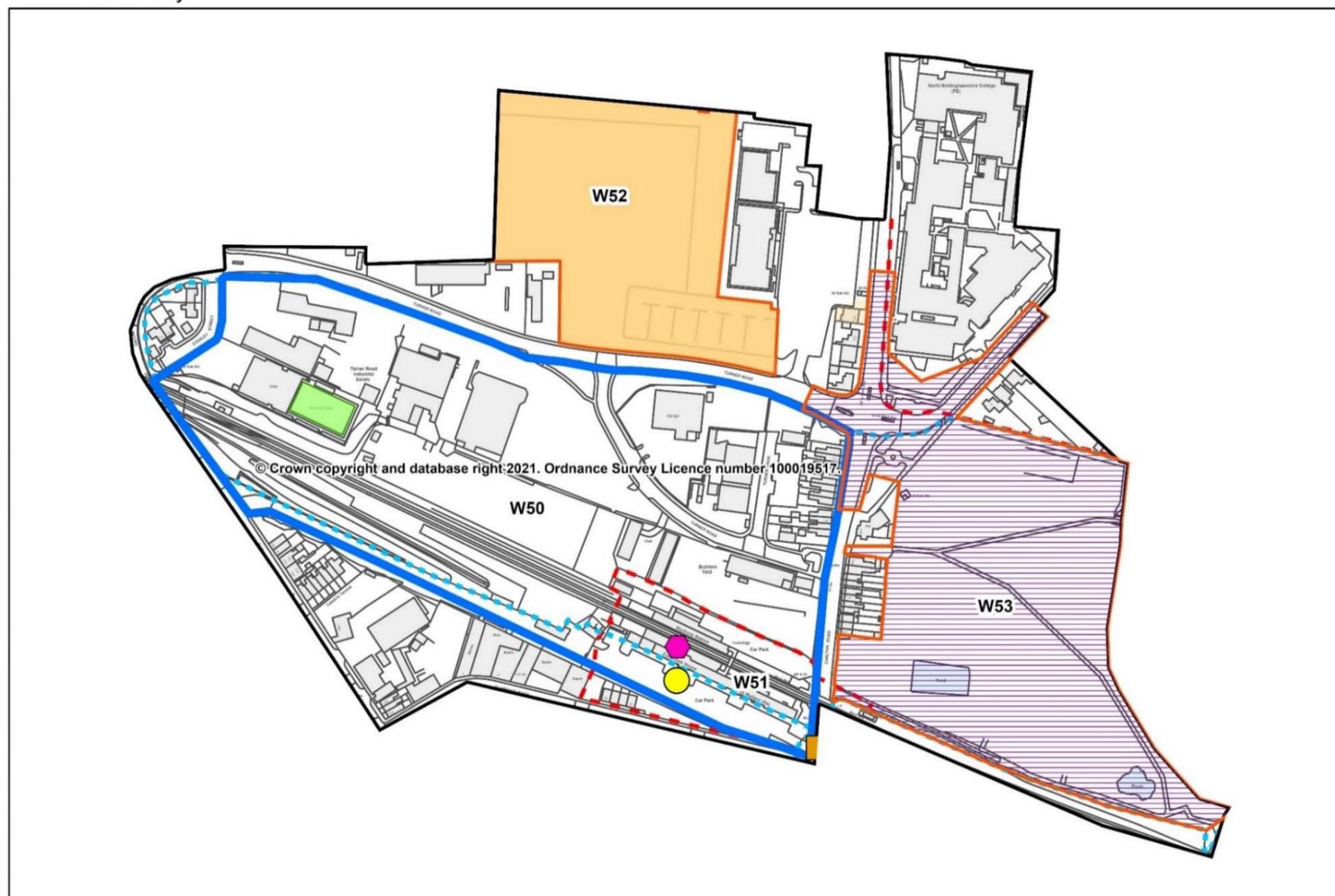
Station Gateway:

- The area of Station Gateway is focused around Worksop Station with predominantly business/commercial uses in the area. The station itself sits back from the Carlton Road frontage within an area of car parking and underused employment units that lack a coherent well connected green and blue infrastructure network. A number of large brownfield sites also exist, which would benefit from redevelopment potentially securing environmental improvements, including the Turner Road site and the site to the east of Carlton Road. Both are vacant and fail to provide positive, attractive frontages to the street network. Overall, the area lacks meaningful green infrastructure, both for recreation and wildlife. Opportunities exist through regeneration to green this urban setting for people and wildlife.

Potential Interventions:

- Improved cycle/pedestrian/e-vehicle connectivity to and from Worksop Station towards Worksop town centre, North Notts College, public transport routes;
- Remediate brownfield land to benefit the environment and facilitate urban greening via tree planting, soft landscaping and recreational open space provision;
- Create a biodiversity rich urban environment and secure meaningful gains in green infrastructure through on site open space provision and/or developer contributions to improve nearby spaces;
- Contribute to the delivery of new and improved public realm, in accordance with an area-wide public realm strategy;

Station Gateway



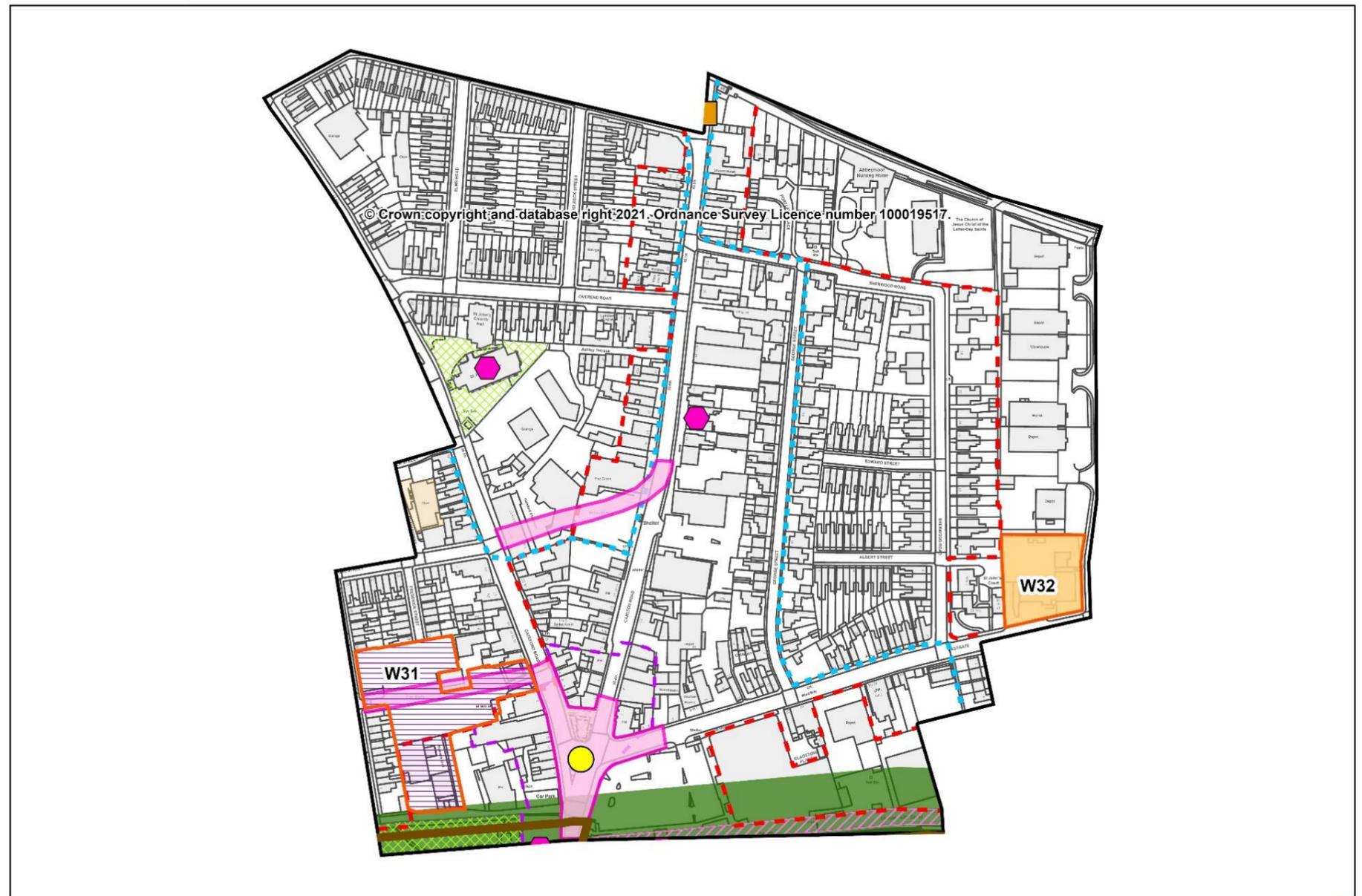
Heart of Worksop:

- The Heart of Worksop is a dense inner urban area that is bisected by two main arterial roads that connect to the Worksop Waterfront and the Station Gateway. Gateford Road and Carlton Road are busy thoroughfares bounded by a mix of mostly commercial uses, providing local shops and services and space for local business. The building lines and pavements are tight to the roads providing little space for cycling or urban greening. The Heart of Worksop benefits from a frontage to the Chesterfield Canal (a designated Local Wildlife Site) but its potential is undervalued, with this green asset having limited public access within the neighbourhood. The southern most part of the area falls within the Local Plan designated green infrastructure buffer that ensures the protection of the existing LWS asset. Overall the area lacks much established green infrastructure with limited access to the Canal. Opportunities exist to expand urban greening along the Chesterfield Canal, re-introducing the residents of Worksop Central to blue infrastructure. Furthermore, opportunities also exist to strengthen cycle and pedestrian links towards National Cycle Route 6 and Sandhill Lake.

Potential Interventions

- Improve connectivity for pedestrians, cyclists, e-vehicles and vehicles towards Sandhill Lake and National Cycle Route 6
- Strengthening urban greening and the green buffer alongside Chesterfield Canal through design interventions and re-developed land
- Contribute to urban biodiversity net gain through tree planting and green features particularly along main thoroughfares and alongside new transport infrastructure

Heart of Worksop



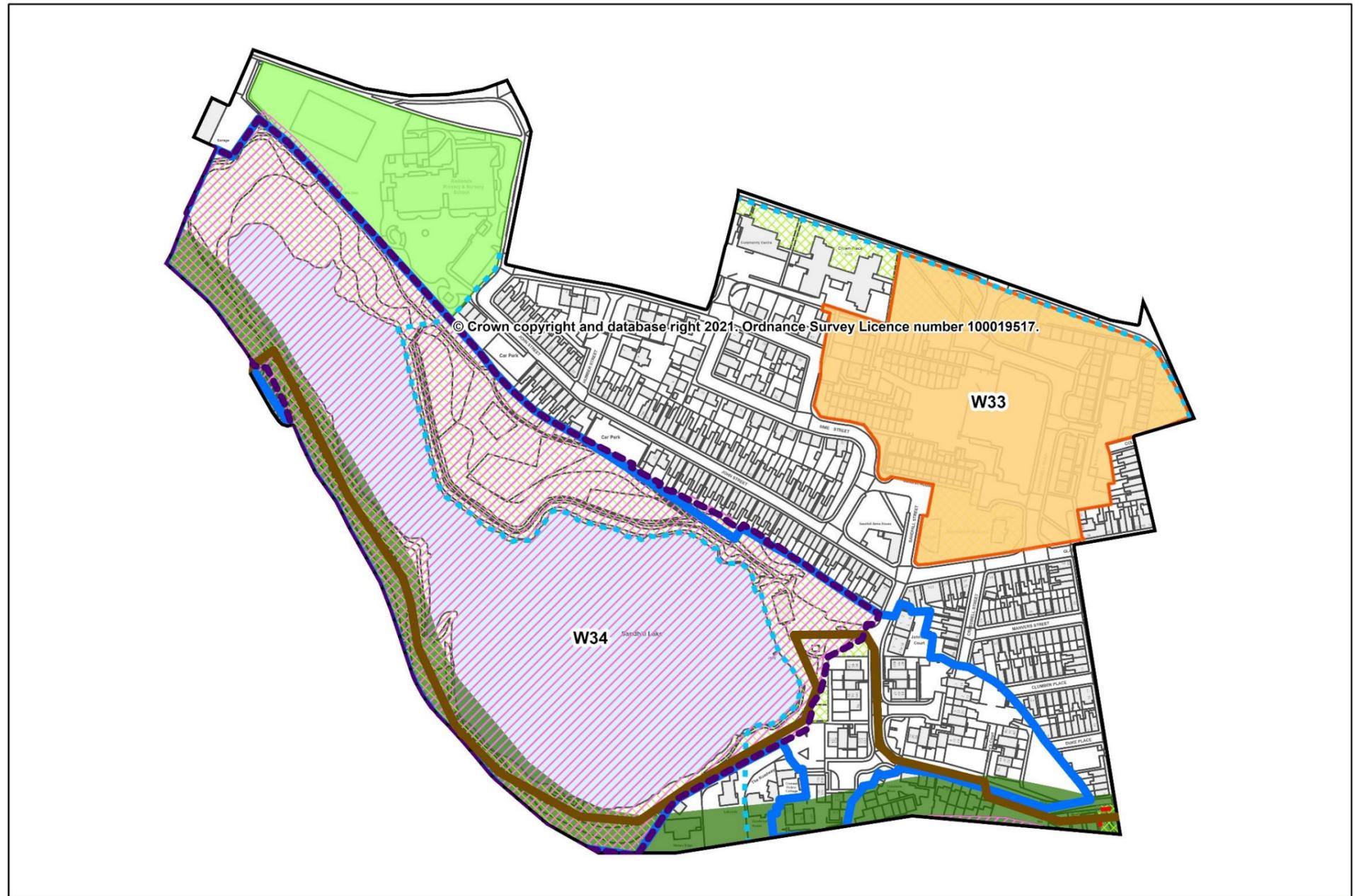
Sandhill Quarter

- The Sandhill Quarter is a popular housing area, within 20 minutes of the town centre. The Quarter has significant green infrastructure in the form of Sandhill Lake, which serves as the western anchor of the area connected by the Chesterfield Canal green corridor and to adjoining neighbourhoods. Sandy Lane (W33) also contains a popular children’s play area and amenity green space. The current greenspace offer lacks multi-functionality, and could better contribute to the wider community’s needs. National Cycle Route 6 follows the route of the canal and bridges, such as at Morse Lock. Furthermore, it also provides connections across the Canal to the nearby Worksop Waterfront area, but local connections for walking and cycling within the Sandhill Quarter, to the lake in particular and to neighbouring areas are more limited and lack passive surveillance. Overall, there is much potential to enhance Sandhill Lake and the open space offer it provides to the residents of Worksop Central and Worksop in general. Furthermore, future restoration/management projects of Sandhill Lake and the surrounding area could include community involvement and the potential establishment of a community management group.

Potential Interventions

- Enhance connectivity for pedestrians and cyclists along the canal, to the lake, to Worksop Waterfront and Worksop Station
- Facilitate the efficient re-use of land to better meet multifunctional open space needs, including local food growing opportunities
- Through redevelopment promote varied opportunities for recreation and play to meet local needs
- Maximise the ecological and recreational value of Sandhill Lake through the establishment of a community group to manage Sandhill Lake

Sandhill Quarter



Worksop Waterfront

- Worksop Waterfront area benefits from a dual waterfront in the forms of the Chesterfield Canal and the River Ryton. The river in particular is hidden in a canalised channel, minimising biodiversity and water quality. Flood risk is an issue, with the town centre having experienced several severe flood events in recent times. The canal is the more visible, although access is not always clear or legible. The area is currently a predominantly retail area, supported by community facilities and housing. The Canch, a popular urban park, provides a vibrant anchor to the east, accommodating a number of open space functions including for children and young people. National Cycle Route 6 follows the route of the Canal and pedestrian/cycle bridges from The Canch to the Innovation District. Local connections for walking and cycling and to neighbouring areas are limited. Overall, the area lacks much established connections between the existing green and blue infrastructure assets; including limited recreational access to the Canal and the River. Opportunities exist to expand urban greening along the Chesterfield Canal, re-introducing the residents of Worksop Central to blue infrastructure. Opportunities also exist along both River and Canal to introduce further flood mitigation measures to reduce flood risk. Finally, strengthen cycle and pedestrian links towards National Cycle Route 6 and the Innovation District.

Potential Interventions

- Maintain and enhance connectivity for pedestrians and cyclists along the river and canal and within the neighbourhood.
- Make space for water adjacent to the River Ryton to support flood management and biodiversity.
- Protect and enhance recreational value of existing green corridors along Chesterfield Canal and River Ryton.
- Contribute to significant urban biodiversity net gain through developer contributions, tree planting and on-site green infrastructure such as green-walls and green roofs, in particular alongside the River Ryton.
- Continue to promote opportunities to strengthen the urban park offer at The Canch in line with the management plan
- Create quality public realm as a setting for a reinvigorated town centre offer with appropriate street trees and planting, distinctive street furniture and water features

Worksop Waterfront



Innovation District

- The Innovation District benefits from a popular creative industries business cluster at the Creative Village. Two significant green corridors cross the area; the built form does not relate well to the Chesterfield Canal or River Ryton. Several sites and buildings within the area are vacant/underutilised and fail to provide an attractive frontage to the waterways. National Cycle Route 6 follows the route of the canal and pedestrian/cycle bridges provide connections across the river to the nearby The Canch, but local connections for walking and cycling within the Innovation District and to neighbouring areas are more limited. Overall, the area lacks much established connections between the two green corridors; including limited recreational access between the Canal and the River. Opportunities exist to expand urban greening along the Chesterfield Canal, re-introducing the residents of Worksop Central to blue infrastructure. Opportunities also exist along both River and Canal to introduce further flood mitigation measures to reduce flood risk. Finally, opportunities exist to upgrade/strengthen cycle and pedestrian offer of National Cycle Route 6 towards the Heart of Worksop, as well as the Worksop Waterfront areas.

Potential Interventions

- Maintain and enhance connectivity for pedestrians and cyclists along the river and canal and within the neighbourhood.
- Improve connectivity for pedestrians, cyclists, across the River Ryton to The Canch, and diversify its offer to meet visitor needs.
- Recognise and incorporate flood management along the River Ryton to enhance resilience.
- Protect and enhance the recreational value of existing green corridors along Chesterfield Canal and River Ryton and their buffer zones.
- Contribute towards urban biodiversity net gain through developer contributions, tree planting and on-site green infrastructure such as green-walls and green roofs.
- Create quality public realm to support future business opportunities at the Creative Village, including outdoor meeting space, street furniture space for water

Innovation District



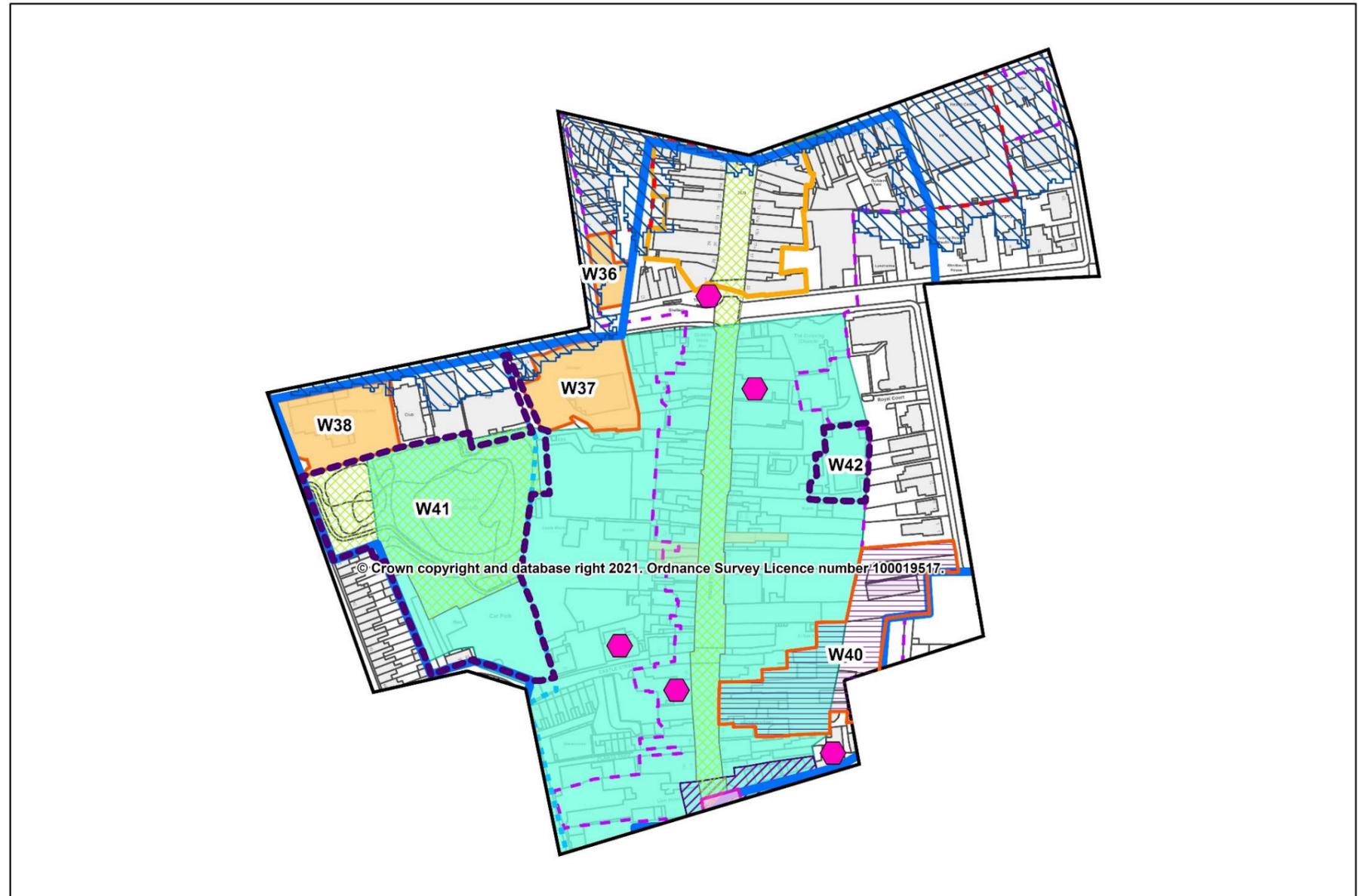
Historic Bridge Street

- Historic Bridge Street is a linear north-south route within the existing town centre. It provides a vital connection between Worksop Waterfront and the Southern Gateway. The area contains few green and blue infrastructure assets, one Area of Opportunity can be found sitting behind Bridge Street, called Castle Hill that currently functions as amenity greenspace. This open space does lack functionality however. In addition, the existing dense urban form and poor quality modern additions hinder permeability and there is a lack of positive frontage onto existing pedestrian/cycle routes. Bridge Street is currently pedestrianised, but sees unstructured and unmanaged vehicle use. Overall, there is much potential to the enhancement of facilities at Castle Hill and the open space offer it provides to the residents of Worksop Central and Worksop in general. Furthermore, opportunities exist to upgrade/strengthen cycle and pedestrian offer within the area towards Worksop Bus station and the Canch, as well as the Southern Gateway and Worksop Waterfront areas.

Potential Interventions

- Improve and enhance connectivity for pedestrians and cyclists along Bridge Street towards Worksop Bus station and between Newcastle Avenue and Castle Hill.
- Expand Castle Hill's multifunctionality and open space offer to enable urban recreation and play, heritage interpretation and enhance positive community use of the site.
- Contribute towards urban biodiversity net gain through developer contributions, tree planting and on-site green infrastructure such as green-walls and green roofs, street trees, particularly along Bridge Street and into the rear yards thereby enhancing ecological connectivity east-west.

Historic Bridge Street



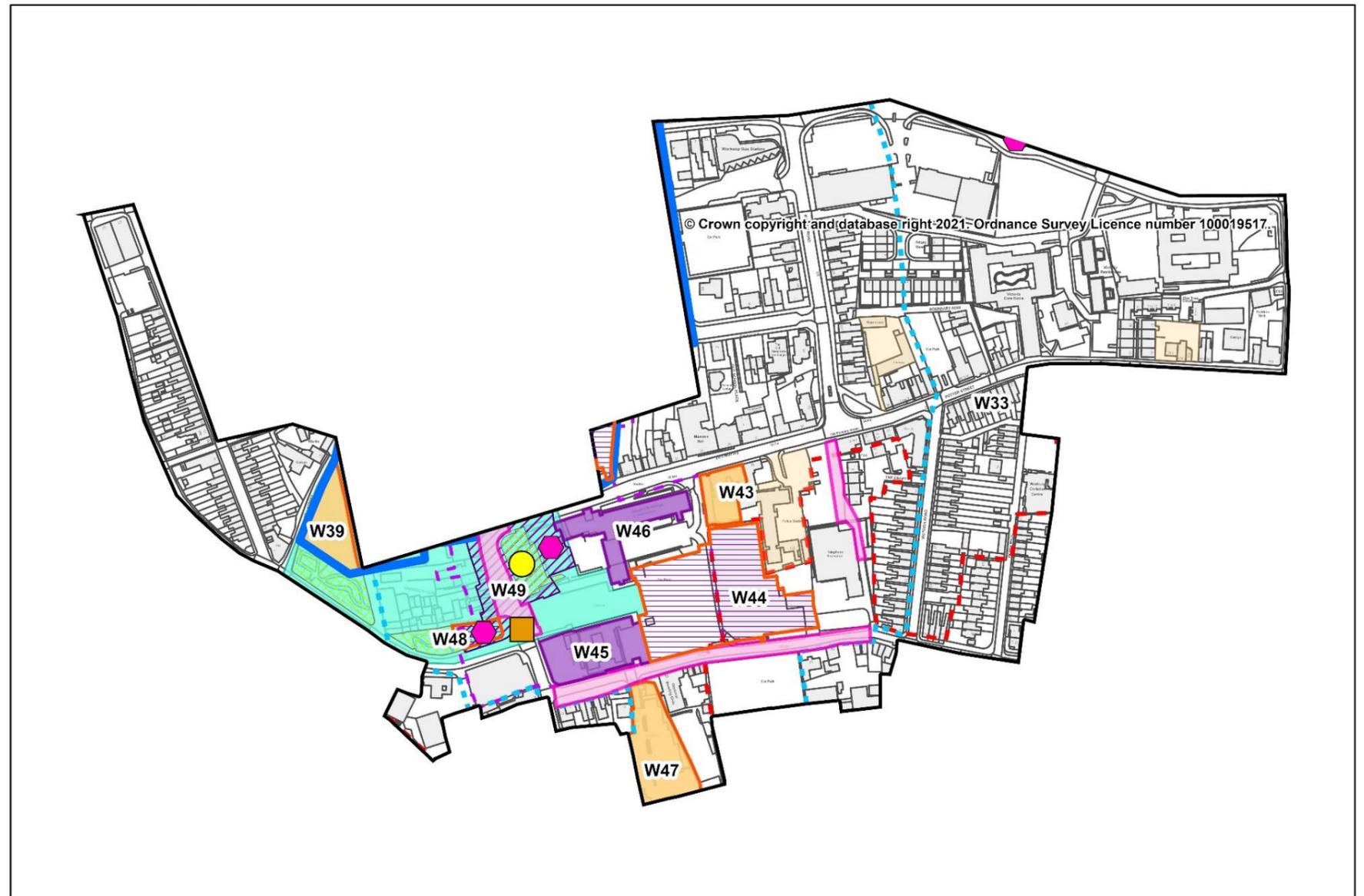
Southern Gateway

- Currently a predominantly business area, the Southern Gateway lacks a distinctive multifunctional green infrastructure presence. The area contains the Market Square that adjoins the Town Hall and the Queen's Buildings Social Hub. The area contains several surface car parks and buildings which are underutilised or vacant and fail to provide an attractive frontage to the street network. In addition, the existing building formats hinder permeability and there is a lack of direct cycle routes within and to neighbouring areas, to everyday services and the bus station, which sits within the northern part of the neighbourhood. Overall, opportunities exist for development to contribute toward urban greening by incorporating green infrastructure into upgraded public realm. The area has real potential to be a people friendly place by enhancing existing public spaces which in turn can incorporate more green infrastructure.

Potential Interventions

- Improve and enhance connectivity for pedestrians and cyclists towards Worksop Bus station, Historic Bridge Street and within the neighbourhood.
- Create an extended quality, sensitively planted multi-purpose public space capable of accommodating community and cultural events at an extended Market Square.
- Contribute towards urban biodiversity net gain through developer contributions, tree planting and on-site green infrastructure such as green-walls and green roofs through new development opportunities and alongside new/improved transport infrastructure.

Southern Gateway



8. Funding Opportunities

- 7.1 **Developer Agreements (planning obligations)** have the potential to provide funding for urban green infrastructure projects. The Bassetlaw Local Plan, the Worksop Central DPD and the Affordable Housing and Developer Contributions SPD will provide the policy basis for future decisions. The primary mechanisms available to the Council are through S106 agreements and CIL.
- 7.2 **Government Funding** has the potential to provide funding for green and blue infrastructure improvements in the upcoming years. The Council and its partners will continue to bid for government funding to deliver and/or enhance green/blue infrastructure as it becomes available.
- 7.3 **Business Funding** the North Notts BID (Business Improvement District) could attract funds (subject to business partners agreement) for green space interventions.
- 7.4 **Community and Voluntary Sector Funding** is important in respect of delivering the thematic interventions proposed in this Strategy. For example, 'Friends of' groups can apply to a range of project funding related to community involvement and benefit, such as the national lottery.
- 7.5 **The National Lottery** is a potential source of discretionary funding for projects. There are several Lottery grant programmes highly appropriate to delivery of this Strategy and new ones may be introduced, eg. Townscape Heritage Lottery fund.
- 7.6 **Crowdfunding** is the collection of finance from backers to fund an initiative and usually occurs on Internet platforms. Crowdfunding involves a variety of participants and generally include the people or organisations that propose the ideas and/or projects to be funded, and the crowd of people who support the proposals. Crowdfunding is then supported by an organisation (the "platform") which brings together the project initiator and the crowd.

9. Conclusions and Next Steps

- 8.1 The Worksop Central Green Infrastructure Strategy is an ambitious and forward looking document that aims to help in the Greening of Worksop Central in the long term, bettering access to green and blue infrastructure, increasing the offer for healthier lifestyle choices and improve overall health of its residents
- 8.2 However, some challenges are apparent, notably the likely pace of land availability, the need to lever funding and influencing decisions in future regeneration and development programmes upon which delivery will depend. In view of this, it is necessary to develop the green infrastructure network incrementally through a succession of smaller actions funded and implemented by a rolling programme of activities.
- 8.3 Thematic interventions delivered over a realistic long-term timescale are key to addressing fragmentation alongside positioning urban green infrastructure as a key consideration in urban design and regeneration programmes. This also presents a significant opportunity which is the involvement of the business and local community in the delivery of the strategy and overall urban green and blue infrastructure.
- 8.4 Finally, the management of the created urban green and blue infrastructure will be a future point of question. Resources is an ever present difficulty hence securing funds will be a major aspect of management strategies. Interventions need to be affordable in the longer term and the local authority cannot be expected to take on unlimited management responsibilities.

APPENDIX 1 - GREENSPACE FEEDBACK FROM THE WORKSOP TOWN CENTRE MASTERPLAN CONSULTATION JANUARY 2021



WORKSOP MASTERPLAN: FEEDBACK

REVIEW OF KEY CONCEPTS

By 2030 Worksop Town Centre will be the focus of community life, creating a place that serves the everyday needs of residents, whilst also being an exciting destination for visitors from the local area and further afield.

REVIVING A SENSE OF COMMUNITY

The future of Worksop Town Centre will lie in meeting the everyday needs of the community whilst attracting and retaining visitors for unique and memorable experiences. Existing and new green spaces will attract and retain footfall in the Town Centre creating an environment for people to enjoy the leisure, retail, market and food and drink options available.

LIFE ON THE WATERFRONT

The presence of water is both an asset and a threat to the Town Centre. As part of the Masterplan, improved flood resilient measures and waterside habitats will enhance the image of the town. Flood defence development, making room for water; river restoration; green walls, roofs and public spaces all form part of the plan's concept of life on the waterfront.

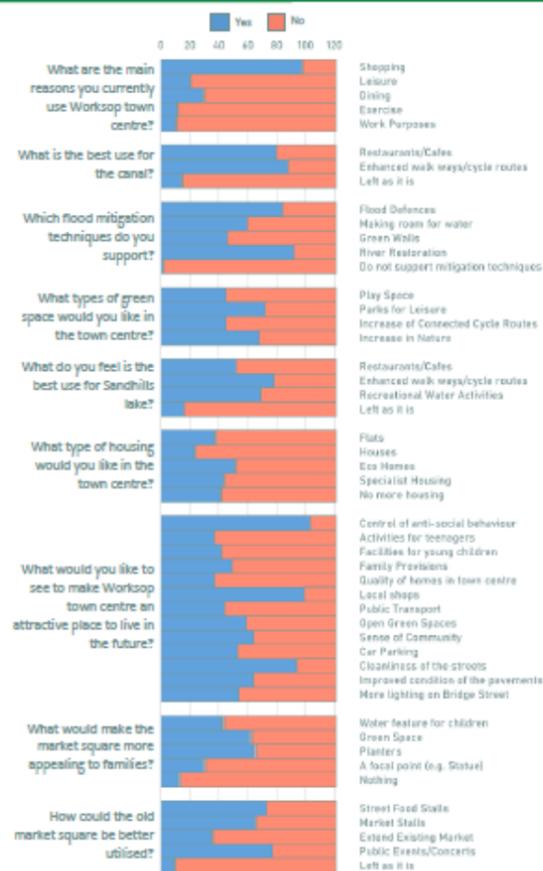
ACTIVE TRAVEL CHOICES

Encouraging walking and cycling will re-establish the Town Centre as a safe and healthy destination. Through a combination of cycle lanes and traffic management, routes through the Town Centre will connect the suburbs, railway station, retail and leisure outlets for visitors and residents.

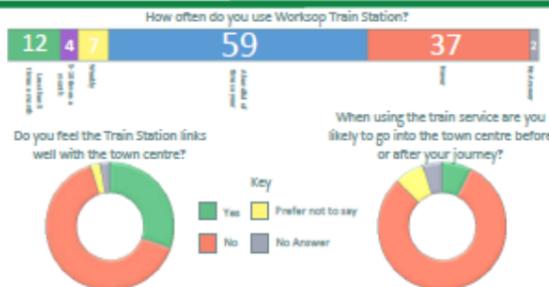
RECONNECTING PEOPLE AND HISTORY

Worksop has a rich and multi-layered history. The Masterplan will seek to reveal the sometimes-hidden heritage of the Town Centre. Public spaces will improve the setting of the historic buildings on Bridge Street and opportunities exist to create a pedestrianised square to the south of the Town Centre.

GENERAL FEEDBACK



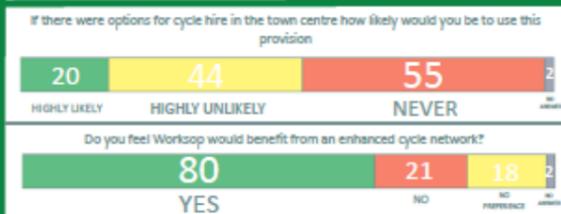
STATION GATEWAY



USAGE OF THE TOWN CENTRE



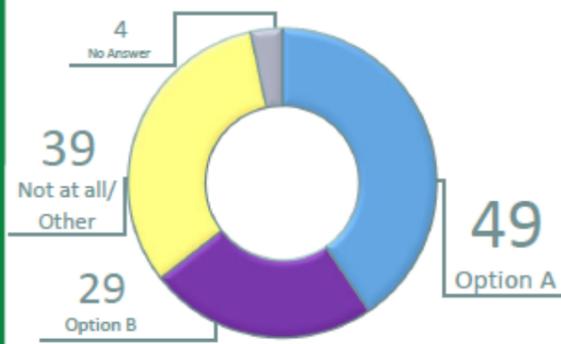
CYCLING AND TRANSIT



Which of the following options involving the reintroduction of cars to Bridge Street do you prefer?

Option A
Creating a one way single lane carriageway up Bridge Place and Bridge Street. Allows for a cycle lane and short term bay parking with pavements to each side. Vehicles would turn left at the top of Bridge Street if the old Market Square becomes a family-friendly outdoor pedestrianised space.

Option B
Retain and increase the pedestrianised area on Bridge Place and Bridge Street with the addition of a family friendly outdoor space on the old Market Square and the creation of a new area at the end of Bridge Place.



RESPONSE SNAPSHOT



FACTS AND FIGURES

