

**Draft Worksop Central  
Development Plan Document  
June 2021**



**Bassetlaw**  
DISTRICT COUNCIL  
— North Nottinghamshire —

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# 1.0 Introduction

## 1.1 What is the Worksop Central DPD?

- 1.1.1 Worksop Central is set for widespread regeneration and growth over the next 20 years or so. This draft Worksop Central Development Plan Document (DPD) 2020 – 2040 sets out the Council's long-term vision and objectives for the town centre and its surrounds, with the overarching aim of reinvigorating the town centre offer, to ensure Worksop's central area is better able to adapt and grow, to meet identified needs, changing priorities and the community's aspirations in the long term.
- 1.1.2 This DPD sets out the Council's regeneration strategy, planning policies and proposals, including site allocations, to guide land use, funding, investment, delivery and planning decisions in Worksop Central up to 2040. It identifies key infrastructure projects, including flood management, highways and public realm and the approach to be taken to secure their delivery at the right time to support regeneration and growth.
- 1.1.3 This document is the written statement of the DPD and should be read alongside the draft DPD Policies Map which provides a visual representation of the DPD policies.
- 1.1.4 The draft DPD provides a positive strategy for the regeneration of Worksop Central. It will play a leading role in promoting new sustainable development and growth to help re-position Worksop, to bring people from all sections of the community back into the town centre to work, live and spend, reversing the trends observed across the country. By doing so, the strategy will help minimise growth on greenfield sites and help to protect the District's countryside, important green spaces and the built and natural environment from inappropriate development, thus enhancing the quality of life for our communities.
- 1.1.5 The production of such a detailed and robust plan reflects the importance of Worksop Central. The health of the Worksop Central has an impact on the economy of the whole District. Worksop Central is the core of the District's principal town, and is the most accessible location to benefit the maximum number of local residents, particularly in offering increased employment and training opportunities, a robust retail, leisure and cultural offer and a diversified housing mix. It is therefore the most sustainable location for development in the District. However, the town centre economy has significantly under-performed over the past ten years, with vacant retail units increasing year on year. This has intensified as a result of the Covid 19 pandemic in 2020-2021.
- 1.1.6 While there has been investment in the town centre in recent years, this has tended to focus on a number of site specific projects, such as Middletons, the Creative Village and the Worksop Access to Skills Hub. Whilst the delivery of these projects is important to the overall regeneration of the area, there is a need for a regeneration strategy for the central area as a whole. A long-term spatial planning framework setting out Worksop Central's function in terms of

retail, leisure and culture, employment and housing, provided within a high-quality environment, and the infrastructure required in support is essential to coordinate regeneration in the short, medium and long term, and to inform investment and funding decisions.

- 1.1.7 Regeneration cannot be delivered by the Council alone. This ambitious, positive intervention requires partnership working, with the public, private and third sector to ensure that the planning framework delivers the growth aspirations for Worksop Central. To do so, the Council has put in place a governance structure aligned to the Worksop Town Centre Masterplan.
- 1.1.8 The masterplan provides a strategic vision and priorities to facilitate the regeneration of the Worksop Town Centre. In reality, the boundary identified by the masterplan is more extensive than the town centre. To avoid confusion, this DPD area will be known as Worksop Central, but covers the same area as that identified by the masterplan.
- 1.1.9 A Town Centre Board, facilitated by the Council but comprising strategic level representatives from a range of partner organisations will ensure projects within the DPD area align with the masterplan vision and its priorities. The Board will use its collective expertise and influence to deliver a coordinated and planned approach to the delivery of regeneration; to prioritise projects, use and secure external funding, identify match funding and opportunities to catalyse further private investment.
- 1.1.10 This work is underway. An initial project plan forms part of the masterplan and can be viewed at [www.bassetlaw.gov.uk/theworksopmasterplan](http://www.bassetlaw.gov.uk/theworksopmasterplan)

## **1.2 How does the DPD relate to the draft Bassetlaw Local Plan?**

- 1.2.1 The Worksop Central DPD sits within a planning framework for the District overarched by the draft Bassetlaw Local Plan. The draft Local Plan sets out the Council's development strategy, planning policies and proposals, including site allocations, to guide land use and planning decisions in the District up to 2037. Worksop Central is identified as a Priority Regeneration Area for growth and investment (Local Plan policy ST6).
- 1.2.2 The purpose of this DPD is to set out a more detailed and distinctive area wide strategy and policies to inform the regeneration of Worksop Central and will provide the basis on which planning and investment decisions within the area are made.
- 1.2.3 The DPD covers the area defined as Worksop Central by draft Local Plan policy ST6 as shown in Figure 1 overleaf, and on the accompanying draft Policies Map. The DPD may be supplemented by more detailed policies and proposals in neighbourhood plans where these are prepared for parts of the area.
- 1.2.4 The Local Plan will remain relevant, where appropriate, to development proposals in Worksop Central. The Local Plan and this DPD will be the starting point for considering whether planning applications (apart from for minerals and

waste development) can be approved. Decisions on planning applications will be taken in accordance with their policies, unless material considerations indicate otherwise. The Local Plan and DPD cover a range of issues and it is likely that several policies will be relevant to any proposed development. **It is important therefore that the Local Plan and the DPD are read as a whole rather than considering policies in isolation.**

- 1.2.5 On adoption, this DPD will, along with the Local Plan, 'made' neighbourhood plans and adopted minerals and waste local plans form the overall development plan for the District. At that point, the DPD will replace elements of the Bassetlaw Core Strategy and Development Management Policies DPD (2011).

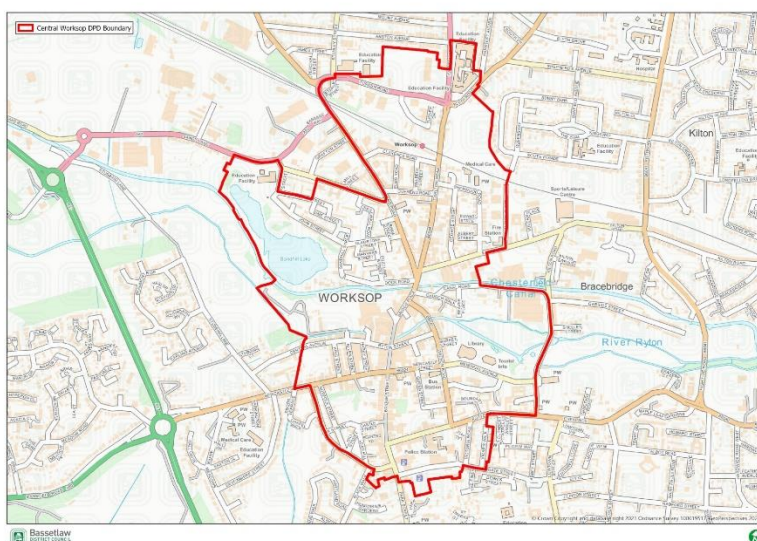


Figure 1: DPD boundary

## 1.3 DPD Process

- 1.3.1 Figure 2 outlines the various stages to the adoption of a DPD.
- 1.3.2 In accordance with the Council's Statement of Community Involvement (2020) the Council consulted stakeholders, including residents, businesses, developers, statutory consultees and other interested parties on the draft Worksop Town Centre Masterplan in November 2020-January 2021. This issues and opportunities gathering stage included an initial user survey and provided a valuable baseline for this DPD. A call for sites consultation was also undertaken.
- 1.3.3 The Council adopted the Worksop Town Centre Masterplan in March 2021. The responses received, together with information gathered during the masterplan production have informed the preparation of this document.
- 1.3.4 This is therefore the second stage in the preparation of the Worksop Central DPD. Consultation on this plan in June-July 2021 will enable the Council to get the views of the community and interested stakeholders about the plan's proposals and content. These views are vital to inform policy development at each stage.

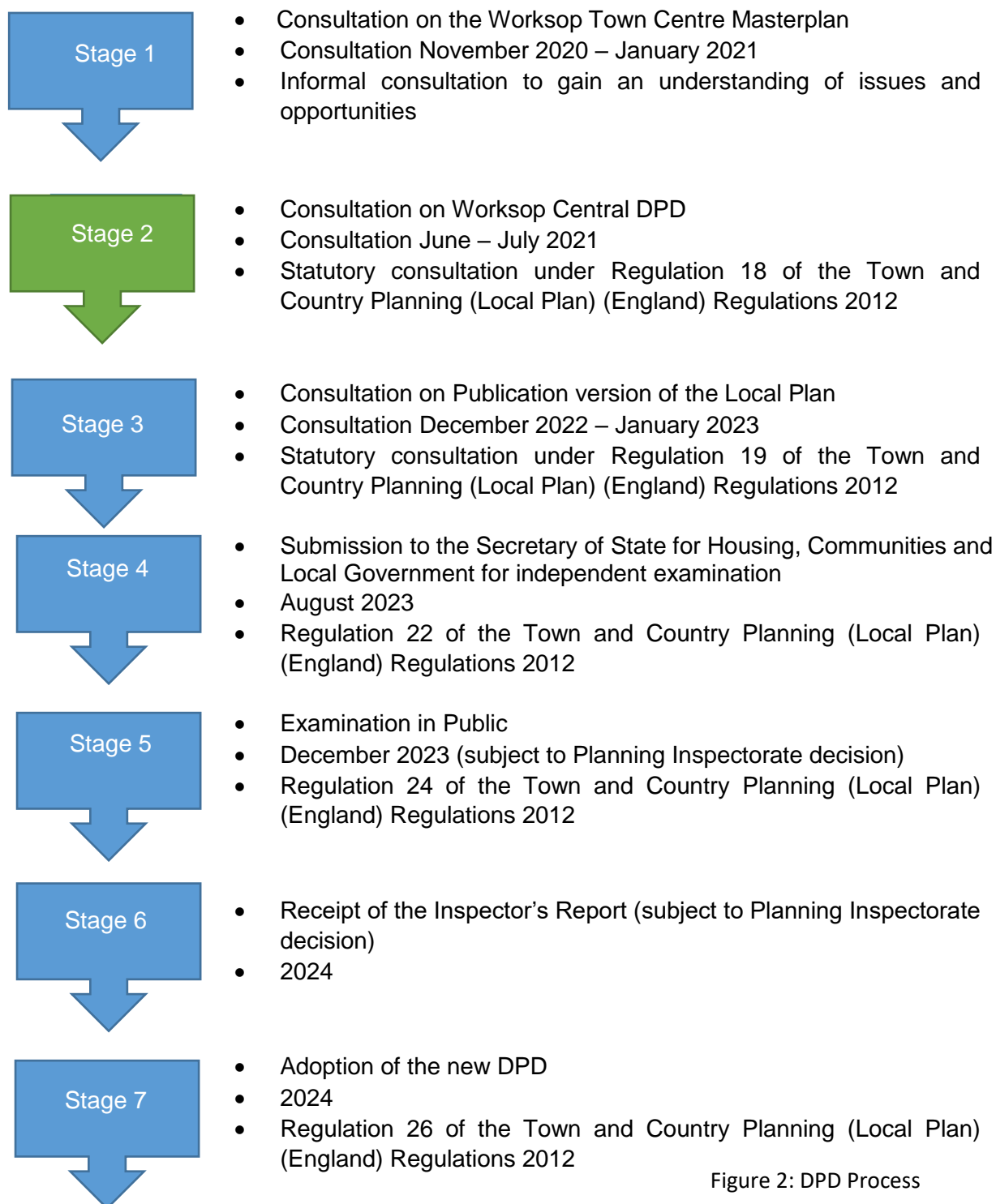
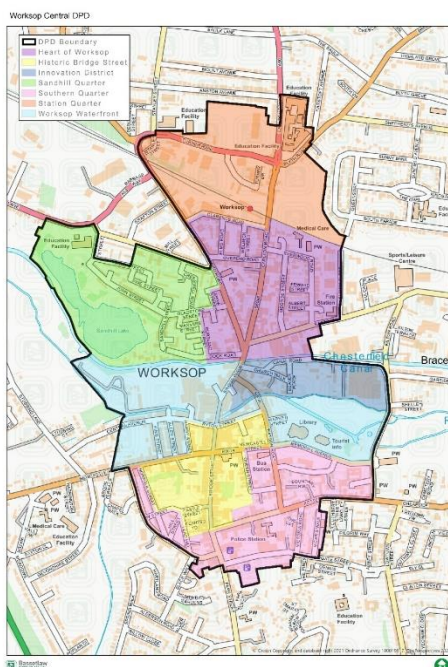


Figure 2: DPD Process

1.3.5 The Council's Local Development Scheme sets out the project plan for this DPD and other planning policy documents. This shows that the Council is intending to continue production of the DPD alongside the draft Local Plan, but recognises that publication should not take place until the Council has certainty about the content of the Local Plan. This is expected in 2022.

## 1.4 How is the DPD set out?

- 1.4.1 The DPD identifies the main issues and opportunities identified through previous Local Plan and masterplan consultations for the town centre area, and then sets out the overall vision and objectives for Workso Central; these follow on from those identified in the Local Plan.
- 1.4.2 The plan is then divided into themes which focus on key spatial issues that apply across the area; such as, economy, housing, sense of place, healthy places, low carbon, connectivity and delivery.
- 1.4.3 The Workso Town Centre Masterplan breaks the area into seven zones: this DPD translates the masterplan aspirations into seven distinct neighbourhoods (see Figure 3 below), each with its own vision, priorities, development opportunities and site allocations.



- 1.4.4 In some cases 'Opportunity Areas' are identified. Each has its own Policy to help deliver the issues and objectives identified by this plan to realise the vision for Workso Central in the longer term.

## 1.5 What else needs to be considered?

- 1.5.1 The content of this DPD is also built on the requirements of national planning policy and the content of the Council's evidence base.

### National Planning Policy

- 1.5.1 Development Plan Documents must be consistent with national policy to ensure the delivery of sustainable development. This is set out in the National Planning Policy Framework, 2019 (NPPF). Alongside the NPPF, the national Planning Practice Guidance provides more practical guidance for the implementation of



planning policy. This draft DPD takes full account of, and is consistent with, the provisions of national planning policy and guidance.

### **D2N2 Recovery and Growth Strategy**

- 1.5.2 Bassetlaw is part of the D2N2 Local Economic Partnership along with other Nottinghamshire and Derbyshire authorities. The priority for D2N2 is to deliver a more prosperous, better connected and increasingly resilient and competitive economy.
- 1.5.3 Focussed around three guiding principles: low carbon growth, productivity and connectivity and inclusion, action will be co-ordinated to ensure that investment in technologies and processes drive up the demand for skills, connectivity and market access as well as productivity, transforming the region into a high value economy. This draft DPD reflects the themes and priorities of the Strategy in spatial planning terms for Worksop Central.

### **Sheffield City Region Strategic Economic Plan 2020-2040**

- 1.5.4 Bassetlaw is part of the Sheffield City Region Mayoral Combined Authority. As the District borders the Sheffield City Region the DPD will have regard to the Strategic Economic Plan.

### **Nottinghamshire Minerals Local Plan 2019-2036 and Nottinghamshire and Nottingham Waste Core Strategy 2013**

- 1.5.5 Nottinghamshire County Council are the minerals and waste planning authority and produce the Minerals Local Plan and the Waste Local Plan for the County. These Plans form part of the development plan for the District. This DPD must complement those Plans. The Policies Map for these plans can be viewed at [www.nottinghamshire.gov.uk](http://www.nottinghamshire.gov.uk)

### **Bassetlaw Council Plan 2019-2023**

- 1.5.6 The Council has an ambitious Plan to continue to transform the District by 2023. To help regenerate Worksop into a vibrant, resilient and prosperous town centre this DPD will reflect in spatial planning terms the relevant priorities of the three themes of:
- Investing in Place
  - Investing in Housing
  - Investing in Communities

## **1.6 What evidence have we used?**

- 1.6.1 Alongside this consultation, we have published the following documents:

**Sustainability Appraisal:** This report is an assessment of the social, economic and environmental effects of the policies in the plan as a whole. It incorporates a Strategic Environmental Assessment (SEA) which focuses on the environmental impacts of the policies.

**Habitats Regulations Assessment:** This assesses, under the Conservation of Habitats and Species Regulations 2010, the potential impact of the plan on



the integrity of any internationally designated biodiversity sites which includes Special Areas of Conservation for habitats and Special Protection Areas for birds.

**Whole Plan Viability Assessment:** This is an assessment of the financial viability impacts of the DPD policies, individually and cumulatively, to ensure that the total cost of the policies do not undermine the deliverability of the DPD.

**Infrastructure Delivery Plan:** The Plan sets out what additional infrastructure will be needed to deliver the development identified in the DPD and to deliver regeneration across the area. For key infrastructure it sets out cost estimates, timings, funding sources and those responsible for delivering each infrastructure project.

This will also inform the deliverability of the Local Plan: the Local Plan identifies Worksop Central as accommodating a minimum of 660 homes by 2037. This DPD, its viability assessment and infrastructure delivery plan in particular will be critical in realising that priority.

1.6.2 As well these documents, the Council has undertaken a significant amount of research to help inform the proposals and policies in this plan. This Evidence Base includes background information, the Council's existing strategies and current planning policy as well as specially commissioned studies on particular topics where more information was helpful. The evidence base can be viewed on our website [www.bassetlaw.gov.uk/bassetlawplan](http://www.bassetlaw.gov.uk/bassetlawplan)

1.6.3 As the DPD progresses these documents will be revised and where necessary added to.

## **1.7 Community Infrastructure Levy**

1.7.1 The Community Infrastructure Levy (CIL) is a charge that local authorities can require of most types of new development in their area (based on £ per sqm), in order to help pay for the infrastructure needed to support development. CIL charges will be based on the size, type and location of the development proposed. The Council introduced CIL in 2013.

1.7.2 Alongside this Local Plan, the Council is reviewing the CIL Charging Schedule. Further information is available at [www.bassetlaw.gov.uk/bassetlawplan](http://www.bassetlaw.gov.uk/bassetlawplan)

## **1.8 Supplementary Planning Documents**

1.8.1 The Council's Local Development Scheme identifies the Supplementary Planning Documents that will be produced to help deliver the policies and proposals in the Local Plan and this DPD. The Council may also set out proposals for new SPDs in a future Local Development Scheme.

1.8.2 These include the Affordable Housing and Developer Contributions SPD, the Design Quality SPD and the Greening Bassetlaw SPD. So that their content is consistent with the Local Plan they will be produced after the Local Plan's adoption. Adopted Supplementary Planning Guidance and Supplementary Planning Documents will be revoked where appropriate.

## 1.9 Other Documents

- 1.9.1 The Council and its partners will over the lifetime of the DPD produce a range of masterplan frameworks and development briefs to aid site/development delivery. Further details can be found in relevant site specific policies in this plan.

## 1.10 Duty to Cooperate

- 1.10.1 The Duty to Cooperate was established in the Localism Act 2011. The Duty to Cooperate requires all Local Planning Authorities, county councils and public bodies such as Historic England, Natural England and the Environment Agency to engage constructively, actively and on an ongoing basis in relation to cross-boundary issues identified in Figure 4 below. This approach is also promoted in the NPPF.

Housing	Strategic Housing Needs
Economic Growth	Economic Growth Needs
Transport and Infrastructure	Strategic Road Network Local Road Network Sustainable Transport Education Facilities Other Infrastructure
Natural, Built and Historic Environment	Mitigating the Impacts of Climate Change Natural Environment Green Infrastructure

Figure 4: Cross boundary issues

- 1.10.2 Duty to cooperate is underway to inform the draft Local Plan. On that basis, strategic and cross boundary matters will be evidenced in Statements of Common Ground for the Local Plan between neighbouring authorities, statutory bodies and infrastructure partners and updated on an ongoing basis for this DPD: Signed Statements form part of the evidence base and others will be signed and added in due course. Further details are set out in the Council's Duty to Cooperate Compliance Statement 2020.

## 1.11 Neighbourhood Planning

- 1.11.1 The Localism Act 2011 gave communities the right to shape their local area through the preparation of neighbourhood plans. Once 'made', neighbourhood plans form part of the Development Plan and have the same status as this DPD in making decisions on planning applications.
- 1.11.2 The Council is committed to working positively with local communities, in the rural and urban parts of the District where they wish to develop a neighbourhood plan and to support them through the statutory processes. More information on the status of Bassetlaw's Neighbourhood Plans can be found at [www.bassetlaw.gov.uk/neighbourhoodplans](http://www.bassetlaw.gov.uk/neighbourhoodplans)

- 1.11.4 The policies in this DPD are strategic and should be reflected appropriately by Neighbourhood Plans. However, Neighbourhood Plans may cover other topics and provide a greater level of local detail to deliver community aspirations which the DPD will not cover.
- 1.11.5 Following adoption of this plan, as new planning policies are approved at national, local and neighbourhood plan level - the most recent policies always take precedence. If as a consequence of this Plan or new national policy being introduced part of a Neighbourhood Plan becomes out of date, the Council will support the revision of plans accordingly.

## **1.12 Review of the DPD**

- 1.12.1 This draft Plan covers 20 years, with the development strategy looking ahead 15 years from expected adoption (2024) in line with national policy. A regeneration strategy over this timeframe allows the DPD to re-position Worksop Central and secure the investment needed to create meaningful change. Even so, the DPD will be subject to a regular review - at least every 5 years from the date of adoption – to see whether the policies need updating.

## **2.0 Structure of the Draft Worksop Central DPD**

- 2.1 The Introduction explains this Plan's role and purpose. The Vision and Objectives of this Plan flow from the Context and provide the overall aims of the policies that follow. Each policy relates to more than one objective. The relevant policy objective is identified by a symbol below each policy box.
- 2.2 Strategic policies relate to the following key topics: housing; employment; retail, tourism, culture, heritage and community facilities, green infrastructure, climate change and infrastructure.
- 2.3 Local policies apply to all development proposals as appropriate and relevant. These set out more detailed policies for specific areas, site allocations and areas of opportunity.
- 2.4 A site-specific policy is provided for each of the sites allocated within the Plan for housing, employment and/or mixed use without planning permission (or where development has not reached internal fit). These policies also cover sites expected to experience significant change to benefit the regeneration strategy over the plan period. This could include green infrastructure or cultural facilities.
- 2.5 All monitoring data used to inform this draft plan is taken from the 30 April 2020. This applies to housing, employment and retail commitments and completions.
- 2.6 The Council will monitor the implementation of the Plan's objectives and the effectiveness of its policies through the Monitoring Framework in section 20. This will be reported annually, in the Authority Monitoring Report. The monitoring will inform any review of the plan.
- 2.7 The Appendices contain important information to support the Local Plan.
- 2.8 The Council is required to include a Policies Map which illustrates the DPD's policies and proposals. This is available alongside the DPD on the Council's website at [www.bassetlaw.gov.uk/bassetlawplan](http://www.bassetlaw.gov.uk/bassetlawplan) In accordance with the Local Planning Regulations where there is a conflict between the interpretation of the text in this plan and the boundaries shown on the Policies Map, the text prevails.

## 3.0 Context

- 3.1.1 Worksop is the principal town in Bassetlaw, situated in the south west of the District, and has excellent connectivity: the A60 (north/south) crosses the town's central area, whilst the A57 (east-west) provides good accessibility to both the M1 (10 miles to the west) and the A1 some 10 minutes away, with direct access to South Yorkshire and the East Midlands. A number of key arterial roads, notably Carlton Road, Gateford Road and Watson Road providing key north-south connectivity across Worksop Central.
- 3.1.2 At a local level the transport network does not manage traffic effectively; traffic flow at key junctions such as Victoria Square and along key routes, including Watson Road is slow particularly at peak times. A convoluted one way system east-west, via a public car park at The Priory Centre has led to the road network dominating, making pedestrian/cycle and bus travel challenging. A priority is to reduce car trips in the town and improve options for active and public transport to make journeys more straightforward.
- 3.1.3 Situated in the northern part of Worksop Central, Worksop railway station supports a regular service along the Sheffield-Lincoln railway line, as well as providing a direct rail link to Nottingham and Retford and the East Coast main line. The station is well-used, seeing a steady year on year increase in use; 474,830 entries/exits (2019/20) compared to 440,390 the year before. However, the station site contains a number of commercial/business units which are vacant and/or underused. Two well-used car parks are located at the station, both provide opportunities to enhance cycle parking and charging of electric vehicles.
- 3.1.4 Buses have a key role for improving local public transport to Worksop town centre. The current one way system, issues with traffic flow on key routes/junctions, mean the town centre circuit is relatively long, so may not be as convenient as passengers would like, making the car a more attractive option for many. Nevertheless Worksop bus station is located within Worksop Central and supports 16 services, providing a vital hub for those wishing to travel round the town or to the wider District.
- 3.1.5 In terms of cycling, the national cycle route 6 runs east-west along the Chesterfield Canal. But local links, particularly north-south and to the national route are limited, so cyclists rely on, on-road cycling which in densely developed parts of the town may not be comfortable for many. There is also a lack of cycling infrastructure, such as designated cycle lanes and cycle storage in the town centre, which can discourage use.
- 3.1.6 The current public realm for pedestrians is mixed. The extent of the historic high street is pedestrianised, although vehicles still continue to access the area. Across Worksop Central evidence shows that the condition and design of public realm is inconsistent, lacks quality and the area suffers from street clutter which can create a distracting space, which does not reinforce the surrounding heritage or natural assets.

- 3.1.7 The Council operates 11 car parks in Worksop Central providing a total of 969 spaces, to support the town centre businesses, including an additional 91 disabled spaces. Two are short-stay, the remainder provide long stay space. A number of private sector car parks also operate in and around the town centre, the most notable is at the Priory Centre.
- 3.1.8 The topography and landform in Worksop Central is heavily influenced and characterised by natural, built and historic landscapes. The River Ryton crosses east-west through the centre of the town, as does the Chesterfield Canal. Worksop town centre naturally evolved to the north and south of the River Ryton and Chesterfield Canal.
- 3.1.9 The land rises significantly north to the Station and south to the Market Square. This incline and the location of the central area car parks enhance the feeling that there is a split between the upper and lower areas of the centre. As a result, the southern end of the town centre (upper Bridge Street) has a significantly lower volume of pedestrian activity and a higher number of vacant units. In contrast, the greatest levels of pedestrian traffic are evident along the flatter pedestrianised sections of Bridge Street, in and around The Priory Centre. High footfall exists around the Bus Station indicating demand for public transport.
- 3.1.10 Worksop has an extensive, multi-layered history, with record of the castle being constructed around 1103. Some of this history is still visible today, such as the green space landforms at Castle Hill, a Scheduled Monument, to the west of Bridge Street.
- 3.1.11 The development and completion of the Chesterfield Canal in 1777, moved the town away from being an agricultural centre, by attracting trade, commerce and people into the area. This was further enhanced by the arrival of the Great Central Railway in 1849, and by industries, particularly coal mining. Today the canal is mostly used for recreational navigation and has significant potential to be better used as a walking/cycling route (along the national cycle route 6), to enhance the visitor economy and as a green infrastructure asset.
- 3.1.12 Designated heritage assets within Worksop Central include the Castle Hill Scheduled Monument, 2 Conservation Areas (Worksop and a small part of Mr Straws), including over 50 listed buildings. Most are focussed around the spine of the town, along Bridge Street, and around the Market Square, as well as featuring prominently along the canal. The area also has an extensive mix of non designated assets. With such an extensive catalogue of heritage assets, it is not uncommon for some to be considered at risk, including the Worksop Conservation Area as being in very bad condition but with low vulnerability. The Townscape Heritage Improvement Scheme is underway in Upper Bridge Street/Market Square to improve the quality of facades and shopfronts to help improve the quality of the Conservation Area overall.
- 3.1.13 Despite its rich history, much of Worksop Central's heritage is hidden from view or lacks prominence. For example, to the rear of Bridge Street lie the historic burgage plots; the yards and lanes created as these plots were built out are still in evidence today, but are to a certain extent inaccessible. Ongoing projects such

as at Middletons demonstrates the regeneration value these areas can bring to the town.

- 3.1.14 Reflecting its industrial past, much of the land in the area is previously developed, including redundant brownfield sites. Extensive remediation, reclamation and redevelopment are priorities to positively regenerate these tracts of land to the benefit of the economy, communities and the environment.
- 3.1.15 Within Worksop Central are three key green assets: The Canch, a popular Green Flag urban park with extensive play area; Sandhill Lake; and the Castle Hill green space. Whilst The Canch is well used and multifunctional, more could be made of the other spaces, as they too lack prominence and at times attract misuse.
- 3.1.16 Access along the Chesterfield Canal enables connectivity between Sandhill Lake and The Canch, although this is not always as legible or direct as it could be because of intervening buildings, roads and private land. Other than this, the area has limited publicly accessible green space; enhancing multi-functionality therefore at existing spaces is vital, to better meet local needs for play and recreation.
- 3.1.17 In terms of biodiversity, the interest is focussed around two Local Wildlife Sites at Sandhill Lake and the Chesterfield Canal, whilst The Canch complements provision. Scope exists to strengthening their ecological value, thereby enhancing connectivity to the District's Nature Recovery Network and reinforcing links to the waterways including the River Ryton which runs through The Canch.
- 3.1.18 The presence of the waterways is more noticeable in some areas than others. For example, where the River Ryton runs directly through the centre of town, buildings such as those around the Priory Centre have been developed over the watercourse, which means the rivers presence is not always easily identifiable or accessible. Opening up the river through flood management will bring added benefits in terms of recreational, amenity and ecological value.
- 3.1.19 There is a high perception of anti social behaviour in Worksop Central which can discourage use particularly on an evening, despite Worksop Central being well served by CCTV. Evidence shows that five of the Worksop Wards had the highest recorded volumes of anti-social behaviour when compared District wide. Despite this Nottinghamshire Police confirms that crime rates in the area has remained consistently lower than average over the last 6 years.

### **The People**

- 3.1.20 With a population of 46,012, around 39% of the District's 116,800 population lives within Worksop. The population has grown by 3.4% 2011-2018, mostly as a result of net in-migration.
- 3.1.21 The ONS shows that Worksop has a younger population compared to the rest of the District, with approximately 16.3% of the population aged 65+ years or over compared to 18.5% for Bassetlaw. This may indicate a demand for particular types of housing, activities or facilities that are currently lacking in the town.



- 3.1.22 The District has five Lower Super Output Areas which rank within the top 10% most deprived areas nationally and a further six within the 20% most deprived. The District's most deprived areas are concentrated within the urban area of Worksop with parts of the Worksop South East being within the 2% most deprived nationally.
- 3.1.23 All of the Lower Super Output Areas within Worksop Central fall in the lower 60% of the Index of Multiple Deprivation rankings. This may have an impact on other economic, social and environmental issues in the area. For example, Public Health England state that life expectancy is 8.9 years lower for men and 7.6 years lower for women in the most deprived areas of Bassetlaw than in the least deprived areas, whilst the Joint Strategic Needs Assessment 2020 acknowledges that those living within the more deprived areas of Bassetlaw may have less healthy lifestyle choices and poorer health and wellbeing outcomes. Health inequalities therefore remain a priority.
- 3.1.24 Educational attainment is not as high as elsewhere; 30.2% of Worksop residents (2011 Census) had no qualifications, exceeding the District (28.5%) and national picture (24.7%). The level of apprenticeships and higher Level 3 and Level 4 qualifications for Worksop all fall below the national rate. Upskilling residents remains an ongoing objective for the Council and its partners. This includes North Notts College which sits within Worksop Central and provides courses/apprenticeships, including Higher Education for school leavers and adults, and specialises in a technical and career focused training and education.
- 3.1.25 An important step forward will be a new state of the art education and training hub being delivered by the Council and the College's operators, and partners including the NHS and a University partner. Made possible through a £3.5 million share of the D2N2 Get Building Fund, the development will create 50 jobs and support 300 learners initially. Courses will be available in health and social care; digital and creative industries; green technologies and low carbon; and construction, specifically designed to provide local residents with an opportunity to upskill close to home to get better paid employment and improve their life choices.

### **The Economy**

- 3.1.26 Historically Worksop town centre was retail led, with a mix of national brands, complemented by local stores. Over the last 10 years, as a result of economic change and retail market re-structuring the retail offer in Worksop town centre has reduced, magnified by the Covid pandemic of 2020-21.
- 3.1.27 In 2020, the town centre contained 247 outlets. Comparison shops such as those selling clothing and household goods represented 50% of the shops trading, whilst convenience shops such as supermarkets represented only 2% of units. The largest concentration of shops remains the Primary Shopping Area (lower Bridge Street/Bridge Place) where most of the high-street multiples can be found. This includes a covered shopping centre (the Priory Centre).
- 3.1.28 Retail accounts for 57% of the total units. 22% of the units are vacant, with 63% of these being concentrated within the Priory Centre. The number of vacant units

in Worksop Town Centre has been rising since 2017, with a 41% increase in vacancies between 2018/19 and 2019/20. These figures will in part reflect the changing habits of shoppers who increasingly use online services, leading to a reduction in footfall but will also have been impacted by more sudden and localised impacts including the floods of late 2019 and the impacts of Covid-19.

- 3.1.29 A more consolidated retail offer focussed around the Primary Shopping Area now exists, providing opportunities to diversify and re-focus the town centre to attract more footfall and expenditure.
- 3.1.30 The Bassetlaw Retail and Leisure Study 2017 identified that the percentage of leisure units in Worksop sits below the national average of 23.3%, with 17.4% of units (65 units) in the town centre occupied by leisure providers. This is mostly provided by cafes and coffee shops, and a high proportion of food takeaways, because the range of indoor commercial leisure within Worksop is limited to the Savoy Cinema, situated adjacent to the town hall.
- 3.1.31 Pubs and restaurants in the town centre support the evening economy but again the offer is limited, particularly for the family market and to meet the needs of young professionals. This indicates a gap in the market that regeneration could help address.
- 3.1.32 The town's cultural offer is focussed around the Acorn Theatre, Worksop Inspire (the town's library) and the Aurora Well-being Centre. All are located in Worksop Central. This is an undervalued sector; the value of the Acorn Theatre in particular is diminished by its location to the rear of Bridge Street and the lack of direct access from the town centre.
- 3.1.33 Most of Worksop's employment areas – for business, industry and storage - are found outside Worksop Central along key arterial routes or along the A57. Worksop Central makes provision for office space but this is at lower levels than in nearby cities and is usually found above ground floor premises, and not as part of purpose built office accommodation. On the periphery of the DPD area, in Turner Road for example, are commercial areas providing space for car sales.
- 3.1.34 The business provision in the town centre is changing, with increasing demand for small scale start-ups and incubator space. The Creative Village has been fully occupied since its opening in 2012 showing a demand for further properties of this type, such as at Middletons, expected to open in March 2022.
- 3.1.35 A number of public sector services including the District Council, Newgate Health Centre, Nottinghamshire Police and voluntary organisations have premises in Worksop Central, and are important town centre employers. Over the short term the number of employees at the public sector hub next to the town hall is expected to increase bringing more footfall to the area, whilst the expansion of the nearby Newgate Surgery should do the same.

#### **The Housing**

- 3.1.36 As the economic base has changed, Worksop has expanded, with the population growing alongside. Much of this growth has been seen in the edge of Worksop

on greenfield land. Even though the supply of new homes in the District remains buoyant, with more homes delivered in recent years than previously, the need for more housing, in sustainable locations remains as important as ever. Opportunities exist to re-use brownfield land in this central location for a range of housing products to better meet local community needs.

- 3.1.37 Although the District is relatively affordable when compared to the national picture, housing affordability can be an issue for many. Many residents have lower than average wages (£548 a week gross full time) and with the average price of a home estimated to be around £115,000 (in 2020), home ownership can be out of reach for first time buyers and young families, particularly as the cost of new build homes is higher than this. Private rents have increased in that time as well, meaning quality rental accommodation could also be out of reach. Existing social housing stock in the District is around 6,725 dwellings but this does not meet needs. Therefore, there is an identified need for 3638 affordable rented homes 2020-2037.
- 3.1.38 Due to the increasing ageing population, a need for specialist housing is also required to meet changing needs over their lifetime. Maintaining independence for residents is a priority so the provision of adaptable and accessible homes, will help residents age well in place, meaning homes with some form of care can be better managed. A number of schemes in the area have planning permission for this age group, indicating the demand for town centre properties by this age group.
- 3.1.39 There is a requirement for family sized housing of a range of sizes in the District's urban locations, including town centres. Of the 18,316 households in Worksop, 67.5% are owned, this exceeds the national figure by 4.2%, but is 2% less than Bassetlaw. The private rent sector accounts for 13.6% of the total households in Worksop, this is more than for Bassetlaw. This indicates the role the private rental sector has in meeting housing needs within the town, with a reasonable proportion recognised as sitting within Worksop Central particularly in terraced streets around the town centre.
- 3.1.40 Over time new additions in the area have not always been sympathetically integrated, and larger family homes have been lost to multiple occupancy housing. In response, in 2020, an Article 4(1) Direction withdrew permitted development rights for changing properties to Houses in Multiple Occupation (HMOs) within Worksop Central. As a result, planning permission is required to change a house to a House in Multiple Occupation. This was done to protect the housing mix and the number of larger properties in the affected area. Currently there are 42 HMOs within Worksop, with 31 being located within Worksop Central.
- 3.1.41 In terms of rough sleepers, parts of Worksop Central such as; the bus station, the library, Bridge Place and around the public sector hub can be attractive. The reasons for people rough sleeping are numerous, and can be due to structural or individual factors but, their number has increased from 1 to 13 in 2001-2019.

## **The Green Agenda**

- 3.1.42 Climate change presents probably the biggest challenge to the delivery of sustainable development not only in this DPD's lifetime but in the longer term as well. But the town is well-placed to address these challenges.
- 3.1.43 Carbon dioxide (CO<sub>2</sub>) is identified as being one of the key greenhouse gases which are being produced by human activity and contributing to climate change. As a result, reducing CO<sub>2</sub> emissions is a national target. Bassetlaw's per capita CO<sub>2</sub> emissions 2008-2017 have been consistently higher than national and regional levels: In 2017, 6.9 tonnes CO<sub>2</sub> per person per capita emissions were recorded (5.3 tonnes nationally and 6.2 tonnes regionally). The main source is transport, with 377.1 kilotonnes generated in 2017. This is common nationally.
- 3.1.44 A national ban on petrol and diesel cars is likely to come into effect by 2030, resulting in an expected increase in demand for Electric Vehicles and charging points. Currently there is only one publically accessible Council owned car park in Worksop Central with EV charging points, at Newgate East. Opportunities to support more electric vehicles should therefore be considered.
- 3.1.45 Air quality within Bassetlaw has consistently complied with the UK Air Quality Strategy objectives. However, some locations in Worksop experiences standing traffic during busy periods causing air quality to be impacted. These areas are kept under close review to ensure pollution is not above health based objectives.
- 3.1.46 In recent times Worksop Central has experienced flooding incidents from the River Ryton and incidents of surface water flooding. The most recent severe flooding incident occurred in November 2019, where around 200 homes and businesses in Worksop were affected. This was the third time the area had been affected by flooding in 12 years.
- 3.1.47 Following recent flooding events, the Environment Agency are now reviewing and updating the modelling data for the River Ryton through Worksop. This will inform future decisions about flood management investment in the future.
- 3.1.48 The Risk of Flooding from Surface Water shows that Worksop centre has areas at risk of surface flooding occurring in a given year. Areas of particular concern include Central Avenue, King Street, Hardy Street and Priorswell Road. Sustainable drainage will be a priority for regeneration proposals in these areas to better manage the impacts for heavy rainfall events.

## **4.0 Worksop Central Vision and Objectives**

A vision for Worksop Central in 2040:

- 4.1 In 2040, Worksop Central will be distinctive and vibrant making a significant contribution to the prosperity and diversity of the District. It will have maximised the benefits of its proximity to the A57, the A1 and the M1, and its easy access by rail and by bus to the new Bassetlaw Garden Village and the East Coast Main Line, as well as to a range of destinations within the District, the D2N2 and Sheffield sub regions and further afield, making it attractive to investors seeking excellent development opportunities in a highly sustainable location.
- 4.2 Worksop Central will be an attractive and inclusive town centre, with a welcoming, positive image, that enhances its market town character, respects its unique cultural heritage and distinctiveness, riverside and canal settings, quality townscape and natural assets in a sensitive and sustainable manner, to create a place where people aspire to live, work and visit.
- 4.3 Seven distinct but well-connected neighbourhoods will have been established, existing brownfield land and premises will have been successfully redeveloped to create characterful places, connected via a network of high quality public realm, public spaces and legible, safe, walking and cycling routes that enable easy access to public transport facilities.
- 4.4 The River Ryton and the Chesterfield Canal will have been rediscovered and strengthened as important recreation, tourism and environmental assets. Extensive flood management will optimise opportunities for growth, transforming the area, whilst reducing the risk of flooding. Residents and visitors alike will enjoy this extensive, easily accessible, attractive central green/blue corridor, which will encourage longer stays, increased footfall and positive social and economic activity throughout the area.
- 4.5 This will be showcased at the Worksop Waterfront where sustainable urban living, canal side moorings and a diverse leisure and commercial offer can be enjoyed year round within a quality riverside/canalside setting, whilst the nearby Innovation District will have successfully integrated the area's canal heritage and recognised its full potential for the creative industry at the Creative Village.
- 4.6 Worksop Central will be a prosperous place where modern business and commercial activity can innovate and thrive, and where key growth sectors, such as the green energy, health and digital/creative industries will be capitalising on the area's extensive education, skills and training offer, such as at the Worksop Access to Skills Hub. Space will be provided for start-up businesses and workshops to grow, such as at Middletons, whilst a diversified offer will enable independent and niche operators as well as national brands to feel at home.
- 4.7 Worksop's retail centre will have been consolidated to support the needs of a changing retail market, enabling it to compete with other comparable centres, whilst new and enhanced leisure and cultural facilities, and a vibrant evening

economy will be an integral part of the regeneration of Worksop Central, enhancing the town's economic offer, particularly along historic Bridge Street. The growing resident population, combined with connectivity improvements, enhanced public realm and new public spaces, such as an extended Market Square in the Southern Gateway, will support a range of community and cultural events encouraging residents and visitors to spend time in the area during the day and evening.

- 4.8 Worksop Central will be a place where town centre living will be a lifestyle choice, where a wide range of quality housing will be available to meet local residents' needs, such as in the Heart of Worksop. A greater variety of homes will improve housing choice for local people, supporting the changing needs of the older population, whilst affordable homes will have been delivered to enable a new generation of home owners to get onto the housing ladder and to meet the needs of those unable to afford market housing for sale, such as in the Station Gateway.
- 4.9 Across the area, residents will be able to easily access local shops and services without having to use the car supporting 'low-vehicle neighbourhoods'. By doing so, Worksop Central will be an exemplar of healthy place-making; well designed, safe, inclusive, high quality multifunctional green and blue infrastructure supported by active travel and a good range of local facilities will enable residents to embrace healthy, active lifestyles easily, reducing inequalities that may exist.
- 4.10 Across the core, Worksop Central will have set a benchmark for high quality design and environmental sustainability within an urban setting, where energy efficient homes and buildings positively contribute to a quality natural environment. Worksop Central will have significantly improved the District's resilience to the impacts of climate change; a substantial new flood management scheme, and extensive sustainable drainage will ensure both new and existing development is protected from flood risk, providing greater confidence and certainty to businesses, residents and investors.
- 4.11 Together with enhanced electric /alternative fuel vehicle charging, green walls and roofs, localised heat networks and renewable technologies will help residents, such as in the Sandhill Quarter, and businesses make an easier transition to achieving a net zero carbon economy.
- 4.12 Worksop Central will have a strong emphasis on active, sustainable travel whilst strong links will be made to surrounding neighbourhoods. Enhanced connectivity and improved access to National Cycle Route 6 that crosses the area will ensure that the area is a cycling destination, so that the wider Worksop community and visitors is better able to enjoy the vibrant Worksop Central offer sustainably. A convenient public transport network will support easy access to and within the area, between the bus station and railway station, whilst a realigned and accessible road network will be set within an attractive, permeable and well-connected streetscape.



- 4.13 By 2040, Worksop Central will have transformed into a successful, smart, sustainable place to be an exemplar of how partnership working can maximise investment opportunities to provide a range of quality new homes and jobs supported by new physical, social and green infrastructure to maximise opportunities for local people, businesses and the environment to thrive.

### Strategic Objectives

- 4.14 The vision will be achieved by meeting the following objectives:



1. To create a vibrant area, focussed around seven distinct but interrelated neighbourhoods, which make the best use of available brownfield and underused land, buildings and spaces, and maximises potential for regeneration



2. To reinvigorate and re-focus the Worksop Central economy by supporting enterprise, entrepreneurship, innovation and sustainable business growth, by focussing new commercial, business, cultural, retail and leisure growth and investment in the area, supported by good links with education and training providers to benefit local communities.



3. To promote a range of retail units and spaces to accommodate multiple retail and flexible formats, capable of adaption over time, to secure a quality and diverse town centre retail offer to meet the needs of the community, and national, independent and niche retailers.



4. To strengthen and diversify the cultural, visitor economy and community offer in Worksop Central, by promoting opportunities for performance space and schools, tourism and leisure uses, alongside a full events programme to provide an attractive centre for visitors both day and night.



5. To ensure diversity in the type, size and tenure of housing to deliver high quality urban living in Worksop Central for a range of households that are affordable, safe and energy efficient to meet local housing needs.



6. To transform the experience and perception of Worksop Central for developers and investors, residents, businesses and visitors by promoting sustainable development that is well integrated, well-connected, secure and that promotes positive, healthy activity with innovative, high quality design and architecture at the core.



7. To enhance healthy, active lifestyles by ensuring that everyone has good access to local shops and high quality health, leisure and community facilities, walking and cycling routes, green infrastructure and space for social interaction within proximity to their home.



8. To create a safe, welcoming, walkable environment that encourages positive use by a wide range of ages and abilities and reduces opportunities for crime and anti-social behaviour.





9. To protect and enhance the historic environment, its cultural and built heritage and the locally distinctive character of the area, and where appropriate, to foster that heritage to enhance Workso Central's role as a visitor destination.



10. To create and enhance an attractive, safe and sustainable quality public realm, that is pleasant to use, capable of performing a wide range of functions; that supports movement, social engagement, green infrastructure, opportunities for growing local food, heritage interpretation, play and community events, which improves links along the river and canal, between Workso Central and surrounding areas, whilst reinforcing the greening of the area.



11. To protect and enhance the Workso Central natural environment, by promoting a linked network of green/blue infrastructure, comprising places and spaces which support biodiversity, vibrant ecologically functional corridors which also enhance local character and distinctiveness, provide sport and recreational opportunities, encourage the sustainable use of the waterways, and improve the visitor experience.



12. To enable the rediscovery of the River Ryton by increasing its visibility and returning it to a more natural green/blue landscape setting, by delivering a strategic flood management scheme that efficiently and effectively manages water from the river to reduce the risk of flooding within Workso Central, and up and downstream, and which also manages surface water safely and appropriately.



13. To contribute to mitigating the causes and effects of climate change by shaping development to promote the highest standards of green living and working through sustainable construction, by promoting energy efficient design and water efficiency and management, by minimising waste generation, and by maximising sustainable travel choices and opportunities to develop innovative low carbon energy solutions which benefit local businesses and residents.



14. To ensure that Workso Central is supported by an integrated transport system, by providing a network of safe, well-connected, permeable and direct path/cycleways and spaces, supported by convenient public transport, opportunities for electric and alternative fuel vehicles, the sustainable use of the waterways, and by enhancing permeability for vehicles to and through the central core.



15. In support of communities and local businesses, to provide a co-ordinated framework for investing in green, social and physical infrastructure to deliver planned levels of growth at the right time and to mitigate its impacts on existing communities and the environment.

## **5.0 Promoting Economic Vitality**

## **5.1 Smart, Sustainable Economic Growth**

- 5.1.1 Jobs and business growth are crucial to deliver a sustainable economy. The Local Plan aims to provide more varied jobs and bring new businesses into the District to ensure Bassetlaw's economy is more resilient to changes in the wider economic environment. It recognises that a diverse economic base is important to ensuring income and skills levels are increased for local residents. This DPD sets out how those policy aims can be delivered within Worksop Central.
- 5.1.2 In recent times, job creation in Worksop Central, particularly the town centre has been increasingly reliant on service sector jobs, such as in retail. As a result of the ongoing restructure of the retail market nationally and the impact of Covid, the town centre's retail sector, like many across the country faces a period of uncertainty.
- 5.1.3 A key priority is, therefore, to provide a framework to enable the positive reuse and/or redevelopment of land and buildings to support the growth of business and commercial space in Worksop Central, to facilitate job creation and retain skilled employees, helping local people thrive and prosper. This in turn will help to diversify Worksop's economy, act as a catalyst for development and investment in the leisure and retail sectors, generate additional footfall and result in greater expenditure in the area.

## **5.2 Sustainable Business Growth**

- 5.2.1 Essential to the successful regeneration and health of Worksop Central, and allied to the expansion of the growing education and training offer at The WASH, space for start-ups, incubators and accelerator businesses within growth sectors and specialisations is integral to providing opportunities for those experiencing barriers to entry into the local economy. Building on the success of the Creative Village; a business incubator hub will be provided at Middletons (DPD018), whilst Phase 2 of the Creative Village (DPD014) will support independent operators, particularly within the growth sectors; such as, creative industries, green energy and health care.
- 5.2.2 Policy W1 therefore has an important role to play in facilitating the operation of modern business at key locations, such as within the Innovation District; where affordable workspace, incubation and business clusters, supported by the most up to date technology and quality infrastructure, can operate successfully in a sustainable central location. Meanwhile, more traditional business areas such as at Worksop Station, or through the continued operation and expansion of existing businesses will support general business needs.
- 5.2.3 Policy W1 recognises that flexible space/buildings is vital to the long term sustainability of the economy. They allow for the reconfiguration of internal space to suit new occupiers with different space requirements, and support business retention by enabling existing occupiers to expand in situ. Their provision will be encouraged.

- 5.2.4 To complement the current business offer, live-work units - residential and employment uses in the same self-contained unit for semi-permanent or permanent occupation – will be supported on the Former Gas Works site (DPD013), where there is an expectation that such provision will be sensitively integrated into the area. A requirement will be that the business floorspace must be separate from residential elements, and dedicated solely to business use.
- 5.2.5 To secure the long-term viability of business floorspace, Policy W1 promotes the co-location of business and other complementary uses such as leisure and/or residential on several allocations, such as at Crown House (DPD010). In these cases, a well-conceived layout is vital to ensure the efficient operation of business from the outset, whilst recognising the needs of other occupiers, and residents' amenity. Site specific policies will ensure that co-location is coordinated and appropriately managed.
- 5.2.6 High quality public realm enhances the business setting, so is attractive to businesses wishing to locate in the area. On that basis, proposals will be expected to demonstrate how the site and the public realm will function and interface with adjoining uses, particularly on proposals involving mixed-use development.

## **POLICY W1: Sustainable Business Growth**

A diversified business offer will be promoted in Worksop Central by 2040. This will be achieved by:

- a) Improving the quality and range of business accommodation (Use Class E(c), E(g)) available;
- b) Safeguarding and making provision for vibrant and attractive business locations, that accommodate a wide range of uses and workspaces which are well-suited to the needs of modern business, including at the Creative Village 2 (DPD014) and Worksop Station;
- c) Supporting proposals for independent and small scale business accommodation (Use Class E(c), E(gi)) which will help to ensure the appropriate regeneration and re-occupation of buildings, such as in the Historic Bridge Street Opportunity Area;
- d) Supporting the co-location of business and other compatible uses as part of mixed use development subject to the requirements set out in site allocation policies for the following sites:
  - i. Priory Wharf (DPD011);
  - ii. Crown House (DPD010);
  - iii. Middletons (DPD018);
  - iv. Creative Village 2 (DPD014)
  - v. Former Gas Works site (DPD013).
- e) Encouraging the positive re-use of business premises and the re-use of upper floors for business use;
- f) Providing flexible workspace that can be adapted to the needs of different end users, including for micro, small and medium-sized businesses;
- g) Supporting live-work units at the Former Gas Works Site (DPD013) to complement business provision in the locality;

- h) Ensuring new business development is designed to contribute to a high quality public realm that positively enhances the local area;
- i) Supporting high quality further/higher education, skills and employment training opportunities in accessible locations, including at The WASH (DPD012).



### 5.3 Leisure and Culture

- 5.3.1 As a result of changing consumer habits, people are now seeking a varied experience from town centres, with commercial leisure and culture performing an increasingly important role either as a destination or by contributing significantly through 'spin-off' trade. Important attractors, they create a more inclusive and diverse experience for residents and visitors, whilst also supporting key local services.
- 5.3.2 For the purpose of Policy W2, commercial leisure includes those in class E, F.1 and F.2 uses, and other uses that fall outside a specific planning class, such as nightclubs and theatres. Restaurants, drinking establishments, and drive-through takeaways can support the commercial leisure and cultural offer so are considered ancillary, and vital to sustaining the Worksop Central economy.
- 5.3.3 In Worksop many of the town's most prominent cultural heritage assets and cultural facilities are located in Worksop Central; such as The Acorn Theatre, the Aurora Centre and the Inspire Library. Together they create a strong sense of place, giving the Central area a distinctive role.
- 5.3.4 In accordance with national policy and the Local Plan, unless material considerations indicate otherwise, the priority location for new main town centre uses including leisure and cultural facilities is a town centre. Proposals for 'main town centre' uses elsewhere will need to comply with Local Plan policy ST14 where relevant.

#### Commercial Leisure

- 5.3.5 With the exception of the Savoy cinema, the current commercial leisure offer in Worksop Central is limited. This is compounded by the closure of most shops by 5:30pm and the extent of underused/vacant properties in the area.
- 5.3.6 Strengthening the leisure offer is therefore seen as vital to encourage greater use of the town by families and residents in the evening and on a weekend, and to retain people there after work.
- 5.3.7 The Bassetlaw Retail & Leisure Study suggests that people perceive the choice/quality of places to eat and the range of leisure attractions as a concern. Seen as an effective way of boosting Worksop's economy, Policy W2 takes a flexible approach to securing further leisure investment, by recognising the potential of the Worksop Waterfront for larger scale indoor leisure and associated food and beverage offer. A number of other mixed use sites or areas of opportunity are also identified where leisure could be successfully integrated

as long as it does not result in significant leisure investment being diverted away from the Worksop Waterfront.

- 5.3.8 The food and beverage offer in Worksop Central is currently dominated by drinking venues. But a strong food and beverage offer will contribute to enhancing Worksop Central's vitality and viability, in particular a vibrant evening economy (economic activity taking place after 6pm). It is also important in supporting a residential offer in the centre, making it an attractive place to live, as well as making it feel safer, particularly at night.
- 5.3.9 In particular, Policy W2 recognises the potential a Restaurant Quarter at the Market Square can have to address this shortfall and provide a food offer and complementary uses that may cater for family oriented use. By doing so, it will support the family leisure offer at the adjoining Savoy Cinema as well as that at the nearby Acorn Theatre. Additionally, it can also meet wider residents needs during the day and evening.
- 5.3.10 To deliver this vision within a small quarter, the Council is releasing space in the ground floor of the Town Hall, whilst other uses will, through this DPD, be positively encouraged to locate elsewhere within the town centre, such as along nearby Bridge Street. High street retail will be directed to the Primary Shopping Area.
- 5.3.11 Recognising that a food and beverage offer is required to complement the leisure offer elsewhere in Worksop Central, such as an independent offer along Historic Bridge Street, a number of other mixed use sites or areas of opportunity are also identified where restaurants could be successfully promoted as long as it does not result in a significant food offer being diverted away from the Restaurant Quarter. This diversity will ensure the town centre functions well, attracts greater footfall, encourages dual trips, and greater expenditure.
- 5.3.12 Although supportive of the evening economy, Policy W2 ensures proposals do not result in excessive concentrations of uses that adversely impact on the quality of Worksop town centre and local amenity. All development must benefit from good public transport accessibility, provide an attractive, safe and legible environment, such as through passive surveillance, whilst specific solutions such as; expanded CCTV coverage, street lighting, may be required where appropriate.
- 5.3.13 Drive-through restaurants are supported in Worksop Central as they can bring life into the centre, especially in the evenings. As these are car-focussed, there is a need to ensure proposals contribute to vitality and viability, rather than drawing investment away from other uses within the town centre. Strong, safe pedestrian/cycle links will be required to connect development to adjoining neighbourhoods.

#### **Cultural Offer**

- 5.3.14 Worksop Central benefits from a distinctive, but undervalued, cultural and community offer: focussed around the Cultural Quarters: the Acorn Theatre and Market Square in the south, and The Canch in the east.

- 5.3.15 Significant potential exists to expand this offer. The Worksop Town Centre Masterplan identified that greater cultural provision could increase footfall and positive use and generate spin offs for the growing leisure offer. On that basis, Policy W2 supports proposals for community, cultural and complementary commercial uses in the Cultural Quarters, including the expansion of the Acorn Theatre's dance school which would enhance the offer in Historic Bridge Street.
- 5.3.16 Outdoor space capable of hosting cultural activities is recognised as vital to a vibrant cultural programme, an important driver of a growing town centre economy and important to attract residents and visitors to the town. More people friendly spaces, such as the extended Market Square will be able to support temporary activities such as festivals, markets and performances, and can encourage occupancy in nearby buildings. Policy W9 promotes a new network of people friendly spaces around Worksop Central, to support these activities and to encourage people to linger.
- 5.3.17 Regeneration and a diversified leisure and cultural offer should also prove attractive to the visitor economy, making Worksop a more attractive destination. Proposals that seek to enhance the visitor economy, such as visitor moorings alongside the Chesterfield Canal (see Policy W15) will be considered positively where they enhance the vibrancy of the town centre.

## **POLICY W2: Leisure and Culture**

Support will be given to proposals which strengthen, expand and diversify the commercial leisure function of Worksop Central. This will be achieved by:

- a) Focussing new commercial leisure and tourism development at Worksop Waterfront and supporting leisure investment elsewhere within the DPD boundary where it can be shown that the proposals will not jeopardise the delivery of the Worksop Waterfront;
- b) Creating a Restaurant Quarter, as identified on the Policies Map, as the focus for restaurants and complementary uses at the Market Square, and supporting these uses elsewhere where it can be shown that the proposals will not jeopardise the delivery of the Restaurant Quarter;
- c) Requiring drive-through restaurants within the DPD area to be well linked to the primary shopping area, be accessible by walking/cycling links and protect residential amenity;
- d) Resisting residential and other proposals that would prejudice the town centre's commercial, leisure and evening economy;

Evening economic activities should make a positive contribution to Worksop Central by:

- a) Enhancing vitality and viability by ensuring proposals support an appropriate balance of uses, that will not result in a harmful overconcentration of uses in a particular neighbourhood;
- b) Directing proposals to appropriate locations, giving priority to:
  - i. Worksop Waterfront;
  - ii. Historic Bridge Street;
  - iii. Restaurant Quarter, at the Market Square
- c) Protecting local amenity;



- d) Having good public transport accessibility;

Cultural facilities contribute to the diversity and distinctiveness of Worksop Central and play an important role in the local economy. Proposals that help facilitate their continued growth and development (including ancillary studio space) will be achieved by:

- a) Protecting and supporting the growth of a local cluster of cultural and community facilities and performance space within the Cultural Quarters, as designated on the Policies Map;
- b) Supporting new cultural venues and workspace in Worksop Central, particularly through mixed used development;
- c) Promoting an Urban Room within the Historic Bridge Street Opportunity Area as a cultural tourism facility;
- d) Providing areas for civic and community events, performances and outdoor markets, and appropriate temporary activities and meanwhile uses where these will not have an adverse impact on local amenity, public safety and the highway network as:
  - i. Performance space at The Canch;
  - ii. New people friendly space at Bridge Place; at Priory Wharf (DPD011), at the Market Square



## 5.4 A Retail Strategy for Worksop Central

- 5.4.1 Shopping makes an important contribution to a healthy town centre but requires a diverse range of shops that meet the needs of the community. To boost the high street, the delivery of a strong retail offer in Worksop Central is therefore a vital part of a successful regeneration strategy.
- 5.4.2 But town centre retailing is going through a period of significant change: The retail environment is increasingly 'multichannel', with shoppers no longer purchasing goods in-store; there now exists more options for purchasing goods than there has ever been. Retailers are responding to these challenges by adapting the way they communicate with customers and consolidating or changing the format of their retail floorspace.
- 5.4.3 This is reflected in the increasing number of vacancies seen in the town centre boundary: in 2011/12 Worksop had 39 vacancies, rising to 46 in 2018/19. In line with the national picture (and as a result of the Covid 19 pandemic) in 2019/20 this rose further; 65 units were vacant. At a more detailed level, 22% of units in the primary shopping area sat vacant, although the majority - 63% - are within the Priory Centre.
- 5.4.4 Whilst some of these units may be re-occupied for retail, the Worksop Town Centre Masterplan recognises that many are small, outdated and/or are situated on the periphery of the town centre. This presents a significant opportunity to re-focus and reconfigure parts of Worksop Central and attract

alternative uses whilst retaining a core retail offer within the primary shopping area.

- 5.4.5 On that basis, the Local Plan consolidates the town centre and the primary shopping area to cater for this decreasing retail capacity, and the lack of evidenced new retail floorspace to 2031. The respective boundaries on the Policies Map reflect those in the emerging Bassetlaw Local Plan; this better reflects the current pattern of retail and town centre uses in Worksop Central and those which have redevelopment potential to accommodate alternative uses.
- 5.4.6 The primary shopping area therefore incorporates the core shopping street of Bridge Street (from Newcastle Avenue to Bridge Place) and Bridge Place - from where access can be gained to a covered shopping centre; the Priory Centre. The primary shopping area, in line with national policy, will be the first choice location for new retail development (unless material considerations indicate otherwise), inclusion does not preclude other forms of development, specifically other main town centre uses from taking place.
- 5.4.7 This DPD recognises that outside of the primary shopping area, the town centre provides another role; supporting the day to day needs of Worksop Central's growing resident and business community. Appropriate new retail development – in accordance with the provisions of Local Plan policy ST14 – that improve the health and performance of the town centre, particularly by diversifying the independent and niche offer and which also support local neighbourhoods will be supported.
- 5.4.8 Most notably, Bridge Street (from Newcastle Avenue to Potter Street), has increasingly struggled to attract tenants and footfall. Accordingly there is a need to re-consider its role and function to ensure the area can counteract any loss of town centre trade. Policy W3 re-focuses Bridge Street: support will be given to the growth of a cluster of niche and independent retailers and businesses to strengthen Bridge Street's cultural offer. This will also fulfil an important secondary role, as a vibrant 'high street' for the growing resident and business community in Historic Bridge Street.
- 5.4.9 There is a clear, immediate need for this DPD to provide a flexible framework for retail growth in Worksop Central. Policy W3 provides for modern retailer requirements, encouraging an appropriate mix of floorspace/type of store, which can accommodate a flexible operating format. This enables the changing operating models of national retailers to operate efficiently but is better able to support the independent and niche retailer as well. Policy W3 also provides support for flexibility in opening hours to cater for customers' changing needs.
- 5.4.10 To provide help in reducing the number of vacant shops and enhance the prospects for start-up businesses, opportunities for pop-up shops and temporary uses will be supported.
- 5.4.11 The Government have recently introduced amendments to the permitted development rights, enabling the change of use from Class E to residential use

(up to 1,500sqm of floorspace) from the 1 August 2021, subject to prior approval. This only applies to buildings that have been in a Class E use for two years and to buildings that have been continuously vacant for at least three months. Policy W3 therefore applies to units above this threshold.

- 5.4.12 With additional residential/business development planned to take place in Worksop Central throughout the plan period, Policy W3 recognises the impact improved links to and through the town centre can have on footfall.

### **POLICY W3: Retail Strategy for Worksop Central**

New development in Worksop Central should promote a range of retail opportunities, subject the provisions of Local Plan policy ST14, to add to vitality and viability and enhance Worksop Central's image as a desirable retail destination by:

- a) Maintaining and enhancing retail activity within the Primary Shopping Area and where appropriate in the town centre, as defined by the Local Plan;
- b) Ensuring new retail development provides flexible space so is capable of meeting modern retailer requirements, multi-formats and pop-up/temporary retail uses particularly within the primary shopping area;
- c) Promoting the Historic Bridge Street Opportunity Area as a location for independent and niche retail;
- d) Ensuring effective integration and connectivity between the Primary Shopping Area, the town centre and wider Worksop Central, particularly by active travel and public transport;
- e) Requiring edge-of-centre retail proposals to link directly to active frontages in the Primary Shopping Area, or if not possible, to improve linkages functionally and visually to the Primary Shopping Area;
- f) Applying planning conditions to proposals for retail outside the Primary Shopping Area but within the DPD area to control the broad range of goods to be sold;
- g) Continuing to promote thrice weekly markets as well as specialist markets in the town centre. New development should have regard to the ability to operate events or markets within the town centre.

The Council will continue to work with the North Nottinghamshire BID and retailers to help promote later opening hours within the Primary Shopping Area, the town centre and around the Market Square to increase activity and vibrancy in the early evening.



### **Delivery**

The Council has demonstrated its commitment to securing new business and education space through:

- delivery of the Creative Village and the ongoing redevelopment of Middletons – this included site acquisition and assembly, site investigation, provision of infrastructure/ access works, and supporting partners to secure in excess of £1m of grant funding.

- partnership working to create The WASH with The RNN Group, the University of Derby, NHS partners and education providers, to secure in excess of £3.5m of grant funding from D2N2 LEP to create state of the art skills/education hub.

Additionally, Nottinghamshire County Council has invested in improvements to the Inspire Library, whilst work is ongoing at the Aurora Well-being Centre to enhance the services available.

It is anticipated that following the launch of these initiatives over the next year, alongside a programme of cultural events in the town centre following the ease of Covid restrictions in summer 2021, the popularity of the town's leisure and cultural offer will increase, generating demand for other uses in the area.

The North Nottinghamshire Business Improvement District (BID) will continue to play an active role in enhancing the business environment in the town centre. The BID, whose future is secured until at least 2022, has the capability to invest in improvement projects, and will play an instrumental role in delivering the aspirations of the plan.

The Council will support further economic growth in Worksop Central by:

- Creating the right environment through public realm and transport improvements (see Policy W9);
- Using planning policy to attract investment into the primary shopping area and to deter development that will have negative impacts through drawing away investment and spending;
- Strategic acquisitions / assembly of development opportunity sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding from Government agencies, and supporting partners to do so, to intervene proactively to de-risk sites to support delivery, including site clearance and remediation;
- Taking a direct development role (repeating the role the Council played in successfully delivering the Creative Village);
- Developing strategies to ensure that occupiers and developers have the right infrastructure in place to operate efficiently, and where necessary supporting the provision of infrastructure;
- Providing support in finding alternative suitable premises or sites to aid in the relocation of business. This will be a priority for the Council where the location of business is preventing the comprehensive area wide redevelopment.

## **6.0 Quality Urban Living**

## **6.1 Provision of Housing**

- 6.1.1 Delivering new homes in Worksop Central can complement the vitality and viability of the area, in particular the town centre by helping to ensure it is a lively, welcoming and safe place to live for all ages and abilities.
- 6.1.2 The draft Local Plan sets a requirement for the amount of new housing to be delivered in Worksop Central as a minimum of 660 dwellings. Since the start of the plan period – 1 April 2020 - the area has seen existing commitments for 57 new homes. An additional 16 homes have also been completed. Reflecting the wider regeneration and strategic infrastructure interventions that underpin the DPD, and to provide flexibility in the housing supply, particularly in the medium to long term, Policy W4 will allocate land for more than 660 dwellings. This also reflects the slightly longer DPD plan period to 2040, and that some sites will be delivered in this plan period and the next. The housing trajectory in Appendix 2 identifies when each site is likely to commence and its delivery period. This is aligned with the trajectory for the Local Plan ensuring that the DPD's contribution to the spatial strategy is acknowledged.
- 6.1.3 Optimising underused buildings, particularly through the use of upper floors can make an important contribution to creating sustainable residential communities. Such uses also increase vitality and help improve surveillance and activity. The recognition that such residential development may occur in Worksop Central, is considered an appropriate element of the regeneration strategy.
- 6.1.4 Outside the site allocations, residential uses are supported in principle where they do not jeopardise the function of the area as a place of work, leisure and shopping. Developers will be expected to take a comprehensive approach to development, and residential uses should be considered as part of mixed schemes to make the best use of land and to bring life into the centre. In order to maximise the potential of town centre sites, proposals for solely residential use should demonstrate that a mixed use scheme, incorporating other town centre uses, has been considered and that a residential scheme is the best option for delivering the site.
- 6.1.5 The Local Plan encourages higher density housing in town centres and locations with good transport connections to support sustainable development. Nevertheless, it is important that proposals provide a housing mix that meets local needs and aspirations. Many sites in Worksop Central may provide an opportunity for residential development other than apartments, such as town houses or individual homes, especially at sites outside the town centre or towards the edge of the DPD area. This allows a variety of housing needs to be met in the area and would help to create a diverse community.
- 6.1.6 Vibrant town centres often attract a larger proportion of resident younger people, particularly in a location with a growing evening economy. Providing homes for this age group, and first time buyers is important, whilst proximity to town centres can also prove attractive to older residents who prefer accessible facilities close to home. Policy W4 aims to support housing that is attractive to a variety of social groups at different stages of life.

6.1.7 Higher levels of activity associated with town centres can have an impact on the living conditions of nearby residents. A balance needs to be struck between residential environments and other uses, especially evening activities, to ensure that residents enjoy a high level of amenity, safety, and reasonable access to services. Some housing in the area can be of limited quality, especially where it involves the conversion of existing buildings or provides little amenity space for residents to enjoy. Policy W4 therefore requires adequate living environments be provided.

6.1.8 Affordable housing and specialist housing should be provided consistent with the requirements of the Local Plan. Site specific policies in this DPD will identify where a particular housing product is considered appropriate.

## **POLICY W4: Delivering Residential Development**

Workso Central will be an inviting, safe and pleasant place to live. New homes in the area will be supported by:

a) Allocating the following sites as shown on the Policies Map, to provide for a minimum of 660 new dwellings during the plan period to 2040:

Reference	Site Name	Total Area Available (Ha)	Minimum No. Dwellings
<b>Innovation District</b>			
DPD013	Former Gas Works Site	0.81	<b>50</b>
DPD014	Creative Village 2	0.39	<b>20</b>
DPD015	Warehouse, Priorswell Road	1.54	<b>60</b>
<b>Workso Waterfront</b>			
DPD007	Central Avenue	0.71	<b>56</b>
DPD009	Bus Depot, Hardy Street	0.38	<b>42</b>
DPD010	Crown House	0.06	<b>25</b>
DPD011	Priory Wharf	2.11	<b>150</b>
<b>Heart of Workso</b>			
DPD003	Gateford Road car park	0.58	<b>40</b>
DPD005	Workso Fire Station site	0.26	<b>15</b>
<b>Sandhill Quarter</b>			
DPD006	Sandy Lane	2.59	<b>52*</b>
<b>Historic Bridge Street</b>			
DPD016	Land at Newcastle Avenue/Norfolk Street	0.22	<b>8</b>
DPD017	Newcastle Avenue Garage	0.23	<b>20</b>
DPD018	Middletons	0.53	<b>12</b>
DPD019	Lead Hill Car Park	0.15	<b>15</b>
<b>Southern Gateway</b>			
DPD020	Old Ship Inn Public House	0.04	<b>2</b>
DPD023	Newgate Street Car Park	0.25	<b>15</b>
DPD024	Mayfair Centre	0.69	<b>36</b>
DPD025	Former Magistrates Court	0.09	<b>10</b>
<b>Station Gateway</b>			
DPD001	Turner Road	2.23	<b>80</b>
DPD002	Land to the east of Carlton Road	4.27	<b>71</b>
		<b>TOTAL:</b>	<b>779</b>

\* net gain only



- b) Encouraging residential uses on other sites as part of mixed used developments and/or conversion of existing buildings, especially upper floors where it does not jeopardise the commercial function of the town centre, and where it supports an adequate standard of amenity space;
- c) Undertaking a programme of housing estate maintenance, renewal and regeneration that ensures high quality housing provision and results in no net loss of affordable housing, delivering an uplift in affordable housing wherever possible;
- d) Securing higher density development, except in locations where local context supports a lower density and the proposal better meets local housing needs;
- e) Making the best use of the existing housing stock, including by using available tools to bring vacant units back into use;
- f) Ensuring that major residential development (other than the site allocations) will support and not prejudice the town centre's retail, commercial and leisure function;
- g) Ensuring the Local Plan's housing requirement and the District's five year supply aligns with the expected phasing and rate of delivery of new homes.



## 6.2 Renewal and regeneration of existing housing areas

- 6.2.1 The Council is committed to ensuring that all Bassetlaw's residents have access to a decent home that is secure and affordable. This will require significantly more new affordable housing and homes where residents can age well in Worksop Central. But it is equally important that existing homes are brought up to, and maintained at an appropriate standard, including within Worksop Central's housing estates. In addition, it is vital for the safety and security of residents and the wider community that new homes are well integrated into their neighbourhoods, with plentiful opportunities for social interaction, and that high quality living environments benefit the health and well-being of local residents.
- 6.2.2 Local Plan policies ST31 and ST33 make provision for affordable housing and older peoples housing through new development. The focus of Policy W5 therefore is enhancing the existing Council stock within the area.
- 6.2.3 Housing estates have been developed in Worksop Central over many decades. Their age and condition varies and so does the programme of maintenance required for each. The nature of the programme for housing estate maintenance, renewal and regeneration will therefore vary on a case-by-case basis. Policy W5 will help ensure that that all such investment is appropriately managed, irrespective of the level of works involved, and that local residents benefit from improved access to high quality, inclusive affordable housing and living environments.
- 6.2.4 In some housing areas such as at Sandhill, the housing offer meets local residents' needs. However, the environment could benefit from improvement, including more direct walking and cycling links to local shops, services and green space. In terms of new housing at Sandhill, options will be considered for incremental infill.

- 6.2.5 In other circumstances, such as at Sandy Lane (DPD006) there are opportunities, as identified by Policy W5, to adopt a strategic approach to estate renewal and regeneration. In line with the Local Plan, all proposals for estate renewal and regeneration must ensure that there is no net loss of affordable housing. On that basis, it is anticipated that the number of affordable units will be replaced, but the type of homes may vary to better meet local residents' needs and aspirations. Opportunities exist to make better use of land, therefore a gain in affordable housing will be sought.
- 6.2.6 Where a tenant has a right to return, the affordable housing will be replaced on an identical or equivalent basis, i.e. social rented floorspace may be replaced with social rented floorspace or by general needs rented accommodation with rents at levels in accordance with Homes England's Rent Standard.
- 6.2.7 All proposals will be carried out in consultation with existing residents and the local community. The process will be in line with the Council's adopted Statement of Community Involvement.
- 6.2.8 Estate renewal at Sandy Lane and improvements at Sandhill offers opportunities to reconsider the wider environment within which housing sits. Open space provision and play space, can be revisited in consultation with the community, to ensure that the facilities are fit for purpose (see Policy W34), whilst better use of urban greening will be required to create a multifunctional green environment, that can help development adapt to climate change.

## **POLICY W5: Housing estate maintenance, renewal and regeneration**

The maintenance, renewal and regeneration of Worksop Central's Council owned housing estates will play an important role in helping to ensure that neighbourhoods benefit from high quality living environments, housing is maintained at a decent standard and new affordable housing and housing for older people and those with specific needs is delivered locally.

Where housing estate renewal and regeneration is proposed at Sandy Lane (DPD006) and improvements proposed at Sandhill, this will be carried out in consultation with existing residents and the local community, in line with the Council's Statement of Community Involvement, in order to ensure:

- a) There is no net loss of affordable housing, and an uplift in affordable housing is delivered to meet local needs;
- b) A range of high quality, affordable housing options are made available in the DPD area;
- c) Existing and new residential units achieve the Decent Homes standard;
- d) The development is designed to a high quality standard and provides for physical improvements to the housing estate and local environment, consistent with other DPD policies, in particular Policy W34;
- e) Strong and inclusive communities can be better fostered and supported, with spaces and facilities that enhance opportunities for social interaction and integration.

- f) Improvements to walking/cycling links better integrate the housing areas with Sandhill Lake and the Chesterfield Canal, and promote active travel use to nearby Gateford Road and the Worksop Waterfront.



## 6.3 Houses in Multiple Occupation

- 6.3.1 Houses in Multiple Occupation (HMOs) - a building or part of a building occupied by at least three people who are not from one 'household' (e.g. a family) but share facilities like a toilet, bathroom and kitchen - can provide an affordable type of accommodation and contribute to the mix of housing types and tenures available in Worksop Central. They are often suited to young and single people, and those on low incomes.
- 6.3.2 A good mix of quality housing that meets the needs of a wide range of residents, including families is essential to deliver regeneration. Some neighbourhoods within the area have a higher proportion of HMOs that emerged as a result of easy access to the town centre, bus station and good public transport links to further afield. Within this relatively small catchment at least 48 properties have been converted into HMOs and are no longer available as family accommodation.
- 6.3.3 The ongoing unmanaged growth in HMOs and loss of larger dwellings in this area can also adversely affect the character and appearance of Worksop Conservation Area and, the prosperity of Worksop town centre, and therefore the successful implementation of other DPD policies.
- 6.3.4 In June 2020, an Article 4 Direction was introduced by the Council for the Worksop Central Area. The Direction sought to address concerns about the over concentration of HMOs within the area and removed permitted development rights to change a dwelling house in to a small HMO; such changes of use have subsequently required planning permission.
- 6.3.5 Local Plan Policy ST35 requires developers to provide evidence of need in support of their application within the Article 4 area and elsewhere in the Local Plan area.

### **POLICY W6: Houses in Multiple Occupation**

To support mixed and balanced communities and to ensure a range of housing needs continue to be accommodated in Worksop Central Area's Article 4 Direction Area, applications for Homes in Multiple Occupation will not be supported unless:

- a) The proportion of houses in multiple occupation (including the proposal) does not exceed 10% of the total dwelling stock within 100 metres radius of the application site; and
- b) The application site does not sandwich a C3 dwelling unit between two HMO properties.

Elsewhere, proposals will be supported where consistent with Local Plan policy ST35.



## Delivery

The majority of new housing will be delivered by the private sector. However, there may be some sites that will be developed by Registered Providers. Where necessary the Council will look to support housing delivery in Worksop Central through:

- Ensuring site allocations are deliverable by undertaking a range of assessments, including; the Land Availability Assessment, Sustainability Appraisal, Viability Assessment as a direct tool to aid in the delivery of a robust housing supply within Worksop Central;
- Producing the Housing Strategy as a direct tool to influence the delivery of the Council's affordable housing programme;
- Producing the Sandy Lane Masterplan Framework and associated design codes to inform the design and content of development;
- Taking a direct development role (repeating the role the Council played in successfully delivering the Creative Village);
- Creating the right environment through public realm, transport improvements and improved active travel link (see Policy W17);
- Working positively and proactively with developer partners and stakeholders through the pre-application process to ensure the mix of housing is given full consideration through the early stages of the planning and design process.
- Securing external funding from Government agencies to intervene proactively, de-risking sites to support delivery including site assembly, site clearance and remediation;
- Developing strategies to ensure that housing is supported by the right infrastructure.

## **7.0 Creating a Sense of Place**

## **7.1 Delivering high quality design**

- 7.1.1 To realise the vision of this DPD and through the delivery of the regeneration of Workso Central, significant new buildings and spaces will be developed. Individually and collectively, these should improve and enrich the character, quality, function and appearance of the area through high quality design that is sensitive to Workso's historic context.
- 7.1.2 On that basis, Policy W7 promotes a design-led approach to ensure that design successfully responds to its local context, the distinctive features that form local character and that positively contribute to neighbourhoods and the ways in which people use and experience them. Importantly, development should be designed to function effectively, both in its own right and in relation to surrounding buildings and spaces.
- 7.1.3 Understanding site context and its wider neighbourhood setting – including the historical, built and natural environment, and the existing and emerging urban character of the locality - is vital. Two new tools provide a useful starting point. The Workso Central Characterisation Study gives an indication how new development can reinforce the established urban form, spaces and fabric, as well as those areas that may be more receptive to gradual change or transformation. It also provides useful context for considering appropriate densities and scale. This understanding should be backed up by a thorough site analysis, identifying the opportunities and constraints.
- 7.1.4 Additionally, the Workso Central Design Code provides detailed guidance on the form and scale of development that will be for each of the character areas in the DPD area. Guidance is provided on a range of matters including: Site layout and orientation; vertical and horizontal mix; scale and massing; materials and details; and habitats and ecology.
- 7.1.5 Other relevant guidance, such as the management plans for the Workso Conservation Area and Mr Straws Conservation Area and masterplan frameworks for key areas, should also be used to demonstrate a comprehensive understanding of the site context, and to clearly articulate how the development has been designed responsively and positively.
- 7.1.6 The successful delivery of the Local Plan spatial strategy and this DPD requires the optimal use of land, particularly the re-use of brownfield sites. Nevertheless, density and scale needs to be carefully considered to ensure that site capacity is responsive to place, and is sustainable. Access to public transport, active travel links and availability of supporting infrastructure are essential to unlock this intrinsically sustainable location for regeneration.
- 7.1.7 Layout and design of buildings, the public realm and green infrastructure, can significantly impact on people's ability to move with ease around Workso Central and to live independent lives. Workso Central is a diverse and growing community; Policy W7 promotes inclusive design to enable those that are likely to use a particular building or space to do so, whilst generating greater footfall and positive use of the town.

- 7.1.8 To encourage more people to live, work and relax in Worksop Central, the environment needs to be safe, welcoming and inviting. Active frontages at ground floor level are an effective way of promoting street level activity, whilst residential use above can provide 'eyes on the street' on an evening and weekend.
- 7.1.9 Taller buildings (those that project above the prevailing heights of buildings and structures by 1-2 storeys within a site's immediate area) can optimise the use and capacity of land, particularly to deliver housing to meet local needs, but unless sensitively designed can harm local character. Proposals must, therefore, have a clear urban design rationale. Policy W7 requires exceptional design and architectural quality to make a positive contribution to local character and reflect their prominence in the streetscape and skyline.
- 7.1.10 In this urbanised setting, and where mixed use development exists or is planned, development should be designed in a way that does not adversely impact on the amenity of people in the area, or on the ability of different uses to continue operating. Where new development is proposed close to existing noise generating uses, innovative design will be required to ensure that amenity and living conditions are maintained.

## **POLICY W7: High Quality Design**

Regeneration will be design-led and comprise of development and spaces that are high quality and distinctive to Worksop Central. To ensure that regeneration and growth across the Plan Area is delivered in a coherent and coordinated way, development should positively address the relevant principles in the Worksop Central Characterisation Study and the Worksop Central Design Code for each of the following character areas:

- a) Station Quarter
- b) Canalside
- c) Lower Town
- d) Upper Town

Proposals will be expected to demonstrate that design options, proportionate to the nature and scale of development, informed by an understanding of local context have been used to determine the most appropriate form of development. The design-led approach should:

- a) Achieve an appropriate development density having regard to:
  - i. The type and nature of uses proposed and how they are distributed in relationship to the surrounding area;
  - ii. The site context, in relation to the site's surrounding area, taking into account:
    - 1. Location setting and the relationship to existing buildings, natural and heritage assets;
    - 2. Topography and landform;
    - 3. Local distinctiveness and urban character, views and landmarks;
    - 4. Public Transport and cycle accessibility, taking into account current and future levels of planned public transport/cycle infrastructure; and

5. The capacity of infrastructure to support the density proposed, having regard to the individual and cumulative impacts of development;
- b) Reinforce the distinctive visual, historical, environmental, social and functional qualities of buildings, spaces and places that positively contribute to local identity, character and sense of community by responding to and enhancing:
  - i. Natural features including green corridors and their buffers, trees, topography, open spaces and waterways;
  - ii. The prevailing or emerging form of development (including urban grain, building typology, morphology and the hierarchy of streets, routes and other spaces);
  - iii. The proportion of development (including height, scale, mass and bulk) in the surrounding area;
  - iv. Building lines along with the orientation of and spacing between buildings;
  - v. Townscape features;
  - vi. The significance of heritage assets and their setting;
  - vii. Architectural styles, detailing and materials that contribute to local character;
- d) Ensure buildings and spaces are designed to be inclusive and accessible and can be used safely, easily and with dignity for all;
- e) Allow for easy adaptation of buildings and spaces to help meet the different and changing needs of users over the lifetime of the development;
- f) Be designed to secure a coherent and appropriate functional relationship with land uses and spaces within the site and its surroundings, taking into account the needs of the users of the existing and proposed development with regard to:
  - i. The need to ensure that sites and neighbourhoods are legible and well-connected, and for development to encourage movement by walking, cycling and the use of public transport; and
  - ii. The efficient servicing and effective management of buildings and the public realm, including delivery and servicing vehicles.
- g) Positively address amenity of existing and future occupiers and uses, and neighbouring properties with regard to:
  - i. Ensuring development does not result in unreasonable levels of overlooking;
  - ii. Promoting adequate outlook for users of the development;
  - iii. Providing adequate levels of ventilation, daylight, sunlight and open aspects including provision of private amenity space where appropriate; and
  - iv. Minimising and appropriately mitigating disturbances associated with the construction and operation of the development and neighbouring uses including noise, vibration, odour, fumes, dust, artificial light and site waste;
- h) Be designed to help mitigate climate change and make neighbourhoods more resilient to its impacts by delivering energy efficient design, net gains in biodiversity, securing flood management, using low carbon materials and maximising opportunities for urban greening.

### **Taller Buildings**

Where buildings are designed to project above the height of adjoining properties and/or the prevailing height of buildings and structures in the immediate area they should:

- i. Be of an exceptional design and architectural quality;



- ii. Be sensitive to the site's context, ensuring that development does not excessively project above the streetscape and townscape or adversely impact on its visual amenity;
- iii. Respect the prevailing eaves line through the use of a parapet, set-back, cornice, change in materials or other detail;
- iv. Be consistent with A-H above.

Development proposals must submit a Design and Access Statement to demonstrate how they have followed the design-led approach to deliver high quality development in accordance with (A-H) above.



## 7.2 Local Landmarks and Local Views

- 7.2.1 An important part of townscape quality and local distinctiveness are the number of local views that can be experienced when moving around Worksop Central. These views help to define the form of the town and shape people's sense of place, particularly as the views provide corridors that lead to or reveal important landmarks, townscape features and waterways.
- 7.2.2 The DPD identifies local views that help to define the plan area, thereby warranting protection and positive management. Many of these have historic links, including the long view along Bridge Street from the Market Square and views along the Chesterfield Canal east-west from Bridge Place. It is vital that these views of Worksop, and the key landmarks within them, are not compromised, particularly given the increasing pressure to accommodate growth in the area. It is also important that development is managed so that viewers can continue to experience and enjoy them.
- 7.2.3 Policy W8 supports the creation of new local views, such as by reinstating the historic Skittle Alley from Bridge Street through Middletons (DPD018) or by enhancing public access to viewing locations through public realm improvements. The comprehensive redevelopment of multiple sites, such as in the Canal Road Quarter provides a unique opportunity through layout, orientation and height of buildings to enhance existing views, or introduce new ones, to help reveal townscapes and landmarks. The river and canal corridors are integral to Worksop Central's regeneration. Proposals that provide a visual connection along their routes will be supported.
- 7.2.4 The Characterisation Study highlights key buildings, such as Waddington's and St John's Church that serve as local landmarks. Policy W8 recognises their value to the townscape, whilst also aiding movement and legibility by providing points of reference for those who live, work and visit the town. Policy W8 therefore protects local landmarks, their setting and views of such buildings in order to retain their landmark nature. New views and improved settings should be created where possible.

- 7.2.5 Several prominent gateway sites, such as the Market Square and Worksop Station are identified by Policy W8 as being a key destination containing landmark buildings/features. The Characterisation Study also identifies new destinations, such as Priory Wharf (DPD011), where quality design will be required to improve the image and identity of the town. On that basis, these should be the focus for new landmark buildings.
- 7.2.6 Proposals that are likely to affect local views and local landmarks (as identified on the Policies Map) will be considered against impacts on the foreground, middle ground and background of the designated view and landmark features. Applicants are encouraged to refer to relevant Conservation Area Management Plans and the Worksop Town Centre Characterisation Study and Design Code to inform their proposals.

## **POLICY W8: Local Views and Local Landmarks**

There are a number of local views and local landmarks in Worksop Central which help to define the character of the area and contribute to local distinctiveness. The characteristics and composition of the following local views, including their vistas and landmarks will be designated and positively managed in line with the Worksop Central Characterisation Study and the Worksop Central Design Code:

### **Station Gateway**

- a) Maintain key views along Carlton Road towards Worksop Station (N) and Victoria Square (S), including by reducing traffic flow and enhancing public realm;
- b) Enhance views of Worksop Station and the listed junction box;

### **Heart of Worksop**

- a) Retain historic streetscape views:
  - i. north from Victoria Square along Gateford Road and Carlton Road;
  - ii. towards St John's Church from Gateford Road and Sandy Lane;

### **Worksop Waterfront**

- a) Strengthen key views between:
  - i. heritage assets and public spaces, such as from the Chesterfield Canal, the Town Lock and Warehouse over the Canal;
  - ii. Historic Bridge Street and the Heart of Worksop to better connect Worksop Conservation Area north and south of the Canal;
  - iii. From Priory Wharf (DPD011) to Waddington's;

### **Innovation District**

- a) Maintain historic views east/west along Canal Road;
- b) Retain views of the former hose drying tower from Canal Road;

### **Sandhill Quarter**

- a) Maintain views south to the Chesterfield Canal;

### **Historic Bridge Street**

- a) Improve visual links east-west from Bridge Street to land and historic buildings to the rear through the yards and lanes;
- b) Strengthen the north-south view along Bridge Street, particularly from the Market Square;
- c) Improve visual connectivity between Castle Hill and the surrounding land and street network, particularly Newcastle Avenue;

### **Southern Gateway**

- a) Maintain key views towards the Old Ship Inn from Park Street and Newgate Street (N);
- b) Strengthen visual links between Bridge Street and the Market Square, including the Town Hall;

Proposals affecting local views and local landmarks should:

- a) be assessed having regard to their contribution to enhancing local distinctiveness and the need to ensure there is no adverse impact on the foreground, middle ground and background of the designated view; and
- b) seek to preserve or where possible enhance a viewers' ability to recognise and appreciate the landmark elements within these views.

The design-led approach should be used to explore opportunities to create new local views and vistas, particularly where the comprehensive redevelopment of sites is proposed.

Within a gateway location, as identified on the Policies Map, new landmark buildings/features of a larger scale with notable architectural character should be provided to promote a unique style and identity.



## **7.3 Improving Public Realm**

- 7.3.1 At the heart of Worksop Central's regeneration is the aspiration to transform the area into a clean, attractive, safe, inclusive, accessible and welcoming place, creating a distinctive 'sense of arrival' and encouraging greater footfall and dwell time.
- 7.3.2 Public realm therefore performs a key role in shaping the character of Worksop Central's urban and social fabric, influencing the function of buildings and spaces within them. It significantly impacts how people perceive and experience the town and the improvements required to attract both visitors and investment.
- 7.3.3 The Worksop Town Centre Masterplan recognises that public realm improvements, particularly the economic benefits achieved through a high quality environment are critical, and, should not be overlooked. Particularly as it also brings benefits for the natural environment and healthy lifestyles.
- 7.3.4 For the purposes of this DPD public realm is publicly accessible spaces between buildings and structures that are a product of the built and/or natural environment that are open and free to the public. This includes elements of the transport network (such as pavements, streets and cycleways), amenity spaces (such as station forecourts and open spaces) and internal spaces in buildings open to and used by the public (such as station concourses, covered shopping centres).

- 7.3.5 The Worksop Central Characterisation Study and Design Code recognise that the public realm is of mixed quality, lacks coherence, connectivity and legibility. On the whole, the public realm would benefit from comprehensive improvements, which have regard to upcoming development opportunities. The following issues should be addressed to enable the public realm to be better redesigned to meet regeneration aspirations:
- Redress the balance between vehicles and pedestrians, with increased priority given to pedestrians and cyclists through widened pavements, shared surfaces, cycle lanes and reduced traffic speeds;
  - Integrate the town centre road network carefully within a defined street hierarchy to minimise severance, promote pedestrian safety and dwell time;
  - Better manage pedestrianisation along Bridge Place/Bridge Street which suffers from poor enforcement of traffic regulations and a tired and cluttered public realm which detracts from the built form and user experience;
  - Enhance legibility through the introduction of enhanced signage, public art and a greater sense of place;
  - Create a greener environment, with more street trees and urban greening to unify the architecture, enhance biodiversity and create a more intimate scale;
  - Create streets and spaces that are places for lingering in rather than passing through;
  - Create opportunities for public seating as well as for pavement cafes and retail uses spilling out onto the pavement;
  - Use a unified, appropriately situated palette of street furniture, lighting and surface materials to promote Worksop Central as a place of quality design;
  - Reinforce and reintroduce historic street patterns, routes and views
- 7.3.6 Policy W9 will deliver the public realm priority schemes identified. Included are the majority of streets and spaces within and adjacent to the town centre and alongside key movement corridors. The Design Code will inform public realm improvements for each area. Major schemes, including those within Priory Wharf (DPD011) and at the Market Square, will be expected to create an exemplar public environment as set out in Policy W9.
- 7.3.7 Should other schemes come forward, consistency with the Characterisation Study and the Design Code will be vital to ensure that the public realm functions in a holistic way.
- 7.3.8 A priority of Policy W9 is the creation of a series of well-positioned people friendly spaces, which will create attractive multi-purpose, adaptable destinations, such as at the Market Square, Bridge Place or Priory Wharf (DPD011). These will support the community's social and recreational needs, providing plentiful opportunities to meet, relax and dwell as well as accommodating economic activity, such as through regular and specialist markets, community events and pop up uses.
- 7.3.9 Connecting the people friendly spaces will be a street hierarchy that recognises the important role pedestrians' and cyclists play in moving around the area. This will be achieved through an area-wide transport strategy (see Policy W9) and the re-imagining of the green infrastructure network to ensure the principles of the 15-minute neighbourhood can be realised (see Policy W11).

- 7.3.10 On that basis, and to maximise investment, public realm improvements will be coordinated with development and regeneration interventions, including transport and green infrastructure, such as along Bridge Street. All improvements will require a continuous maintenance regime in order to maintain a good quality environment. Proposals linked to development will be identified in site specific policies.

## **POLICY W9: Improving Public Realm**

Public realm must be designed to provide an inclusive, safe, and well-connected network which will improve the appearance, attractiveness and accessibility of Worksop Central.

All public realm schemes should:

- a) Positively respond to the principles for their character area as defined by the Worksop Central Characterisation Study and Design Code;
- b) Be fully integrated with proposals for new and/or improvements to transport infrastructure as required by Policy W19;
- c) Complement the enhancements to green infrastructure as required by the Worksop Central Green Infrastructure Strategy;
- d) Introduce increased levels of urban greening to better integrate green infrastructure with the built form including through; landscaping, tree planting, green walls/roofs and sustainable drainage;
- e) Reinforce the principles of heritage management, to connect public realm to heritage assets;
- f) Use contextually appropriate durable hard and soft landscaping designed to ensure that height, materials, colour, texture, detailing, lighting, street furniture, signage, species, refuse storage and public art complement the streetscene and respond positively to local context;
- g) Provide for the removal of unnecessary street clutter;
- h) Provide for directional signage to key destinations and/or interpretation to aid understanding of ecological and heritage assets;

Relevant proposals will be required to contribute positively towards high quality public realm. This will be achieved through on site provision and/or through off site contributions.

The following public realm priorities will be implemented to contribute to the vision and priorities of each neighbourhood:

### **Station Gateway**

- Creation of a new people friendly space at Worksop Station, including landscaping, seating and cycle storage;
- Provision of urban greening including increased levels of tree planting via the Carlton Road east development (DPD002);
- Additional directional signage from Worksop Station to the town centre and to North Notts College;

### **Heart of Worksop**

- Creation of new people friendly spaces at Victoria Square including improved pedestrian/cycle links, new street furniture, lighting and landscaping:
  - at the junction with Carlton Road; and
  - along Dock Road between Victoria Square and Portland Street;
- Provision of environmental improvements including pavement widening and urban greening on Carlton Road between the new link road and Victoria Square;

#### **Sandhill Quarter**

- Provision of directional signage to Sandhill Lake and interpretation at the lake to aid understanding of its environmental qualities;
- Creation of new public spaces within Sandy Lane (DPD006) to connect new development with green infrastructure, including new street furniture, lighting and landscaping;

#### **Workso Waterfront**

- Creation of two new, well-connected linear people friendly spaces at Priory Wharf (DPD011) including urban greening, distinctive street furniture, public art and water features:
  - Along the frontage to the Chesterfield Canal;
  - alongside the River Ryton,
- Creation of a new people friendly space at Bridge Place at the junction with Watson Road, including improved surfacing and space for pop up uses;

#### **Innovation District**

- Creation of a cohesive public realm that provides a distinct character connecting the Canal Road Quarter, via a new linear people friendly space along the River Ryton;
- Creation of a new outdoor meeting space within the Creative Village 2 (DPD014), including distinctive street furniture to support outdoor working;

#### **Historic Bridge Street**

- Exploration of options for a new people friendly space and provision of public art as part of the regeneration of the area;
- Creation of a cohesive public realm that provides a distinct character for Historic Bridge Street, including street furniture, materials, lighting, public art;
- Opening of historic yards to enhance east-west connectivity through a unified palette of surface materials and street furniture;

#### **Southern Gateway**

- Creation of an extended Market Square across Bridge Street, between Westgate and Potter Street, introducing unified quality street furniture and paving;
- Provision of environmental improvements at this important gateway including increased urban greening and street trees near the public sector hub and Mayfair Centre (DPD024);
- Provision of interactive public art and water feature to enhance the character of the gateway.



## 7.4 Historic Worksop Central

- 7.4.1 Worksop Central's historic environment is a set of unique assets that showcase the evolution of the town through its historic growth, industrial legacy and the influence of various styles of architecture which have created the vibrant townscape that can be seen today. Developments that embrace the best viable use of heritage assets should be secured in order to enable sustainable development, especially in the conservation areas, which will lead to socio-economic benefits such as an improved environment for residents and increased investment in the town.
- 7.4.2 The heritage significance of Worksop Central is defined by the designation of two Conservation Areas, namely Worksop Conservation Area; which covers the majority of the area, from Worksop Railway Station in the north to the Market Square in the south; and, part of Mr Straw's Conservation Area which wraps around parts of Carlton Road, Blyth Road and North Nottinghamshire College. Relevant Conservation Area Appraisals/Management Plans should inform the approach to growth in those areas.
- 7.4.3 Many of the buildings within the Conservation Areas are further protected; by statutory 'designated' listing (50 buildings); or as a scheduled monument (Castle Hill). Others are identified as 'non-designated' assets of historical local significance. These make a positive contribution towards the setting of the historic environment.
- 7.4.4 The historic environment is a finite resource that makes an important contribution to the character and sense of place of each neighbourhood. The setting and appearance of heritage assets forms an important part of the regeneration of Worksop Central. Policy W10 requires that proposals for new buildings and spaces consider how existing heritage assets can be retained and enhanced, in a contextually appropriate way, without being unnecessarily constrained by the conservation area or heritage designation.
- 7.4.5 The starting point for proposals is the Worksop Characterisation Study. It defines the local character and distinctiveness of the area, identifying opportunities for change afforded by regeneration. Policy W10 focusses on those priorities that have the potential to catalyse regeneration.
- 7.4.6 For example, the Grade II listed Worksop Station provides a distinctive entrance to Worksop Central; an opportunity exists to provide a visually attractive public space to enhance the setting of the station whilst providing an attractive gateway to the town.
- 7.4.7 Additionally, the prominent designated and non designated buildings within upper Bridge Street and the Southern Gateway - including the Grade II former French Horn public house, Potter Street, as well as the Town Hall and Old Ship Inn Public House (DPD020) fronting the Market Square - play a significant role in creating a distinctive, historic and characterful gateway and thoroughfare. But, in many cases, their distinctiveness is undermined by disrepair and poor quality shop fronts. Many are identified as 'buildings at risk' by Historic England.

- 7.4.8 The Council is actively working with property owners to deliver the £2.3 million Townscape Heritage Improvement Project in partnership with the National Lottery to help meet the cost of sensitive improvements and replace unsympathetic features with more traditional designs. The positive outcomes should be visible from October 2022, and together with the proposed transport and public realm schemes identified by the DPD will over time lead to significant enhancement of these buildings and their setting.
- 7.4.9 To the west of Bridge Street is Castle Hill Scheduled Monument. This area represents an important transition between the established retail spine of Bridge Street and the more traditional residential areas around Lead Hill and Norfolk Street. Policy W41 promotes the sensitive enhancement of this site.
- 7.4.10 Over the last decade, the addition of modern architecture to the townscape – such as the Savoy Cinema and the Inspire Library - has shown how contextually appropriate modern architecture can enhance the townscape. Policy W10 and the site specific policies recognise the value innovative design can bring to the historic environment, including by strengthening its architectural features and setting.

## **POLICY W10: Historic Worksop Central**

Proposals within Worksop Central should positively contribute to the conservation, enhancement and management of the historic environment and be designed to sustain and enhance identified heritage assets, including the Worksop Conservation Area and the Mr Straws Conservation Area, and their setting.

Development should have regard to the following priority design principles identified through the relevant Conservation Area Appraisals and Management Plans and the Worksop Central Characterisation Study for each neighbourhood:

### **Station Gateway**

- a) Respond positively towards the setting of Worksop Station, including the scale, design and use of materials, and by enhanced public realm to the frontage;

### **Heart of Worksop**

- a) Enhance the historic character of Victoria Square through improving the public realm, the appearance of traditional building frontages and minimising traffic congestion;
- b) Retain the openness of Dock Road between Victoria Square and Portland Street to enhance the setting of the Chesterfield Canal;

### **Worksop Waterfront**

- a) Strengthen the physical link between The Canch and the town centre by improving the historic character of buildings, spaces and public realm;
- b) Provide attractive, active frontages to historic buildings, particularly where these face public spaces and/or a waterway;
- c) Promote design that conforms with traditional forms of development in the locality and incorporates locally distinctive architectural features;

### **Innovation District**

- a) Enhance the setting of the Chesterfield Canal through improved public realm, and attractive and active frontages to the Canal;



- b) Reflect the industrial character of existing buildings through the design of new development in terms of their form, scale and setting;
- c) Re-use existing buildings creatively, through sensitive design that contributes positively towards historic character;

#### **Sandhill Quarter**

- a) Reflect the traditional urban street patterns and building design along Portland Street and Gladstone Street in the design of new development;

#### **Historic Bridge Street**

- a) Enhance the historic form of Bridge Street through the use of local materials and appropriate public realm;
- b) Reconnect the historic areas of Bridge Street and the Southern Gateway through use of distinctive, consistent public realm, and local materials;
- c) Open up burgage plots to the rear of Bridge Street, east and west, to re-connect this land to the main thoroughfare;
- d) Enhance the quality of Castle Hill Scheduled Monument and its setting through improvements to green infrastructure and public realm;
- e) Reflect key architectural features in the design of new development;
- f) Enhance and improve the quality of historic shopfronts, including through use of traditional styles of shopfront signage;
- g) Incorporate heritage interpretation where possible to aid understanding;

#### **Southern Gateway**

- a) Enhance the character of the Market Square through improved public realm and by minimising traffic flow;
- b) Improve the quality, appearance and setting of historic buildings along Potter Street and Park Street including by enhanced building frontages;



### **Delivery**

The Council will look to facilitate high quality design by:

- Promoting the Worksop Central Characterisation Study and Design Code and the Management Plans for Worksop Conservation Area and Mr Straws Conservation Area as direct tools to aid in the delivery of high quality design and enhance the historic environment in Worksop Central;
- Producing the Design Quality Supplementary Planning Document and associated design codes, Masterplan Frameworks and development briefs to inform the design quality of development and that of specific areas/sites;
- Working positively and proactively with developer partners and stakeholders through the pre-application process to ensure design is given full consideration through the early stages of the planning and design process.
- Creating the right environment through public realm, transport improvements and improved active travel link (see Policy W17);
- Securing external funding from Government agencies to intervene proactively, to enable the improvement to historic building facades and shopfronts and their setting;

## **8.0 Supporting Healthy Communities**

## **8.1 Supporting healthy neighbourhoods**

- 8.1.1 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.
- 8.1.2 Creating 15 minute neighbourhoods helps 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. This includes the provision of an extended health centre in the Southern Gateway at Newgate Street (see Policy W45).
- 8.1.3 Worksop Central is relatively compact, so is ideally placed to support 15 minute neighbourhoods to maximise healthy place-making benefits, particularly as this DPD seeks to prioritise active travel by introducing a range of local walking/cycling links and a more efficient public transport network to enhance movement for all.
- 8.1.4 Worksop Central will therefore become a place in which the community will feel safe and comfortable to use active travel instead of the car, and it is convenient to do so. The direct health benefits of active travel are numerous, whilst a reduction in car use improves air quality, important for those that experience respiratory conditions. Having more services close together generates additional health benefits with regard to social interaction, community safety and the ability for local services to be within proximity of home or work.
- 8.1.5 Living in a walkable environment can enhance mental well-being, by supporting a sense of community and improving social interaction, as residents are more likely to know their neighbours, and be involved in the community. Policy W9 therefore introduces a network of people friendly spaces and an enhanced public realm, including at the Market Place and Bridge Place, where people can meet and interact.
- 8.1.6 The density of homes and buildings is important, as, it is easier and more cost-effective to provide services in denser areas than in very low-density developments. The advantage of more dense areas, like Worksop Central, is that a wide range of services can be located closer together, and, provided there are high-quality connections between these places, people are more likely to walk or travel actively.
- 8.1.7 Creating a well-designed, more walkable environment provides opportunities to support inclusive design. This DPD promotes several sites capable of accommodating housing for older people and those with specific needs. These residents are more likely to engage in walking, so connectivity by safe, well surfaced paths is vital to enable residents to remain living independently. Child-friendly streets in low traffic neighbourhoods such as at the Canal Road Quarter, will allow for informal play and increased independence, which is important for child development.

- 8.1.8 Meanwhile, additional green space will provide varied opportunities for all ages and abilities to enjoy a healthy lifestyle close to home. For example, a new pocket park next to the River Ryton will provide varied opportunities for recreation, play and relaxation; whilst better connectivity to Sandhill Lake will provide greater access to biodiversity, important for well-being.
- 8.1.9 Local food growing is an important way to grow healthy food options locally, whilst promoting recreation and social interaction. Policy W11 supports a range of food growing opportunities including community gardens and vegetation planting boxes, ideal for an urban setting with limited space available. Provision should be accessible to people of all ages and abilities.
- 8.1.10 An important, but sometimes overlooked, element of healthy lifestyles is community safety. Policy W11 recognises that a safe environment is vital to a vibrant, well-used town centre, particularly on an evening. Across Worksop Central, making better use of upper floors for residential accommodation, such as along Bridge Street, and diversifying the mix of uses at ground floor level will increase footfall, generating 'eyes on the street', contributing to feelings of safety.
- 8.1.11 A vital element of the 15 minute neighbourhood is to strengthen the local economy by keeping jobs and money local. Diversifying the offer in the town centre can help businesses survive and flourish, particularly important post Covid. This DPD promotes the growth of local business in the town centre: for every pound spent by customers in locally-stocked independent retailers, around twice as much is invested back into the local economy. This could be particularly important to Bridge Street, which will act as neighbourhood centre for the growing residential community within a 15 minute walk.
- 8.1.12 However, 15 minute neighbourhoods are not the responsibility of the Council or the planning system alone. Delivery relies upon partnership working with a wide range of partners including; the NHS, education providers and community organisations for example.

## **POLICY W11: Creating Healthy Neighbourhoods**

Worksop Central will put people at its centre, ensuring buildings and spaces are welcoming, inclusive, safe and accessible to all. To deliver healthy, liveable and walkable neighbourhoods, new development must be designed to support the principles of the 15 minute neighbourhood.

Development proposals should, where applicable:

- a) Provide diverse, safe, healthy, energy efficient and affordable homes that reflect local housing need and support people at all stages in life;
- b) Provide a well-connected public realm network that creates the conditions to optimise walking, cycling and public transport for local journeys, ensuring equality of access to local facilities;
- c) Create green and public spaces that promote social interaction and cohesion, with space to rest, shade and shelter, with appropriate wayfinding;

- d) Have schools at the heart of communities to encourage pupils to walk, cycle or scoot to school;
- e) Make provision for good quality, green spaces that promote multi-functional use for sport, recreation and play, encourage active travel and support biodiversity to improve physical and mental health;
- f) Enable local food production and provide communities with a greater variety of healthy, locally sourced, fresh food by increasing the number and diversity of fresh food spaces within the area;
- g) Keep jobs and money local by promoting locally productive forms of business and employment ensuring a strong town centre and neighbourhood centre exists to support everyday needs;
- h) Support provision of community health and well-being facilities that support health practitioners and complementary community support services;
- i) Design a place to accommodate the needs of all age groups and life stages.



## 8.2 Flood Management in Worksop Central

- 8.2.1 The water environment is a defining feature of Worksop Central. The River Ryton runs east-west through its centre. As a result, much of the land adjoining and near to the river is at higher and medium risk of flooding. Worksop Central has witnessed increased flooding events over the past 20 years with the most recent large-scale events affecting a large part of the lower town centre in November 2019 and January 2020. This has impacted local businesses and residents in particular, and reduced developer confidence in the area.
- 8.2.2 The River Ryton lower catchment is also identified as a high-risk surface water flood area. There are localised areas within Worksop Central that are at potential risk from surface water flooding.
- 8.2.3 Reducing flood risk in Worksop Central is therefore a key priority for this DPD. At a strategic level the Bassetlaw Local Plan will reinforce the approach taken by Policy W12: to seek to improve the environmental and social landscape within the town centre through carefully considered redevelopment; and, by addressing infrastructure and flooding issues, in a coherent and coordinated way.
- 8.2.4 Flood risk in the DPD area has been identified by the Strategic Flood Risk Assessment for the Local Plan. It identifies Worksop Central as a high flood risk area. Site allocations have subsequently been assessed sequentially through a screening assessment for the DPD.
- 8.2.5 Recognising its flood risk vulnerability, new development within Worksop Central will be subject to a bespoke Strategic Flood Risk Assessment later in 2021. Building on the screening assessment, this will analyse the extent to which development in medium and higher risk flood zones (Flood Zones 2, 3 and 3b), with suitable and timely flood mitigation, can be delivered to support the delivery of the Local Plan's spatial strategy and the relevant regeneration objectives of this plan.

- 8.2.6 In general, it is important that development does not increase flood risk to people, properties and infrastructure and that all proposals proactively seek to minimise and mitigate risk wherever possible. This is particularly important in locations that are known to be at risk of flooding. Overall, there should be no overall loss of floodplain storage and the risk of flooding should not be increased up or downstream of development sites.
- 8.2.7 Applicants will be expected to consider risk from all sources of flooding using appropriate and up-to-date information. Early engagement with relevant stakeholders, including the County Council as Lead Local Flood Authority, the Environment Agency and Severn Trent is strongly advised.
- 8.2.8 Early discussions with the Environment Agency identify a potential flood management solution for the River Ryton as including upstream flood storage near Shireoaks/Rhodesia, outside the DPD area (see Local Plan policy ST54). It is anticipated that this would facilitate the safe development of allocations in Flood Zones 2, 3a and 3b and provide enhanced protection to the wider Ryton catchment area currently at risk of flooding, so would have no adverse impact on the Shireoaks or Rhodesia area.
- 8.2.9 Other flood management measures are also expected to be required. This could include for example a more naturalised river channel, supporting wider green infrastructure and water quality objectives. Collectively, this will be known as the Worksop Flood Management Scheme.
- 8.2.10 Due to its complexity, cost and the need for social and economic regeneration in Worksop Central, the Council will seek contributions from development in the River Ryton Flood Management Impact Zone towards the delivery of strategic and site level measures to address flood management as part of the Worksop Flood Management Scheme. Further funding opportunities will be explored including with the Environment Agency and the Lead Local Flood Authority.
- 8.2.11 Regeneration will provide mutual benefit between growth and infrastructure; development will be carefully phased so that growth comes forward alongside the flood management measures. Areas of land required to deliver flood management within Worksop Central have been safeguarded through Policy W22. Land required outside the DPD boundary will be safeguarded through Local Plan Policy ST58.
- 8.2.12 In certain cases, implementation of flood management measures may be required in advance of development commencing within the River Ryton Flood Management Impact Zone. In these cases, development should not commence unless a Flood Risk Assessment, the review of the Bassetlaw Local Plan or the Environment Agency indicates otherwise.

#### **Applying the Sequential and Exception Test within Worksop Central**

- 8.2.13 Regeneration is of fundamental importance to the delivery of the vision and objectives of the Local Plan and therefore this DPD. On that basis, the area of search used to assess reasonable alternatives to new development in the Plan Area is the identified Local Plan Priority Regeneration Area, because this area

has already been subject to prior testing of alternative development scenarios through the Local Plan plan-making and sustainability appraisal process.

- 8.2.14 For development sites within the Plan Area at increased risk of flooding (Flood Zones 2, 3a and 3b), the forthcoming Strategic Flood Risk Assessment will focus on addressing how the flood risk can be managed and mitigated.
- 8.2.15 For non-allocated sites, in the Local Plan, consistent with national planning policy and Environment Agency guidance, in carrying out the sequential test, the search should look District-wide. Non-allocated sites in the DPD area should contain the search to the DPD area.
- 8.2.16 For all sites, including those where the Exception Test has been applied at plan-making stage, the Test must be applied at planning application stage as well, to ensure it is informed by a site specific Flood Risk Assessment. This will set out the flood mitigation and resilience measures required to bring that development forward.

## **POLICY W12: Flood Management in Worksop Central**

New development, outside of site allocations, will be directed towards areas of low flood risk (Flood Zone 1) through a sequential and, where appropriate, an exception test. Proposals for development within Flood Zones 2, 3a and 3b or on sites larger than 1 ha in Flood Zone 1, must be accompanied by a Site Specific Flood Risk Assessment (FRA). The sequential site assessment will be expected to consider reasonable alternatives for locating the development in a zone of lower flood risk on a site elsewhere within the DPD area, except where:

- a) the proposal is considered critical in terms of infrastructure or regeneration and will contribute to the delivery of this DPD for the area;
- b) the proposal will not increase flood risk on site or off site and will provide safe access and egress in the event of a flood and details of the necessary mitigation measures to be implemented have been agreed with the Environment Agency;
- c) it will not lead to a reduction in flood storage capacity in Worksop Central.

## **River Ryton Flood Management Impact Zone**

Proposals within the River Ryton Flood Management Impact Zone, as identified on the Policies Map, will be expected to hold pre-application discussions with the Council to understand the latest position in regard to the Worksop Flood Management Scheme. Where development is considered appropriate within the Impact Zone, mitigation may be required in the form of:

- a) additional storage for surface water runoff from development on site;
- b) 'in kind' works, such as additional floodplain storage on site, works to reprofile land and/ or the construction of defences on a site; and/ or
- c) a financial contribution towards wider community flood management measures within the Impact Zone.

Any development of sites within the functional floodplain of the River Ryton will be required to compensate for the loss of floodplain on a level for level basis, be resistant and resilient to flooding through design and layout, and commit to provide on-site flood defence works and/or contribute towards off-site schemes which reduce the risk of flooding to the site.



### 8.3 Enhancing Multifunctional Green and Blue Infrastructure

- 8.3.1 A high quality natural environment improves the experience of using Worksop Central for all, increases property values, attracts inward investment and can significantly enhance the perception of the area for residents and people visiting the town for the first time.
- 8.3.2 Local Plan policies identify the District's green/blue infrastructure network, its multiple functions and how it will be protected, enhanced, expanded and managed at a strategic level. This DPD therefore identifies how those policy aims can address distinctive Worksop Central issues.
- 8.3.3 The Worksop Central Green Infrastructure Strategy focusses the green/blue infrastructure network around five strategic green assets: Sandhill Lake, The Canch, Castle Hill, the Chesterfield Canal and the River Ryton. Collectively, these provide multi-functional benefits including; recreational facilities, wildlife corridors, pedestrian and cycle routes and support climate change mitigation and adaptation.
- 8.3.4 Nevertheless, the network lacks connectivity, multifunctionality, local complementary spaces, and in places, quality. On that basis, significant potential exists to maximise and expand the green infrastructure network in Worksop Central - a view confirmed by the Worksop Town Centre Masterplan.
- 8.3.5 At the heart of Worksop Central are two major green corridors; the Chesterfield Canal and the River Ryton. Both have limited physical and visual access in places; the built form turns its back to the water, meaning at times these significant assets are hidden from view.
- 8.3.6 Running east-west through the DPD area, Policy W13 recognises that potential exists to maximise their environmental and amenity value, and to improve connectivity between two other strategic features: The Canch in the east and Sandhill Lake in the west. This could be through urban greening and provision of new space, such as in the Canal Road Quarter or by significant new public realm at Priory Wharf (DPD011). By doing so, the waterways and their benefits will be seen more widely across the Plan area.
- 8.3.7 Elsewhere, green infrastructure is more limited. The Strategy gives an indication of those areas where new development should focus on reinforcing the established green infrastructure network, as well as those areas that may benefit from enhancement or strategic intervention. Attractive green infrastructure is an important factor in successful place making, and this DPD



seeks to encourage contact with green infrastructure within the urban setting for people and wildlife.

- 8.3.8 Urban greening - tree planting, naturalised biodiverse landscaping, green roofs and walls, hedges, climbers, plants for pollinators, de-paving, rain gardens and sustainable drainage systems using natural or semi-natural features - is identified by the Green Infrastructure Strategy as being an efficient and attractive green measure to create distinctive development appropriate to an urban setting. Policy W13 therefore requires urban greening to be used effectively to enhance local character, better define public and private spaces and soften the streetscape, which is particularly important in a highly urbanised setting like Worksop Central.
- 8.3.9 The provision of attractive, publicly accessible and multifunctional open space will only be sought to address strategic green infrastructure priorities or where there is an identified need in a locality. The focus of significant new investment therefore will be; alongside the River Ryton, which will have the added value of delivering flood management, biodiversity net gain, active travel and space for interaction and community events; and at Castle Hill, which will see its multi-functionality significantly improved by creating an enlarged family friendly space.
- 8.3.10 The reconfiguration of open space can be an effective way to better meet local needs for sport, recreation and play, and create spaces that are positively used. To ensure that the outcome benefits the wider community, the reconfiguration of open space, in locations such as at Sandy Lane (DPD006), should improve multi-functionality and access for all and be delivered through a masterplan framework.

## **POLICY W13: Green and Blue Infrastructure**

Worksop Central's green and blue infrastructure network will be extended and managed to enhance connectivity, quality, multi-functionality, biodiversity and amenity value, and improve accessibility for all, by:

- a) Strengthening the environmental and amenity value of the River Ryton and Chesterfield Canal green corridors, to provide for the functions and activities expected to take place:
  - i. To improve physical and visual connections between open spaces along their routes, and between each corridor, to enhance opportunities for active travel and species movement;
  - ii. To provide green infrastructure in combination with the Worksop Flood Management Scheme along the River Ryton, including naturalisation of the river channel;
  - iii. to provide increased opportunities for exploration and understanding of the Chesterfield Canal;
- b) Protecting, enhancing and restoring the environmental function and ecological quality of watercourses, ponds, lakes such as Sandhill Lake, and water dependent habitats;
- c) Ensuring the community can more easily access space for recreation and play, and food growing close to home, through:

- i. provision of new open space at relevant new development, either on site or through an appropriate developer contribution to deliver measures identified in the Worksop Central Green Infrastructure Strategy;
- ii. reconfiguration of open space, such as at Sandy Lane (DPD006), to better meet local needs, so that quality of provision achieves net gains in quantity, multifunctionality, accessibility and biodiversity value;
- d) Ensuring development located adjacent to green infrastructure responds positively to its character, and seeks to protect and enhance the habitat value and visual amenity provided by it;
- e) Integrating urban greening in new development, ensuring measures positively respond to the site's local character, its use, layout, design and construction;
- f) Providing for biodiversity net gain, by protecting and enhancing ancient and mature woodland and hedgerows, and providing for tree planting to secure recreation benefits and/or to aid carbon offsetting;
- g) Improving connectivity to, within and between green spaces, such as along walking/cycling routes, public rights of way and bridleways with priority given to measures that encourage active travel;
- h) Incorporating ancillary uses necessary to support the appropriate use of the open space, ensuring that its recreational, environmental and biodiversity value is enhanced, and promotes access to a wide range of users;



## 8.4 Enhancing Biodiversity and Tree Cover

- 8.4.1 Worksop Central contains a variety of important wildlife habitats and sites of biodiversity value that contribute to the Nature Recovery Network in the District. These include the Chesterfield Canal and Sandhill Lake Local Wildlife Sites and other areas of habitat value such as The Canch, open spaces, ecological corridors, waterways including the River Ryton, incidental green space, trees in private space and street trees.
- 8.4.2 It is vital that growth and regeneration protects biodiversity, secures its enhancement and manages its value over the long-term. This will make the area's biodiversity network more resilient and vibrant, maximising multiple associated benefits including flood management, improved air and water quality, and climate change adaptation and mitigation. This will make Worksop Central more attractive, thereby maximising investment potential.
- 8.4.3 Local Plan policies identify the District's biodiversity network and how it will be protected, enhanced, expanded and managed at a strategic level. This DPD therefore identifies how those policy aims can address distinctive Worksop Central issues.
- 8.4.4 The Worksop Central Green Infrastructure Strategy identifies the Chesterfield Canal and Sandhill Lake Local Wildlife Sites as providing the foundation of area's ecological network, contributing important stepping stones and corridors for wildlife. Prominent in their own right, each contain habitats and species of local importance. Proposals adjoining, or within their buffer zones will be

required to ensure that the biodiversity value of each site is not affected and links to adjacent green corridors are strengthened.

- 8.4.5 Worksop Central does not contain any designated internationally or nationally designated sites. However Clumber Park SSSI and the Sherwood ppSPA is within 5 kilometres of the DPD boundary which, given their proximity, have the potential to be impacted by development. Local Plan policy ST42 addresses how potential impacts will be managed and appropriately mitigated.
- 8.4.6 To deliver sustainable communities, Policy W14 requires that biodiversity is fully integrated into the site design and development process. A comprehensive range of measures will be sought through net gain to enhance the distribution and variety of priority habitats and species to achieve a significant improvement in the size, quality, diversity and interconnectedness of the town's habitats.
- 8.4.7 Measures will vary considerably by site, and should be relative to the scale and nature of the proposal, the existing biodiversity value and its local context. Some sites, such as those within the buffer of the River Ryton should enhance ecological value on site, assisting with the delivery of the flood management scheme through natural flood management for example; whereas schemes within a dense urban setting or conversions of existing properties may not lend themselves to on site biodiversity gain. In these cases, a contribution will be sought to enhance biodiversity value through strategic interventions within the DPD area, such as by improving the value of existing open space at The Canch and Castle Hill, as identified by the Green Infrastructure Strategy.
- 8.4.8 Tree cover has significant advantages in an urban setting, providing shade, improving air quality and reducing the impact of surface water flooding. Trees also soften the townscape, can help define public and private space, making the streetscene more attractive. Policy W14 recognises the important role trees, including those within the Worksop and Mr Straws Conservation Areas, and street trees can play in positively enhancing Worksop Central. These will be supported appropriate to local context.
- 8.4.9 Access to nature is a key component of urban living, offering opportunities for relaxation and education close to home and work. Such access in the denser parts of Worksop Central, such as the Station Gateway and the Southern Gateway, is mixed. On that basis, Policy W14 supports opportunities to introduce measures that enhance understanding of the local environment.

## **POLICY W14: Enhancing Biodiversity and Tree Cover**

Worksop Central's biodiversity network will be protected, extended and managed to enhance ecological connectivity, quality, value and climate change adaptation and to promote greater understanding and appreciation by the community by:

- a) Protecting and enhancing the ecological value of Sandhill Lake and the Chesterfield Canal Local Wildlife Sites and their buffers, through the provision of new habitats, creation of links to nearby green corridors and the sensitive design of new development;

- b) Strengthening the environmental function and ecological value of the River Ryton green corridor and its buffer through the Worksop Flood Management Scheme, including the naturalisation of part of the river corridor, the provision of wildlife friendly space and priority habitats to enhance opportunities for species dispersion and movement;
- c) Providing for biodiversity net gain, through a variety of measures including on site provision such as new wildlife friendly space, urban greening, tree planting, or through an appropriate developer contribution to deliver strategic measures identified in the Worksop Central Green Infrastructure Strategy;
- d) Increasing opportunities for the movement and dispersion of species across Worksop Central by enhancing the biodiversity value of existing open space such as The Canch and Castle Hill, to establish robust links to the wider Nature Recovery Network;
- e) Incorporating interpretation and space within which the community can better experience, understand and appreciate biodiversity and the local environment;



## 8.5 Chesterfield Canal

- 8.5.1 The canal is one of Worksop Central's most defining historical and environmental assets, and its preservation and enhancement is considered to be vital. Policy W15 recognises its potential as a place for leisure and a destination in Worksop for visitors and residents to relax and spend dwell time.
- 8.5.2 The Worksop Central Green Infrastructure Strategy identifies the canal as a major green corridor forming an anchor for the area's green infrastructure network, whilst providing connectivity beyond its boundaries for people and wildlife. Reflecting its importance to Worksop's industrial heritage, many of the assets along the canal are protected for their heritage value.
- 8.5.3 The canal forms an important network for pedestrians and cyclists to navigate into the town centre particularly east-west, from The Canch and Sandhill Lake respectively. This is reinforced by the associated towpath and national cycle route 6 that follows its route. But in places, the surrounding canalside development lacks quality, turns its back to the waterfront, and contains vacant land, leading to underuse and concerns for safety.
- 8.5.4 The aspiration is to maximise the historic and environmental value of this waterway by creating a network of well-connected public spaces along the canal, that positively relate to buildings, both historic and new. Opportunities to enable the community to 'rediscover the waterfront' will generate significant recreational and health benefits not only within Worksop Waterfront but also in adjoining neighbourhoods such as the Sandhill Quarter.
- 8.5.5 The canal has high ecological value, reflected in its designation as a Local Wildlife Site (see Policy W14). On that basis, any development next to the canal or within its buffer, should improve the quality and functionality of the green corridor. This could be through provision of a series of well-connected canalside

spaces or through urban greening; green walls, soft landscaping and tree planting can help create a soft interface and enhance the canal's value as a wildlife corridor, whilst protecting water quality. Green measures along the canal corridor will need to be accompanied by appropriate management plans, to ensure the natural environment is enhanced and that there is no impact to safe navigation of the waterway.

- 8.5.6 To encourage more positive use, the development adjacent to the canal should maximise active frontage at ground floor level, and enhance existing public spaces and connections to create safe and attractive places for pedestrians and cyclists.
- 8.5.7 The canal corridor also provides a significant opportunity for recreation and leisure particularly in the Worksop Waterfront, to help the canal realise its economic potential. The Council and its partners will therefore explore options to provide secure moorings and facilities for both visiting and residential boats, such as at Priory Wharf (DPD011).
- 8.5.8 Greater heritage interpretation along its route and signage to neighbouring areas, will encourage more use and support spin off trade for commercial development nearby. Options will be explored to create a new pedestrian/cycle link across the canal in the long term to enhance connectivity to key destinations, such as Priory Wharf (DPD011).

## **POLICY W15: Chesterfield Canal**

The canal will provide a focus for future development through its potential to attract investment as a high quality, desirable environment. This will be achieved by:

- a) ensuring development along the canal frontage and which has a functional or visual link to the Chesterfield Canal achieves a high standard of design by:
  - i. positively reflecting the principles for the Canalside Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
  - ii. maximising the opportunity to positively integrate development with the waterway by providing active frontages in terms of the location and layout of buildings and public spaces. Where applicable, retaining, incorporating and enhancing canalside buildings, structures and features of designated and non designated heritage value;
- b) ensuring new development within the canal's green corridor buffer positively contributes to the relevant priorities in the Worksop Green Infrastructure Strategy, with regard to urban greening, improved environmental and amenity value;
- c) maintaining and improving pedestrian and cycle access to and along the canal, and where possible enhancing links to the wider green infrastructure and movement network;
- d) requiring development to protect and enhance the canal's water quality, visual amenity, recreational value and its function for navigation;
- e) enhancing the public realm, including; street furniture, signage, lighting, heritage interpretation and public art, thereby creating an attractive and distinctive character;

- f) exploring options for the provision of secure moorings, other canalside and commercial facilities and environmental improvements that will enhance the economic value, attractiveness and visitor potential of the canal network.



## Delivery

The NHS has demonstrated its commitment to enhancing its facilities at Newgate St Surgery to provide additional capacity and improved service for residents. It is anticipated that this project will bring more footfall to that part of the town whilst supporting the growing resident population nearby.

Over the past few years, the towpath along the canal has been significantly improved by the Canal & River Trust and through partnership work with Sustrans, whilst the development of the Creative Village by the Council in the Innovation District gives a clear indication of how redevelopment and the canal can be mutually beneficial. Further development will be expected to build on this success.

The Council will look to facilitate healthy place-making by:

- Producing the Design Quality Supplementary Planning Document and associated design codes, Greening Bassetlaw Supplementary Planning Document and Masterplan Frameworks to inform healthy place-making principles and that of specific sites;
- Promoting the Green Infrastructure Strategy as a direct tool to aid in the delivery of high quality green infrastructure in Worksop Central;
- Working positively and proactively with development partners and other key stakeholders to ensure healthy place-making is given full consideration through the planning and design process;
- Requiring applicants to produce health impact assessments to demonstrate compliance with emerging Local Plan policy;
- Securing appropriate green infrastructure/biodiversity net gain through new development; either on site as part of a new development or via a developer contribution to provide a strategic intervention in the Plan area;
- Utilising, with partners, external funding streams to secure improvements to healthy place-making;
- Where relevant, undertaking detailed pre-application discussions with developers to ensure that the canal is an integral part of relevant applications and that any impact on the canal is considered from the outset;
- Working with the Canal & River Trust on specific canal enhancement schemes;

## **9.0 Promoting a Low Carbon Future**

## 9.1 Efficient development

- 9.1.1 Optimising the use of land in Workso Central is a key priority. One way to do so, is by extending, altering or making a building better work in a modern setting. A number of recent Council led projects demonstrate the positive impacts sensitively altering or extending designated or traditional buildings, or retrofitting to incorporate modern and low carbon measures can bring to a historic and traditional urban setting.
- 9.1.2 The redevelopment of historic buildings at the Creative Village has seen the integration of energy-saving materials such as roof insulation, improved wall cavity insulation and low carbon heating systems to the benefit of the businesses. Meanwhile, the redevelopment of Middleton's (DPD018) will secure the positive reconfiguration of designated and traditional buildings, the replacement of modern unsympathetic additions with a contemporary, contextually appropriate extension. The scheme is designed to be low-carbon, will successfully incorporate modern materials and provides space for solar panels complementary to its historic setting.
- 9.1.3 Policy W16 therefore requires high design quality to be achieved through all new development, including extensions, alterations and retrofitting measures. Poor quality proposals can significantly impact the quality of the streetscene, and cumulatively can reduce the attractiveness of a neighbourhood. Across Workso Central there are many quality examples, but others also jar with the host building, do not complement the streetscene or local context.
- 9.1.4 The Workso Central Characterisation Study recognises that the urban grain and local character of neighbourhoods varies greatly. Policy W16 recognises therefore that quality is particularly important where alterations or extensions are visible from the frontage or public realm, are within established residential areas, or the Workso or Mr Straws Conservation Areas. Proposals need to be well thought out, using the design-led approach in Policy W7 to ensure a site-specific response to the urban grain. This will help ensure alterations and extensions are sensitive to their local and historical context, and do not adversely impact on the amenity of neighbouring properties.
- 9.1.5 Extensions to residential buildings should normally be subordinate in scale to the original. This will ensure that new development does not dominate existing and well-established features of the building or setting, or result in disproportionate additions that detract from local character. Alterations and extensions must also respect the architectural qualities and coherence of the urban grain, for example, by taking into account the distinctive qualities of blocks or terraces of buildings and not undermine their established uniformity.
- 9.1.6 Innovative, high quality and creative contemporary design solutions that respond positively to the site context will be supported, so long as the design carefully considers the architectural integrity of the original building and avoids any jarring building forms.



- 9.1.7 Light wells can help to enhance the amenity of a building's users. Such proposals must give careful consideration to their integration within the site along with their relationship to the host building and wider setting.
- 9.1.8 Whilst some retrofitting measures, extensions and alterations are allowed through permitted development rights, others will need consent, especially where they impact historic buildings and their setting. Policy W16 only applies to those proposals requiring planning permission.
- 9.1.9 Local Plan Policy ST37 encourages and supports developments that sensitively incorporate additions/alterations into new developments, including the design, construction, use of materials and their long-term efficiency.

### **Energy Efficiency**

- 9.1.10 Many existing buildings in Worksop Central are of traditional form and style. These buildings are often less efficient than newer buildings, but provide opportunities for the installation of measures retrospectively to reduce their carbon emissions and to make them more appealing commercially. Retrofitting measures to existing buildings will be supported to improve their energy and water efficiency and their adaptability to climate change. Local Plan Policy ST52 promotes the efficient design of new development.

### **Renewable and Low Carbon Schemes**

- 9.1.11 Support for appropriate domestic scale renewables is also important. Whilst there are no local energy targets within the Local Plan, the Council is committed to supporting the national priority of becoming a net zero economy by 2050. Projects large and small will contribute towards helping the District achieve this aim.
- 9.1.12 District heating/cooling schemes are examples of decentralised energy and provide an important part of the mix of technologies that can be used to reduce carbon emissions. By using residual heat to warm water to temperatures of between 80oC and 130oC, they distribute this via a local network to residential and commercial properties for space and/or water heating. District heating schemes can also be fuelled by a wide range of fuel sources (e.g. biomass, solar panels) with the choice of fuels influencing the overall carbon savings.
- 9.1.14 Larger development, such as the Mayfair Centre (DPD024) and Priory Wharf (DPD011), are expected to contain a mix of uses. Incorporating a centralised heating system could work well: it is more energy efficient to have one energy source of heat rather than each home or business to have its own boiler. This will also help Worksop Central make the transition towards the FutureHomes Standard which is due to be applied in 2025. This milestone signals a move away from gas boilers in new development to low-energy, zero-emissions alternatives, such as air source heat pumps.
- 9.1.15 Opportunities also exist within larger redevelopment areas such as Sandy Lane (DPD006) or the Canal Road Quarter to incorporate centralised heating systems at a neighbourhood level to provide a wider benefit to the community,

particularly in terms of fuel bills. Local Plan Policy ST53 promotes renewable energy in new development.

## **POLICY W16: Supporting Efficient Development**

Proposals for the extension, alteration and/or retrofitting of existing buildings, should follow the design-led approach in Policy W7 and additionally will be expected to:

- a) Respond positively to the local context, character and distinctiveness of the site and host building with regard to the form, proportion, setting, period, architectural characteristics and detailing of the original building;
- b) Use high quality, durable and matching or complementary materials;
- c) Maintain and wherever possible enhance the architectural integrity of a group of buildings as a whole;
- d) Ensure new rooms created by a residential alteration or extension provide adequate amenity and space for all building occupiers;
- e) Ensure a high quality living or working environment can be provided;
- f) Ensure innovative and contemporary designs/materials and/or modern structures are of an exceptional design quality and comply with (a-e) above.

### **Renewable and Low Carbon Schemes**

Opportunities for the use of renewable and decentralised energy schemes within new development in Worksop Central will be supported. Proposals should be designed in response to a site-specific assessment of the most effective and efficient energy supply options and be able to demonstrate a reduction in CO2 emissions.

For large-scale schemes, applicants are encouraged to engage at an early stage with the relevant energy suppliers and bodies to establish future energy and infrastructure requirements necessary to support the development.

Provision for on-site and off-site energy circulation or exchange with other developments should be considered if there is a surplus of renewable energy generation from the scheme.

### **Living walls/roofs**

Living roofs and walls will be supported where they are appropriately designed, installed and maintained. Proposals should have regard to the latest industry good practice guidance to help ensure that green roofs and walls are designed to maximise environmental benefits and will function effectively over the lifetime of the development.



### **Delivery**

The Council will look to enhance the efficiency of existing buildings and promote energy improvements across the area by:

- Promoting the Worksop Central Characterisation Study and Design Code as a direct tool to aid in the delivery of high quality energy efficient design in Worksop Central;

- Producing the Design Quality Supplementary Planning Document and associated design codes, the Greening Bassetlaw Supplementary Planning Document Masterplan Frameworks and development briefs to inform the design quality of development and that of specific areas/sites;
- Working positively and proactively with developer partners and stakeholders through the pre-application process to ensure design, energy efficiency and appropriate heating/cooling is given full consideration through the early stages of the planning and design process.
- Utilising, with partners, external funding streams to secure energy efficiency improvements to buildings, including for renewables.

## **10.0 Delivering an Integrated Area-Wide Transport Strategy**

## **10.1 Enhancing Transport and Connectivity**

- 10.1.1 Access by car to the town centre and its surrounds is vital for many, and will support the growth of the area's economy. But a balance needs to be achieved, between making the road network more effective and delivering a key aim of this DPD; to enable a modal shift from the car to active travel and public transport. By doing so, Worksop Central will become a liveable, walkable area with enlivened streets, public and green spaces. It will also improve the traffic flow on key streets such as along Watson Road, and at key junctions such as Victoria Square making trips for all safer and more enjoyable.
- 10.1.2 Worksop Central's current road hierarchy is typical of other historic towns where there is a network of primary and secondary routes. The area does contain however, a more complex set of one-way routes, staggered junctions and narrow streets which contribute towards traffic congestion and a lack of clear, safe pedestrian and cycle routes.
- 10.1.3 To successfully and sustainably accommodate Worksop Central's growth as well as wider regeneration, significant improvements to the transport system will be required. Policy W19 tackles issues of network efficiency, junction and operation capacity. Developer contributions may be sought to deliver transportation improvements, along with that sourced from other external funding sources.
- 10.1.4 Policy W19 seeks to allow efficient traffic circulation but without allowing traffic to dominate the town. This will also help promote bus services (see Policy W18), by improving their operational environment and improving their accessibility and penetration into the town centre and to the railway station. By doing so, safer and more convenient routes will be created for pedestrians and cyclists(see Policy W17), set within a more attractive public realm, making the town a more attractive and better place to live, work and visit.

## **10.2 Maximising Opportunities for Active Travel**

- 10.2.1 Walking and cycling offer great flexibility, are sustainable, have minimal cost to the user and provide significant health benefits. Currently, despite a strong east-west cycling connection following national cycle route 6 next to the Chesterfield Canal, local cycle links are mostly on road, lack legibility and connectivity between key destinations which discourage use. Similarly, walking options are dominated by traffic, are severed by the one way system, whilst the perceived safety and quality of public realm in some areas limits use. The car appears to be more convenient, thereby increasing traffic flow and impacting environmental quality.
- 10.2.2 But Worksop Central is relatively compact: within each neighbourhood it is possible to walk/cycle to everyday services within 10-15 minutes. There is a significant opportunity to encourage a modal shift from the car to active travel, particularly for local trips. This will contribute to reducing car use, important for movement particularly in the town centre, enhance activity and vibrancy and increase footfall.

- 10.2.3 On that basis, it is vital that active travel is considered as part of an area-wide transport strategy, which coordinates active travel improvements with public transport (see Policy W18), highways (see Policy W19) and public realm and green infrastructure improvements (Policies W9 and W13). A coherent approach will help maximise positive outcomes for people and place.
- 10.2.4 The DPD will focus on measures to improve conditions for pedestrians and cyclists, of all ages and abilities, to travel into and through the town centre, so that it becomes a travel option of choice. Policy W17 will deliver the priority schemes identified. Included are the majority of key streets and spaces within and adjacent to the town centre and alongside key movement corridors.
- 10.2.5 Improvements will connect to, and enhance the existing network, strengthen links to green infrastructure and key destinations and gateways. For example, public realm/highways improvements along Bridge Street and at the Market Square will improve conditions for walking and cycling, better integrate active travel with public transport, whilst improving connectivity along key desire lines through the town centre.
- 10.2.6 Growth will also offer the opportunity to increase the number and range of off road routes and/or defined cycle lanes to help promote inclusive, active travel choices for those who live, work and visit Worksop. The reconfiguration of the highways network will secure much needed dedicated cycle lanes, such as along the new road link between Carlton Road and Gateford Road, or through Priory Wharf (DPD011).
- 10.2.7 Additionally, better traffic regulation enforcement in people friendly areas will reduce potential for conflict between vehicles and pedestrians/cyclists encouraging greater use.
- 10.2.8 The Worksop Central Travel Plan is the starting point for delivery. Linked to the Worksop Central Transport Study it identifies a range of measures to enable and support a less car dominated environment in the area. Proposals will be required to contribute towards the Travel Plan rather than developing individual travel plans, to provide greater coordination and value for money to enable area wide initiatives to be implemented. Contributions will be proportionate to the scale and nature of each development and could include:
- promoting active travel initiatives, such as, hire a bike scheme and directional signage;
  - improving secure cycle/e-bike parking;
  - prioritising active travel over car use particularly within the town centre;
  - contributing to public realm improvements on key public transport and active travel corridors;
  - providing improvements to walking and cycling infrastructure as identified by the Worksop Central Green Infrastructure Strategy and Worksop Central Transport Study.
- 10.2.9 It is not expected that development solely funds the Travel Plan. Strategic interventions will require external funding to enable delivery.

## **POLICY W17: Promoting Active Travel**

The regeneration of Worksop Central will facilitate an inclusive, safe, attractive and convenient network which will make walking and cycling an enjoyable choice for local everyday journeys to assist in promoting a modal shift from the car.

All new development will be expected to provide well-designed, integrated, legible, durable, safe and attractive pedestrian/cycle links to address the following priorities for the improvement of active travel identified within the Worksop Central Travel Plan:

- a) ensure that new development is designed to encourage walking and cycling as the preferred means of transport, within the development and to link with everyday facilities; and where practicable; educational facilities, employment areas and public transport hubs at Worksop Bus Station and Worksop Train Station where interchange can be provided for longer distance travel;
- b) consider how new walking and cycling infrastructure could contribute towards the priorities identified in the Worksop Central Green Infrastructure Strategy;
- c) promote the use of a 'rent a bike scheme' and directional signage for the town centre;
- d) contribute to relevant public realm improvements on key public transport and active travel corridors;
- e) make provision for quality, secure cycle storage in accordance with the Nottinghamshire County Council parking standards to encourage cycle use.

Accessibility to, and the legibility and attractiveness of the walking/cycling network will be improved by the planned programme of junction improvements and changes to the road network identified by Policy W19, as well as the programme of public realm improvements identified by the Worksop Central Green Infrastructure Strategy and Policy W13. This includes:

- a) reconfiguration of the road network to create a new north-south pedestrian/cycle link between the Southern Gateway and the Station Gateway;
- b) one way circulation along Bridge Street (between Potter Street-Newcastle Avenue) and Potter Street by prioritising pedestrians and cyclists, including pavement widening and a new cycle lane;
- c) new local connections for walking/cycling alongside new link roads at:
  - i. Portland Street/Gateford Road;
  - ii. Gateford Road/Carlton Road;
  - iii. Bridge Place/Central Avenue
- d) new pedestrian crossings at Eastgate; Carlton Road; Bridge Street; Dock Road; North Notts College; and Worksop Station to give pedestrians priority;
- e) new and/or improved off road pedestrian/cycle links through new development:
  - i. Central Avenue (DPD007): between Central Avenue-Newcastle Avenue;
  - ii. the Canal Quarter: between Beaver Place and Priorswell Road;
  - iii. Priory Wharf (DPD011): along the waterways;
  - iv. Gateford Road (DPD003): at Dock Road between Victoria Square-Portland Street;
  - v. Creative Village 2 (DPD014): improved bridge access to The Canch;
  - vi. Sandy Lane (DPD006): between Sandy Lane and Gladstone Street;

- vii. East of Carlton Road (DPD002): between Carlton Road-Queensway/South Parade;
- f) use of low traffic neighbourhoods in the Canal Quarter and at Sandy Lane (DPD006) to reduce traffic speeds, including grade pedestrian crossings to prioritise pedestrians;
- g) improved east-west links from Bridge Street to Castle Hill via Plants Yard, and to Queen Street via Skittle Alley;
- h) As detailed design of improved junctions and crossings is undertaken measures to assist cyclist and pedestrians will be encouraged where practicable including the provision of cycle advance stop lines and conversion of pelican crossings to toucan crossings;



## 10.3 Promoting Public Transport

- 10.3.1 Public Transport in Worksop Central is largely provided by a network of bus routes, providing local level connections and services via Worksop Bus Station to surrounding settlements. Some bus services are subsidised, making those routes vulnerable to future cuts if their usage does not increase.
- 10.3.2 Worksop is also well served by a railway station on the Sheffield-Lincoln line and also supports regular services to Retford and the East Coast Main Line service to London. The station is located in the northern part of the town - traffic flow restricts movement at Victoria Square - which leads to accessibility issues from areas like the Southern Gateway where the bus station is located.
- 10.3.3 The Worksop Town Centre Masterplan recognises that public transport has a significant role to play in reducing car use for local journeys and creating a more inclusive and accessible town environment, and, should not be overlooked. Despite a good local bus service, patronage is not as high as it could be, as a result of a relatively circuitous town centre service working with the one way road system. Supporting bus infrastructure is not always fit for purpose. The perception is that the car is more convenient, thereby impacting traffic flow and environmental quality.
- 10.3.4 The DPD will deliver measures to encourage public transport use, enable bus services to operate in an efficient and commercially successful way and strengthen the link between bus and rail services. Growth will offer the opportunity to increase the number of buses and range of routes and help promote travel choices for those who live, work and visit Worksop.
- 10.3.5 The amendments to bus routing will be facilitated by extending the Market Square (see Policy W9). These improvements will involve the relocation of existing bus stops on Bridge Street to Potter Street, with an additional stop provided along Bridge Street (between Potter Street and Newcastle Avenue) to enhance connectivity for passengers.



- 10.3.6 Additionally, the reconfiguration of the highways network, in part through new development will enable provision of bus stops within Priory Wharf (DPD011). The stopping up of Carlton Road, as part of the wider improvements at Victoria Square will facilitate the relocation of bus stops from Carlton Road to Gateford Road.
- 10.3.7 Additionally better traffic regulation enforcement will reduce obstructive parking at critical locations and assist bus operations.
- 10.3.8 New development will play its part. Facilitated by the Worksop Central Travel Plan, proposals will be expected to demonstrate their contribution to public transport priorities. A range of measures will support a less car dominated environment in Worksop Central. Policy W18 requires proposals to contribute towards the Travel Plan rather than developing individual travel plans, to provide greater coordination and value for money to enable larger-scale area wide initiatives to be implemented. Contributions will be proportionate to the scale and nature of each development and could include:
- positively promoting public transport as the primary choice for travel;
  - promoting initiatives such as subsidised travel costs;
  - contributing to the provision of attractive, welcoming and informative spaces at Worksop Bus Station and Worksop Train Station to attract users and welcome visitors to the town;
  - supporting measures that enable a modal shift between public transport, cycling and walking;
  - providing new residents and businesses with a travel pack about local transport services;
  - contributing to bus infrastructure and/or subsidised bus service.

## **POLICY W18: Promoting Public Transport**

Public transport routes must be designed to deliver an inclusive, safe, and well-connected network which will improve the attractiveness and accessibility of Worksop Central.

The Council will work with partners, including Nottinghamshire County Council and bus and train operators to implement improvements to the public transport network.

Development should address relevant priorities for the improvement to public transport identified within the Worksop Central Travel Plan to enable bus/rail services to be strengthened in response to increases in demand for travel.

Accessibility to, and the directness and operational efficiency of bus services will be improved through the following planned programme of junction improvements and changes to the road network identified by Policy W19:

- a) two way traffic circulation capable of accommodating a bus service through Priory Wharf (DPD011), including the provision of a new stop within this gateway;
- b) one way traffic circulation along Bridge Street (between Potter Street and Newcastle Avenue) including a new stop midway along Bridge Street;

- c) one way circulation around the extended Market Square as part of a public realm enhancement scheme, including the relocation of bus stops to Potter Street;
- d) reconfiguration of the road network at Victoria Square and between Carlton Road and Gateford Road, including the relocation of bus stops from Carlton Road to Gateford Road;

Further enhancements to bus routes and accessibility, for example use of technology such as bus detection at traffic signals and further implementation of Real Time Passenger Information at bus stops will be supported.



## 10.4 Managing Vehicular Traffic

- 10.4.1 Improvements to the road network are set out in Policy W19 and should be read in conjunction with the Phasing Programme (see Appendix 2) and the Workso Central Infrastructure Delivery Plan. The implementation of road improvements will be linked to town wide improvements identified in the Local Plan.
- 10.4.2 Workso Central's transport network will be reconfigured to reduce traffic congestion, improve traffic flow and support the travel demands generated by the redevelopment of the DPD area and wider regeneration ambitions.
- 10.4.3 The wider reorganisation of traffic flow in the Southern Gateway via a one-way system will support extensive public realm improvements and associated economic benefits. The closure of Potter Street between the corner of Bridge Street and the Savoy Cinema to enable an enlarged Market Square will require a new one-way system via Newgate Street adjacent to the Mayfair Centre. This will improve accessibility to the newly improved Newgate Health Centre (in Policy W45).
- 10.4.4 This will be introduced alongside the re-introduction of vehicles northbound along upper Bridge Street. Pedestrian priority will be promoted to ensure that the balance of users in the area is not towards cars and through traffic but towards non-motorised users and access traffic. Options for introducing a low vehicle neighbourhood and/or a 20mph zone for Bridge Street should be considered.
- 10.4.5 A series of strategic improvements to key junctions to improve their operation, will complement the improvements to the road network elsewhere. This is linked to the significant improvement of traffic flow at Victoria Square via a new roundabout, removing traffic signals and the stopping up of Carlton Road and Dock Road.
- 10.4.6 Where this DPD proposes a new road involving third party land, the Council will enter into early discussions with land owners to ensure that appropriate arrangements are put in place so that businesses and residents have the ability to make informed decisions about the long term proposals for their neighbourhood. Where new road infrastructure involves the potential loss of

community infrastructure, Local Plan Policy ST47 will ensure that appropriate re-provision within an accessible location is delivered in advance of the scheme commencing.

- 10.4.7 A system which introduces two way circulation in the town centre will be achieved via a new road link at Priory Wharf, while a new junction with Bridge Place and Watson Road will help reduce traffic on Newcastle Avenue, Ryton Avenue and Watson Road where there are existing problems with traffic flow.
- 10.4.8 The Worksop Central Transport Study has identified a series of design concepts for these projects. Detailed designs of junctions and layout will be subject to further consultation at the time of implementation.
- 10.4.9 The full delivery of the identified highway improvements is expected to be phased in line with development and regeneration and when funding is secured. Policy W22 safeguards land to ensure proposals do not prejudice the ability of the area-wide transport scheme to be delivered.

## **POLICY W19: Managing Vehicular Traffic**

The movement of vehicular traffic is an important part of the regeneration of Worksop Central. To ensure key road and junction improvements are delivered in a coherent and coordinated way, the Council will work with partners, including Nottinghamshire County Council and bus operators to implement the following road network improvements, as identified on the Policies Map:

- a) Deliver a new two-way vehicular link between Central Avenue and Bridge Place via Priory Wharf (DPD011);
- b) Create a new two-way vehicular link on land between Carlton Road and Gateford Road;
- c) Create a new two-way vehicular link between Gateford Road and Portland Street;
- d) Deliver a new one way vehicular route between Park Street/Westgate and Potter Street via Newgate Street, including a new one-way vehicular link between Newgate Street and Potter Street;
- e) Reopen Bridge Street (between Potter Street and Newcastle Avenue) to northbound vehicular traffic as part of a one way system;
- f) Create a new roundabout at Victoria Square;
- g) Close access to Carlton Road from Victoria Square;
- h) Improved signalisation at:
  - i. Bridge Street/Newcastle Avenue;
  - ii. Bridge Place/Watson Road;
  - iii. Watson Road/Newcastle Avenue;
- i) Close Dock Road (between Victoria Square and Portland Street) to vehicular traffic ;
- j) Deliver a new junction from Priorswell Road to Canal Road for vehicular traffic.

Options to introduce a 20mph zone within the one way system along Bridge Street/Potter Street/Newgate Street will be considered, subject to public and stakeholder consultation, prior to implementation.



## **Delivery**

The Council has demonstrated its commitment to securing new transport infrastructure by commissioning the area wide transport study to identify the potential solutions required to deliver area wide transport improvements to support growth and regeneration. This includes projects for highways, active travel and public transport. The Council will support the delivery of transport improvements in Worksop Central by:

- Creating the right environment through public realm and transport improvements (see Policy W9);
- Strategic acquisitions / assembly of development opportunity sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding from Government agencies, and supporting partners to do so, to intervene proactively to de-risk sites to support delivery;
- Taking a direct development role (repeating the role the Council played in successfully delivering the Creative Village);
- Developing strategies to ensure that occupiers and developers have the right infrastructure in place to operate efficiently, and where necessary supporting the provision of infrastructure;

## **11.0 Securing Investment and Infrastructure**

## 11.1 Delivering the Regeneration Strategy

11.1.1 In recent years, much has been accomplished to foster investor confidence in Worksop Central. Such work will need to continue if the vision for the area is to be realised. This DPD therefore sets out an ambitious long-term strategy for securing and coordinating new investment in Worksop Central, along with managing growth and new development in a socially, economically and environmentally sustainable way.

11.1.2 The Masterplan sets out a comprehensive regeneration vision; many of its projects require a spatial planning intervention to enable delivery. Below is a summary of how the Council is contributing to such projects in the area:

- Innovation District: the Council has purchased buildings, and through working with partners has secured external funding to bring forward a state of the art training hub at the WASH (DPD012);
- Historic Bridge Street: the Council has undertaken technical studies and appraisals, purchased land and buildings, and external funding to deliver a commercial workspace hub at Middletons (DPD018);
- Southern Gateway: any future relocation of public sector services to the Council building would expand the existing range of partners including; the Police, Department for Works and Pensions – this would enhance and improve activity and footfall in this area of the town, thereby supporting the delivery of the vision for the Restaurant Quarter and town centre as a whole. The Council has recently purchased the Mayfair Centre site (DPD024), with buildings being demolished to enable car parking to release other land for development;
- Flood management: delivery of housing is a key priority. The production of a Strategic Flood Risk Assessment and identification of on-site and strategic flood management measures has been prioritised by the Council and its partners;
- Transport Study: To accommodate the level of growth identified for Worksop Central and support the wider regeneration vision the delivery of transport infrastructure is a key priority. An area wide transport strategy informs the DPD, including a programme of transport improvements; the provision of new junctions, link roads and walking/cycling improvements;
- Car parking strategy: ensuring the right amount of car parking is available to support the needs of the growing business and commercial sector is vital. A Car Parking Strategy informs the DPD, ensuring that provision is located in the right locations and is fit for purpose, thus enabling the strategic release of land at appropriate times to secure growth.

11.1.3 Whilst each of these projects will have a great impact on Worksop Central, they cannot be looked at in isolation; each project delivered through the Masterplan and this DPD builds on the success of its predecessor and will in itself, provide the foundation upon which future projects are delivered.

### **Infrastructure Delivery**

11.1.4 The growth of Worksop Central will require enhancement to the urban structure and infrastructure as set out in the DPD. The expected increase in

the resident population will require employment opportunities; both will need to use enhanced services and infrastructure.

- 11.1.5 The DPD therefore is underpinned by a focus on delivery and implementation. The accompanying Infrastructure Delivery Plan (IDP) will support its successful implementation. This sets out the infrastructure required to support growth and new development across the Plan area, as well as to deliver wider regeneration aspirations. The IDP will be subject to regular review and updating over the plan period, for example to take account of infrastructure that has been delivered and/or new infrastructure programmes and service priorities that come to light.
- 11.1.6 A range of public, private and third sector organisations are working positively and proactively in partnership to support the regeneration of Worksop Central. Key partners include Bassetlaw District Council, Nottinghamshire County Council, the Environment Agency, D2N2 LEP and Homes England.
- 11.1.7 Effective cross-service working, even during recent Covid times, shows the commitment to achieving the vision. This should help ensure that all are understanding of the scale of growth to be delivered locally, so that each can appropriately plan for and allocate funding towards service and capacity upgrades, essential to support new development and ensure that wider regeneration in Worksop Central is delivered.
- 11.1.8 Wherever possible, the DPD and Masterplan will be delivered using external funding, although it is recognised that match funding or catalytic investment is required to generate further private investment.
- 11.1.9 In terms of match funding from development, Local Plan policies require development to provide and/or contribute to the infrastructure, services and facilities needed to provide balanced, more self-sufficient communities and secure a modal shift away from the car.
- 11.1.10 As set out in this DPD, this could include a contribution to necessary infrastructure, including improvements to; transport, flood management, public realm, green infrastructure, education, health initiatives. On adoption of the Local Plan, the Affordable Housing and Developer Contributions SPD will set out the approach to securing developer contributions. All relevant costs will be identified in the Infrastructure Delivery Plan.
- 11.1.11 Bassetlaw's Community Infrastructure Levy Charging Schedule is being reviewed alongside the Local Plan. The Local Plan indicates that in future larger allocations of 50 or more units will be CIL exempt. All other development excluding large retail foodstores will also be CIL exempt. For consistency the same approach will be taken to site allocations in this DPD.
- 11.1.12 In addition, site specific infrastructure will be required to mitigate specific needs of individual development sites. For example, a development may be expected to contribute towards necessary public realm improvements within

the wider area and also address any requirements for upgrading the pavements adjacent to the development.

### **Phasing Programme**

- 11.1.13 Much of the regeneration activity in Worksop Central in recent years has been focussed around three development opportunities – the Creative Village, Middletons (DPD018) and The WASH (DPD012) - and these areas will remain a focus for change and investment in the short term. Identified through the Masterplan, the majority of short term sites (2020-2026), will form the majority of the likely growth in the early part of the plan period, and are being brought forward by the Council and other key stakeholders/developer partners.
- 11.1.14 Within the wider area there are a range of other sites that provide development opportunities to help support the regeneration of Worksop Central. Policy W20 sets out the approach linked to the Phasing Programme (in Appendix 2) to guide investment in a way which makes the Plan objectives deliverable. It outlines an indicative delivery programme for the site allocations, including an indication of some of the key infrastructure that will either impact on the delivery of the site, is required to progress the site; or is required as a result of development, further details of which are provided in the site specific policies. An overview is set out in the Infrastructure Delivery Plan.
- 11.1.15 Medium to long term sites (2027-2032), some of which may come forward sooner, and longer term sites (2033+) are included in order to plan for development and change in a coordinated manner. This is fundamental to the implementation of a cohesive regeneration plan for Worksop Central. Deliverability will be monitored through the Authority Monitoring Report.

## **POLICY W20: Delivering the Regeneration Strategy**

The DPD will be realised by a mix of spatial interventions, planning decisions and public and private funding as well as through the Community Infrastructure Levy, developer contributions and legal agreements.

Developer contributions will be sought having regard to the relevant policy requirements of the Local Plan and the DPD, development specific impacts, appropriate mitigation (including additional facilities or requirements made necessary by the development), viability and the statutory tests for the use of planning obligations.

Three key delivery phases will apply:

- Short-medium term (2020-2026)
- Medium-long term (2027-2032)
- Longer term (2032-2040)

The phasing is applied to each site allocation/site of change in the Phasing Programme in Appendix 2. Development arising before the planned timeframe will need to demonstrate that it does not prejudice the ability of the objectives and infrastructure requirements of the DPD to be realised in the longer term.



Infrastructure delivery will be monitored through the annual Infrastructure Funding Statement and development through the annual Authority Monitoring Report. Where necessary, masterplan frameworks will be prepared for key quarters and sites; compliance is required.

The phasing programme is supported by strategic interventions in transport infrastructure, flood management and the environment of the town centre. Proposals which are inconsistent with the regeneration strategy and its phasing programme are unlikely to be supported, unless it can be demonstrated that there would be significant economic, social or environmental benefits to Worksop Central as a whole.

In those circumstances where a proposal is supportable at the time it is determined but is not in accordance with the long term regeneration strategy, the Council will use temporary permissions to allow investment to come forward without jeopardising the DPD strategy.



## 11.2 Masterplans and comprehensive development

11.2.1 In order to achieve the Local Plan and DPD's vision it is vital that all development positively engage with and seek to deliver the spatial strategy for the District. This is particularly important for those sites that have been allocated for their strategic role and potential to deliver new and improved housing, business/commercial space, public realm and other infrastructure to support Worksop Central's communities.

11.2.2 Many of the site allocations are situated in close proximity to each other, or are relatively large brownfield sites in a town centre context, and can therefore add complexity in terms of their redevelopment. This may include multiple land ownership, fragmentation of existing uses and space, land remediation, flood management and need for new or upgraded infrastructure. But equally, these issues can apply to other major development that comes forward over the lifetime of this DPD. These constraints are more likely to be overcome, and the optimal use of sites realised, where development is brought forward comprehensively and in line with a site-wide masterplan.

11.2.3 To help ensure certainty of outcome, Policy W21 requires a masterplan be submitted for all site allocations, and major development that may come forward in the future, at the outline or full planning application stage. Informed by a baseline assessment of the site and its surrounds, drawing on the latest available evidence, such as information on the historical, natural and built environment, the site-wide masterplan should establish the overall approach to the function and form of development. The level of detail should be commensurate with the nature and scale of development, along with site specific requirements. Depending on individual circumstances, this may include: land uses, quantum and distribution of development; layout and design; access, circulation and parking; open space and landscaping; safeguarded land and infrastructure.

11.2.4 The delivery strategy is important to ensure certainty on outcomes. A key aim of the masterplan process is to ensure that landowners and/or developers are liaising with each other and are aware of the planning objectives for the site and wider area. Coordination between landowners and other stakeholders, including infrastructure partners, will help to ensure that proposals do not prejudice each other, or the wider aspirations for the DPD area. Sites that are designed and brought forward comprehensively through a masterplan will help alleviate issues that may arise through piecemeal development, and are more likely to maximise wider public benefits.

11.2.5 In some cases, such as the Canal Road Quarter, where three site allocations adjoin one another, the Council will prepare an area-wide masterplan framework to ensure the wider area is delivered in a comprehensive manner. Site-specific masterplans should ensure the principles are appropriately reflected in each phase of development.

## **POLICY W21: Comprehensive Development**

Proposals that form all or part of a site allocation, or those that provide for major development must be accompanied by a site masterplan. The site masterplan will be expected to set out how development will contribute to the delivery of the objectives of the DPD and the priorities for the relevant neighbourhood. It must also demonstrate that the proposal will not prejudice the future development of other parts of the site and adjoining land, or compromise the outcomes for the area.

The site masterplan must be submitted at the outline or full planning application stage. Where an outline application is submitted, it should be accompanied by a full planning application for the first phase of the development. The masterplan will be required to:

- a) Provide an assessment of the site and its context to inform the overall development strategy;
- b) Incorporate an assessment that responds positively to the objectives for the Plan area and the priorities for the relevant neighbourhood, the character of the neighbourhood and relevant design code, site specific development principles and guidelines, and other relevant planning policies;
- c) In the case of schemes that involve the clearance of sites for development, to give full consideration to how the treatment of the site visually and functionally impacts on the DPD area. The greening of cleared sites, including sites that form later parts of phased schemes, will be encouraged and applicants will be expected to maintain such sites until development is completed. Applicants will also be expected to give proper consideration to the impact of boundary treatments on the amenity of the neighbourhood; and
- d) Produce a delivery strategy that identifies how the development will be implemented and managed over its lifetime. This strategy must address any relevant matters to be resolved such as land assembly and preparation, infrastructure requirements, development phasing and likely need for developer contributions and/or planning conditions, where appropriate.

Proposals must address how the development site relates to neighbouring properties and the surrounding area. Where appropriate, applications will be required to be

supported by a masterplan covering multiple sites in order to demonstrate the acceptability of the scheme both in terms of its immediate and wider context. This is additional to the site masterplan required above.



### **11.3 Safeguarded Land**

- 11.3.1 The DPD sets out a long-term phased regeneration strategy to improve Worksop Central through physical, social and environmental infrastructure interventions.
- 11.3.2 Investment in infrastructure is necessary to support the levels of planned growth and regeneration within Worksop Central over the plan period, as well as to significantly improve traffic flow, increase the proportion of journeys being made by walking, cycling and public transport and enhance flood management.
- 11.3.3 Policy W22 identifies strategic infrastructure schemes that are critical to the delivery of the DPD, evidenced as being necessary to support regeneration by the Worksop Central Transport Study and the Worksop Central screening assessment. However, a wider complement of investments and interventions are also needed to address transport and accessibility, as well as flood management issues in the Plan area. Policy W22 should therefore be read together with the Infrastructure Delivery Plan.
- 11.3.4 The Council will continue to work proactively with key stakeholders (including Nottinghamshire County Council, Stagecoach and the Environment Agency) along with landowners and developers to deliver new and improved infrastructure. This includes safeguarding the land, sites, buildings, space and associated infrastructure required to facilitate the construction and safe operation of Worksop Central's transport network and flood management scheme.
- 11.3.5 Policy W22 therefore safeguards land from development that is incompatible with the infrastructure proposed. This is development which would add constraints or increase the costs or complexity of the development or operation of the infrastructure identified.
- 11.3.6 Where this DPD proposes safeguards third party land for new infrastructure, the Council will enter into early discussions with land owners to ensure that appropriate arrangements are put in place so that businesses and residents are able to make informed decisions about the long term proposals for their neighbourhood. Where new infrastructure involves the potential loss of community infrastructure, Local Plan Policy ST47 will ensure that appropriate re-provision within an accessible location is delivered in advance of the scheme commencing.
- 11.3.7 The release of safeguarded land will be linked to the Phasing Programme identified by Policy W20.

11.3.8 Local Plan policy ST58 identifies the mechanism by which safeguarded land will be delivered and reviewed.

## **POLICY W22: Safeguarded Land**

The following land, buildings, space and supporting infrastructure required for the construction and operation of Worksop Central's network of transport infrastructure and flood management will be safeguarded.

### **Highways Network Improvements**

<b>Site Reference</b>	<b>Name</b>
SGL1	Land at Newgate Street (W)/Potter Street for a new access
SGL2	Land at Newgate Street (W) to widen road capacity
SGL3	Land at Bridge Place to extend pedestrianisation
SGL4	Land at Priory Wharf to provide a new road link from Central Avenue to Bridge Place
SGL5	Land at Potter Street/Market Square to extend pedestrianisation of the Market Square
SGL6	Land at Gateford Car Park (DPD003) to provide a new road link between Gateford Road and Portland Street
SGL7	Land at the Regal to provide a new road link between Carlton Road and Gateford Road
SGL8	Land at Central Avenue (DPD007) to provide a new road link between Central Avenue and Newcastle Avenue
SGL9	Land at Victoria Square to provide for a new roundabout
SGL10	Land at Priorswell Road (DPD015) to provide a new road junction between Priorswell Road and Canal Road

### **Flood management measures**

SGL11	Canal Road Quarter (DPD013, DPD014 and DPD015)
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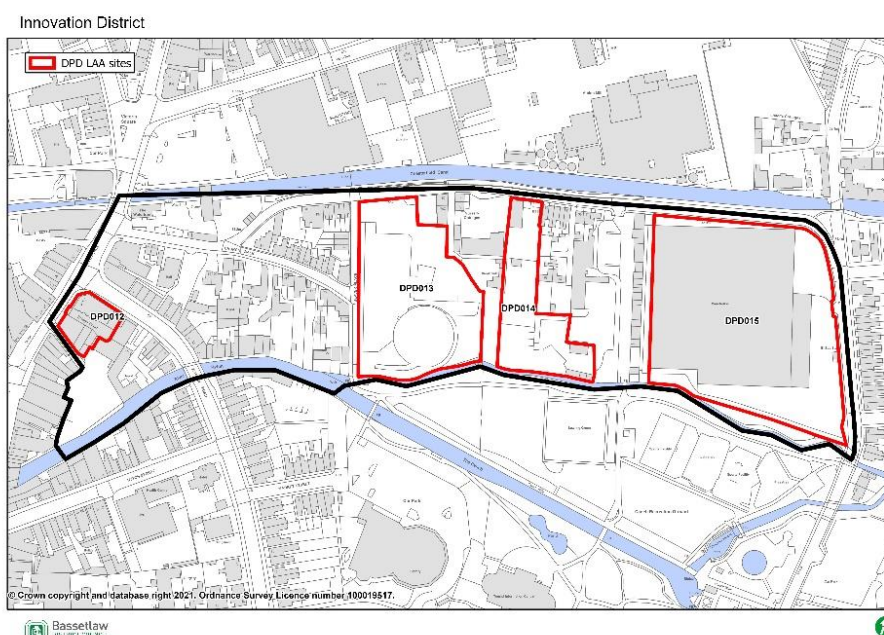
Proposals that are incompatible with these uses will only be supported where it is for a temporary use that would retain the open nature of the land and would not prejudice the potential future development of the land for the purposes identified by this policy.



## **12.0 Creating Distinctive Neighbourhoods**

## 13.0 Innovation District

- 13.0.1 The Innovation District benefits from a popular creative industries business cluster at the Creative Village. There is an opportunity to further grow and diversify, to provide space for growth sector business, particularly small scale business start-ups, as well as complementary meeting facilities.
- 13.0.2 A District-wide priority is to upskill local residents: the creation of the new Workso Access to Skills Hub, offering training in vital health, digital and green technology sectors is underway.
- 13.0.3 Currently a predominantly business area, the Innovation District has a limited housing offer, in terms of affordability and mix, so may not be contributing to local needs.
- 13.0.4 Two significant green corridors cross the area; the built form does not relate well to the Chesterfield Canal or River Ryton. The area also partly sits within the Workso Conservation Area and contains many heritage assets. The quality of development is not always reflective of the area's heritage status and industrial past.
- 13.0.5 Several sites and buildings within the area are vacant/underutilised and fail to provide an attractive frontage to the waterways. In addition, the existing building formats hinder permeability and there is a lack of positive frontage onto existing pedestrian/cycle routes.
- 13.0.6 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 and lack passive surveillance. The Canal Road/Priorswell Road junction would also benefit from improvement to make vehicle movement more effective.



## **Innovation District - The Vision**

By 2040, the Innovation District will be a thriving, prosperous neighbourhood, its success evident through a strong cluster of start-up, incubators and accelerator businesses within growth sectors and specialisations, including health care, creative and digital industries, and green energy.

Two well-established anchors will continue to flourish: a wide ranging higher education and training programme at the Worksop Access to Skills Hub (The WASH) will continue to provide residents with opportunities to excel, whilst the popular Creative Village will have expanded significantly, accommodating Worksop's growing creative/digital sector. Complementary meeting space will help facilitate networks between people and business.

The vibrant, mixed use Canal Road Quarter will provide a diverse mix of housing to complement the business and training offer, boosting opportunities for young people and professionals to live in an accessible central location, thereby increasing footfall to the town centre and the wider Worksop Central area.

Use of contemporary contextually appropriate architecture, urban greening and positive active frontages will sensitively integrate the area with the River Ryton, The Canch, and the Chesterfield Canal. Subtle references to the area's history will be evident in new development, whilst heritage assets such as the former hose drying tower will once again be at the heart of activity. A new quality public realm will be designed and managed to be comfortable, inviting and wired, capable of meeting both residents and business needs.

A compact neighbourhood, the Innovation District will make the most of its walkable street pattern: access on foot/bike, by e-vehicles and public transport will be convenient and safe. New active travel links will make access to The Canch and the canal easy, encouraging greater use of the national cycle route whilst promoting healthy lifestyles. A new low vehicle neighbourhood and the reconfiguration of the Canal Road junction will make access for all safer and easier.

Regeneration will have remediated underused and long term vacant land, securing significant gains in environmental quality, including for biodiversity and water quality; centralised heating systems will support a genuinely sustainable environment; whilst significant flood management will provide greater resilience to the benefit of residents, business and the environment alike.

## **Innovation District – Priorities for Regeneration**

### **Connections**

- Improve connectivity for pedestrians, cyclists, vehicles within the area and to The Canch;
- Implement a clear route hierarchy and wayfinding to enhance connections to the town centre;
- Provide for up to date digital infrastructure in new development and public spaces

### **Living and Working**

- Diversify the business/commercial uses within the area;



- Grow Worksop's education and training offer;
- Diversify the local housing offer to better meet local needs;

#### **Experience**

- Strengthen the identity and historic character of the Innovation District;
- Create a vibrant and attractive business and commercial destination;
- Enhance public realm and streetscape to aid legibility and attract investment;

#### **Environment**

- Support flood management along the River Ryton to enhance resilience;
- Facilitate the remediation of brownfield land to benefit the environment;

### **13.1 Creative Village Phase 2**

- 13.1.1 The site (0.39 ha) comprises longstanding vacant industrial buildings/workshops and associated land. The aspiration is to contribute quality business, commercial and residential development, which together with neighbouring sites, would create a diverse mixed use Canal Road Quarter.
- 13.1.2 Building on the success of the Creative Village (Phase 1) – since it opened in 2012 all 18 start-up units for the creative industries sector have been occupied – Phase 2 will provide a complementary offer, extending the number of start-up units, whilst the conversion of existing buildings and sensitive additions will provide for incubators and accelerator space for local business to grow. Options to accommodate meeting space, a café and other ancillary services should be explored to strengthen the on site offer. Housing that complements that proposed elsewhere in the Canal Road Quarter would be supported.
- 13.1.3 Strategically located between the Chesterfield Canal and the River Ryton, the site is an integral part of these green corridors, connected via a pedestrian bridge to The Canch and is in close proximity to the national cycle route running along the Chesterfield Canal. Public transport is available within a 15 minute walk at Worksop Bus Station or on Priorswell Road, whilst shops and services are a 15 minute walk on Bridge Street, reducing the need to travel by car.
- 13.1.4 Adjoining the Warehouse, Priorswell Road (DPD015) and in close proximity to the former Gas Works site (DPD013), significant regeneration is proposed for the Canal Road Quarter. On that basis, a comprehensive approach is vital to deliver a coherent, well-designed development supported by appropriate infrastructure. As such, all proposals should be consistent with the Canal Road Quarter Masterplan Framework and the design code for the neighbourhood, to be prepared by the Council.
- 13.1.5 The bulk, scale, massing and height of development should respond positively and sensitively to the location. Careful consideration should be given to heritage assets within and adjacent to this site; the landmark tower and associated buildings should be retained and sensitively integrated, whilst design should look to enhance the Worksop Conservation Area. Architectural references to Worksop's waterside industrial buildings will be supported.



- 13.1.6 Visual links, such as between the canal and river, taking in the tower should be strengthened. New lighting, appropriate to its river setting will create a safe space after working hours.
- 13.1.7 On its southern boundary the River Ryton green corridor dominates. Within its buffer, ecological and amenity value should be appropriately enhanced. Reflecting its former use, remediation would be required which may well secure water quality benefits. Urban greening along the northern boundary will strengthen the value of the Chesterfield Canal.
- 13.1.8 The site is partly located within a higher risk flood zone. As a result, the development will be expected to make a contribution to the Worksop Flood Management Scheme (see Policy W12) to support this DPD's aspiration to reduce the flood risk to the DPD area. A drainage strategy will be required to ensure mitigation is fit for purpose. As a result, it is anticipated that this site will come forward in the longer term to ensure delivery is coordinated with the phasing of flood management.
- 13.1.9 An opportunity exists to enhance the green credentials of the site, in association with the development of the wider area. Options should be explored to incorporate a centralised heating system at a neighbourhood level to provide a wider benefit to the community and the environment.
- 13.1.10 A quarter-wide transport strategy will ensure active travel connections between Beaver Place and Priorswell Road, and therefore to public transport are strengthened, making it possible to live and work close by. Local links to the nearby national cycle route and The Canch will make cycling connectivity to the wider area easy.

## **POLICY W23: Creative Village, Phase 2**

The Creative Village Phase 2, will be redeveloped as part of the Canal Road Quarter, as defined on the Policies Map. It will contribute business and commercial floorspace as well as 20 dwellings within a rejuvenated riverside corridor to positively contribute to the vision and priorities of the Innovation District.

Proposals will be expected to be delivered in accordance with the Canal Road Quarter Masterplan Framework to ensure the site and its infrastructure relates positively to neighbouring sites and the surrounding area.

Development proposals, in conjunction with the Warehouse, Priorswell Road (DPD015) and the former gas works site (DPD013), should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Canalside Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the employment, commercial, ancillary services, housing and green infrastructure

- within the Canal Road Quarter, and The Canch to the south, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Canal Road, to the Chesterfield Canal, The Canch and the Canal Road Quarter;
  - d) Be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including The Canch to the south and the Chesterfield Canal to the north;
  - e) Ensure the layout and design of development identifies, and better reveals, local landmarks including the former hose drying tower, views to the river, canal, and to Worksop Conservation Area;
  - f) Provide positive frontages to the River Ryton and Canal Road;
  - g) Be designed to achieve a higher density to support a good mix of property types that are compatible with town and waterside living and meet local needs.

### **Good Quality Design**

- a) Be up to 3 storeys in height, of an appropriate scale, with the mix of uses carefully located and orientated to protect the amenity of neighbouring properties to the east;
- b) Minimise and appropriately mitigate disturbance associated with noise from neighbouring uses;
- c) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- d) Explore options for incorporating a neighbourhood centralised heating system to better manage energy demands from the development;
- e) Respond positively in scale, bulk and massing to the River Ryton and enhance its environmental and amenity value and that of the Chesterfield Canal green corridor, through environmental remediation, flood management, urban greening and biodiversity net gain;
- f) Contribute to the delivery of the Worksop Flood Management Scheme by providing flood resilience measures on site, land for a more naturalised river channel along the southern boundary and making a proportionate financial contribution to the wider scheme;
- g) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area, the designated and non designated heritage assets on and near the site, and the Chesterfield Canal;
- h) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of the street network, Canal Road and green infrastructure;

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm and open space in accordance with an area-wide public realm strategy that provides for the variety of activities expected to take place, including links along the River Ryton, biodiversity and soft landscaping appropriate to the River Ryton and Chesterfield Canal buffer zones, and a plaza capable of supporting outdoor working;

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths that maximise connectivity within the Canal Road Quarter and take into account access to nearby public rights of way in The Canch and the national cycle route along the Chesterfield Canal;
- b) Provide a safe and suitable vehicular access onto Canal Road;
- c) Be designed to reflect the principles of a 'low-vehicle neighbourhood';

### Infrastructure

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution, where relevant, to:
  - i. facilitate improvements to the local highways network;
  - ii. deliver enhanced health care facilities to support residents needs;
  - iii. deliver primary and secondary school places to support residents needs;
  - iv. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## 13.2 Former Gas Works site, Canal Road

- 13.2.1 The former gas works (0.81 ha) is a cleared brownfield site used for car parking and storage. The aspiration is to contribute quality residential development and bespoke live-work accommodation, which together with neighbouring sites, will create a diverse mixed use Canal Road Quarter.
- 13.2.2 Strategically located between the Chesterfield Canal and the River Ryton, the site is an integral part of these green corridors, connected via a nearby pedestrian bridge to The Canch and in close proximity to the national cycle route running along the Chesterfield Canal. Public transport is within a 10 minute walk at Worksop Bus Station or on Priorswell Road, whilst shops and services are a 10 minute walk away on Bridge Street, reducing the need to travel by car.
- 13.2.3 In close proximity to Priorswell Road (DPD015) and the Creative Village Phase 2 (DPD014), significant regeneration is proposed for the Canal Road Quarter. On that basis, a comprehensive approach is vital to deliver a coherent, well-designed development supported by appropriate infrastructure. As such, all proposals should be consistent with the Canal Road Quarter Masterplan Framework and the design code for the neighbourhood, to be prepared by the Council.
- 13.2.4 The bulk, scale, massing and height of development should respond positively and sensitively to the location. Careful consideration should be given to heritage assets within and adjacent to this site; the prominent listed red brick boundary wall, should be retained and sensitively integrated whilst design should look to enhance the Worksop Conservation Area. The siting and design of new development should enhance local views from the western boundary along

Church Walk. Architectural references to Worksop's waterside industrial buildings will be supported.

- 13.2.5 On its southern boundary the River Ryton green corridor dominates. Within its buffer, ecological and amenity value should be appropriately enhanced. Reflecting its former use, remediation would be required which may well secure water quality benefits. Urban greening along the northern boundary will ensure the value of the Chesterfield Canal is strengthened.
- 13.2.6 The site is partly located within a higher risk flood zone. As a result, the development will be expected to make a contribution to the Worksop Flood Management Scheme (see Policy W12) to support this DPD's aspiration to reduce the flood risk to the DPD area. A drainage strategy will be required to ensure mitigation is fit for purpose. As a result, it is anticipated that this site will come forward in the longer term to ensure delivery is coordinated with the phasing of flood management.
- 13.2.7 To complement the growing business and education/training offer of the Innovation District, this site could contribute: a mix of low cost housing, starter homes as well as market housing for young professionals for example; whilst 10 live-work units will provide workshop/business space at ground floor level with separate living accommodation above.
- 13.2.8 A quarter-wide transport strategy will ensure active travel connections between Beaver Place and Priorswell Road, and therefore to public transport are strengthened, making it possible to live and work close by. Local links to the nearby national cycle route and The Canch will make cycling connectivity to the wider area easy.

## **POLICY W24: Former Gas Works Site, Canal Road**

The former Gas Works site, Canal Road, will be redeveloped as part of the Canal Road Quarter, as defined on the Policies Map. It will contribute 50 2, 3 and 4 bedroom dwellings and 10 live-work units within a rejuvenated riverside corridor to positively contribute to the vision and priorities of the Innovation District.

Proposals will be expected to be delivered in accordance with the Canal Road Quarter Masterplan Framework to ensure the site and its infrastructure relates positively to neighbouring sites and the surrounding area.

Development proposals in conjunction with the Warehouse, Priorswell Road (DPD015) and the Creative Village 2 (DPD014), should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Canalside Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the housing, employment and green infrastructure within the Canal Road Quarter, and The Canch to the south, taking into account the needs of the users of the development;

- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Canal Road and Beaver Place, to the Chesterfield Canal, The Canch and the Canal Road Quarter;
- d) Be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including The Canch to the south and the Chesterfield Canal to the north;
- e) Provide positive frontages to the River Ryton, Canal Road and Beaver Place;
- f) Ensure the layout and design of development identifies, and better reveals, local landmarks and views to the river, canal, and to Worksop Conservation Area, such as along Church Walk;

### **Good Quality Design**

- a) Be up to 4 storeys in height, of an appropriate scale, with the mix of uses carefully located and orientated to protect the amenity of neighbouring properties to the east;
- b) Minimise and appropriately mitigate disturbance associated with noise from neighbouring uses;
- c) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- d) Explore options for incorporating a neighbourhood centralised heating system to better manage energy demands from the development;
- e) Respond positively in scale, bulk and massing to the River Ryton and enhance its environmental and amenity value and that of the Chesterfield Canal green corridor, through environmental remediation, flood management, urban greening and biodiversity net gain;
- f) Contribute to the delivery of the Worksop Flood Management Scheme by providing flood resilience measures on site, land for a more naturalised river channel along the southern boundary and making a proportionate financial contribution to the wider scheme;
- g) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area, the designated and non designated heritage assets on and near the site, and the Chesterfield Canal;
- h) Explore options for removing the modern additions to the designated boundary wall to better integrate the site with surrounding neighbourhoods;
- i) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of the street network, Beaver Place, Canal Road and green infrastructure;

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm and open space in accordance with an area-wide public realm strategy that provides for the variety of activities expected to take place, including links along the River Ryton, biodiversity and soft landscaping appropriate to the River Ryton and Chesterfield Canal buffer zones;

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths that maximise connectivity within the Canal Road Quarter, to Church Walk, to nearby

- public rights of way in The Canch and the national cycle route along the Chesterfield Canal;
- b) Provide a safe and suitable vehicular access onto Canal Road;
- c) Be designed to reflect the principles of a 'low-vehicle neighbourhood';

## Infrastructure

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution, where relevant, to:
  - i. facilitate improvements to the local highways network;
  - ii. deliver enhanced health care facilities to support residents needs;
  - iii. deliver primary and secondary school places to support residents needs;
  - iv. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## 13.3 Warehouse, Priorswell Road

- 13.3.1 The Warehouse, Priorswell Road is a large underused existing employment site (1.54 ha). The aspiration is to contribute quality residential development, which together with neighbouring sites, will create a diverse mixed use Canal Road Quarter.
- 13.3.2 Strategically located between the Chesterfield Canal and the River Ryton, the site is an integral part of these green corridors, connected via a nearby pedestrian bridge to The Canch and in close proximity to the national cycle route running along the Chesterfield Canal. Public transport adjoins the site on Priorswell Road, whilst shops and services are within a 15 minute walk on Bridge Street, reducing the need to travel by car.
- 13.3.3 Adjoining the Creative Village Phase 2 (DPD014), and in close proximity to the former gas works site (DPD013) significant regeneration is proposed for the Canal Road Quarter. On that basis, a comprehensive approach is vital to deliver a coherent, well-designed development supported by appropriate infrastructure. As such, all proposals should be consistent with the Canal Road Quarter Masterplan Framework and the design code for the neighbourhood, to be prepared by the Council.
- 13.3.4 The site is currently used for storage/distribution and was initially promoted for residential development in the January 2020 draft Bassetlaw Local Plan. Due to its location in Worksop Central, it is now being considered as part of the regeneration strategy via this DPD. The business is in early discussions to re-locate to an alternative location in the District that is compatible with its use.
- 13.3.5 Design cues should be taken from local context, having regard to heritage assets and their settings in the locality, including the designated Worksop Priory Church. A significant opportunity exists to create a positive focal point on this prominent corner, strengthening visual links to the canal. Architectural

references to the former Worksop & Retford Brewery, including retention of the front boundary wall and railings will encourage a reconnection with the areas heritage and will be supported.

- 13.3.6 On its southern boundary the River Ryton green corridor dominates. Within its buffer, ecological and amenity value should be appropriately enhanced. Reflecting its former use, remediation would be required which may well secure water quality benefits. Urban greening along the northern boundary will ensure the value of the Chesterfield Canal is strengthened.
- 13.3.7 The site is partly located within a higher risk flood zone. As a result, the development will be expected to make a contribution to the Worksop Flood Management Scheme (see Policy W12) to support this DPD's aspiration to reduce the flood risk to the DPD area. A drainage strategy will be required to ensure mitigation is fit for purpose. As a result, it is anticipated that this site will come forward in the longer term to ensure delivery is coordinated with the phasing of flood management.
- 13.3.8 A quarter-wide transport strategy will ensure active travel connections between Beaver Place and Priorswell Road, and therefore to public transport are strengthened, making it possible to live and work close by. Local links to the nearby national cycle route and The Canch will make cycling connectivity to the wider area easy. Policy W22 safeguards part of the Canal Road/Priorswell Road frontage to facilitate an improved junction to enhance highways safety.

## **POLICY W25: Warehouse, Priorswell Road**

The Warehouse, Priorswell Road, will be redeveloped as part of the Canal Road Quarter, as defined on the Policies Map. It will contribute 60 2, 3 and 4 bedroom dwellings within a rejuvenated riverside corridor to positively contribute to the vision and priorities of the Innovation District.

Proposals will be expected to be delivered in accordance with the Canal Road Quarter Masterplan Framework to ensure the site and its infrastructure relates positively to neighbouring sites and the surrounding area.

Development proposals in conjunction with the former gas works site (DPD013) and the Creative Village 2 (DPD014) should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making to positively reflect the principles for the Canalside Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the housing, employment and green infrastructure within the Canal Road Quarter, and The Canch to the south, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Canal Road and Priorswell Road, to the Chesterfield Canal, The Canch and the Canal Road Quarter;

- d) Be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including The Canch to the south and the Chesterfield Canal to the north;
- e) Ensure the layout and design of development identifies, and better reveals, local landmarks such as the former hose drying tower, and views to the river, canal, and to Worksop Conservation Area;
- f) Provide positive frontages to the River Ryton, Canal Road and Priorswell Road;
- g) Be designed to achieve a higher density to support a good mix of property types that are compatible with town and waterside living and meet local needs.

### **Good Quality Design**

- a) Be up to 5 storeys in height, of an appropriate scale with the mix of uses carefully located and orientated to minimise and appropriately mitigate disturbance associated with noise from neighbouring uses;
- b) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- c) Explore options for incorporating a neighbourhood centralised heating system to better manage energy demands from the development;
- d) Respond positively in scale, bulk and massing to the River Ryton and enhance its environmental and amenity value and that of the Chesterfield Canal green corridor, through environmental remediation, flood management, urban greening and biodiversity net gain;
- e) Contribute to the delivery of the Worksop Flood Management Scheme by providing flood resilience measures on site, land for a more naturalised river channel along the southern boundary and making a proportionate financial contribution to the wider scheme;
- f) Be sensitive and responsive to the historic context of the local environment, with regard to nearby designated and non-designated heritage assets and their setting, including the Chesterfield Canal;
- g) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of the street network, Priorswell Road, Canal Road and green infrastructure;

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm and open space in accordance with an area-wide public realm strategy that provides for the variety of activities expected to take place, including links along the River Ryton and biodiversity and soft landscaping appropriate to the River Ryton and Chesterfield Canal buffer zones;

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths, that maximise connectivity within the Canal Road Quarter, to Priorswell Road, The Canch and the Chesterfield Canal;
- b) Provide a safe and suitable vehicular access point onto Canal Road, in conjunction with the Priorswell Road junction improvements;



- c) Be designed to reflect the principles of a 'low-vehicle neighbourhood';

### **Infrastructure**

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution to:
- i. facilitate improvements to the local highways network;
  - ii. deliver enhanced health care facilities to support residents needs;
  - iii. deliver primary and secondary school places to support residents needs;
  - iv. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## **13.4 The Worksop Access to Skills Hub (The WASH)**

- 13.4.1 The WASH (0.11ha) is a longstanding vacant building within the heart of Worksop town centre. The aspiration is to create a training and skills hub, contributing to the creation of a vibrant Innovation District.
- 13.4.2 Strategically located between Watson Road and Bridge Place, in close proximity to Priory Wharf (DPD011), the WASH is in a highly accessible part of the town centre, well-connected to the primary shopping area and in close proximity to the national cycle route running along the Chesterfield Canal. Public transport is available adjacent to the site on Watson Road, whilst shops and services adjoin the site on Bridge Street/Bridge Place, reducing the need to travel by car.
- 13.4.3 Redevelopment into a state of the art skills and education hub is underway. Curriculum delivery will support the wider vision of this DPD to upskill and enhance lifestyle choices for local residents. The focus will be on growth sectors to future proof skills based on employer needs in health and care; leadership and management, construction; engineering, digital and low carbon.
- 13.4.4 Currently, the building lacks architectural quality. As part of the redevelopment a modern design appropriate to local context will emerge, providing a positive, vibrant and welcoming space in the town centre. This prominent building will once again become a positive focal point at this northern entrance to the town centre, which together with enhanced public realm and people friendly space adjoining the site will act as a catalyst for regeneration of the surrounding area.
- 13.4.5 Opportunities exist to strengthen active travel connections between The WASH, Watson Road, Bridge Place and along the canal, making it possible to live, work and study close by.

### **POLICY W26: The WASH**

The WASH, as identified on the Policies Map, will be redeveloped as a high-quality, efficient and well-designed education and training hub. Its regeneration within a

rejuvenated town centre is expected to positively contribute to the vision and priorities of the Innovation District.

Development proposals should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Canalside Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the education and training offer and the town centre, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Bridge Place and Watson Road;
- d) Provide positive frontages to the Bridge Place and Canal Road;
- e) Optimise use of the building to make efficient use of land.

### **Good Quality Design**

- a) Be up to 3 storeys in height, of an appropriate scale to complement the streetscene;
- b) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area, and the designated and non designated heritage assets nearby, including the Waddington's local landmark;
- c) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of Watson Road and Bridge Place;

### **Movement and Connectivity**

- a) Provide for coherent, direct, safe, comfortable and attractive foot/cycle paths that maximise connectivity to Bridge Place, Priory Wharf and Watson Road;



### **Delivery**

The Council has already shown its commitment to the development of the Innovation District through its direct involvement in the Creative Village (Phase 1) and The WASH (DPD012). It is anticipated that the Creative Village will drive the development of a greater mix of business uses in Phase 2 (DPD014), whilst The WASH will act as a catalyst for further commercial development and increased footfall in the surrounding town centre.

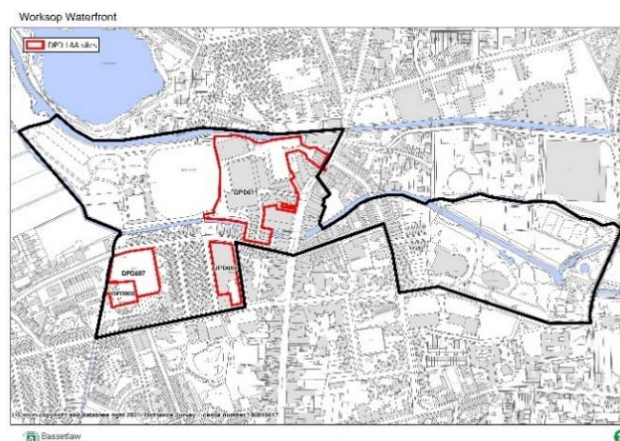
The Council will provide further support to the development of the Innovation District through:

- Utilising the ownership at the Creative Village and The WASH to continue to work with developer(s) and education partners to promote business/training development, to help create a strong employment/training offer;
- Where considered necessary and if feasible, direct involvement in the development of business/commercial opportunities in a similar way to the Creative Village;

- Facilitating the Canal Road Quarter Masterplan Framework to ensure the area, and associated infrastructure is developed comprehensively, to maximise investment opportunities;
- Strategic acquisitions / assembly of sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding to intervene proactively to de-risk sites to support delivery, including site clearance, flood management and remediation;

## 14.0 Workso Waterfront

- 14.0.1 Workso Waterfront benefits from a dual waterfront; the Chesterfield Canal and the River Ryton. The river in particular is hidden in a canalised channel, also minimising biodiversity and water quality, whilst flood risk is an issue with the town centre experiencing severe flood events in recent times. The canal is the more visible although access is not always clear or legible.
- 14.0.2 The core is currently a predominantly retail area, supported by a mix of business/commercial premises, community facilities and housing. The retail offer has been in decline for a number of years. The Priory Centre, a covered shopping centre, was extended in 2009 and saw national brands open, but as a result of the national decline of the high street, many have left the town. It experiences a high number of vacancies.
- 14.0.3 The Workso Waterfront has a limited housing offer, in terms of affordability and mix so may not be contributing to local needs.
- 14.0.4 The area partly sits within the Workso Conservation Area and contains many heritage assets. The quality of development is not always reflective of the area's heritage status and industrial past. Several sites and buildings within the area are underutilised and fail to provide an attractive frontage along the river and canal. In addition, the existing building formats hinder permeability and there is a lack of positive frontages onto existing public realm. The public realm lacks quality, coherence and legibility in places.
- 14.0.5 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. Adjoining is the Inspire Library and Aurora Centre enhancing the cultural offer.
- 14.0.6 National cycle route 6 follows the route of the canal and pedestrian/cycle bridges from The Canch link to the Innovation District. Local connections for walking and cycling and to neighbouring areas are more limited and lack passive surveillance. A one way road network dominates the area, crossing the Priory Centre car park. This severs the retail core from the rest of Workso Waterfront and creates a confusing, ill-defined space to the rear of the shopping area.



## **Worksop Waterfront – The Vision**

By 2040, Worksop Waterfront will have become a vibrant and welcoming destination attracting visitors during the day and evening. New exemplar development, such as at Priory Wharf will give the canal a new sense of purpose. At its heart; a quality commercial, leisure, food/beverage offer, together with new housing will create a vibrant new canalside community. New moorings will reinforce the canal's value to the town whilst providing visitors with an opportunity to stop and explore. The impact will be visible: the town centre and its public realm will be well-used, whilst businesses will have benefitted from increased footfall.

A new landmark building will clearly identify this new gateway destination, whilst a series of striking developments will facilitate innovative green features that positively integrate buildings with the waterways. Green energy will provide for efficient heat and energy benefitting the user and the environment.

A series of well-connected, multi-purpose spaces alongside the canal and river and at Bridge Place will accommodate events and pop up uses popular with residents, businesses and visitors alike, whilst its vibrancy will ensure everyone, irrespective of age and ability feels comfortable and safe.

An exceptional new residential offer will breathe new life into the area. Sustainable urban living will have optimised existing land and buildings providing for multigenerational living, drawing a new resident population, who will be attracted to and support the bustling evening economy, the employment opportunities on the doorstep, and the reinvigorated River Ryton and the historic Chesterfield Canal.

A more consolidated retail offer at Priory Wharf and along Bridge Place/Street (lower) will have strengthened its role particularly for comparison shopping, whilst a greater variety of complementary leisure and commercial uses will increase the number of residents that choose to live, work or shop in, and visit Worksop.

The waterways will be key attractors. Instrumental will be a series of new pocket parks, which with an enhanced offer at The Canch will bring a range of activities into the centre of town, whilst opportunities will have been taken to enliven spaces through sensitive commercial development. A new Pilgrims Riverside Walk will enable a more active and engrossing relationship between Worksop's residents and one of its most significant natural assets.

A more visible, naturalised river corridor, with effective natural flood management will provide more space for water and nature within the town centre, building in resilience to climate change, thereby giving residents and businesses the confidence to remain and invest.

Regeneration will have enabled the successful reconfiguration of Worksop Waterfront's transport network. A new two way road network between Bridge Place and Central Avenue will enable the efficient, safe and permeable movement of vehicles, public transport and cyclists around this vibrant new neighbourhood.

## **Worksop Waterfront – Priorities for Regeneration**

### **Connections**

- Implement a clear route hierarchy to improve vehicular connectivity to improve traffic flow to and through the town centre;
- Maintain and enhance connectivity for pedestrians and cyclists along the river and canal and within the neighbourhood;
- Improve access for public transport users to the retail core and waterfront;
- Promote opportunities for greater access along the canal for visitors;

### **Living and Working**

- Support a consolidated retail offer to reflect changing consumer needs;
- Diversify the commercial/leisure offer within the area;
- Grow Worksop's evening economy to increase footfall and number of visitors;
- Introduce multigenerational, affordable urban living to meet local needs;

### **Experience**

- Create a vibrant and attractive leisure and commercial destination;
- Enhance public realm and streetscape to aid legibility;
- Support appropriate town centre parking to meet changing needs including for e-vehicles;

### **Environmental**

- Make space for water adjacent to the River Ryton to support flood management;
- Facilitate the remediation of brownfield land to benefit water quality;
- Contribute to significant urban biodiversity net gain;

## **14.1 Bus Depot, Hardy Street**

- 14.1.1 This site (0.38ha) is currently used as a bus depot by a commercial bus operator. The aspiration is to create a quality residential development, contributing to a vibrant, mixed use Worksop Waterfront.
- 14.1.2 Situated on Hardy Street, this site is opposite Crown House (DPD010) and Newcastle Avenue (DPD017) allocations, within a 5 minute walk of shops and services at Bridge Street and a 15 minute walk to Worksop Station. Public transport availability is good during week days and at weekends, with a regular bus service from Newcastle Avenue within a 5 walk, reducing the need to travel by car.
- 14.1.3 Design cues should be taken from local context and its location partly within the Worksop Conservation Area and proximity to the setting of Castle Hill Scheduled Monument to the south. Proposals, supported by appropriate evidence and appraisals, should consider the historic and archaeological potential of the site. Architectural references to the Castle's heritage will be supported.
- 14.1.4 Bounded on four sides by the road network, the site lacks a positive frontage to the public realm, particularly on Allen Street (east) and Central Avenue (north), whilst boundaries between highway and car parking lack definition on Allen

Street. Redevelopment provides a significant opportunity to positively improve the streetscape, and its interface with the public realm. Integration of quality public realm which improves the local environment, such as the use of green walls, quality landscaping and boundary treatments would enhance the character of this dense inner urban area.

- 14.1.5 The site is located within a higher risk flood zone. As a result, the development will be expected to make a contribution to the Worksop Flood Management Scheme (see Policy W12) to support this DPD's aspiration to reduce the flood risk to the DPD area. A drainage strategy will be required to ensure mitigation is fit for purpose. As a result, it is anticipated that this site will come forward in the longer term to ensure delivery is coordinated with the phasing of flood management.
- 14.1.6 It is anticipated that the site could provide for at least 42 high-quality, well-designed dwellings, such as apartments. As the site is within a relatively level part of town, within easy access to amenities, a particular focus should be for older population.
- 14.1.7 Given its proximity to the town centre, quality, safe, legible connections for pedestrians and cyclists should be integrated to maximise active travel for local journeys. Opportunities exist to strengthen active travel links to Bridge Street, Castle Hill, Newcastle Avenue and Central Avenue, making walking and cycling easier in this central location.

## **POLICY W27: Bus Depot, Hardy Street**

The bus depot, as identified on the Policies Map, will be redeveloped as a high-quality, efficient and well-designed residential development. Its redevelopment for 42 apartment dwellings will be expected to positively contribute to the delivery of the vision and priorities for Worksop Waterfront.

Development proposals should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Lower Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship with the surrounding properties, particularly residential, and the street network taking into account the users of the development;
- c) Be integrated within the surrounding street network to promote access, connectivity and permeability for all users to Central Avenue and Hardy Street, and nearby Bridge Street;
- d) Provide positive frontages to the Central Avenue, Allen Street, Newcastle Avenue and Hardy Street;
- e) Be designed to achieve a higher density compatible with town living and to meet local needs.

## Good Quality Design

- a) Be up to 3 storeys in height appropriate to context across the site, ensuring the bulk, massing, scale and height of the buildings responds positively to the existing residential properties along Allen Street and Newcastle Avenue;
- b) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- c) Be sensitive and responsive to the historic character of the site's location partly within the Worksop Conservation Area, the designated and non-designated heritage assets near the site, including the Castle Hill Scheduled Monument and its setting;
- d) Contribute to the delivery of the Worksop Flood Management Scheme by providing flood resilience measures on site, and by making a proportionate financial contribution to the wider scheme;
- e) Integrate urban greening measures, appropriate to the site's context and in response to flood management requirements; such as soft landscaping, sustainable drainage;
- f) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of Hardy Street, Central Avenue, Allen Street and Newcastle Avenue;

## Public Realm

- a) Contribute to the delivery of improved public realm that provides for the variety of activities expected to take place, including links around the perimeter of the site to the existing network;

## Movement and Connectivity

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths that maximise connectivity to Newcastle Avenue, Central Avenue, Hardy Street, Allen Street, Bridge Street and Castle Hill;
- b) Be designed to provide for one safe and suitable vehicular access point on to Hardy Street;

## Infrastructure

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution to:
  - i. Deliver enhanced health care facilities to support residents needs;
  - ii. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan





## **14.2 Central Avenue**

- 14.2.1 Central Avenue (0.71ha) contains a surface car park and commercial land. The aspiration is to create a quality residential development, contributing to a vibrant, mixed use Worksop Waterfront.
- 14.2.2 Situated on Central Avenue, in a predominantly residential area, this site comprises two separate land parcels that will function more effectively as one. Policy W28 requires a comprehensive scheme for the wider site.
- 14.2.3 Central Avenue is in close proximity to Newcastle Avenue/Norfolk Street (DPD016) and is within a 15 minute walk of shops and services at Bridge Street. Public transport availability is good during week days and at weekends, with a regular bus service from Newcastle Avenue, reducing the need to travel by car.
- 14.2.4 Design cues should be taken from its location adjoining the Worksop Conservation Area, design code for the neighbourhood, and to respond positively to the character of the surrounding properties. The layout and design of development should clearly articulate and improve the boundaries of the site. Public realm, landscaping and buildings should be well integrated to both define and overlook walking/cycling routes and green infrastructure within the site.
- 14.2.5 The site is located within a higher risk flood zone. As a result, the development will be expected to make a contribution to the Worksop Flood Management Scheme (see Policy W12) to support this DPD's aspiration to reduce the flood risk to the DPD area. A drainage strategy will be required to ensure mitigation is fit for purpose.
- 14.2.6 It is vital that car parking provision in the DPD area remains appropriate to support business needs and to support growth and regeneration. On that basis, this site is expected to be released in accordance with the town centre wide car parking strategy in the longer term to ensure delivery is coordinated with the phasing of flood management.
- 14.2.7 The site can accommodate a high-quality, well-designed residential development for at least 56 dwellings, such as townhouses, including affordable homes. This will help diversify the housing mix in the area.
- 14.2.8 Water dependent landscaping and greening of the western boundary alongside the drainage channel would enhance ecological value and connectivity to the nearby River Ryton and should be incorporated.
- 14.2.9 To improve active travel within the area, a new pedestrian/cycle link should be provided between Central Avenue and Newcastle Avenue. This will make it possible to more easily move around the neighbourhood for everyday journeys, access public transport and local services. The junction to Newcastle Avenue, and its design should be able to accommodate a road link in the future to aid traffic flow around the town.

## **POLICY W28: Central Avenue**

Land at Central Avenue, as identified on the Policies Map, will be redeveloped as a high-quality, efficient and well-designed residential development. Its redevelopment for 56 dwellings will be expected to positively contribute to the delivery of the vision and priorities for Workso Waterfront.

Development proposals should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Lower Town Character Area identified by the Workso Central Characterisation Study and the Workso Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the housing, the green/blue infrastructure on the western boundary and active travel routes, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Central Avenue and Newcastle Avenue;
- d) Be designed to improve connectivity with, and maximise the value of, existing green/blue infrastructure in the west of the site;
- e) Provide positive frontages to Central Avenue, green infrastructure and active travel links;
- f) Be designed to achieve a higher density to support a good mix of property types that are compatible with town living and to meet local needs.

### **Good Quality Design**

- a) Be up to 4 storeys in height appropriate to context across the site, designed to respond positively to neighbouring properties on King Street;
- b) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- c) Be sensitive and responsive to the historic character of the site's location adjoining the Workso Conservation Area;
- d) Contribute to the delivery of the Workso Flood Management Scheme by providing flood resilience measures on site, and making a proportionate financial contribution to the wider scheme;
- e) Integrate urban greening measures, appropriate to the site's context and in response to flood management requirements; such as soft landscaping along the western boundary and sustainable drainage;
- f) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of the street network and walking/cycle links crossing the site;

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm appropriate to local context that provides for the variety of activities expected to take place, including links between Newcastle Avenue and Central Avenue, biodiversity and soft landscaping to enhance its relationship with on site blue infrastructure;

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths, including a new pedestrian/cycle link between Central Avenue and Newcastle Avenue;
- b) Provide one safe and suitable vehicular access point from Central Avenue;
- c) Design-in a future access point from the site onto Newcastle Avenue as sought by Policy W22 (SGL8);

## Infrastructure

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution to:
  - i. Deliver enhanced health care facilities to support residents needs;
  - ii. Deliver primary and secondary school places to support residents needs;
  - iii. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## 14.3 Priory Wharf

- 14.3.1 Priory Wharf (2.11ha) comprises the Priory Centre (a covered shopping centre), and a large expanse of car parking, as well as part of the town centre's one way road network which crosses the car park. Currently a large number of units are longstanding vacant.
- 14.3.2 Strategically located between the Chesterfield Canal and the River Ryton, Priory Wharf is an integral part of these green corridors. It is also in close proximity to The WASH (DPD012) and Hardy Street (DPD009) and the national cycle route running along the northern side of the Chesterfield Canal. Public transport is available within a 10 minute walk at Watson Road, whilst shops and services adjoin the site on Bridge Place, reducing the need to travel by car.
- 14.3.3 Priory Wharf is a prominent, centrally located site but does not maximise its location. A hard engineered frontage to the Chesterfield Canal is dominated by car parking, whilst the River Ryton is hidden from view on the southern boundary. Connectivity between the town centre and the covered shopping area is not easy to navigate. The space between the built form and canal is underused and lacks clear boundaries between public and private space leading to a confused public realm.
- 14.3.4 The aspiration is to create a vibrant mixed use destination, contributing to a reinvigorated Worksop Waterfront. Alongside the retail offer, the vision is to provide a quality commercial, leisure, food and beverage offer, with residential development above, supported by renewed car parking and transport infrastructure. By doing so, it will significantly diversify the town centre within a more attractive, accessible green environment.
- 14.3.5 On that basis, it is vital that the site is developed in a comprehensive way, to deliver a coherent, prestige development supported by appropriate infrastructure. As such, all proposals should be consistent with the Priory Wharf

Masterplan Framework and the design code for the neighbourhood, to be prepared by the Council, through consultation with relevant landowners and stakeholders.

- 14.3.6 The reconfiguration of the retail offer will ensure the current retailers are able to operate within a more attractive space, with higher footfall and more spend. The approach would be reflective of a recent planning permission for the site.
- 14.3.7 Exemplar design should reflect its location within a new gateway destination. A striking landmark building should signal the entrance to Priory Wharf from Bridge Place to help draw visitors into the enlivened space. Complementing its canalside setting, contemporary, innovative architecture should provide for a range of footprint sizes to accommodate a variety of town centre and commercial uses, and be designed to provide flexibility to enable sub-division of units.
- 14.3.8 A strong vertical mix of uses will enable upper levels to accommodate the provision of 150 well-designed, efficient apartments, bringing residents into the heart of the town centre. Locational advantage will be taken, attractive views will be secured over the waterfronts, whilst space exists to make provision for visitor/residential moorings alongside the canal. Options to provide facilities to support visiting craft will be explored within the wider site.
- 14.3.9 The most up to date green design should be used reflective of its waterside setting; a combination of urban greening, low-carbon materials and sustainable drainage will make this destination fit for purpose in the long term, whilst options should be explored to integrate centralised heating systems to minimise the effects of climate change.
- 14.3.10 Development should be outward facing to all boundaries to maximise passive surveillance, whilst its integration with a new, attractive public realm is vital to support active frontages at ground floor level and provide vibrancy during the day, evening and weekends.
- 14.3.11 A coherent, quality public realm is vital to provide space for movement, lingering and relaxation, or to accommodate temporary or pop up uses. A complementary palette of street furniture, materials, a water feature, public art, particularly along the waterways should add value and reinforce the distinctiveness of the gateway. Provision should be delivered in accordance with an area wide strategy to ensure connectivity to Bridge Place and the wider town centre area.
- 14.3.12 The site is located within a medium risk flood zone. As a result, the development will be expected to provide flood resilience measures on site (see Policy W12) to support this DPD's aspiration to reduce the flood risk to the DPD area. A drainage strategy will be required to ensure mitigation is fit for purpose.
- 14.3.13 The reconfiguration of this site provides a significant opportunity to improve pedestrian and cycle links to re-integrate the site with the town centre, river and canal. The provision of a two-way road through the site between Central Avenue and Bridge Place will enable a bus service to enter the site,

strengthening access for public transport users to this gateway. A renewed car parking offer will be appropriate to support residents, businesses and visitors alike.

## **POLICY W29: Priory Wharf**

Land at Priory Wharf, as identified on the Policies Map, will be reconfigured as an exemplar gateway destination. A mix of 150 dwellings, retail, commercial, leisure, food and beverage offer, public realm and public car parking will be expected to identify how the development will positively contribute to the vision and priorities of the Worksop Waterfront.

Proposals will be expected to be delivered in accordance with the Priory Wharf Masterplan Framework to ensure they relate positively to the town centre, infrastructure requirements and the surrounding area.

Development proposals should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Lower Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the housing, commercial uses, public realm and transport infrastructure, the Chesterfield Canal to the north and the River Ryton to the south, taking into account the needs of the users of the development;
- c) Be re-integrated within the surrounding street network to improve access, connectivity and permeability for all users from Bridge Place and Central Avenue, to the Chesterfield Canal and River Ryton;
- d) Maximise opportunities to enhance the aesthetic value of the waterways and visual amenity provided by them, with regard to:
  - i. Views, vistas, landmark features and other points of interest;
  - ii. Building lines, along with the orientation and spacing between buildings;
  - iii. Physical connections to the waterways, including walking and cycle routes that enable access to the waterfronts;
  - iv. Addressing the waterways as an important part of the public realm and contributing to the liveliness of the waterfront. Development should incorporate positive frontages and, where appropriate, accessible public spaces or facilities at the ground floors of buildings, particularly along the canalside/riverside paths;
  - v. Through the Worksop Flood Management Scheme investigate opportunities to create a more naturalised channel along the southern boundary, provide flood resilience measures on site and enhance biodiversity and water quality;
- e) Be designed to achieve a higher density to support a good mix of property types that are compatible with town and waterside living and to meet local needs.

### **Good Quality Design**

- a) Use innovative, distinctive architecture to create a series of quality buildings, with a mix of footprints, capable of flexible use, within this gateway destination, including a notable landmark at the Bridge Place entrance;

- b) Be up to 4 storeys in height, of an appropriate scale, with a clear vertical mix of uses to protect the amenity of residents;
- c) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- d) Explore options for incorporating a centralised heating system to better manage energy demands from the development;
- e) Explore options with the Canal and River Trust to incorporate visitor/residential moorings along the canal frontage and associated ancillary facilities within the wider site;
- f) Respond positively in scale, bulk and massing to the River Ryton and enhance its environmental and amenity value and that of the Chesterfield Canal green corridor, through environmental remediation, flood management, urban greening and biodiversity net gain;
- g) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area, the designated and non designated heritage assets near the site, including Waddington's and the Chesterfield Canal;
- h) Include architectural references to Worksop's existing waterside industrial buildings to encourage a reconnection with the areas heritage;
- i) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of the street network, Bridge Place, Central Avenue and public realm;

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm, open space in accordance with an area-wide public realm strategy that provides for the variety of activities expected to take place, including hard and soft landscaping, public art, a water feature and to walking and cycling links to enhance its relationship with the town centre;

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths that maximise connectivity alongside the new link road, to the national cycle route along the Chesterfield Canal, and to Bridge Place;
- b) Provide a safe and suitable two-way vehicular link road between Bridge Place and Central Avenue, capable of accommodating bus use;
- c) Explore options with the commercial bus operator to provide bus infrastructure within the boundary.

### **Infrastructure**

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution where relevant to:
  - i. facilitate improvements to the local highways network;
  - ii. deliver enhanced health care facilities to support residents needs;
  - iii. deliver primary and secondary school places to support residents needs;
  - iv. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## 14.4 The Canch

- 14.4.1 Located in the eastern part of the Worksop Waterfront, The Canch is a popular urban park (4.8ha), attracting residents and visitors year round, as a result of its highly accessible location, vibrant mix of uses, particularly its quality play offer. As a result, The Canch has retained its Green Flag status since 2014.
- 14.4.2 Dating back to the early 1900's, today The Canch has become a place where heritage, wildlife, water and recreation co-exist comfortably. The park's design has been strongly influenced by its heritage, its designated and non designated assets, both within and in close proximity, and the character of Worksop Conservation Area.
- 14.4.3 Bisecting the park, the River Ryton green corridor creates two distinctive character areas. The north has an extensive play and recreational area for children and young people and space for community events; whereas the south includes the more formal Memorial Avenue Gardens and complementary landscaping, associated with the former Carnegie Library building, now home to the Aurora Well-being Centre. This multi-purpose venue offers a range of services to the community, and ancillary facilities that support its operation, including a popular café.
- 14.4.4 The Canch is within a 10 minute walk of the town centre and 5 minutes from the Innovation District and a growing resident population. As more people live, work and visit Worksop it is important that the quality of The Canch is not lost and that the offer remains fit for purpose.
- 14.4.5 On that basis, The Canch is recognised by the Green Infrastructure Strategy as a key asset in Worksop Central's green/blue infrastructure network. The Canch Management Plan identifies actions for improvements. The majority relate to the public realm; in places new street furniture, boundary treatments, surfacing, such as in the Sunken Garden would enhance the visitor experience. Opportunities to better conserve and reveal The Canch's distinctive heritage, and enhance heritage interpretation at key features would aid understanding of Worksop's past.
- 14.4.6 The Canch would also benefit from enhanced biodiversity value with more space for water dependent habitats, wildlife, trees and planting. Policy W31 is supportive, recognising that particularly within the buffer of the River Ryton, ecological and amenity value should be appropriately enhanced, ensuring connectivity along its route.
- 14.4.7 Over half of The Canch is located within a higher risk flood zone and the River Ryton Flood Management Impact Zone. As a result, improvements to the river channel, including land, may be required in the long term to help manage flood

risk within the town. All improvements will reflect the park's value as a recreational open space and its historic setting.

- 14.4.8 The Management Plan recognises the potential to utilise the former nursery and bowling green site for outdoor performances. This DPD strengthens this potential by identifying The Canch an important element in Worksop Central's Cultural Quarters. Opportunities to better integrate with the offer at the Aurora Centre will be supported.
- 14.4.9 Greening the park will enhance its sustainability credentials. Opportunities to generate renewable power on site should be explored, whilst more on-site recycling facilities would support efficient waste management.
- 14.4.10 Currently most visitors access The Canch from Memorial Avenue or from Priorswell Road and its car park. To encourage more visitors to use The Canch and make linked trips to the wider town, Policy W31 requires that the foot/cycle bridge to the Creative Village 2 (DPD014) be reinstated to the Innovation District, supported by wayfinding. Additional cycle/scooter storage in The Canch would encourage more active access.

## **POLICY W30: The Canch**

The Canch, as identified on the Policies Map, will be managed by the Council and its partners, as a publicly accessible urban park with a range of green infrastructure functions and ancillary services to the benefit of Worksop's community, visitors and the environment. To enhance the green infrastructure offer, improvements will be secured consistent with The Canch Management Plan, including:

- a) the development and/or extension of community/cultural facilities;
- b) provision of new toilets and changing place, accessible to disabled visitors;
- c) a new built performance area for the staging of events on the former nursery and bowling green site;
- d) the protection and enhancement of habitats, species and features to maximise biodiversity value, including through water dependent habitats, planting, trees. Biodiversity should be responsive to landscape and the environmental and amenity value of the River Ryton green corridor;
- e) exploring opportunities to restore built heritage and enable their positive re-use and/or public understanding through additional heritage interpretation;
- f) making space for the Worksop Flood Management Scheme;
- g) exploring opportunities to conserve and develop The Wheelhouse for green energy;
- h) delivery of new and improved public realm that provides for the variety of activities expected to take place, including walking and cycling links, biodiversity and soft landscaping appropriate to the River Ryton buffer zone;
- i) provision of coherent, direct, safe, comfortable and attractive links for cyclists and pedestrians to Priorswell Road, the River Ryton, Memorial Avenue and to the Creative Village 2 through re-instating the pedestrian/cycle bridge;
- j) an appropriate level of additional cycle/scooter parking in accordance with the Nottinghamshire County Council parking standards.





## Delivery

The Council has already shown its commitment to the development of the Worksop Waterfront through its partnership work with the Environment Agency to progress the Worksop Flood Management Scheme. It is anticipated that ongoing progress will act as a catalyst for developer confidence in proposals for the surrounding area.

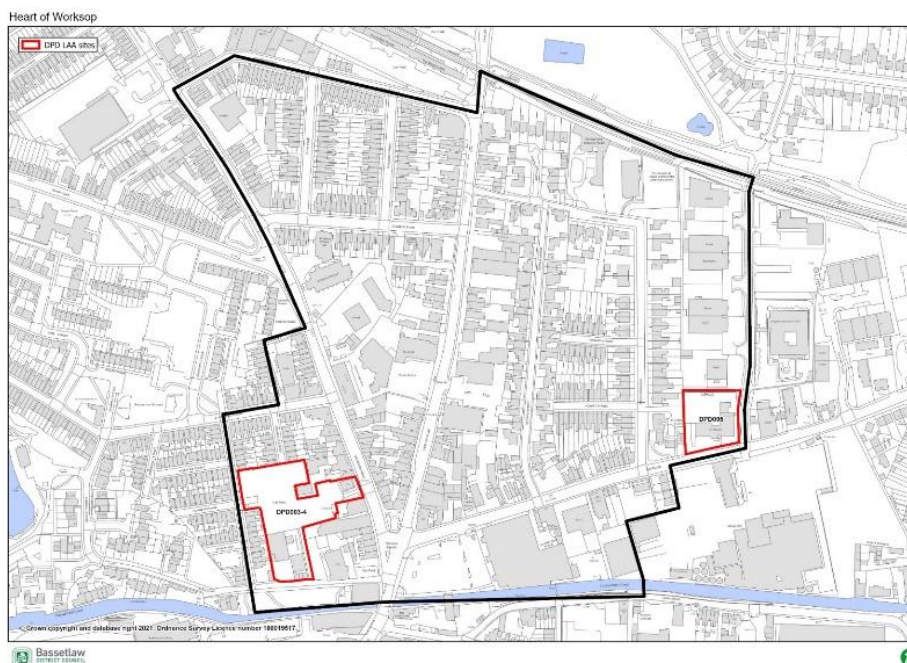
An important part of enhancing Worksop Central's green/blue infrastructure is the ongoing management and maintenance of The Canch. The new café/changing facilities at The Canch, led by the Council, are expected to open in summer 2021, and increased town centre activity following the ease of Covid restrictions in summer 2021, will see greater use.

The Council will provide further support to the development of the Worksop Waterfront through:

- Utilising the ownership of land such as at Central Avenue to continue to work with developer(s) to promote regeneration in this part of Worksop Central;
- Where considered necessary and if feasible, direct involvement in the development of business/commercial opportunities in a similar way to the Creative Village;
- Facilitating the Priory Wharf Masterplan Framework to ensure that DPD011, and associated infrastructure is developed comprehensively and as an exemplar destination, to maximise investment opportunities;
- Promoting The Canch Management Plan as a direct tool to aid in the improvement of The Canch;
- Strategic acquisitions / assembly of sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding to intervene proactively to de-risk sites to support delivery, including site clearance, flood management and remediation;
- Utilising, with partners, external funding streams to secure improvements to cultural, green infrastructure and flood management.

## 15.0 Heart of Worksop

- 15.0.1 A densely developed inner urban area, the Heart of Worksop is dominated by two main arterial roads that cross the area north-south connecting the Worksop Waterfront to 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.
- 15.0.2 The area partly sits within the Worksop Conservation Area and contains many heritage assets. The quality of development and the condition of buildings is not always reflective of the area's heritage status and industrial past.
- 15.0.3 Several sites and buildings within the area are underutilised and fail to provide a positive use and/or an attractive frontage to the street network. Modern additions to the townscape can often hinder permeability for vehicles, pedestrians and cyclists.
- 15.0.4 The Heart of Worksop benefits from a frontage to the Chesterfield Canal but its potential is undervalued, with this green asset having limited public access within the neighbourhood.
- 15.0.5 At its southern most point is Victoria Square; a busy intersection where five roads meet. Signalisation manages traffic movements but slows traffic flow, the impacts are experienced town centre wide. This manoeuvre acts as a barrier to pedestrian/cycle movements through the area.



## Heart of Worksop - The Vision

By 2040, the Heart of Worksop will be a vibrant and welcoming mixed use neighbourhood, home to a growing residential community and other complementary everyday services, with strong functional links to the nearby Worksop Waterfront and the Station Gateway, proving attractive to investment.

Vacant and underused buildings will have been renewed; great priority will have been placed on the positive re-use of upper floors bringing life, vibrancy and footfall into the area to the benefit of existing communities and businesses, whilst appropriate infill development will have introduced a new mix of homes, both market and affordable, leading to an uplift in the quality of the area.

Contemporary contextually appropriate architecture will have enhanced the quality and distinctiveness of Worksop Conservation Area, whilst improvements to shopfronts and signage will complement the often otherwise attractive buildings that add to the local character and visitor experience.

Regeneration will have secured a quality multi-purpose greener, public realm, inviting people to linger, interact and positively spend time. A distinctive public realm scheme and soft landscaping at Victoria Square and along Carlton Road will provide a quality setting for businesses and residents, whilst a new people friendly space will have rejuvenated the canalside at Dock Road, where commercial opportunities will frame the adjoining, attractive space where new street furniture and quality green infrastructure will have created a place for residents and visitors to relax and dwell.

Throughout the Heart of Worksop opportunities for urban greening will have created a reinvigorated distinctive townscape; along Carlton Road and the new link road, street trees, sustainable drainage and landscaping will have softened the street network, whilst e-vehicle infrastructure and improved walking and cycling infrastructure will together have substantially enhanced the neighbourhood's green credentials.

Connectivity for people will be significantly improved: pedestrians/cyclists will have greater priority along Carlton Road, whilst a new pedestrian and cycle route will make it easier to move between Carlton and Gateford Roads. The improvements to Victoria Square will make the junction easier to cross, whilst new local connections between Gateford Road and Portland Street and between Frederick Street and Dock Street will radically improve the permeability of this neighbourhood and create an attractive new streetscape. The new people friendly space at Dock Road will prioritise people over traffic, enhancing leisure connections to green infrastructure, such as the Chesterfield Canal and Sandhill Lake and promoting greater use of the national cycle route.

New vehicular transport solutions at Victoria Square, along Carlton Road and between Carlton Road and Gateford Roads will enable the efficient, safe and permeable movement of vehicles and public transport to the benefit of local residents and business alike, as well as for local journeys to nearby Worksop Waterfront and the Sandhill Quarter.

## **Heart of Worksop – Priorities for Regeneration**

### **Connections**

- Improve connectivity for pedestrians, cyclists, e-vehicles and vehicles.

- Implement a clear route hierarchy and wayfinding to enhance connections to the town centre, Worksop Railway Station, nearby green infrastructure assets and Victoria Square
- Improve traffic flow within and through the neighbourhood
- Maintain and where possible enhance towpath connectivity along the canal

#### **Living and Working**

- Diversify the commercial and everyday economic uses within the area
- Introduce sustainable, affordable urban living to increase footfall and to provide natural surveillance

#### **Experience**

- Strengthen the identity and historic character of the town
- Enhance public realm and streetscape to aid legibility

#### **Environmental**

- Facilitate the re-use of brownfield land and underused/vacant buildings
- Contribute to urban biodiversity net gain

### **15.1 Gateford Road Car Park**

- 15.1.1 The Gateford Road Car Park (0.68ha) is accessed by vehicles and pedestrians via Gateford Road and Portland Street. The aspiration is to create a quality mixed use scheme, contributing to the creation of a vibrant Heart of Worksop.
- 15.1.2 Located between the Chesterfield Canal and Sandy Lane, this site comprises two separate land parcels that will function more effectively as one, in close proximity of Sandy Lane (DPD006) and Victoria Square. The Gateford Road Car Park is an integral part of the Chesterfield Canal green corridor, connected via Dock Road to Sandhill Lake, and as such is in close proximity to the national cycle route running along the Chesterfield Canal. Public transport adjoins the site on Gateford Road, whilst shops and services are available on Gateford Road and on Bridge Place, a 10 minute walk away, reducing the need to travel by car.
- 15.1.3 Design cues should be taken from local context and its location partly within the Worksop Conservation Area. Architectural references to Worksop's waterside industrial buildings will encourage a reconnection with the areas heritage and will be supported. The prominent maltings in the southern part of the site should be retained and sensitively converted, whilst an opportunity exists to reconfigure modern additions to the rear of the property to complement local character and provide space better associated with residential use.
- 15.1.4 Visual connectivity to the Chesterfield Canal and the Worksop Waterfront should be strengthened to create distinctive local views south, whilst visual links towards Victoria Square should be enhanced from the Gateford Road frontage.
- 15.1.5 On its southern boundary the Chesterfield Canal green corridor dominates. Within its buffer, ecological and amenity value should be appropriately enhanced, including through urban greening, to create a positive interface with the canal. Reflecting its former use, remediation could be required which may well secure water quality benefits.

- 15.1.6 It is anticipated that the site could provide for up to 40 dwellings to complement and diversify the existing housing offer within the area. This could include a mix of 2, 3, bed town house style dwellings and potentially apartments towards the Chesterfield Canal. A particular focus should be for the younger population, and those who may wish to use the growing leisure and evening economy nearby.
- 15.1.7 Quality public realm enhancements appropriate to local context will be required to seamlessly integrate the Dock Road frontage with the canal and connect the new development with the existing. A significant opportunity therefore exists to integrate a commercial offer on Dock Road, such as a café/restaurant with outdoor seating to maximise the value of the open space and its canalside setting.
- 15.1.8 The closure of Dock Road to vehicles will enable the safe movement of pedestrians and cyclists, providing an opportunity to realign and enhance the towpath as part of a vibrant people friendly space. A new two way vehicle link will enhance connectivity between Gateford Road and Portland Street aiding the movement of people and traffic in the area.

### **POLICY W31: Gateford Road Car Park**

Gateford Road Car Park, as identified on the Policies Map, will be redeveloped as a high-quality, efficient and well-designed mixed use development. Its residential-led regeneration of 40 2, 3 bedroom town house dwellings and apartments and commercial floorspace within a rejuvenated canalside corridor will be expected to identify how the development will positively contribute to the vision and priorities of the Heart of Worksop.

Development proposals should:

#### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Canalside Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the housing and commercial uses, and the Dock Road open space to the south, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Gateford Road, Portland Street and Dock Road, and to the Chesterfield Canal;
- d) Ensure the layout and design of development identifies, and better reveals, local views to the canal and to Worksop Conservation Area;
- e) Provide positive frontages to Portland Street, Dock Road and Gateford Road;
- f) Be designed to achieve a higher density to support a good mix of property types that are compatible with town and waterside living and to meet local needs.

#### **Good Quality Design**

- a) Be up to 3 storeys in height, of an appropriate scale, with commercial use to the canal frontage, and housing carefully located and orientated to protect the amenity of neighbouring properties to Frederick Street and Portland Street;
- b) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- c) Be responsive to the environmental and amenity value of the Chesterfield Canal green corridor, through environmental remediation, urban greening and biodiversity net gain;
- d) Be sensitive and responsive to the historic character of the site's location partly within the Worksop Conservation Area, the designated and non designated heritage assets near the site, including the Chesterfield Canal;
- e) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance to the internal street network, Dock Road, Gateford Road, Portland Street and the Chesterfield Canal;

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm appropriate to local context that provides for the variety of activities expected to take place, including links along and to the canal, biodiversity and soft landscaping appropriate to the Chesterfield Canal buffer zone;

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths, that maximise connectivity to Gateford Road, Portland Street, Dock Road and the national cycle route on the Chesterfield Canal;
- b) Provide a new suitable two way vehicle link road from Gateford Road to Portland Street in conjunction with the existing infrastructure;

### **Infrastructure**

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution, where relevant, to:
  - i. Deliver enhanced health care facilities to support residents needs;
  - ii. Deliver primary and secondary school places to support residents needs;
  - iii. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## **15.2 Worksop Fire Station Site**

- 15.2.1 This 0.26ha site currently houses Worksop's Fire Station. Planning permission has recently been granted for a new fire station elsewhere within Worksop and development is expected to start shortly. The site is therefore identified as deliverable in the short-medium term, once the new station is available.

- 15.2.2 The aspiration is to provide a small-scale, high-quality, well-designed residential development that diversifies the housing mix in the Heart of Worksop by providing for at least 15 apartments; to help meet local housing needs.
- 15.2.3 Situated on the corner of Eastgate and Albion Close, this prominent site sits between a residential and an employment area, within a 10 minute walk of shops and services at the Worksop Waterfront. The site is well-connected; bus services stop adjacent to the site on Eastgate, whilst the national cycle route runs along the nearby Chesterfield Canal, reducing the need to travel by car.
- 15.2.4 The design should seek to enhance the quality of the streetscape and this corner plot, by creating a positive frontage to Eastgate and Albion Close. Design cues should be taken from the design code for the neighbourhood and its location adjoining the Worksop Conservation Area, to ensure the scale and mass of building is compatible with its surroundings.
- 15.2.5 Quality public realm, which greens the local environment, such as through tree planting and quality landscaping would enhance the character of this dense inner urban area, and should be incorporated along the boundaries of the site.
- 15.2.6 Given its proximity to the town centre, quality, safe, legible connections for pedestrians and cyclists should be integrated to maximise active travel for local journeys.

## **POLICY W32: Worksop Fire Station site**

The Worksop Fire Station site, as identified on the Policies Map, will be redeveloped as a high-quality, efficient and well-designed residential development. Its redevelopment for 15 apartments will create a safe, sustainable and quality living environment which will contribute positively towards the vision and priorities of the Heart of Worksop.

Development proposals should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making to positively reflect the principles for the Lower Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the housing and associated car parking, and the employment area to the east, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Eastgate and Albion Place;
- d) Provide positive frontages to Eastgate and Albion Place;
- e) Be designed to achieve a higher density appropriate to a town location and to meet local needs.

### **Good Quality Design**



- a) Be up to 3 storeys in height, of an appropriate scale, with dwellings carefully located and orientated to protect the amenity of neighbouring properties to the west;
- b) Be sensitive and responsive to the historic character and local distinctiveness of the surrounding local environment, with regard to the Worksop Conservation Area;
- c) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- d) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance to Eastgate and Albion Place;

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm appropriate to local context that provides for the variety of activities expected to take place, including pedestrian/cycle links along the street network;

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths that maximise connectivity to Eastgate, Albion Place and to Victoria Square;
- b) Provide one safe and suitable vehicular access point from the site on to Albion Place in conjunction with the existing infrastructure;

### **Infrastructure**

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution to:
  - i. Deliver enhanced health care facilities to support residents needs;
  - ii. Deliver primary and secondary school places to support residents needs;



### **Delivery**

The Council has already shown its commitment to the development of the Heart of Worksop through commissioning traffic modelling to progress the Worksop Town Centre Transport Study.

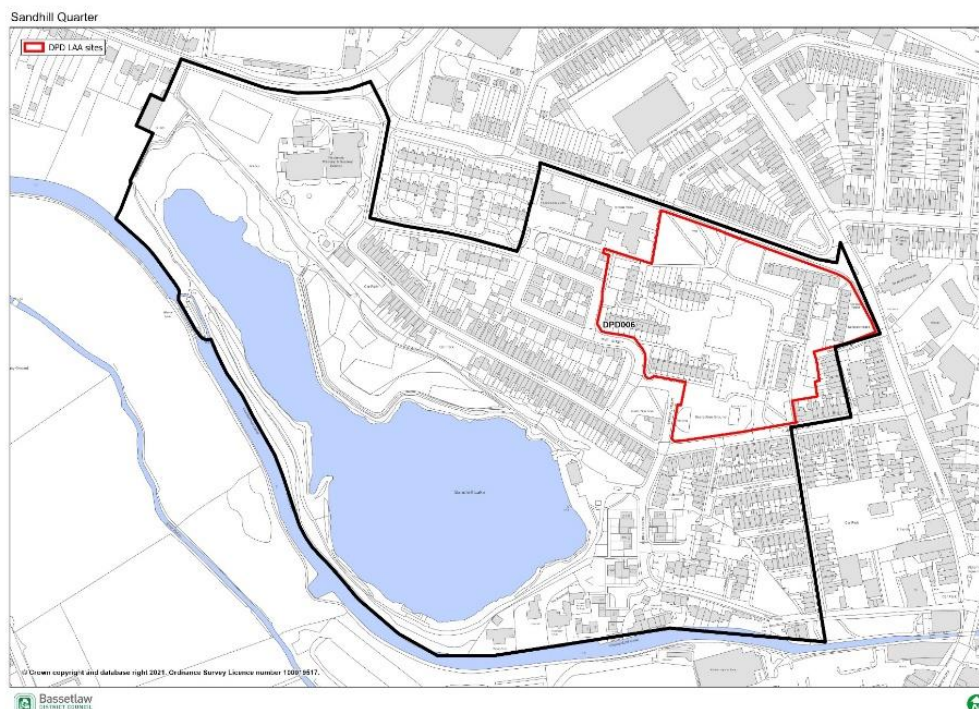
The Council will provide further support to the development of the Heart of Worksop through:

- Utilising the ownership of land such as at the new link road and at Gateford Road Car Park to work with developer(s) to promote regeneration in this part of Worksop Central;
- Strategic acquisitions / assembly of sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding to intervene proactively to de-risk sites to support delivery, including site clearance and remediation;



## 16.0 Sandhill Quarter

- 16.0.1 The Sandhill Quarter is a popular housing area, within 20 minutes of the town centre. Much of the properties are in Council ownership, notably in Sandhill and at Sandy Lane, interconnected by an area of mostly terraced streets. There is an exciting opportunity to re-imagine parts of this area to better meet local needs and aspirations of Worksop's community, by ensuring that residents are able to live in a decent home, which is fit for purpose, and where they can age well in place.
- 16.0.2 The Quarter has significant green infrastructure: Sandhill Lake is the western anchor connected by the Chesterfield Canal green corridor to the rest of the area and to adjoining neighbourhoods. Sandy Lane also contains a popular children's play area and amenity green space. The current greenspace offer lacks multi-functionality in places, and may not meet the wider community's needs, resulting in underuse and at times misuse.
- 16.0.3 Sites within the area are underutilised and fail to provide a positive, active frontage between public and private space. In addition, the existing building formats hinder permeability.
- 16.0.3 National cycle route 6 follows the route of the canal and pedestrian/cycle bridges such as at Morse Lock, provide connections across the canal to the nearby Worksop Waterfront, but local connections for walking and cycling within the Sandhill Quarter, to the lake in particular, to local shops, primary school and services and to neighbouring areas are more limited and lack passive surveillance.



## Sandhill Quarter – A Vision

By 2040, the Sandhill Quarter will be known as a quality, welcoming living environment, with a range of homes available to meet local residents needs and aspirations, close to the town centre. Its housing offer will be affordable, fit for purpose, energy efficient and better able to meet the community's needs as they age. Set within family friendly public realm, multifunctional neighbourhood green spaces and in close proximity to the Chesterfield Canal, the neighbourhood will be a place where residents choose to live, with a range of local services and the town centre close to hand.

An exemplar new housing development at Sandy Lane will incorporate high design quality and the highest possible architectural standards, whilst a highly efficient district heating network will benefit residents energy bills and the environment alike. Making more efficient use of land will enable an increased and more varied housing offer to be provided for those unable to buy or rent on the open market.

A range of improvements will ensure that the residents of Sandhill live within an environment that they can be proud of, that is safe and inviting. Sensitive infill development will add value to the streetscene.

New vibrant green infrastructure will deliver the best in healthy design and active lifestyles. New well-designed and safe, facilities for children and young people, space to support older residents and opportunities for community growing will ensure all residents irrespective of age and ability can enjoy a healthy active lifestyle.

The community will be at the heart of all proposals; a comprehensive engagement programme will ensure residents are able to be actively involved in proposals for their neighbourhood.

The potential of Sandhill Lake as a resource for the community and Worksop Central's residents will have been realised. Biodiversity value will have been sensitively enhanced, whilst greater opportunities to use the lake for appropriate recreation will have been realised.

Supporting infrastructure will be revitalised. Improved walking and cycling links from north to south, to the lake and the Chesterfield Canal will ensure that residents are easily able to access employment, local shops, the primary school and services, green infrastructure as well as the revitalised Worksop Waterfront, without using a car.

## **Sandhill Quarter – Priorities for Regeneration**

### **Connections**

- Improve local connections for pedestrians, cyclists, e-vehicles and vehicles.
- Implement clear wayfinding to enhance connections to the town centre and the lake
- Enhance connectivity for pedestrians and cyclists along the canal, to the lake, to Worksop Waterfront and Worksop Station

### **Living and Working**

- Introduce sustainable, multigenerational, affordable and urban living to meet local needs

### **Experience**

- Create a vibrant and attractive housing environment

- Enhance public realm and streetscape to aid legibility and encourage positive use

#### **Environment**

- Facilitate the efficient re-use of land to better meet housing and open space needs
- Maximise the ecological and recreational value of Sandhill Lake

### **16.1 Sandy Lane Housing Renewal**

- 16.1.1 Sandy Lane (2.59ha) is a Council owned housing estate in a prominent position on the corner of Gateford Road and Sandy Lane within a predominantly residential area. The aspiration is to create a quality, sustainable housing area, of genuinely affordable housing and safe green spaces that better meet local residents' needs and aspirations, contributing to the creation of a vibrant Sandhill Quarter.
- 16.1.2 Located between Gateford Road, Sandy Lane and Gladstone Street, close to Gateford Road car park (DPD003) allocation: the site is highly accessible within a 5-10 minute walk of shops and services on Gateford Road and a 15 minute walk of Worksop Waterfront. Sandhill Lake is also a 5-10 minute walk to the south west. Public transport availability is good during week days and at weekends, with a regular bus service from Gateford Road and Sandy Lane adjoining the site, reducing the need to travel by car.
- 16.1.3 The District has a high affordable housing need, so it is vital that there is no loss of affordable housing through regeneration. Sandy Lane is an underused site containing 248 affordable homes and 1.02ha of open space. A significant opportunity therefore exists to reconsider the layout of the site – it is anticipated that an additional 52 affordable units could be provided set within a consolidated but quality open space offer - adding significant choice and mix to the Council's affordable housing stock and multi-functionality to the open space provision, in an accessible, central location.
- 16.1.4 Potential also exists to better meet residents' needs and aspirations for affordable home ownership. The mix is currently dominated by social rented flats and maisonettes, with some bungalows and housing. Whilst there is a strong demand for social rented flatted accommodation in the area, increasingly demand exists for smaller affordable homes particularly low cost housing. The precise mix will be agreed in response to needs at the time the development process begins.
- 16.1.5 Housing estate regeneration is complex. It is therefore vital that the site is developed in a comprehensive way, to deliver a coherent, well-designed development supported by appropriate infrastructure. Delivery will be carefully managed in phases to ensure that all residents remain in affordable housing in the locality during the renewal, and are able to continue to live in the area on completion should they wish to do so, in accordance with the Council's local lettings policy.

- 16.1.6 As such, all proposals should be consistent with the Sandy Lane Masterplan Framework and the design code for the neighbourhood, to be prepared by the Council, including extensive consultation with tenants and local residents. On that basis, this site will be delivered in the long term.
- 16.1.7 Design cues should be taken from local context and its location on a prominent gateway to the town centre, opposite the designated St John's Church. A distinctive corner development should frame the junction, maintaining clear visual links with the church, establishing the design quality for the wider site. Active, well defined frontages to Sandy Lane, Gateford Road and Gladstone Street will integrate the new development with the existing streetscape, whilst promoting passive surveillance of public realm.
- 16.1.8 Quality public realm enhancements appropriate to local context will be required to seamlessly connect the new development with the existing. Boundary treatments should clearly define public and private space, protecting amenity of both existing and future residents. Positive frontages to public realm and open space are vital to promote 'eyes on the street' and to secure positive use of public spaces and encourage greater use overall.
- 16.1.9 Through the comprehensive re-design, opportunities exist to re-imagine the open space offer to better meet local residents' needs. Provision should enhance multi-functionality and enable all ages and abilities to be active outdoors. The addition of a community garden or planting boxes to enable residents to grow healthy food locally would complement the existing offer.
- 16.1.10 Meanwhile, the popular Sandhill Street play area caters for children and young people, and should be retained, renewed and carefully integrated, with plentiful space provided for free play. The space also attracts children from the wider neighbourhood so must be easily accessible to all, particularly on foot/bike.
- 16.1.11 A significant opportunity exists to strengthen the biodiversity value of Sandy Lane through the introduction of semi natural greenspace, soft landscaping and sustainable drainage for example, whilst the mature trees on site should be retained and incorporated into the design. This will enhance ecological connectivity to the nearby Sandhill Lake Local Wildlife Site, whilst enhancing well-being for the community.
- 16.1.12 Regeneration will strengthen the area's green credentials: comprehensive renewal brings a significant opportunity to introduce a neighbourhood centralised heating system, maximising the most efficient renewable and low carbon technologies available. Together with energy efficient design, use of the most appropriate low carbon materials and urban greening, and a new network of walking and cycling routes will ensure Sandy Lane becomes a low carbon development making a notable contribution to reducing the town's carbon footprint whilst minimising residents' fuel bills.
- 16.1.13 The comprehensive redevelopment of Sandy Lane provides an opportunity to re-imagine Cresswell Street as part of a new internal street network. This should be accompanied by strong active travel connections to enable the safe, direct

movement of pedestrians and cyclists within and through the site to bus stops, local shops and services and nearby primary school and Sandhill Lake. Car parking should be carefully integrated on plot or be designed to be well-overlooked to achieve a quality environment.

### **POLICY W33: Sandy Lane**

The Sandy Lane site, as identified on the Policies Map, will be redeveloped as a high-quality, efficient and well-designed development. Its residential development of 300 dwellings, including a net gain of at least 52 dwellings for affordable rent and affordable home ownership, green infrastructure and supporting infrastructure will be expected to identify how the development will positively contribute to the vision and priorities of the Sandhill Quarter.

Proposals will be expected to be delivered in accordance with the Sandy Lane Masterplan Framework to ensure the site and its infrastructure relates positively to neighbouring sites and the surrounding area.

Development proposals should:

#### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Station Quarter Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the housing and green infrastructure, and Sandhill Lake to the south west taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Sandy Lane, Gateford Road and Gladstone Street;
- d) Ensure the layout and design of development strengthens, and better reveals, local views to the St John's Church local landmark;
- e) Provide positive, active frontages to Sandy Lane, Gateford Road and Gladstone Street and the internal street network and walking/cycling routes;
- f) Be designed to achieve a higher density to support a good mix of property types that are compatible with town living and to meet local needs.

#### **Good Quality Design**

- a) Be up to 3 storeys in height, of an appropriate scale, with the mix of uses carefully located and orientated to protect the amenity of neighbouring properties to the west;
- b) Provide for contemporary, contextually appropriate architecture and design that is sensitive and responsive to local context, including a distinctive corner feature building to frame the Gateford Road/Sandy Lane junction;
- c) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- d) Explore options for incorporating a neighbourhood scale centralised heating system to better manage energy demands from the development;

- e) Incorporate a series of multifunctional open spaces to meet the needs of the development, including local food production, recreational space, urban greening, biodiversity net gain, and to address area wide needs for children's play;
- f) Be sensitive and responsive to the designated heritage assets near the site, including St John's Church;
- g) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance to the internal street network, Gateford Road, Sandy Lane and Gladstone Street;

## Public Realm

- a) Provide for the delivery of new and improved public realm and open space in accordance with an site-wide public realm strategy that provides for the variety of activities expected to take place, including walking/cycling links, biodiversity and soft landscaping, recreation and play;

## Movement and Connectivity

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths, to and through the site to maximise connectivity to the Sandhill Quarter, Gateford Road, Sandy Lane and Gladstone Street, local shops, services, the primary school, and public transport;
- b) Provide two safe and suitable vehicular accesses onto Sandy Lane and Gladstone Street;
- c) Be designed to reflect the principles of a 'low-vehicle neighbourhood';

## Infrastructure

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution, applicable to net gain properties, to:
  - i. Deliver enhanced health care facilities to support residents' needs;
  - ii. Deliver primary and secondary school places to support residents' needs;
  - iii. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## 16.2 Sandhill Lake

- 16.2.1 Located in the western part of Worksop Central, Sandhill Lake Local Wildlife Site also doubles as a semi/natural green space (7.62 ha), predominantly used by local residents. The lake is popular with local anglers and for informal recreation. REAL education has a base next to the Sandhill Street car park. Despite its ecological value and close proximity to the town centre, Sandhill Lake currently lacks prominence and wider use.
- 16.2.2 Located in between John Street and the Chesterfield Canal, adjoining the Sandhill housing area, within a 5 minute walk of the Sandy Lane (DPD006) allocation, and a 15 minute walk of the Worksop Waterfront and the town centre, with the national cycle route 6 running along its southern boundary – Sandhill

Lake is integral to the success of the Sandhill Quarter and Worksop Central. But as more people live, work and visit Worksop it is important that Sandhill Lake's prominence is maximised sensitively, helping to attract more positive use and to encourage healthy, active lifestyles, whilst enhancing its biodiversity value.

- 16.2.3 As a Local Wildlife Site, its ecological value is afforded protection. On that basis, any development next to the lake or within its buffer, should improve the quality and functionality of the space. This could be through biodiversity enhancements appropriate to context; green walls, soft landscaping and tree planting can help create a soft interface and enhance the lake's wildlife value, whilst improving water quality. Measures should complement and reinforce those along the neighbouring Chesterfield Canal Local Wildlife Site, enabling ecological connectivity.
- 16.2.4 Green measures will need to be accompanied by appropriate management plans, to ensure the natural environment is enhanced and that there is no impact to safe navigation of the waterway.
- 16.2.5 Sandhill Lake is therefore recognised by the Green Infrastructure Strategy as a key asset in Worksop Central's green/blue infrastructure network. The lake would benefit from improvements to encourage greater positive use by local residents, particularly families, during the day and evening.
- 16.2.6 The lake benefits from a circular walk of approximately a mile, an ideal distance for informal exercise for all ages. The addition of an outdoor gym or trim trail would encourage greater sensitive use and exercise in an attractive setting. Access to natural greenspace is important to mental well-being. More seating would encourage use of the space for relaxation and opportunities to engage with nature. This could be accompanied by interpretation features or low key education opportunities such as bug hotels, bird boxes encouraging the community to explore and take ownership of their space. Opportunities to enhance the offer for REAL education and local angling groups that use the site should be explored.
- 16.2.7 Reflecting the lake's proximity to the national cycle route and the canal towpath, the lake could become part of a promoted longer circular walk/cycle between Sandhill Quarter and Worksop Waterfront utilising the crossing at Morse Lock opposite the lake. This could further enhance the visitor experience and increase time spent in Worksop Central. Directional signage would encourage greater positive use.
- 16.2.8 Currently most car borne visitors access the lake via the Sandhill Street/John Street car parks. Local residents are also likely to walk or cycle via a network of paths from Sandhill Street. Clearer walking and cycling links from the Sandy Lane area, reinforced by directional signage would aid legibility for residents and encourage greater use. Additional cycle/scooter storage particularly adjacent to the REAL centre would encourage more active access.

## **POLICY W34: Sandhill Lake**



Sandhill Lake, as identified on the Policies Map, will be managed by the Council and its partners as a natural and semi natural greenspace with a range of green infrastructure functions and ancillary services, including REAL education to the benefit of Worksop's community and the environment. To enhance the green infrastructure offer, improvements will be secured consistent with the Worksop Central Green Infrastructure Strategy, including:

- a) support of informal recreation activities appropriate to the site, including angling;
- b) provision of opportunities to engage with nature through wildlife friendly features and interpretation;
- c) exploring opportunities to incorporate an outdoor gym and/or trim trail around the lake's circular path;
- d) protection and enhancement of habitats, species and features to maximise biodiversity value within the Local Wildlife Site and its buffer, including through water dependent habitats, planting, trees. Biodiversity should be responsive to landscape and the environmental and amenity value of the nearby Chesterfield Canal green corridor;
- e) ensuring quality, attractive public realm responds positively to local context and provides for the variety of activities expected to take place:
  - i. through use of durable hard and soft landscaping designed to ensure that height, materials, colour, texture, detailing, lighting, street furniture, signage, refuse storage and public art complement its setting;
  - ii. provide contextually appropriate boundary treatments within and along the site boundary to clearly define private and public space;
- f) requiring development to protect and enhance the water quality, visual amenity, recreational value of the lake and adjoining canal and its function for navigation;
- g) provision of safe, legible, inclusive, inviting, well-connected movement for cyclists and pedestrians to Sandhill Street, John Street, the Chesterfield Canal and national cycle route 6, and through Sandhill to Sandy Lane;
- h) an appropriate level of additional cycle/scooter parking in accordance with the Nottinghamshire County Council parking standards.



## Delivery

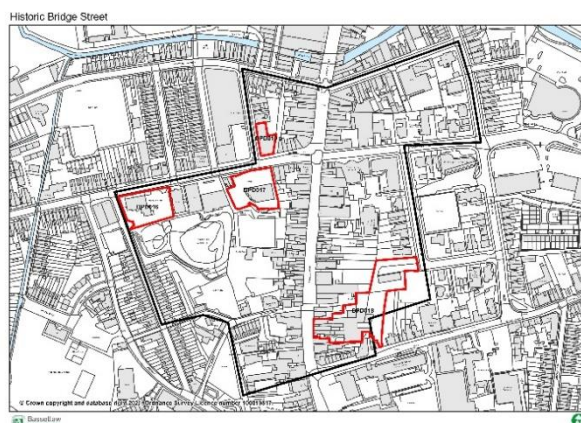
The Council will provide further support to the development of the Sandhill Quarter through:

- Utilising the ownership at Sandhill and Sandy Lane to continue to work with partners to develop a strong housing offer in this part of Worksop Central;
- Where necessary, direct involvement in the development of housing;
- Facilitating the Sandy Lane Masterplan Framework to ensure the site and associated infrastructure is developed comprehensively
- Securing funding from Government agencies to support delivery, including site clearance;
- Utilising, with partners, external funding streams to secure improvements to green infrastructure and transport infrastructure.



## 17.0 Historic Bridge Street

- 17.0.1 Bridge Street is a linear north-south route, effectively the route of the historic high street, providing a vital connection between Workso Waterfront and the Southern Gateway.
- 17.0.2 As the town centre has continued to evolve, and the retail market has changed, Bridge Street now lacks a defined role and function. Currently, experiencing a high vacancy rate, in some cases longstanding larger units, the lack of activity particularly on an evening and weekend reduces footfall and positive use. The streetscene lacks vibrancy which discourages investment.
- 17.0.3 A District-wide priority is to provide start-up business space: the creation of Middletons is underway and will provide incubator space in a supportive managed environment, with a high street frontage.
- 17.0.4 The area sits within the Workso Conservation Area and contains many designated and non designated heritage assets. The quality of development is not always reflective of the area's heritage status and industrial past. Shopfronts and signage are a particular concern in places. The Townscape Heritage Scheme looks to secure such improvements by working with property owners, particularly within upper Bridge Street.
- 17.0.5 The land to the rear of Bridge Street is underutilised in places and fail to provide positive links to the Bridge Street frontage. Important cultural and green assets, namely the Acorn Theatre and Castle Hill, sit behind, are undervalued and as a result may not attract the level of use they could. 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.
- 17.0.6 Bridge Street is currently pedestrianised, but sees unstructured and unmanaged vehicle use. This lack of formal access restricts movement to and through the area, reducing activity and footfall out of the working day, dispersing traffic onto the wider network impacting its efficiency. The quality of the public realm is mixed and not always reflective of its historic setting. Carefully considered reconfiguration could be a game changer for the entire town centre, creating a strong community focus, helping to animate the public realm and establish a focal point for this neighbourhood.



## **Historic Bridge Street – The Vision**

By 2040, Historic Bridge Street will have a clear role as a vibrant, diverse new neighbourhood centre, complementary to its town centre role, which will breathe new life into the area, attracting a resident population, who will be drawn to and support the varied everyday services on the door step, as well as its vibrant leisure and cultural offer, and bustling evening economy.

Historic Bridge Street will have become a distinctive neighbourhood, with a quality range of independent and niche retail, commercial and leisure businesses, which flow from the Market Place, leading in to the branded provision at the Worksop Waterfront.

Development will be responsive to its strong cultural offer. The regeneration and renewal of Historic Bridge Street will provide improved connections with Worksop Central's community and cultural institutions; an outstanding and varied programme of year round entertainment at the Acorn Theatre, The Crossing and numerous cultural heritage assets including Castle Hill and Worksop's new Urban Room, will help to attract round the clock footfall into the heart of the town. Complementary uses, including performing arts/dance studios and animated public spaces, will create a strong community focus, becoming a driver of footfall in the town centre, whilst supporting a richer cultural provision for residents and visitors.

Meanwhile, the well-established Middletons will have catalysed a greater diversity of small scale local businesses and start-ups wishing to take advantage of the availability of a range of smaller affordable business units within a vibrant central location.

A balanced mix of new homes, both market and affordable, will have created new sustainable living with easy access to the town centre and the nearby bus station, generating additional footfall and the positive re-use of vacant and underused central sites.

Careful design will ensure that people have priority, with vehicles an invited guest. Ground floor uses along the principal route will generate high levels of activity, and support a more walkable, safe environment; whilst an enhanced public realm, accessible to all, will lift the quality of the area, enhancing the pedestrian experience. This will bolster the distinctiveness of the area's built form, whilst urban greening, new public spaces, public art and accessible yards will encourage exploration, ensuring outdoor space associated with businesses, public seating areas and spaces for events are well-used.

Paramount to the success of the neighbourhood's distinctive offer, is its heritage value. Carefully considered re-use of historic buildings and contextually appropriate architecture will ensure characterful buildings are the focus, building on the success of the Townscape Heritage Scheme, whilst drawing visitors to the area.

The historically important burgage plots to the rear of Bridge Street will have been brought to life. Well-integrated with the main thoroughfare, this unique environment will make a valuable addition to the neighbourhood's experiential offer. Historic lanes will have been reinstated, better integrating Bridge Street with the bus station, the theatre and the new properties to the rear.

The historically important Castle Hill will be transformed into a vibrant urban park, more prominent in the townscape. The focus of this enlarged space will be a heritage inspired play area, whilst a new cafe and outdoor seating will stimulate activity bringing visitors to the area. Waymarking and the reinvigorated Worksop Town Trail will give the open space and other historic assets in the area a renewed sense of purpose, encouraging longer stays and use of the area's diverse commercial offer.

A reconfigured movement network will ensure that people remain a priority in this popular neighbourhood. Wider tree lined pavements and new cycling links will create a legible environment where people are able to move easily and safely without using the car, whilst a new cycle route along Bridge Street, will enable easy access between the Southern Gateway and Worksop Waterfront.

A new one-way system along Bridge Street will enable the efficient, safe and permeable movement of public transport; a new bus route will better enable residents and visitors to access this thriving neighbourhood, whilst a clear street hierarchy will ensure that vehicles are invited into the space, in a safe manner. Appropriate levels of parking and servicing will enable the effective operation of this vibrant new neighbourhood.

## **Historic Bridge Street – Priorities for Regeneration**

### **Connections**

- Improve connectivity for pedestrians, cyclists, public transport, e-vehicles and vehicles
- Enhance links to the town centre, Worksop Bus Station and green infrastructure assets via a clear route hierarchy

### **Living and Working**

- Diversify the range of independent and niche commercial, business, leisure and everyday uses within the area
- Introduce sustainable, affordable urban living to increase footfall and to provide natural surveillance
- Grow Worksop's cultural and evening economy.

### **Experience**

- Strengthen the identity and historic character of the area and Castle Hill
- Enhance public realm and streetscape to aid legibility and attract investment
- Expand Castle Hill's multifunctionality and open space offer
- Create a variety of experiences to increase the area's appeal to different groups

### **Environmental**

- Facilitate the remediation and re-use of brownfield land to benefit the environment
- Create a biodiversity rich urban environment

## **17.1 Bridge Street Opportunity Area**

- 17.1.1 Focussed around Bridge Street (between Potter Street and Newcastle Avenue), this opportunity area forms the southernmost part of the town centre, acting as a transitional zone between the public sector hub and Market Square to the south and the main retail core to the north. Formerly part of Worksop's high

street, over the last few years, the vitality of Bridge Street has declined; retail units in particular have closed leaving longstanding vacant units, their number increasing year on year. As a result, Bridge Street lacks purpose, footfall and activity particularly on an evening and weekend.

- 17.1.2 Nevertheless, the Opportunity Area has significant potential: focussed around its underused, hidden assets, notably the Acorn Theatre and Castle Hill located to the east and west of Bridge Street itself, the aspiration is to diversify its town centre role to support and enhance the existing cultural offer and nearby leisure offer at the Savoy, whilst also providing for a range of everyday facilities that meet the needs of a growing resident population.
- 17.1.3 The Opportunity Area will therefore have a dual role, as a neighbourhood centre functioning as part of the wider town centre. The focus will be on diversifying the mix of town centre uses, such as for small scale business, commercial leisure, food and beverage and introducing a better mix of complementary everyday uses, including a better independent offer to support the growing resident population at site allocations within the neighbourhood; Middletons (DPD018), Lead Hill (DPD019), Newcastle Avenue Garages (DPD017) and Newcastle Avenue/Norfolk Street (DPD016).
- 17.1.4 This commercial aspect is particularly relevant on the Bridge Street frontage. Currently, this is a primary north-south pedestrian route for those moving around the town centre or further their journey. The Worksop Central Characterisation Study acknowledges that the quality of the pedestrian and public realm is mixed, whilst the Bassetlaw Retail and Leisure Study recognises the commercial offer is limited and many units are vacant giving no reason for pedestrians to stop and relax, or access services.
- 17.1.5 The vision is to significantly uplift the quality of the public realm, enhance the pedestrian and cyclist experience, and to improve frontage activity. Frontage activity for development facing areas of public realm should comprise uses which invite high levels of activity such as shops and cafes and should have regard to the principles of space and enclosure set out in the design code for the neighbourhood. Together with the positive re-use of upper floors for housing or business this also brings 'eyes on the street' creating an environment where residents and visitors will feel safe and welcome.
- 17.1.6 Part of the enhanced public realm will be to strengthen its ecological and amenity value. In this dense urban setting, with the exception of Castle Hill, green infrastructure is limited. Urban greening, such as provision of additional street trees and soft landscaping will maximise opportunities for connectivity, soften the urban landscape and enhance the value of existing heritage assets, making the area more attractive to visit, develop and invest in.
- 17.1.7 Continuing to preserve the historic character and heritage of the area, including the medieval street patterns, is vital to achieving the vision. The expansion and enhancement of Castle Hill is vital, having the potential to bring increased footfall to the area (see Policy W41). Opportunities exist to strengthen links to

surrounding streets, particularly Newcastle Avenue, by opening up views and access through new development for example.

- 17.1.8 The wider area contains much underused land and buildings associated with the former yards structure and medieval street pattern. Better integration with the main thoroughfare will enhance connectivity and help re-integrate surrounding assets into the town centre. Middletons (see Policy W40) will be the first step. Re-opening of Skittle Alley for example will provide a strong east-west link, making it easier to access Queen Street and the bus station.
- 17.1.9 Bridge Street forms an integral part of the area-wide transport strategy for the DPD. Opportunities exist to integrate a one way carriageway within a pedestrian priority area between Potter Street and Newcastle Avenue. This brings significant benefits; traffic using the nearby Watson Road will be reduced, thereby improving traffic flow within the wider town, new bus stops on Bridge Street would give residents and visitors better access to the cultural assets that exist, whilst a new cycle route will improve connectivity safely, thereby making the area more accessible to a wider range of people. Options for on street parking and disabled parking will be explored to ensure the offer meets visitor and business needs.
- 17.1.10 Significant regeneration is proposed for the Bridge Street Opportunity Area. On that basis, it is vital that the area is developed in a comprehensive way, to deliver a coherent, mix of uses supported by appropriate infrastructure. As such, all proposals should be consistent with the Bridge Street Masterplan Framework and the design code for the neighbourhood, to be prepared by the Council.

## **POLICY W35: Bridge Street Opportunity Area**

The Bridge Street Opportunity Area, as shown on the Policies Map, is identified as a potential area for change and growth in the long term. Proposals will be expected to be delivered in accordance with the Bridge Street Masterplan Framework to ensure the growth of this area and its infrastructure is delivered in a comprehensive, coordinated and coherent manner.

Development proposals should, where appropriate:

- a) Provide for an appropriate mix of quality housing to meet local needs in terms of tenure and property mix;
- b) Provide for a vibrant mix of town centre uses to suit a range of requirements, such as food and beverage, retail, professional and financial services, leisure and community facilities subject to the provisions of Local Plan Policy ST14;
- c) Maintain a viable business offer including affordable units to meet local business needs such as at Middletons in accordance with Policy W40;
- d) Promote the positive use of upper floors for quality housing or appropriate town centre uses;
- e) Support the ongoing operation and intensification of the cultural offer, such as the Acorn Theatre, in accordance with Policy W42;
- f) Improve and increase usage of community buildings;

- g) Protect and extend Castle Hill and provide for ancillary facilities commensurate with its primary use, in accordance with Policy W41;
- h) Explore options to create a new people friendly space along Bridge Street;

Development should be designed to:

- a) Contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Bridge Street, Queen Street and Norfolk Street, Newcastle Avenue and Potter Street;
- c) Provide positive frontages to Bridge Street, Newcastle Avenue, Potter Street and new east-west links;
- d) Make efficient use of land, including through provision of mixed use development, and by promoting an appropriate density compatible with town living/working;
- e) Be up 3-4 storeys in height and of an appropriate scale to reflect local context, with the vertical mix of uses carefully positioned, and uses sensitively orientated to protect the amenity of neighbouring properties and to facilitate the ongoing operation of local business;
- f) Improve the character and quality of the area and the way it functions, with new buildings defining and enclosing streets, with a distinctive built form on the Bridge Street, Newcastle Avenue, Norfolk Street and Potter Street frontages;
- g) Be sensitive and responsive to the historic character within the Worksop Conservation Area, designated and non designated heritage assets, including Castle Hill Scheduled Monument;
- h) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of the street network, Bridge Street, Newcastle Avenue, Norfolk Street and Potter Street, east-west links and green infrastructure;
- i) Deliver environmental improvements to Bridge Street and Newcastle Avenue particularly at the Bridge Street/Potter Street junction to reflect its role as a key intersection to the neighbourhood and proximity to the Market Square;
- j) Contribute to the delivery of new and improved public realm and open space in accordance with an area-wide public realm strategy that provides for the variety of activities expected to take place, including street trees, biodiversity and soft landscaping;
- k) Contribute to urban greening through environmental remediation, biodiversity net gain, flood management and sustainable drainage;
- l) Contribute to the delivery of the area wide transport strategy, including;
  - i. Creation of a pedestrian priority area, including widening pavements, raised junctions, improved links east-west through the yards structures;
  - ii. Provision of a new north-south cycling route and associated cycling infrastructure;
  - iii. Contributing to additional bus infrastructure along Bridge Street to support an enhanced service in this neighbourhood;
  - iv. Introduction of a one-way single carriageway between Potter Street and Newcastle Avenue to improve traffic flow around the town;

- v. Appropriate provision of car parking within the area to be identified within the context of that required to meet the needs of the town centre as a whole.



## 17.2 Crown House, Newcastle Avenue

- 17.2.1 Crown House is currently in commercial/business use, but a significant part of the existing building is vacant, and despite marketing has been for some time. Car parking is provided to the rear. The aspiration is to provide a high quality, mixed use development that embraces its historic setting, contributing to the creation of a vibrant, mixed use Historic Bridge Street.
- 17.2.2 The site is well-located on the corner of Newcastle Avenue and Hardy Street, near several allocations; Newcastle Avenue garages (DPD017), Hardy Street (DPD009), and is within an easy 10 minute walk of a range of shops and services on Bridge Street. Public transport availability is good during week days and at weekends, with a regular bus service from Newcastle Avenue adjoining the site, reducing the need to travel by car.
- 17.2.3 Design, layout and material cues should be taken from its location within the Worksop Conservation Area and proximity to the setting of Castle Hill Scheduled Monument, to the south. Proposals, supported by appropriate evidence and appraisals, should consider the historic and archaeological potential of the site. Architectural references to the Castle's heritage will be supported. Visual connectivity from Newcastle Avenue to Castle Hill should be strengthened.
- 17.2.4 The site is located within a higher risk flood zone. As a result, the development will be expected to make a contribution to the Worksop Flood Management Scheme (see Policy W12) to support this DPD's aspiration to reduce the flood risk to the DPD area. A drainage strategy will be required to ensure mitigation is fit for purpose. As a result, it is anticipated that this site will come forward in the longer term to ensure delivery is coordinated with the phasing of flood management.
- 17.2.5 The site is expected to be redeveloped for commercial/business use at ground floor level with at least 25 high-quality and well-designed homes above; to complement and diversify the existing housing offer within the area, expand the resident population and generate greater footfall within the neighbourhood and the wider Worksop Central. Opportunities should also be taken to strengthen the frontage with Newcastle Avenue and Hardy Street, with an identifiable entrance, easily accessible to all.
- 17.2.6 Quality public realm, which improves the local environment, such as the use of urban greening would enhance the character of this dense inner urban area, and should be incorporated along the boundaries of the site.

- 17.2.7 Given its proximity to the town centre, quality, safe, legible connections for pedestrians and cyclists should be integrated to encourage active travel.

### **POLICY W36: Crown House**

Crown House, as identified on the Policies Map, will be redeveloped as a high-quality, efficient and well-designed mixed use development. Its development for commercial development and 25 1, 2 and 3 apartment dwellings will create a safe, sustainable and quality living/working environment and will be expected to positively contribute towards the vision and priorities of Historic Bridge Street.

Development proposals should:

#### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Lower Town Character Area identified by the Workso Central Characterisation Study and the Workso Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the housing and commercial uses, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Newcastle Avenue and Hardy Street;
- d) Ensure the layout and design of development identifies, and better reveals, local views to Castle Hill, and to Workso Conservation Area;
- e) Provide positive frontages to the Hardy Road and Newcastle Avenue;
- f) Be designed to achieve a higher density to support a good mix of property types that are compatible with town living and to meet local needs.

#### **Good Quality Design**

- a) Be up to 3 storeys in height, of an appropriate scale to reflect local context across the site, with a clear vertical mix of uses to protect the amenity of residents; and orientated to protect the amenity of neighbouring properties to the north;
- b) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- c) Be sensitive and responsive to the historic character of the site's location within the Workso Conservation Area, the designated and non designated heritage assets near the site, and Castle Hill Scheduled Monument;
- d) Contribute to the delivery of the Workso Flood Management Scheme by providing flood resilience measures on site, and making a proportionate financial contribution to the wider scheme;
- e) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of Newcastle Avenue and Hardy Street;

#### **Public Realm**

- a) Contribute to the delivery of new and improved public realm appropriate to local context that provides for the variety of activities expected to take place, including urban greening;



## Movement and Connectivity

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle access that maximise connectivity with Hardy Street and Newcastle Avenue;
- b) Provide a safe and suitable vehicular access onto Newcastle Avenue;

## Infrastructure

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution, where relevant, to:
  - i. Deliver enhanced health care facilities to support residents needs;
  - ii. Deliver primary and secondary school places to support residents needs;
  - iii. Contribute to the delivery of the sustainable transport objectives in the Workso Town Centre Travel Plan.



## 17.3 Newcastle Avenue

- 17.3.1 This site at Newcastle Avenue contains a car showroom (0.23ha) and is expected to be re-used as car parking in the short-medium term. The aspiration is to provide high quality, residential development that embraces its historic setting, contributing to the creation of a vibrant, mixed use Historic Bridge Street.
- 17.3.2 The site is located in close proximity to Castle Hill open space, on Newcastle Avenue, opposite Hardy Street (DPD009) and Crown House (DPD010), and close to Newcastle Avenue/Norfolk Street (DPD016) allocations, and is within an easy 5 minute walk of a range of shops and services on Bridge Street. Public transport availability is good during week days and at weekends, with a regular bus service from Newcastle Avenue adjoining the site, reducing the need to travel by car.
- 17.3.3 Design, layout and material cues should be taken from its location within the Workso Conservation Area and proximity to Castle Hill Scheduled Monument. Proposals, supported by appropriate evidence and appraisals, should consider the historic and archaeological potential of the site. Design should seek to enhance the quality of the streetscape and strengthen visual connectivity between Newcastle Avenue and Castle Hill. A significant opportunity also exists to create a strong building line between neighbouring built forms, creating a positive frontage to Newcastle Avenue.
- 17.3.4 Use of quality landscaping would help integrate new development with neighbouring open space whilst softening urban character and enhancing ecological connectivity. On that basis, quality public realm, which greens the local environment, particularly the south western/southern interface with Castle Hill should be maximised.
- 17.3.5 The site is partly located within a higher risk flood zone. As a result, the development will be expected to make a contribution to the Workso Flood

Management Scheme (see Policy W12) to support this DPD's aspiration to reduce the flood risk to the DPD area. A drainage strategy will be required to ensure mitigation is fit for purpose. As a result, it is anticipated that this site will come forward in the longer term to ensure delivery is coordinated with the phasing of flood management.

- 17.3.6 The site is expected to be redeveloped for at least 20 high-quality and well-designed homes; to complement and diversify the existing housing offer within the area, expand the resident population and generate greater footfall within the neighbourhood and the wider Worksop Central.
- 17.3.7 Opportunities exist to strengthen active travel links between Newcastle Avenue and Castle Hill via this site, better integrating the open space with the surrounding built form and promoting more positive use. Given its proximity to the town centre, quality, safe, legible connections for pedestrians and cyclists should be integrated to maximise active travel for local journeys.

### **POLICY W37: Newcastle Avenue**

Land at Newcastle Avenue, as identified on the Policies Map, will be redeveloped as a high-quality, efficient and well-designed residential development. Its redevelopment for at least 20 dwellings will be expected to identify how the development will positively contribute to the delivery of the vision and priorities for Historic Bridge Street.

Development proposals should:

#### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between housing and associated car parking, and with Castle Hill to the south-west, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to promote access, connectivity and permeability for all users to Newcastle Avenue and for active travel to Castle Hill to the south west;
- d) Be designed to improve connectivity with, and maximise the value of, existing neighbouring green space at Castle Hill;
- e) Ensure the layout and design of development identifies, and better reveals, local views to Castle Hill and to Worksop Conservation Area;
- f) Provide a positive frontage to Newcastle Avenue and to active travel links;
- g) Be designed to achieve a density that is appropriate to the site's historic context, and to support a good mix of property types that are compatible with town living and to meet local needs;

#### **Good Quality Design**

- a) Be up to 3 storeys in height, of an appropriate scale, to protect the historical integrity of Castle Hill Scheduled Monument to the south west;
- b) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- c) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area, the designated and non-designated heritage assets near the site, including the Castle Hill Scheduled Monument and its setting;
- d) Contribute to the delivery of the Worksop Flood Management Scheme by providing flood resilience measures on site, and making a proportionate financial contribution to the wider scheme;
- e) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance to Newcastle Avenue and active travel links;

### Public Realm

- b) Contribute to the delivery of new and improved public realm appropriate to local context that provides for the variety of activities expected to take place, including links to Castle Hill, biodiversity and soft landscaping appropriate to the setting of Castle Hill and to enhance its relationship with the Scheduled Monument

### Movement and Connectivity

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths to maximise connectivity to Castle Hill, Newcastle Avenue and Bridge Street;
- b) Provide one safe and suitable vehicular access point from the site on to Newcastle Avenue in conjunction with the existing infrastructure;

### Infrastructure

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution to:
  - i. Deliver enhanced health care facilities to support residents needs;
  - ii. Deliver primary and secondary school places to support residents needs;
  - iii. Facilitate improvements to the public realm network
  - iv. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## 17.4 Land at Newcastle Avenue/Norfolk Street

- 17.4.1 The land at Newcastle Avenue/Norfolk Street contains a former veterinary practice (0.22ha). The aspiration is to provide high quality, residential development that embraces its historic setting, contributing to the creation of a vibrant, mixed use Historic Bridge Street.
- 17.4.2 The site is located adjacent to Castle Hill open space, on the corner of Newcastle Avenue and Norfolk Street, near several allocations; Newcastle Avenue garages (DPD017), Hardy Street (DPD009) and Crown House

(DPD010), and is opposite a supermarket and within an easy 10 minute walk of a range of shops and services on Bridge Street. Public transport availability is good during week days and at weekends, with a regular bus service from Newcastle Avenue adjoining the site, reducing the need to travel by car.

- 17.4.3 Design, layout and material cues should be taken from its location within the Worksop Conservation Area and proximity to Castle Hill Scheduled Monument. The building contributes positively to the local townscape, so should be retained and sensitively converted.
- 17.4.4 Proposals, supported by appropriate evidence and appraisals, should consider the historic and archaeological potential of the site. This includes reconfiguring modern additions to the rear of the property to complement local character and provide space better associated with residential use, strengthening visual connectivity from Newcastle Avenue to Castle Hill, and reinforcing the southern boundary with soft landscaping to integrate the development with its historical context.
- 17.4.5 The site is located within a medium risk flood zone. As a result, the development will be expected to provide flood resilience measures on site (see Policy W12) to support this DPD's aspiration to reduce the flood risk to the DPD area. A drainage strategy will be required to ensure mitigation is fit for purpose.
- 17.4.6 The site is expected to be redeveloped for at least 8 high-quality and well-designed homes; to complement and diversify the existing housing offer within the area, expand the resident population and generate greater footfall within the neighbourhood and the wider Worksop Central.
- 17.4.7 A site promoter is actively involved in the site. The site is therefore considered to be deliverable in the short-medium term.
- 17.4.8 Given its proximity to the town centre, quality, safe, legible connections for pedestrians and cyclists should be integrated to maximise active travel for local journeys.

### **POLICY W38: Land at Newcastle Avenue/Norfolk Street**

Land at Newcastle Avenue/Norfolk Street, as identified on the Policies Map, will be redeveloped for high-quality, efficient and well-designed residential development. Its redevelopment for at least 8 dwellings will be expected to identify how the development will positively contribute to the delivery of the relevant priorities for Historic Bridge Street.

Development proposals should:

#### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;

- b) Secure a coherent and appropriate functional relationship between housing and associated car parking, and Castle Hill to the south, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to promote access, connectivity and permeability for all users to Newcastle Avenue and Norfolk Street;
- d) Be designed to improve connectivity with, and maximise the value of, the neighbouring Castle Hill to the south;
- e) Ensure the layout and design of development identifies, and better reveals, local views to Castle Hill and to Workso Conservation Area;
- f) Provide positive frontages to Newcastle Avenue and Norfolk Street;
- g) Be designed to achieve a density that is appropriate to the building's historic context, and to support a good mix of property types that are compatible with town living and to meet local needs;

### **Good Quality Design**

- a) Promote an appropriate scale and layout to protect the historical integrity of the building and Castle Hill to the south;
- b) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- c) Be sensitive and responsive to the historic character of the site's location within the Workso Conservation Area, the designated and non-designated heritage assets near the site, including the Castle Hill Scheduled Monument and its setting;
- d) Make provision for flood resilience measures on site to support the delivery of the Workso Flood Management Scheme;
- e) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance to Newcastle Avenue and Norfolk Street;

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm appropriate to local context, that provides for the variety of activities expected to take place, including biodiversity and soft landscaping appropriate to the setting of Castle Hill and to enhance its relationship with the Scheduled Monument

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths to maximise connectivity to Castle Hill, Norfolk Street and Newcastle Avenue;
- b) Provide one safe and suitable vehicular access point from the site on to Newcastle Avenue in conjunction with the existing infrastructure;



## **17.5 Lead Hill Car Park**

- 17.5.1 Lead Hill Car Park (0.15ha) is a small scale surface car park situated to the rear of Bridge Street. The aspiration is to provide high quality, residential

development that embraces its historic setting, contributing to the creation of a vibrant, mixed use Historic Bridge Street.

- 17.5.2 This triangular site is adjacent to Shippside Memorial / Haslehurst Gardens, on the apex of Hill Street and Lead Hill, near Castle Hill and the Ship Inn (DPD020). Via a pedestrian link through Plants Yard, the site is within a 15 minute walk of a range of shops and services on Bridge Street, whilst Newgate Surgery, the public sector hub and the Market Square are also within a similar distance. Public transport availability is good during week days and at weekends, with a regular bus service from Westgate and Bridge Street being within a 10 walk, reducing the need to travel by car.
- 17.5.3 Design cues should be taken from local context and its location within the Worksop Conservation Area and proximity to Castle Hill Scheduled Monument to the north. Proposals, supported by appropriate evidence and appraisals, should consider the historic and archaeological potential of the site. This includes ensuring the design reflects the changing site levels (north-south), whilst a significant opportunity exists to create a positive focal point in this locality, strengthening visual links north with Castle Hill, and east to Bridge Street, through the adjoining yards structure, such as Plants Yard for example. Architectural references to the Castle's heritage will encourage a reconnection with the areas heritage and will be supported.
- 17.5.4 Redevelopment provides a significant opportunity to positively improve the streetscape and public realm. Boundaries between the highway and car parking are not clearly defined; a quality public realm scheme should create distinctive public and private spaces, and legible walking and cycling routes to aid connectivity within the area. Sensitive boundary treatments and planting would greening the streetscape and providing connectivity between the nearby open spaces to the north and south.
- 17.5.5 On its southern boundary the Shippside Memorial / Haslehurst Gardens dominate, with a notable tree line providing separation between the site and the more formal gardens. Appropriate planting should strengthen the ecological value of this boundary, thereby maintaining amenity for future residents.
- 17.5.6 It is anticipated that the site could provide for at least 15 high-quality, well-designed dwellings; to complement and diversify the existing housing offer within the area, expand the resident population and generate greater footfall within the neighbourhood and the wider Worksop Central.
- 17.5.7 It is vital that car parking provision in the town centre supports changing consumer habits as well as growth and regeneration. On that basis, this site is expected to be released as part of a town centre wide car parking strategy, so will be available in the medium term.
- 17.5.8 Given its proximity to the town centre, quality, safe, legible connections for pedestrians and cyclists should be integrated to maximise active travel for local journeys. Particular opportunities exist to strengthen links to Westgate, Castle

Street and Bridge Street, making walking and cycling easier in this central location.

### **POLICY W39: Lead Hill Car Park**

Lead Hill Car Park, as identified on the Policies Map, will be redeveloped for high-quality, efficient and well-designed residential development. Its redevelopment for at least 15 dwellings will be expected to identify how the development will positively contribute to the delivery of the vision and priorities for Historic Bridge Street.

Development proposals should:

#### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between housing and associated car parking, and Castle Hill and the Shipside Memorial / Haslehurst Gardens taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to promote access, connectivity and permeability for all users to Hill Street and Lead Hill, and nearby Bridge Street;
- d) Be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including Castle Hill to the north;
- e) Ensure the layout and design of development identifies, and better reveals, local views to Castle Hill, Bridge Street through the yards to the east and to Worksop Conservation Area;
- f) Provide positive frontages to Hill Street and Lead Hill;
- g) Be designed to achieve a density that is appropriate to the site's historic context, to support a good mix of property types that are compatible with town living and to meet local needs;

#### **Good Quality Design**

- a) Be up to 3 storeys in height, of an appropriate scale, to protect the historical integrity of Castle Hill Scheduled Monument to the north and the Shipside Memorial / Haslehurst Gardens to the south, and be carefully orientated to protect the amenity of properties;
- b) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- c) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area, the designated and non-designated heritage assets near the site, including the Castle Hill Scheduled Monument and its setting;
- d) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance to Lead Hill and Hill Street;

#### **Public Realm**

- a) Delivery of new and improved public realm appropriate to local historical context that provides for the variety of activities expected to take place, including links to

Castle Hill, biodiversity and soft landscaping appropriate its location adjoining the Shiplside Memorial / Haslehurst Gardens

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths, to maximise connectivity to Castle Hill, Lead Hill, Hill Street and Bridge Street via an Plants Yard;
- b) Provide one safe and suitable vehicular access point from the site on to Hill Street in conjunction with the existing infrastructure;

### **Infrastructure**

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution to:
  - i. Deliver enhanced health care facilities to support residents needs;
  - ii. Deliver primary and secondary school places to support residents needs;
  - iii. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## **17.6 Middleton's**

- 17.6.1 Comprising the vacant high street properties; 83 and 87 Bridge Street, and underused and vacant land and car parking to the rear (0.53ha), the western part of Middleton's is under construction as a new commercial workspace led scheme.
- 17.6.2 An example of proactive regeneration and land acquisition by the Council, further opportunity exists to positively re-develop the eastern part of the site to provide high quality, residential units that complement the new commercial offer and embrace its historic setting, acting as a catalyst for the creation of a vibrant, mixed use Historic Bridge Street.
- 17.6.3 Located within the southern part of Bridge Street, in close proximity to allocations - the former Magistrates Court (DPD025), the Acorn Theatre, as well as the Southern Gateway and its public sector hub (DPD026), Middleton's is within a 10 minute walk of Worksop Bus Station, whilst shops and services can be found in the wider Historic Bridge Street area, reducing the need to travel by car.
- 17.6.4 New spaces for start-up or small scale business will diversify the business offer in the locality, whilst the shared courtyard and cafe will provide a vibrant focal point on Bridge Street as well as supporting the growing resident/business population.
- 17.6.5 The historic shopfronts will be reinstated to Bridge Street, whilst the conversion of existing buildings and sensitive loss of unsympathetic modern additions to



the rear will enhance local character. A vibrant modern addition will complement the area's industrial heritage.

- 17.6.6 Good use will be made of underused backland; 12, 2, 3 bed mews dwellings will complement and diversify the housing mix within the area, and will also increase the resident population, providing more footfall and positive use day and night. This scheme will be facilitated by the re-location of the dojo to a more prominent location within Historic Bridge Street, to the benefit of the business and users alike.
- 17.6.7 Design cues of future new build should be taken from local context, its location within Worksop Conservation Area and the emerging scheme. Key design elements of designated assets, such as 83 Bridge Street, as well as non designated assets in the locality and the lines of the historic medieval burgage plots to the rear should be reflected in the building form, scale, materials and detailing to add value and quality to the streetscene and provide a greater appreciation of local heritage.
- 17.6.8 Regeneration will strengthen the area's green credentials: low carbon materials and urban greening will be used, walking and cycling connectivity enhanced, whilst south facing roofs provide opportunities to integrate solar panels.
- 17.6.9 The removal of modern structures and new quality public realm will reinstate access along Skittle Alley, whilst a new opening through the rear of 87 Bridge Street will link Skittle Alley with Brewer's Yard, enhancing walking/cycling connectivity to Queen Street.

## **POLICY W40: Middleton's**

Land at Middleton's, as identified on the Policies Map, will be redeveloped as a high-quality, efficient and well-designed mixed use development. Its employment-led regeneration of business floorspace and 12 2, 3 bedroom dwellings and a café within a rejuvenated historic setting will be expected to identify how the development will positively contribute to the vision and priorities of Historic Bridge Street.

Development proposals should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the housing, business and cafe, and to Bridge Street, and Queen Street to the east, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Bridge Street, Potter Street and Queen Street, and through the site via the enhancement of Skittle Alley and Brewer's Yard;

- d) Ensure the layout, scale and mass of development identifies and better reveals local views to Bridge Street along Skittle Alley and from Brewer's Yard;
- e) Provide positive frontages to Bridge Street, Brewer's Yard and Skittle Alley;
- f) Be designed to achieve a higher density to maximise the use of land and support a good mix of property types that are compatible with town living and to meet local needs.

### Good Quality Design

- a) Be no more than 2-3 storeys in height, of an appropriate scale with regard to proximity to heritage assets and to protect the amenity of neighbouring properties to the east;
- b) Provide for contemporary, contextually appropriate architecture and design that is sensitive and responsive to the historic character of the site's location in Worksop Conservation Area, the designated and non designated Heritage Assets on and near the site, and the medieval burgage plot lines to the rear of Bridge Street;
- c) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- d) Create a walkable, liveable place, by maximising opportunities for inclusive use and passive surveillance to Bridge Street, Skittle Alley and Brewer's Yard;

### Public Realm

- a) Contribute to the delivery of new and improved public realm appropriate to local historical context that provides for the variety of activities expected to take place, including links along Skittle Alley and Brewer's Yard, biodiversity and soft landscaping appropriate to the historic environment

### Movement and Connectivity

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths between Bridge Street and Queen Street via the reinstated Brewer's Yard and Skittle Alley;
- b) Provide a safe and suitable one-way vehicular access from Potter Street to the residential properties to the rear;

### Infrastructure

- a) For the residential element to be supported by appropriate infrastructure, including a proportionate financial contribution to:
  - i. Deliver enhanced health care facilities to support residents needs;
  - ii. Deliver primary and secondary school places to support residents needs;
  - iii. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## 17.7 Castle Hill

- 17.7.1 Centrally located with the Historic Bridge Street Opportunity Area, Castle Hill is a Scheduled Monument that also doubles as an amenity greenspace (0.8 ha),

with an adjoining car park. Despite its significant cultural heritage value and location adjoining the town centre, Castle Hill currently lacks prominence and purpose.

- 17.7.2 Strategically located between Newcastle Avenue, Norfolk Street, Castle Street and Bridge Street; adjoining Newcastle Avenue (DPD017) and Newcastle Avenue/Norfolk Street (DPD016) and in close proximity to Lead Hill (DPD019) allocations – Castle Hill is integral to the successful regeneration of the Historic Bridge Street Opportunity Area.
- 17.7.3 The aspiration is to provide a high-quality, well-designed urban park that better meets the needs of the growing resident population, by strengthening its links with the locality and respecting the historical integrity of the site.
- 17.7.4 As a Scheduled Monument - Castle Hill appears to be of a motte and bailey design - its heritage value is afforded significant protection. Today, the landforms and changing site levels reflect its historical function and original purpose, and must be protected. Even so, it is recognised that non- intrusive, non-permanent works could enhance the asset, supporting its appropriate use. All proposals should be supported by appropriate appraisals and consents. Opportunities to reveal Castle Hill's distinctive heritage through interpretation will be supported.
- 17.7.5 Castle Hill is within a 5 minute walk of a range of local shops and services on Bridge Street and regular public transport services on nearby Westgate. But as more people live, work and visit Worksop it is important that Castle Hill's prominence is maximised sensitively, and its offer becomes fit for purpose, helping to attract people to the area and to encourage dual trips to nearby Bridge Street.
- 17.7.6 On that basis, Castle Hill is recognised by the Green Infrastructure Strategy as a key asset in Worksop Central's green/blue infrastructure network. Significant potential exists to create an attractive, multifunctional urban heritage park where people, particularly families, can come to relax, meet up and enjoy their leisure time. The re-imagination of Castle Hill should in turn help unlock and/or catalyse investment in a number of nearby under-utilised spaces and buildings in the surrounding streets. To realise opportunities in a way that respects the site's heritage and archaeological value a Management Plan will be prepared to coordinate aspirations for the site.
- 17.7.7 Green space is at a premium in Historic Bridge Street; but Castle Hill lacks vibrancy, ecological and recreational value. An opportunity exists to extend the open space coverage into the area of the car park. This creates a larger space (1.1ha) to support a diversified offer; the Green Infrastructure Strategy recognises that scope exists to provide a distinctive heritage play offer, linked to the site's past and the unique landform of Castle Hill. Appropriately designed ancillary facilities, such as a café with outdoor seating would encourage greater use.

- 17.7.8 In terms of biodiversity, the space could accommodate a variety of additional habitats, trees and planting, enhancing connectivity for biodiversity, appropriate to an urban setting.
- 17.7.9 Coordinated street furniture, boundary treatments and surfacing consistent with the public realm strategy for the Historic Bridge Street Opportunity Area and site context would create a more inclusive space, where people of all ages and abilities feel comfortable, thereby encouraging dwell time and an enhanced visitor experience.
- 17.7.10 Currently most visitors access Castle Hill via Norfolk Street or the Castle Street car park. To encourage more visitors to use the space and make linked trips to the wider town, improved physical links should be established through Newcastle Avenue Garages (DPD017), whilst improved signage would provide a connection with the existing Right of Way to the west of Norfolk Street and also to Bridge Street.

## **POLICY W41: Castle Hill**

Castle Hill, as identified on the Policies Map, will be managed by the Council, as a publicly accessible urban heritage park with a range of green infrastructure functions and ancillary services to the benefit of Worksop's community, visitors and the environment. To enhance the green infrastructure offer, improvements will:

- a) Be sensitive and responsive to protect the fabric, integrity, construction and setting of the Scheduled Monument and the historic character of the site's location within the Worksop Conservation Area and the designated and non designated heritage assets near the site;
- b) Ensure the layout and design of the park identifies, and better reveals, local views such as to Lead Hill and Newcastle Avenue;
- c) Extend the boundary of the park into the adjoining car park area, and ensure the new extension complements the existing in terms of soft and hard landscaping, planting and species;
- d) Integrate a new children's play area that responds to the landforms on site and the site's history;
- e) Make provision for an appropriately designed non-permanent café structure on site, supported by outdoor seating to support the long term quality of the park;
- f) protect and enhance habitats, species and features to maximise biodiversity value. New planting and trees should be responsive to landscape and the historical integrity of the site;
- g) ensure quality, attractive public realm responds positively to local context and provides for the variety of activities expected to take place:
  - i. through use of contextually appropriate durable hard and soft landscaping designed to ensure that height, materials, colour, texture, detailing, lighting, street furniture, signage, refuse storage and public art complement its setting;
  - ii. provide contextually appropriate boundary treatments along the site boundary to clearly define private and public space;
- h) enable public understanding through additional heritage interpretation;

- i) provide for safe, legible, inclusive, inviting, well-connected movement for cyclists and pedestrians to Norfolk Street, Newcastle Avenue, Castle Street and Bridge Street and to the right of way west of Norfolk Street;
- j) promote inclusive use of the park by retaining a small amount of car parking on site and by providing for an appropriate level of cycle/scooter parking in accordance with the Nottinghamshire County Council parking standards.



## 17.8 The Acorn Theatre

- 17.8.1 Situated within Historic Bridge Street is the Acorn Theatre. The theatre is home to two resident theatre groups, is well-used by local theatre and arts groups, schools and other community groups as well as by smaller touring theatre companies. Additionally the theatre hosts a number of popular annual cultural events, notably focussed on engagement with young people.
- 17.8.2 The community theatre is therefore of local social and cultural significance, but lacks a street presence, located behind Bridge Street. Accessed via Queen Street and a gateway/car park shared with Royal Court, in a predominantly residential area it is effectively severed from the town centre. This gives little opportunity for direct on street access, or on street marketing of forthcoming events.
- 17.8.3 The aspiration is to provide a high-quality, well-designed multi-purpose cultural facility that supports the ongoing operation of the theatre in the long term, by increasing footfall and links with the town centre, and significantly enhancing its setting.
- 17.8.4 Site intensification, through a new multi-purpose studio for performing arts and dance and the re-purposing of internal space will enable the theatre to extend its community and cultural offer during the day and evening; optimising use of the site for meetings, events and conference space, reinforcing its position within the Cultural Quarter. These enhancements will have the positive effect of increasing footfall, income and use of the theatre, generate spin off trade for local businesses within the locality and help to diversify the town centre offer.
- 17.8.5 Opening the yards and significantly enhancing the public realm would create an attractive customer gateway to the theatre, better integrating this asset with Bridge Street, and would be supported.
- 17.8.6 By doing so, direct pedestrian/cycle access between Bridge Street and Queen Street would be provided, whilst securing easier access to public transport along Bridge Street itself.

## POLICY W42: The Acorn Theatre

The Acorn Theatre, as identified on the Policies Map, will be protected as a cultural asset. Support will be given to proposals which strengthen, expand and diversify the cultural and arts offer on this site. This will be achieved by:

- a) Optimising the use of the site through reconfiguration and/or extension of the existing building, including relocating the entrance to provide a better physical and visual link with Bridge Street;
- b) Intensifying the use of the site by providing for flexible studio space capable of accommodating a range of performing arts classes, courses and events;

Development proposals should:

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship with The Crossing and Royal Court, and its locality, particularly Bridge Street to the west and Queen Street to the east, taking into account the needs of the users of the development;
- c) Ensure the scale, massing and height of buildings creates no unacceptable level of over shadowing of the residential properties to the north-east of the site;
- d) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Bridge Street and Queen Street;
- e) Ensure the layout and design of development identifies, and better reveals, local views, such as through the yards to Bridge Street;
- f) Provide a positive relationship and an active primary frontage, taking into account the operational requirements of the theatre;
- g) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area and the designated and non designated heritage assets near the site;
- h) Through the area wide public realm strategy:
  - i. explore opportunities to upgrade pedestrian /cycle access to the site from Bridge Street via the historic yards;
  - ii. contribute to a contemporary contextually appropriate public realm, which responds positively to local context and provides for the variety of activities expected to take place:
    - 1. by contributing legible, safe, inclusive and inviting active travel links;
    - 2. by incorporating soft landscaping appropriate to its urban setting;
    - 3. through use of durable hard landscaping to ensure that the height, materials, colour, texture, detailing, lighting, street furniture, signage and refuse storage complement the townscape;
    - 4. by ensuring boundary treatments along the site boundary clearly define private and public space;



## Delivery

The Council has already shown its commitment to the development of Historic Bridge Street through its direct involvement in Middleton's (where work is underway). It is anticipated that Middleton's will drive the development of a greater mix of business uses and support increased footfall in the surrounding area.

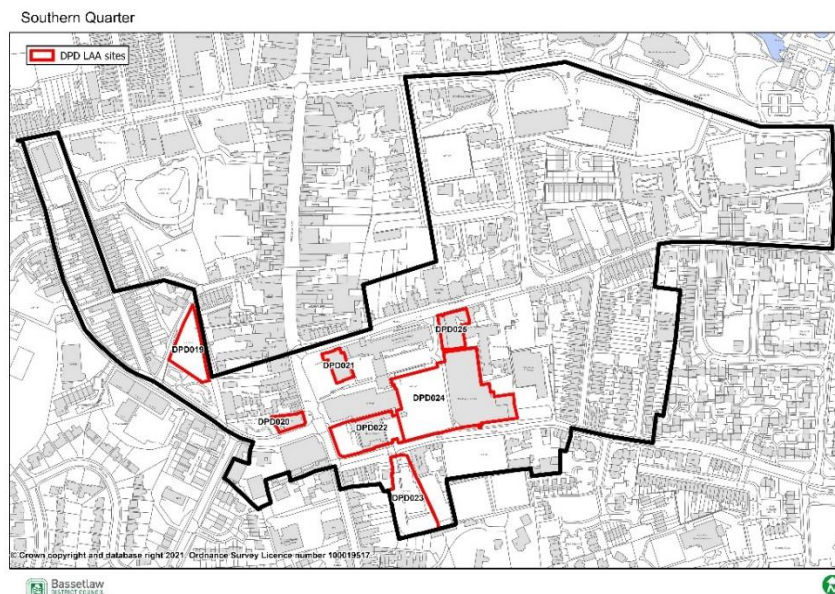
The Council will provide further support to the development of Historic Bridge Street through:

- Utilising the ownership at Middletons to continue to work with developer(s) and businesses to promote business growth in this part of Worksop Central, to help create a strong business offer;
- Where considered necessary and if feasible, direct involvement in the development of business/commercial opportunities in a similar way to the Middletons;
- Producing the Castle Hill Management Plan as a direct tool to aid in the improvement of Castle Hill, to maximise investment opportunities;
- Securing through relevant development proposals, developer contributions to enhance Castle Hill to mitigate the impacts associated with new development;
- Strategic acquisitions / assembly of sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding from Government agencies to intervene proactively to de-risk sites to support delivery, including site clearance and remediation;
- Utilising, with partners, external funding streams to secure improvements to green, cultural and transport infrastructure.



## 18.0 Southern Gateway

- 18.0.1 The Southern Gateway benefits from a public sector hub at the Council buildings, the Newgate Surgery, as well as the adjoining Savoy cinema and Market Square. There is an opportunity to further diversify the growth of this area, to provide more space for a complementary commercial, leisure and food and beverage offer and car parking.
- 18.0.2 Currently a predominantly business area, the Southern Gateway lacks a distinctive housing offer, private rented accommodation dominates, resulting in a lack of variety in terms of affordability and mix. Conversion of larger properties into multiple occupancy has also led to a change in the mix of housing in some places.
- 18.0.3 The Market Square adjoins the Town Hall; more use could be made of both assets to the benefit of the town in terms of economic, social and cultural value. The area also partly sits within the Workso Conservation Area and contains many designated and no designated heritage assets. The quality of development is not always reflective of the area's heritage status and past.
- 18.0.4 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.
- 18.0.5 Traffic flow around the area can be slow particularly on key routes such as Watson Road, whilst at peak times, traffic flow in residential terraced streets near to the public sector hub can hinder access for residents. The current operation of the road network near the Market Square, has the effect of severing this part of the gateway from the town centre, reducing footfall.





## **Southern Gateway - A Vision**

By 2040, new life will have been breathed into the Southern Gateway; positive re-use of land and buildings will have introduced a new mix of uses, supported by a growing resident community, whilst an extended historic Market Place and the distinctive landmark buildings nearby will once again form a gateway destination attracting visitors to the town centre.

This multi-purpose civic space will be reinvigorated becoming a place where people can come to relax, meet up and be entertained. The public realm will have been extended and sensitively integrated with the surrounding renewed historic buildings bringing a new sense of purpose to the southern part of the town centre. This reinvigorated space will improve the sustainability of buildings, increasing natural surveillance to the square, and the surrounding area, whilst providing attractive space for outdoor dining, whilst pop up uses will introduce a distinctive, flexible offer generating additional footfall and spin off trade to nearby shops and services.

Building on the success of the well-established Savoy cinema, the positive re-use of these frontage buildings will have introduced a complementary leisure, food/beverage offer, focussed around a distinctive family oriented Restaurant Quarter, whilst regularly hosting an extensive community and cultural events programme, integral to increasing footfall and activity, and also supporting a vibrant evening and weekend economy.

The introduction of a varied new housing offer will inject new life into the Southern Gateway promoting urban living in a variety of formats ensuring all ages and abilities can live safely and comfortably within the town centre.

The more efficient use of space at the public sector hub will generate additional footfall for nearby businesses, whilst improvements to Worksop Town Hall will help reconnect the Market Place to the town providing an enhanced space not only for formal civic events but to strengthen the cultural offer in the area. The community offer will be reinforced through new and improved everyday uses including a modern health centre to support the resident community, ensuring that everyday services are close to home, reducing the need to travel by car.

A new one way road system, including new pedestrian and cycling routes, and a more efficient and convenient public transport network will better connect the south of the town centre with the north making the town more accessible to all, whilst a consolidated and centralised car parking offer will ensure travel to the town centre is easy for all.

## **The Southern Gateway – Priorities for Regeneration**

### **Connections**

- Improve connectivity for pedestrians, cyclists, public transport, e-vehicles and vehicles.
- Enhance connections through the area to the town centre, Worksop Bus Station via a clear route hierarchy

### **Living and Working**

- Diversify the range of commercial leisure, food and beverage within the area

- Introduce sustainable, affordable urban living to increase footfall and to provide passive surveillance
- Grow Worksop's cultural and evening economy
- Secure the enhancement of neighbourhood services

#### **Experience**

- Create a multi-purpose public space for community and cultural events
- Strengthen and enhance the historic key gateway into the town.
- Enhance public realm and streetscape to aid legibility and attract investment
- Create a variety of experiences to increase the area's appeal to different groups, including families

#### **Environmental**

- Facilitate the re-use of brownfield land and underused buildings to benefit the environment
- Create a biodiversity rich urban environment

### **18.1 Former Magistrates Court, Potter Street**

- 18.1.1 The Former Magistrates Court building (0.09ha) has been vacant for some time. The aspiration is to provide high quality, residential development that embraces its historic setting, contributing to the creation of a vibrant, mixed use Southern Gateway.
- 18.1.2 Strategically located adjacent to Worksop's public sector hub, adjacent to Potter Street and Newgate Street (W), adjoining the former Mayfair Centre (DPD024) and the former Police Station (which has recently gained planning permission for residential development), the former Magistrates Court is within an easy 5 minute walk of the Market Square, Newgate Surgery and the Savoy Cinema, whilst a range of shops and services are available on Bridge Street, 10 minutes away. Public transport availability is good during week days and at weekends, with a regular 20 minute bus service from Potter Street and Newgate Street (S).
- 18.1.3 Design, layout and material cues should be taken from its location within the Worksop Conservation Area and proximity to designated assets and their setting. The prominent original structure dates from 1897 and should be retained and sensitively converted, whilst opportunities exist through redevelopment to enhance the quality of the modern additions along the western boundary to complement local character.
- 18.1.4 The site is expected to be redeveloped for at least 10 high-quality and well-designed apartments; to complement and diversify the existing housing offer within the area, expand the resident population and generate greater footfall within the neighbourhood and the wider Worksop Central.
- 18.1.5 A site promoter is actively involved in the site. The site is therefore considered to be deliverable in the short-medium term.
- 18.1.6 Given its proximity to the town centre, quality, safe, legible connections for pedestrians and cyclists should be integrated to maximise active travel for local journeys.

## **POLICY W43: Former Magistrates Court**

The Former Magistrates Court, as identified on the Policies Map, will be redeveloped for high-quality, efficient and well-designed residential development. Its redevelopment for at least 10 dwellings will be expected to identify how the development will positively contribute to the delivery of the vision and relevant priorities for the Southern Gateway.

Development proposals should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between housing and associated car parking, and the adjoining Mayfair Centre site (DPD024) and former Police Station, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to promote access, connectivity and permeability for all users to Potter Street;
- d) Provide a positive frontage to Potter Street to encourage positive use;
- e) Be designed to achieve a density that is appropriate to the building's historic context, and to support a good mix of property types that are compatible with town living and to meet local needs;

### **Good Quality Design**

- a) Promote an appropriate scale and layout to protect historical integrity of the building and the amenity of neighbouring properties to the east;
- b) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- c) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area, the designated and non-designated heritage assets on and near the site;
- d) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance to Potter Street and Newgate Street (W);

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm appropriate to local context that provides for the variety of activities expected to take place

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths that maximise pedestrian/cycle links to the town centre, particularly to the Market Square, Potter Street and Newgate Street(W);
- b) Provide one safe and suitable vehicular access point from the site on to Potter Street in conjunction with the existing infrastructure;

### Infrastructure

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution to:
  - i. Deliver enhanced health care facilities to support residents needs;
  - ii. Deliver primary and secondary school places to support residents needs;
  - iii. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## 18.2 Former Mayfair Centre, Newgate Street

- 18.2.1 The former Mayfair Centre is a large cleared brownfield site (0.69ha) to be used for car parking. The aspiration in the long term is to provide high quality, residential led regeneration that embraces its gateway setting, contributing to the creation of a vibrant, mixed use Southern Gateway.
- 18.2.2 Strategically located adjacent to Worksop's public sector hub, between Newgate Street (S) and Potter Street, in close proximity to other allocations - Newgate Street car park (DPD023) and the former Magistrates Court (DPD025) - the former Mayfair Centre is an integral part of this gateway destination. The site is an easy 5 minute walk of the Market Square, Newgate Surgery and the Savoy Cinema, whilst a range of shops and services are available on Bridge Street, 10 minutes away. Public transport is good during week days and at weekends, with a regular 20 minute bus service from Potter Street and Newgate Street (S), reducing the need to travel by car.
- 18.2.3 In the medium term, the sensitive and attractive redevelopment and intensification of this site, along with the introduction of a wider range of uses, will provide a more optimal use of land to support the long-term vitality and viability of Worksop Central.
- 18.2.4 Its scale and location provides a significant opportunity to create an exemplary landmark building as a focal point within this gateway. Innovative contemporary architecture that integrates the most up to date green design, urban greening, low-carbon materials and renewable technologies will create a striking building, fit for purpose in the long term, better able to minimise the effects of climate change.
- 18.2.5 A taller building will make optimal use of a highly accessible site, containing a strong vertical mix of uses. The adjoining public sector hub, expanded health centre and other employment nearby provide opportunities for additional commercial space at a lower level, such as a gym, to be viable on site. This would encourage active lifestyles and provide local employment.
- 18.2.6 Upper levels will accommodate the provision of 36 well-designed, efficient 2, 3 and 4 bedroom apartments to complement and diversify the existing housing offer within the area, expand the resident population and generate greater footfall within the neighbourhood.

- 18.2.7 Development should be outward facing to Newgate Street (S and W) to maximise passive surveillance, whilst its integration with a new, attractive public realm is vital to support active frontages at ground floor level and provide vibrancy during the day, evening and weekends.
- 18.2.8 Options to enhance the car parking offer within the wider site should as through a decked car park should be considered to help make better use of land within this prominent gateway.
- 18.2.9 Strong and accessible connections to the town centre and its amenities should be supported by integrating the site with the surrounding reconfigured one way system and a more coherent network of public transport, walking and cycling routes.

### **POLICY W44: Former Mayfair Centre**

The former Mayfair Centre, as identified on the Policies Map, will be redeveloped for high-quality, efficient and well-designed mixed use development. Its redevelopment for 36 2, 3 and 4 bedroom dwellings, a complementary mix of lower level commercial floorspace and car parking will be expected to identify how the development will positively contribute to the vision and priorities of the Southern Gateway.

Development proposals should:

#### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding positively to evolving urban scale and character to positively reflect the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the housing, commercial use and car parking, and the Former Magistrates Court (DPD025) and Former Police Station to the north, and the enhanced car parking offer to the west, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Newgate Street (S and W);
- d) Ensure the layout and design of development identifies, and better reveals, local views to the Market Square, and to Worksop Conservation Area;
- e) Provide positive frontages to Newgate Street (S and W), and car parking to the west;
- f) Be designed to achieve a higher density to support a good mix of property types that are compatible with town living and to meet local needs;

#### **Good Quality Design**

- a) Be up to 5 storeys in height, of an appropriate scale with regard to the changing site levels north-south with a clear vertical mix of uses to protect the amenity of residents;

- b) Use innovative, distinctive architecture to create a notable landmark in this gateway, with a prominent entrance to Newgate Street;
- c) Minimise internal heat gain through energy efficient design and by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- d) Explore options for incorporating a centralised heating system to better manage energy demands from the development;
- e) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use, and passive surveillance to Newgate Street (S and W);

## Public Realm

- a) Contribute to the delivery of new and improved public realm in accordance with an area-wide public realm strategy that provides for the variety of activities expected to take place, including links to the Market Square and soft landscaping appropriate to local context;

## Movement and Connectivity

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths that maximise connectivity with the town centre, particularly to the Market Square, Newgate Street and Potter Street;
- b) Provide two safe and suitable vehicular access points from the site on to Newgate Street (W) and Newgate Street (S) in conjunction with the new one-way system;
- c) Explore options for incorporating a decked car park on the Newgate Street car park to better manage parking demands;

## Infrastructure

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution, where relevant, to:
  - i. sustainable transport objectives identified within the Worksop Town Centre Travel Plan;
  - ii. Deliver enhanced health care facilities to support residents needs;
  - iii. Deliver primary and secondary school places to support residents needs;



## 18.3 Newgate Street Heath Centre

- 18.3.1 Currently containing the Newgate Street Health Centre, this site (0.21ha) also contains longstanding vacant land earmarked for the extension of the Health Centre. An opportunity exists to positively redevelop this small-scale brownfield site, in a prominent gateway to improve the local health service and its functionality, whilst promoting the development of new social infrastructure within the town centre. All to the benefit of the wider community, and to a more vibrant Southern Gateway.

- 18.3.2 Situated on the corner of Park Street and Newgate Street, close to the Mayfair Centre (DPD024), Newgate Street Car Park (DPD023) and the Ship Inn (DPD020) allocations, the health centre redevelopment is an integral part of the re-imagining of this gateway to the town centre. The site is within a 5 minute walk of shops and services at Bridge Street and is well-connected with frequent bus services adjacent to the site along Newgate Street and Park Street, reducing the need to travel by car.
- 18.3.3 Design should be taken from local context and its location adjoining the Worksop Conservation Area, and designated and non designated assets near the site. The design code for the neighbourhood should also be used to ensure the scale and massing is compatible with, and enhances, its surroundings.
- 18.3.4 Site intensification, through an extension to the existing health centre and the re-purposing of internal space will enable the health centre to enhance its health and community service. These enhancements will have the positive effect of increasing footfall in the neighbourhood, potentially generating additional trade for local businesses within the locality.
- 18.3.5 An opportunity exists to physically and visually connect the health centre with the extended Market Square by ensuring appropriate elements of the building are outward facing towards the adjoining public space. Quality public realm, which improves access for all, particularly along the Newgate Street frontage, such as the use of improved lighting and quality landscaping and a graded entrance will improve functionality and enhance the character of this area.

## **POLICY W45: Newgate Street Health Centre**

Newgate Street Health Centre, as identified on the Policies Map, will be protected as a health centre. Support will be given to proposals which strengthen, expand and diversify the health offer on this site. This will be achieved by:

- a) Optimising the use of the site through reconfiguration and extension of the existing building onto vacant land to the west;
- b) Intensifying the use of the site by providing for flexible space capable of accommodating a range of health services;

Development proposals should:

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship with the Mayfair Centre site, the Market Square and its locality particularly Newgate Street and Park Street, taking into account the needs of the users of the development;
- c) Be integrated with the surrounding street network to improve access, connectivity and permeability into the site for all users from Newgate Street;
- d) Provide positive frontages to Newgate Street and Park Street;

- e) Ensure the scale, massing and height of buildings is sensitive and responsive to the historic character of the site's location within the Workso Conservation Area and the designated and non designated heritage near the site;
- f) Use low carbon materials that promote energy efficiency, durability and contribute positively to improving the historic character of the area;
- g) Contribute to the delivery of new and improved public realm appropriate to local context;
- h) Provide contextually appropriate boundary treatments along the site boundary to clearly define private and public space;
- i) Provide safe and suitable pedestrian/cycle access from the site on to Newgate Street/Park Street in conjunction with the existing infrastructure;
- j) Provide an appropriate level of car/cycle parking in accordance with the Nottinghamshire County Council parking standards.



## 18.4 Workso Public Sector Hub

- 18.4.1 Focussed around the District Council offices - at Queen's Building - the hub supports a range of public sector organisations, including Nottinghamshire Police and is an important focal point for the community, where residents are able to access a range of frontline services.
- 18.4.2 Additionally the adjoining historic town hall is capable of hosting formal civic events and Council meetings. Public access is via Potter Street, although a secondary entrance provides access via the car park to the rear. This also provides a separate entrance to the Town Hall.
- 18.4.3 The aspiration is to provide a high-quality, accessible, multi-purpose public sector hub that supports the ongoing operation of a range of public sector organisations, whilst optimising the space available in the Town Hall to support a vibrant community and commercial offer, thereby increasing footfall to the adjoining Market Square.
- 18.4.4 Initially, the regeneration of the site would concentrate on the sensitive adaptation of the designated Town Hall. An opportunity exists to physically and visually reconnect the Town Hall with the Market Square on its western frontage. Reinstating traditional double doors for example would provide direct access from the Town Hall onto the enhanced Market Square, making the Town Hall an attractive venue for a host of formal civic and informal events, reinforcing its position within the Cultural Quarter.
- 18.4.5 Reconfiguring the internal layout and the introduction of more flexible space would optimise use of this historic building, for meetings, events and conferences whilst a new food and beverage offer could be introduced at ground floor level, supported by outdoor seating on the Market Square. The positive re-use of this building should in turn help catalyse investment in the wider Restaurant Quarter.



- 18.4.6 Importantly, the designated Town Hall's historical integrity will be enhanced, whilst a range of energy efficiency measures will be introduced to maximise the effective operation of this historic asset, reducing operating costs to public benefit.
- 18.4.7 Retaining public sector organisations in the town centre is vital to ensure that the public facing services are easily accessible to the community. Opportunities may exist in the long term to reconfigure the internal space to better meet the needs of the organisations, maximise the offer to the community, whilst ensuring that more employees are working in a central, accessible location, thereby supporting the role of the town centre by having the positive effect of increasing footfall in the neighbourhood.

## **POLICY W46: Worksop Public Sector Hub**

The Worksop Public Sector Hub, as identified on the Policies Map, will be protected as a business, commercial and community services hub, with support given to proposals which strengthen, expand and diversify this offer. This will be achieved by:

- a) Optimising the use of the site through reconfiguration and/or extension of the existing buildings;
- b) Intensifying the use of the site by providing for flexible space capable of accommodating a food/beverage offer and a range of community services and civic and community events;

Development proposals should:

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between Queen's Building and Worksop Town Hall, and the Market Square to the west, the Mayfair Centre (DPD024) to the south east and Magistrates Court (DPD025) to the east taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from the new Newgate Street (w) link, the Market Square and Potter Street;
- d) Ensure the layout and design of development identifies, and better reveals, local views such as west across the Market Square and to Bridge Street;
- e) Provide a positive primary frontage, taking into account the operational requirements of the occupiers;
- f) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area, and the designated and non designated heritage assets on and near the site, including Worksop Town Hall;
- g) Minimise internal heat gain through energy efficient design by reducing the amount of heat entering properties through shading, fenestration and insulation as well as through the use of materials and urban greening;
- h) Contribute to the delivery of new and improved public realm and public space in accordance with an area-wide public realm strategy that provides for the variety of

activities expected to take place, including hard and soft landscaping appropriate to local context to enhance its relationship with the Market Square

- i) Provide an appropriate level of car/cycle parking in accordance with Nottinghamshire County Council parking standards



## 18.5 Newgate Street Car Park

- 18.5.1 Newgate Street Car Park (0.25ha) is situated to the south of Newgate Street, within a predominantly residential area on the periphery of a mixed use part of Worksop Central. The aspiration is to provide high quality, residential development that embraces its historic setting creating a more attractive, safe gateway to the town.
- 18.5.2 The sensitive redevelopment and site intensification, will provide a more optimal use of a surface car park to support the long-term vitality and viability of Worksop Central, complementing regeneration of neighbouring land and contributing to the creation of a vibrant, mixed use Southern Gateway.
- 18.5.3 Located in close proximity to Worksop's public sector hub, near to other allocations – the former Mayfair Centre (DPD025) and the former Magistrates Court (DPD024) – Newgate Street car park is within an easy 5 minute walk of the Market Square, Newgate Surgery and the Savoy Cinema, whilst a range of shops and services are available on Bridge Street, 10 minutes away. Public transport availability is good during week days and at weekends, with a regular 20 minute bus service from Potter Street and Newgate Street (S) reducing the need to travel by car.
- 18.5.4 Design cues should be taken from its location within Worksop Conservation Area and its close proximity to designated and non designated heritage assets. Proposals should enhance visual connectivity through the site towards the Market Square and the wider Southern Gateway.
- 18.5.5 Quality public realm and appropriate landscaping should provide a distinctive entrance to the site, seeking to significantly enhance the public realm in this part of Newgate Street (S). The design, materials, detailing, street furniture and species used should reflect its proximity to the Market Square and its location within Worksop Conservation Area.
- 18.5.6 Its location provides a significant opportunity to create a quality infill development, such as a mews development. The provision of 15 well-designed, efficient 2, 3 bedroom houses will complement and diversify the existing housing offer within the area, expanding the resident population and generating greater footfall within the neighbourhood and the wider Worksop Central.
- 18.5.7 To ensure town centre car parking remains effective, the release of this site will be managed as part of the more effective operation and management of Council owned and private car parks in the town centre.

- 18.5.8 Strong and accessible connections to the town centre and its amenities should be supported by integrating the site with the surrounding, reconfigured one way system and a more coherent, quality, safe, legible network of public transport, walking and cycling routes.

### **POLICY W47: Newgate Street Car Park**

Newgate Street Car Park, as identified on the Policies Map, will be redeveloped for high-quality, efficient and well-designed residential development. Its redevelopment for 15 2, 3 bedroom dwellings will be expected to identify how the development will positively contribute to the delivery of the vision and relevant priorities for the Southern Gateway.

Development proposals should:

#### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between housing and associated car parking, taking into account the needs of the users of the development;
- c) Be integrated with the surrounding street network to promote access, connectivity and permeability for all users from Newgate Street (S);
- d) Ensure the layout and design of development identifies, and better reveals, local views to Newgate Street (S);
- e) Be orientated to provide a positive relationship to Newgate Street (S);
- f) Be designed to achieve a higher density to support a good mix of property types that are compatible with town living and to meet local needs;

#### **Good Quality Design**

- a) Be up to 3 storeys in height, ensuring dwellings are of a scale appropriate to its location and positioned to protect the amenity of neighbouring properties to the south and west;
- b) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area, and the designated and non designated heritage assets near the site;
- c) Minimise internal heat gain through energy efficient design by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- d) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use, and passive surveillance to the street network and Newgate Street (S);

#### **Public Realm**

- a) Contribute to the delivery of new and improved public realm in accordance with an area-wide public realm strategy that provides for the variety of activities expected to take place, including links to Newgate Street; and,

- b) Contribute to the enhancement of the public realm at the entrance to the site along Newgate Street (S) through delivery of a coherent paving and landscaping scheme that complements the offer in the Market Square

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths that maximise connectivity to the Southern Gateway and to Newgate Street (S);
- b) Provide one safe and suitable vehicular access point from the site onto Newgate Street (S) in conjunction with the existing infrastructure;

### **Infrastructure**

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution to:
  - i. Deliver enhanced health care facilities to support residents needs;
  - ii. Deliver primary and secondary school places to support residents needs;
  - iii. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## **18.6 Old Ship Inn Public House**

- 18.6.1 The Old Ship Inn (0.04ha) is a longstanding vacant public house with accommodation space above. The aspiration is to create a high quality, mixed use development that embraces its historic setting, contributing to the creation of a vibrant, mixed use Southern Gateway.
- 18.6.2 This site will contribute quality small-scale independent retail and leisure development and bespoke 'live-in' accommodation that diversifies the housing/business mix within the area, contributing to a more attractive gateway at the Worksop Market Square.
- 18.6.3 Strategically located adjacent to the Market Square, in close proximity of Worksop Town Hall (DPD026) and the Mayfair Centre (DPD024) allocations - the Ship Inn is an integral to the re-imagined Market Square offer, within a 5 minute walk of the public sector hub, Savoy Cinema and Newgate Surgery, and a 10 minute walk of shops and services on Bridge Street and Potter Street. Public transport is within a 10 minute walk on Bridge Street and Potter Street, reducing the need to travel by car.
- 18.6.4 A Grade II\* heritage asset, which would benefit from conservation and restoration, discussions are at an advanced stage with the owners, to significantly enhance The Old Ship's façade as part of the Townscape Heritage Grant, funded by the National Lottery. Restoration should be taken from local context, and in response to the building's designated status and its location within the Worksop Conservation Area. This positive intervention is expected to catalyse investment to positively convert one of the oldest surviving buildings within the Market Square area to a unique, small-scale, mixed-use development

of incubation space for local businesses and 'live-in' apartments to enhance the area's independent retail/leisure offer.

- 18.6.5 Situated at the junction of Bridge Street, Westgate and Park Street, the restoration and enhancement should seek to reinstate The Old Ship as a local landmark in this prominent corner location; a focal point for activity in the revitalised Market Square. The re-use of the Ship Inn should also complement its location with the new Restaurant Quarter, designated to promote the use of buildings in and around the Market Square for restaurant/café culture. Re-use provides a significant opportunity to create a positive frontage to Westgate and Bridge Street; by incorporating outdoor seating activity is able to spill out onto the Market Square contributing to a vibrant civic space.
- 18.6.6 To the rear of the property, is the Shippside Memorial / Haslehurst Gardens. Consideration should be given to reinforcing the western boundary with soft landscaping to better integrate the site with the adjoining open space.
- 18.6.7 A site promoter is actively involved in the site. The site is therefore considered to be deliverable in the short-medium term.
- 18.6.8 Given its proximity to the town centre, quality, safe, legible connections for pedestrians and cyclists should be integrated to maximise active travel for local journeys.

## **POLICY W48: Old Ship Inn Public House**

The Old Ship Inn Public House, as identified on the Policies Map, will be converted as a high-quality, efficient and well-designed mixed use development. Its redevelopment for commercial leisure/retail space at ground floor level, and a minimum of 2 associated 'live-in' apartments on the upper floors will be expected to identify how the development will positively contribute to the delivery of the relevant priorities for the Southern Gateway.

Development proposals should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding positively to reflect the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between housing and commercial uses, and the Market Square, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to promote access, connectivity and permeability for all users to Bridge Street, Park Street and Westgate;
- d) Provide positive active frontages to Bridge Street, the Market Square and Westgate;
- e) Be designed to make optimal use of the building's space, appropriate to the building's historic context, and to support property types required to support the associated business use;

### **Good Quality Design**

- a) Promote an appropriate scale and layout to protect the historical integrity of the building;
- b) Use low carbon materials that promote energy efficiency, durability and contribute positively to improving the historic character of the area;
- c) Be sensitive and responsive to its status as a designated heritage asset, and to the site's location within the Worksop Conservation Area, as well as the designated and non designated heritage assets near the site;
- d) Contribute to a walkable, liveable neighbourhood, by maximising opportunities for inclusive use, and passive surveillance to Bridge Street, Westgate and the Market Place;

## Public Realm

- a) Contribute to the delivery of new and improved public realm in accordance with an area-wide public realm strategy that provides for the variety of activities expected to take place, including links to the Market Square and hard and soft landscaping appropriate to local context

## Movement and Connectivity

- a) Provide for coherent, direct, safe, comfortable and attractive foot/cycle access, to maximise connectivity to Bridge Street, Westgate, Parkgate and the Market Square;
- b) Provide one safe and suitable vehicular access point from the site on to Westgate in conjunction with the existing infrastructure;



## 18.7 Worksop Market Square

- 18.7.1 At the heart of the Southern Gateway is Worksop Market Square. The square currently lacks purpose, and is significantly influenced by the traffic on the surrounding road network which effectively disconnects this important civic space from the town centre. The construction of a new one way road network will help better manage the traffic that uses Potter Street and Bridge Street.
- 18.7.2 The reconfigured road network provides for the extension of the Market Square west, to the building line on Bridge Street, between its junctions with Westgate and Potter Street. This in turn opens up an opportunity to reimagine the purpose and role of the Market Square as a vibrant, high quality, meaningful civic square with a complementary offer in the surrounding buildings. It is envisaged this could be attractive to commercial leisure, with a particular focus on the family oriented restaurant/café offer within a distinctive Restaurant Quarter.
- 18.7.3 By doing so, this will create an attractive gateway to the town centre focussed around a people friendly civic space where people can come to relax, meet up and be entertained during the day and evening. The re-imagination of the public realm should in turn help unlock and/or catalyse investment in a number of under-utilised spaces in the surrounding streets. This includes the adjoining Worksop Town Hall, Newgate Street car park (DPD023), and the Ship Inn (DPD020).

- 18.7.4 A contextually appropriate, contemporary public realm will ensure the extended Market Square enhances its historic setting within Worksop Conservation Area, and those of the surrounding designated and non designated assets, ensuring the Market Square becomes a local landmark in its own right. Careful use of quality, durable materials, coordinated street furniture, lighting and innovative and interactive public art will create a civic space that will stand the test of time, be inviting, welcoming and well used, during the day and evening.
- 18.7.5 As the southern anchor of the town's Cultural Quarter this multi-purpose civic space, will have the ability to host a wide range of community and cultural events, including pop up uses more easily. In addition, existing shopfronts will be refurbished through the Townscape Heritage Scheme, encouraging more active ground floor uses, which will in turn encourage positive use of the upper floors for residential and commercial space. This will have the positive effect of increasing footfall, activity for local businesses both within the Square and in the wider town centre as well as passive surveillance during the day and evening.
- 18.7.6 Inclusive design will ensure that bus stops, on street disabled parking and loading bays are re-provided within walking distance in the new one way system on Bridge Street/Potter Street, following consultation with users, businesses and the Highways Authority.

## **POLICY W49: Worksop Market Square**

Worksop Market Square, as identified on the Policies Map, will be extended west to the building line between the Westgate/Bridge Street and the Potter Street/Bridge Street junctions, to create an attractive, high quality, people friendly, multi-purpose civic space, capable of supporting temporary pop up uses and events.

Development proposals should:

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Upper Town Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between the civic space and the surrounding Restaurant Quarter, and the adjoining Worksop Town Hall, the Savoy Cinema and Newgate Surgery to the south, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Westgate, Potter Street, Bridge Street, Newgate Street, and through the site to the public sector hub to the east;
- d) Ensure the layout and design of development identifies, and better reveals, local views such as along Bridge Street and through the yards to Lead Hill;
- e) Provide positive frontages to all boundaries;
- f) Be sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area, the designated and non designated heritage assets near the site, including Worksop Town Hall;



- g) Make provision for a comprehensive and coherent, contemporary contextually appropriate public realm responds positively to local context and is reflective of its gateway destination by providing for the variety of activities expected to take place:
  - i. by contributing legible, safe, inclusive and inviting active travel links to enhance the movement network;
  - ii. by incorporating soft landscaping appropriate to its urban setting;
  - iii. through use of durable hard landscaping to ensure that the height, materials, colour, texture, detailing, lighting, street furniture, signage, refuse storage and public art and water feature complement the townscape;
  - iv. by ensuring boundary treatments within and along the site boundary clearly define private and public space;
- h) Appropriately re-provide bus stops, loading bays and disabled parking bays prior to development commencing, within a reasonable walking distance of their current location on Potter Street and Bridge Street;
- i) Provide an appropriate level of cycle/scooter parking in accordance with Nottinghamshire County Council parking standards.



## Delivery

The Council has already shown its commitment to the development of the Southern Gateway through its direct involvement in purchasing the Mayfair Centre site (where work is underway). In the short term it is anticipated that this site will provide additional capacity for car parking, enabling the release of surface car parks for re-use.

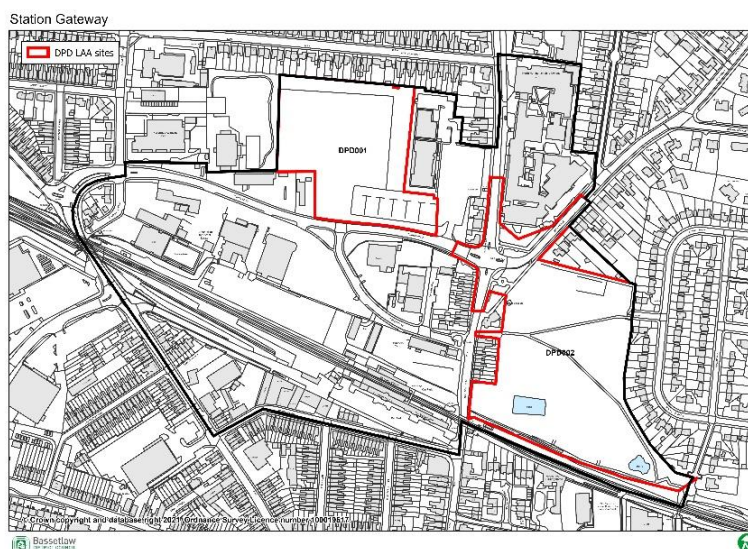
The Council will provide further support to the development of the Southern Gateway through:

- Utilising the ownership at the Mayfair Centre and other land parcels to continue to work with developer(s) to promote growth in this part of Worksop Central;
- Where considered necessary and if feasible, direct involvement in the development of business/commercial opportunities in a similar way to the Middletons (DPD018);
- Strategic acquisitions / assembly of sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding from Government agencies to intervene proactively to de-risk sites to support delivery, including site clearance and remediation;
- Utilising, with partners, external funding streams to secure improvements to green infrastructure and transport infrastructure.



## 19.0 Station Gateway

- 19.0.1 Focussed around Worksop Station, this location is a predominantly business/commercial area, with a limited housing offer, in terms of affordability and mix. The station itself sits back from the Carlton Road frontage within an area of car parking and underused employment units.
- 19.0.2 The area also partly sits within Mr Straws Conservation Area and contains designated and non designated heritage assets. The adjoining vacant brownfield land does little to enhance the quality of this heritage asset.
- 19.0.3 Several sites within the area are underutilised and fail to provide positive, attractive frontages to the street network. A number of large brownfield sites exist, which would benefit from redevelopment, to secure environmental improvements in terms of remediation and groundwater quality.
- 19.0.4 In addition, the railway line and presence of arterial roads dominate the urban form creating barriers to connectivity particularly for pedestrians and cyclists.
- 19.0.5 The area lacks meaningful green infrastructure, both for recreation and wildlife. Opportunities exist through regeneration to green this urban setting.
- 19.0.6 The area is relatively well accessed via public transport and is in close proximity to a secondary school, whilst North Notts College lies within the northern boundary. Connectivity to both should be enhanced, and opportunities exist to complement their offer.



### Station Gateway - A Vision

By 2040, the Station Gateway will be emerging as a high quality destination, offering a sustainable mix of housing, transport infrastructure and open spaces with complementary employment and everyday uses, set in an attractive pedestrian friendly environment that respects its heritage.

The historic Worksop Station, will be a key visual gateway, representing an important arrival point into Worksop Central. The Station will have benefitted from a lively, new entrance plaza providing a distinctive gateway and sense of arrival to Worksop, whilst commercial opportunities offering a quality small-scale retail, food and beverage offer will have enhanced the visitor experience, whilst providing a complementary offer to serve the surrounding community. New workshops and meeting space adjacent to the Station will have made good use of existing buildings, contributing to local business needs.

New development will respect the Station Gateway's historic context and railway heritage, its relationship to Mr Straws Conservation Area and key location as a gateway to the town.

Multi modal opportunities for transport interchange will be enhanced, enabling the seamless interchange between modes of transport including buses, taxis, cycle and e-vehicles as well as providing safe space for car and cycle parking.

North of the railway line North Notts College will continue to be a focal point of activity, complemented by an emerging new sustainable urban living quarter with good access to active and public transport and the town centre. Opportunities will be taken to create new development in the Turner Road area by promoting development that introduces a new urban community a distinctive mix of residential and business uses, within a vibrant green infrastructure setting.

A key feature will be the introduction of new pedestrian, cycling and public transport infrastructure linking north and south, via a quality people focused route which encourages sustainable movement between the Station Gateway, the town centre and the Southern Gateway.

This new neighbourhood will continue to grow in the very long term, capturing all the benefits of changing technologies and digitalisation whilst ensuring new development reflects the highest of environmental standards and community expectations.

## **The Station Gateway – Priorities for Regeneration**

### **Connections**

- Improve connectivity for pedestrians, cyclists, public transport, e-vehicles and vehicles.
- Reinforce connections to the town centre, Worksop Station, North Notts College and Norbridge Academy.

### **Living and Working**

- Re-use and reconfigure Worksop Station commercial units to meet local business needs
- Introduce sustainable, affordable urban living to increase footfall and to provide natural surveillance
- Diversify the commercial and everyday uses within the area to increase footfall locally.

### **Experience**

- Strengthen the identity and historic character of this key gateway into the town.
- Promote high quality and sustainable new development.

- Enhance public realm and streetscape to aid legibility and attract investment
- Create a vibrant and attractive business and commercial destination

#### **Environmental**

- Facilitate the remediation of brownfield land to benefit the environment
- Create a biodiversity rich urban environment
- Secure meaningful gains in green infrastructure

### **19.1 Turner Road Opportunity Area**

- 19.1.1 Focussed around Turner Road, this area forms the northern most part of the Plan area, acting as a transitional zone between the regeneration area to the south and the residential suburbs to the north. Stretching to Worksop Station but primarily including the area to the north of the railway line, this is predominantly an employment area, containing a number of car showrooms and associated space for car display, as well as commercial businesses.
- 19.1.2 This area is in close proximity to North Notts College and Outwood Academy, and with the station being on the doorstep is starting to experience change. The redevelopment of Turner Road (2.23ha) in the short term could act as a catalyst for other change in the long term. This will lead to redevelopment opportunities in this part of Worksop Central.
- 19.1.3 Nevertheless, Turner Road itself, will remain a focus for business/commercial use, particularly in the medium term. The aspiration is that any redevelopment make efficient use of space, meets local needs, and better connects the wider area with that to the south of the railway line and existing educational and transport facilities.
- 19.1.4 Turner Road (A60) itself is a busy thoroughfare. The Worksop Town Centre Characterisation Study acknowledges that the public realm environment in this part of the Opportunity Area is limited. Part of the vision is to uplift the quality of the public realm, enhance the pedestrian and cyclist experience, and to explore opportunities for an enhanced bus service. Frontage activity for development facing areas of public realm should comprise uses which invite high levels of activity and should have regard to the principles of space and enclosure set out in the design code for the neighbourhood.
- 19.1.5 Because of its current uses, the Opportunity Area lacks meaningful public space and green infrastructure. Turner Road (DPD001) looks to introduce amenity space to the benefit of its residents, but in the long term significant opportunity exists to provide a distinctive green infrastructure offer, making good use of the linear connectivity along the railway line and urban greening to maximise opportunities for connectivity.
- 19.1.6 On that basis, it is vital that any development is considered in a comprehensive way, to deliver a coherent, well-designed neighbourhood supported by appropriate infrastructure. As such, the Council will work with stakeholders and the business community to prepare the Turner Road Masterplan Framework.

All proposals should be consistent with that Framework and the design codes for the neighbourhood.

## **POLICY W50: Turner Road Opportunity Area**

The Turner Road Opportunity Area, as shown on the Policies Map, is identified as a potential area for change and growth in the long term. Proposals will be expected to be delivered in accordance with the Turner Road Masterplan Framework to ensure the growth of this area and its infrastructure is delivered in a comprehensive, coordinated and coherent manner.

Development proposals should, where appropriate:

- a) Provide for an appropriate mix of housing to meet local needs in terms of tenure and property mix;
- b) Provide for a vibrant mix of everyday shops and services, to meet the changing needs of the emerging community without having an adverse impact on the effective operation of the town centre as set out by Local Plan policy ST14;
- c) Maintain a viable employment offer including affordable units to meet local business needs;
- d) Improve and increase usage of Worksop Station and its outbuildings;

Development should be designed to:

- a) Contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Station Quarter Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Turner Road, Carlton Road, Gateford Road and Worksop Station;
- c) Provide positive frontages to Turner Road, Carlton Road and Gateford Road frontages;
- d) Make efficient use of land, including through provision of mixed use development, and by promoting an appropriate density compatible with town living;
- e) Be up 3-5 storeys in height and of an appropriate scale to reflect local context, with the mix of uses carefully located and orientated to protect the amenity of neighbouring properties and to facilitate the ongoing operation of local business;
- f) Improve the character and quality of the area and the way it functions, with new buildings defining and enclosing streets with a distinctive built form on the Turner Road, Carlton Road, Blyth Road and Gateford Road frontages;
- g) Respond positively in scale, bulk and massing to the railway line and enhance its environmental value by creating a positive image to the railway line;
- h) Be sensitive and responsive to the historic character of the area's location partly within the Worksop Conservation Area, designated and non designated heritage assets, including Worksop Station;

- i) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of the street network, Turner Road, Carlton Road, Blyth Road and Gateford Road and green infrastructure;
- j) Deliver environmental improvements to Turner Road, Gateford Road and Carlton Road, particularly at the Turner Road/Carlton Road junction to reflect its role as a key intersection to the neighbourhood;
- k) Contribute to the delivery of new and improved public realm and open space in accordance with an area-wide public realm strategy that provides for the variety of activities expected to take place, including biodiversity and soft landscaping and a new people friendly space at Worksop Station;
- l) Contribute to urban greening through environmental remediation, biodiversity net gain, and sustainable drainage;
- m) Maintain and/or provide viable walking/cycling connections to existing educational facilities, public transport routes and Worksop Station including enhanced signage and lighting;
- n) Improve facilities for bus users by contributing to additional bus infrastructure along Turner Road to support an enhanced service in this neighbourhood;



## 19.2 Worksop Station

- 19.2.1 Comprising Worksop Railway Station, associated infrastructure and car parking, this site also contains a range of other uses within the station buildings including a café, public house and business units. The aspiration is to create a mixed use site, contributing to the sustainability of the Station Gateway.
- 19.2.2 Located adjacent to Carlton Road and Clarence Road, in close proximity to land east of Carlton Road (DPD002) allocation, as well as North Notts College; Worksop Station is within a 15 minute walk of the town centre, whilst shops and services can be found in the neighbouring Heart of Worksop along Carlton Road. Public transport is available within a 10 minute walk on Carlton Road, whilst the station has direct access to frequent services to Sheffield, Lincoln and Retford.
- 19.2.3 Worksop Station is therefore a key gateway to the town and its centre. It is an important transport hub; train and bus passengers can change their mode of transportation here. Despite the through flow of visitors on a daily basis the wider facility is relatively underutilised but offers great potential.
- 19.2.4 This potential has been acknowledged in recent years and improvements have been made to the Station facilities, including the introduction of new lighting and colour schemes and accessibility improvements.
- 19.2.5 Building on this, initially the focus will be to re-examine the current role of the station buildings as a key entrance point to the town and the commercial opportunities this brings. While the primary role of the station will remain the

safe and efficient movement of passengers from one mode to another, and to improve connectivity to the town, it also acts as the arrival point for many and so the vision and ambition of the town should be reflected in the quality of improvements at the Station.

- 19.2.6 The feasibility of reconfiguring the station buildings to create a more flexible multipurpose space, such as for meetings, should be investigated further. Designed well, this would help create a modern space that fully utilises the attractiveness of one of the station buildings, creating a focus for the community and local business as well.
- 19.2.7 Creating a more vibrant forecourt to the Clarence Road frontage will provide a more attractive gateway to the station and a lively, welcoming, people friendly Station Plaza. This will better integrate the station with the surrounding neighbourhood whilst maximising opportunities for commercial use on site.
- 19.2.8 Commercial opportunities at the station, such as retail or food and beverage, must be balanced with the development potential of the town centre. Such uses will serve station users and improve the visitor experience, but has the potential to serve the surrounding employment and residential neighbourhood. These opportunities will be scaled to ensure they do not interfere with the primary role of the station as a transport interchange, or impact on the demand and development potential of the town centre.
- 19.2.9 Adjoining the station building to the north are a series of former railway sheds, used for employment use. Potential exists to provide a more diversified business offer, for example as small scale workshop space, which can provide a different service compared to the town centre.
- 19.2.10 Potential exists in the longer term to reconfigure the customer facing internal space at the Station to deliver the highest quality of passenger experience, with modern facilities, provision of customer information and comfortable waiting facilities, which meets the highest levels of safety and environmental standards.
- 19.2.11 Quality public realm, which reflects and highlights the historical integrity of the Station, including durable attractive surfacing, lighting, seating, landscaping, directional and informative signage would provide an inviting gateway to the town and make an attractive space for use by the community.
- 19.2.12 The quick, safe and seamless interchange between multiple modes of transport, including cars, taxis, buses and electric vehicles will be strengthened. Sufficient space exists to support electric vehicle charging, potentially as a charging hub for wider use.

## **POLICY W51: Worksop Station**

Land at Worksop Station, as identified on the Policies Map, will be protected as a transport hub. Support will be given to proposals which strengthen and diversify the

offer on this site, as long as this does not prejudice the efficient operation of the transport hub. This will be achieved by:

- a) Optimising the use of the site through reconfiguration of existing buildings, including for employment and commercial use and meeting space;
- b) Intensifying the use of the site by providing for flexible space capable of accommodating a range of small scale, retail, food and beverage uses consistent with Local Plan Policy ST14;

Development proposals should:

- a) Be designed to contribute to successful place-making by positively reflecting the principles for the Station Quarter Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship with land uses and spaces within the site and its surroundings, taking into account the safe and efficient operation of the railway station;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability into and through the site for all users from Carlton Road and Clarence Road;
- d) Provide positive frontages to Carlton Road and Clarence Road;
- e) Ensure the scale, massing and height of buildings and structures is sensitive and responsive to the historic character of the site's location within the Worksop Conservation Area and the designated and non designated heritage assets on and near the site;
- f) Provide for a contemporary contextually appropriate people friendly plaza, which responds positively to local context and provides for the variety of activities expected to take place:
  - i. by contributing legible, safe, inclusive and inviting active travel links;
  - ii. by incorporating soft landscaping appropriate to its urban setting;
  - iii. through use of durable hard landscaping to ensure that the height, materials, colour, texture, detailing, lighting, street furniture, signage, refuse storage and public art complement the townscape;
  - iv. by ensuring boundary treatments along the site boundary clearly define private and public space;
- g) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths, to the site to maximise connectivity to Carlton Road, Clarence Road and to Carlton Road;
- h) Provide an appropriate level of car/cycle parking in accordance with Nottinghamshire County Council parking standards;
- i) Provide directional and informative signage to help guide visitors from the station towards the town centre and other facilities;



## 19.3 Land north of Turner Road

- 19.3.1 The site of the former Council landfill (2.23ha) is a long term vacant brownfield site. The aspiration is to provide residential development that will improve the

vitality in this part of Worksop Central, contributing to the creation of a vibrant, mixed use Station Gateway.

- 19.3.2 Located on the edge of a residential area, adjoining Norbridge Academy and a commercial area, bus services are within a 15 minute walk along Gateford Road and Carlton Road whilst Worksop Railway Station is 15 minutes away. Shops and services are within a 15 minute walk on Carlton Road.
- 19.3.4 The site is expected to provide for at least 80 affordable and low-cost units of a range of house types and sizes thereby diversifying the housing offer in this part of Worksop Central and significantly contributing to local housing needs. A site promoter is actively involved in the site. The site is therefore considered to be deliverable in the short-medium term.
- 19.3.5 Reflecting its former use the Turner Road site must be appropriately remediated prior to development. Appropriate intrusive site investigations and assessments will be required to reflect Local Plan policy 51, with appropriate remediation and mitigation sought to ensure that housing can be appropriately provided on site. Such works are also expected to deliver significant improvements to the local environment and water quality in the long term.
- 19.3.6 The design should seek to enhance the quality of the streetscape by creating a positive frontage to Turner Road. Design cues should be taken from local context and the design code for the neighbourhood to ensure the scale of the built form is compatible with its surroundings.
- 19.3.7 Quality public realm, which greens the local environment, such as through tree planting and quality landscaping should be incorporated along the boundaries of the site. New open space to meet the needs of new residents should be positioned to be well overlooked to encourage positive, active use, whilst enhancing the character of this mixed use area.
- 19.3.8 Given its proximity to the town centre, the railway station, Norbridge Academy and North Notts College, quality, safe, legible connections for pedestrians and cyclists should be integrated to maximise active travel for local journeys. This would also reinforce ambitions to create 15-minute neighbourhoods within the DPD area.

## **POLICY W52: Land North of Turner Road**

Land north of Turner Road, as identified on the Policies Map, will be redeveloped for high-quality, efficient and well-designed development. Its redevelopment for 80 affordable homes will be expected to identify how the development will positively contribute to the delivery of the vision and relevant priorities for the Station Gateway.

Development proposals should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding to evolving urban scale and character to positively reflect the principles for the Station Quarter



Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;

- b) Secure a coherent and appropriate functional relationship between the housing and open space, and the Norbridge Academy, and provide an appropriate transition from the surrounding businesses taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Turner Road and within the site;
- d) Provide a positive frontage to Turner Road;
- e) Be designed to achieve a higher density appropriate to local context to support a good mix of property types and open space that are compatible with urban living.

### **Good Quality Design**

- a) Be up to 2 storeys in height, of an appropriate scale with dwellings located and orientated to protect the amenity of neighbouring properties to the north;
- b) Appropriately mitigate contamination associated the former uses, informed by appropriate site investigations and assessments;
- c) Minimise internal heat gain through energy efficient design by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- d) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance to the street network and Turner Road;

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm and open space appropriate to local context that provides for the variety of activities expected to take place, including recreation, biodiversity and soft landscaping appropriate to locality;

### **Movement and Connectivity**

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths, that maximise connectivity to Worksop Train Station, North Notts College, Norbridge Academy and nearby employment uses;
- b) Provide one safe and suitable vehicular access point from the site on to Turner Road in conjunction with the existing infrastructure;

### **Infrastructure**

- a) Be supported by appropriate infrastructure, including a proportionate financial contribution to:
  - i. Deliver bus infrastructure to support residents needs
  - ii. Deliver enhanced health care facilities to support residents needs;
  - iii. Deliver primary and secondary school places to support residents needs;
  - iv. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## **19.4 Land to the east of Carlton Road**

- 19.4.1 Land to the east of Carlton Road is a large, long term vacant brownfield site (4.27 ha). A significant opportunity exists to positively re-develop and create a high quality, mixed use development, contributing to the creation of a vibrant Station Gateway.
- 19.4.2 This site will contribute quality residential development and a commercial and retail offer that diversifies the housing/business mix within the area and creates a more attractive, green space along the railway corridor. The scale and mix of commercial and retail uses should ensure no adverse impact on the effective operation of the town centre and the primary shopping area as required by Local Plan policy ST14.
- 19.4.3 Strategically located between North Notts College and the Sheffield-Lincoln railway line, in close proximity to Turner Road (DPD001) and Worksop Station, bus services regularly operate along the adjoining Carlton Road and Blyth Road. Shops and services are within a 15 minute walk on Carlton Road and Turner Road reducing the need to travel by car.
- 19.4.4 Design cues should be taken from local context - situated between Mr Straws (north) and Worksop Conservation Areas (south) - regard should be given to heritage assets and their settings in the locality, including the designated Worksop Station and signal box. A significant opportunity exists to create a positive focal point and landmark on this prominent corner that incorporates architectural references to Worksop Station and the area's railway heritage.
- 19.4.5 On its southern boundary the Sheffield-Lincoln railway line dominates. Within its buffer, ecological and amenity value should be appropriately enhanced, ensuring connectivity with neighbouring South Parade open space to the east. Reflecting its former use, remediation would be required which would secure environmental and water quality benefits.
- 19.4.6 Opportunities exist to strengthen active travel connections between Carlton Road, Worksop Station, North Notts College and Sunny Bank/South Parade, and Queensway by maintaining and enhancing existing public rights of way that cross the site. Part of the Carlton Road/Blyth Road frontage will be required to facilitate an improved junction to enhance highways safety.

## **POLICY W53: Land to the east of Carlton Road**

Land to the east of Carlton Road, as identified on the Policies Map, will be redeveloped as a high-quality, efficient and well-designed development that takes inspiration from the areas railway heritage. Its residential development of at least 71 2, 3 and 4 bedroom dwellings, and retail/commercial floorspace, subject to the provisions of Local Plan policy ST14, will be expected to identify how the development will positively contribute to the vision and priorities of the Station Gateway.

Development proposals should:

### **Local Character and Streetscape**

- a) Be designed to contribute to successful place-making by responding positively to urban scale and character to positively reflect the principles for the Station Quarter Character Area identified by the Worksop Central Characterisation Study and the Worksop Central Design Code;
- b) Secure a coherent and appropriate functional relationship between housing, commercial and retail uses, North Notts College to the north west and Worksop Station to the south west, taking into account the needs of the users of the development;
- c) Be integrated within the surrounding street network to improve access, connectivity and permeability for all users from Blyth Road and Carlton Road, to Queensway and South Parade;
- d) Be designed to improve connectivity with, and maximise the value of, existing neighbouring green spaces including the South Parade open space to the east;
- e) Provide positive frontages to Blyth Road and Carlton Road;
- f) Be designed to achieve a higher density to support a good mix of property types that are compatible with town living and to meet local needs.

### **Good Quality Design**

- a) For housing, be up to 3 storeys in height, of an appropriate scale with the mix of uses carefully located and orientated to protect the amenity of neighbouring properties to the east;
- b) Provide for contemporary, contextually appropriate architecture and design that is sensitive and responsive to local context, including a distinctive corner feature building to frame the Blyth Road/Carlton Road/Turner Road junction;
- c) Minimise and appropriately mitigate potential disturbance associated with exposure to noise and smell from neighbouring uses;
- d) Appropriately mitigate contamination associated the former uses, informed by appropriate site investigations and assessments;
- e) Minimise internal heat gain through energy efficient design by reducing the amount of heat entering properties through orientation, shading, fenestration and insulation as well as through the use of materials and urban greening;
- f) Respond positively in scale, bulk and massing to the railway line and enhance its environmental value and that of wider site, through environmental remediation, sustainable drainage, urban greening and biodiversity net gain;
- g) Be sensitive and responsive to the historic character of the site's location adjoining Mr Straws Conservation Area and proximity to Worksop Conservation Area, the designated and non designated heritage assets near the site;
- h) Create a walkable, liveable neighbourhood, by maximising opportunities for inclusive use and passive surveillance of the street network, Carlton Road, Blyth Road, green infrastructure and rights of way;

### **Public Realm**

- a) Contribute to the delivery of new and improved public realm and open space that provides for the variety of activities expected to take place, including public rights of way, biodiversity and soft landscaping appropriate to local context and to enhance its relationship with residential areas to the east;

## Movement and Connectivity

- a) Provide coherent, direct, safe, comfortable and attractive foot/cycle paths that maximise connectivity within Carlton Road, Blyth Road and South Parade/Queensway, and to maintain access to public rights of way that cross the site, to North Notts College and Worksop Station;
- b) Provide a safe and suitable vehicular access point onto Carlton Road/Blyth Road, including a new junction arrangement designed to accommodate the mix of uses on site;
- c) Be designed to reflect the principles of a 'low-vehicle neighbourhood';

## Infrastructure

- b) Be supported by appropriate infrastructure, including a proportionate financial contribution to:
  - i. Improve the local highways network;
  - ii. Deliver enhanced health care facilities to support residents needs;
  - iii. Deliver primary and secondary school places to support residents needs;
  - iv. Contribute to the delivery of the sustainable transport objectives in the Worksop Town Centre Travel Plan



## Delivery

The Council has already shown its commitment to the development of the Station Gateway by making land available at Turner Road (DPD001) for a unique build for rent scheme. It is anticipated that this site will drive the development of a greater mix of housing in the surrounding area.

The Council will provide further support to the development of the Station Gateway through:

- Where considered necessary and if feasible, direct involvement in the development of business/commercial opportunities in a similar way to the Creative Village;
- Facilitating the Turner Road Masterplan Framework to ensure the area, and associated infrastructure is developed comprehensively, to maximise investment opportunities;
- Strategic acquisitions / assembly of sites (using the Council's powers of compulsory purchase where necessary) to enable delivery;
- Securing funding or working with partners to assist with securing funding from Government agencies to intervene proactively to de-risk sites to support delivery, including site clearance and remediation;

## 21.0 Monitoring Framework

Policy	Link to Strategic Objectives	Indicator	Target
<b>Promoting Economic Vitality</b>			
<b>Policy W1:</b> Sustainable Business Growth	SO1, SO2, SO3, SO4, SO6, SO8, SO9, SO10	<ul style="list-style-type: none"> <li>A diversified business offer in Worksop Central by 2040</li> </ul>	<ul style="list-style-type: none"> <li>Increased number of approved planning applications for a range of business accommodation (Use Class E(c), E(g)) within Worksop Central by 2040;</li> <li>Increased number of approved proposals for independent and small scale business accommodation (Use Class E(c), E(gi)) in the Historic Bridge Street Area;</li> <li>Planning applications for co-location of business and other compatible uses as part of mixed use by 2040 for the following sites: <ul style="list-style-type: none"> <li>Priory Wharf (DPD011);</li> <li>Crown House (DPD010);</li> <li>Middletons (DPD018);</li> <li>Creative Village 2 (DPD014);</li> <li>Former Gas Works site (DPD013).</li> </ul> </li> <li>Increase number of approved planning applications for re-use of business premises and the re-use of upper floors for business use;</li> <li>Completed live-work units at the Former Gas Works Site (DPD013) by 2040;</li> <li>Completed and operational high quality further/higher education, skills and employment training hub at The WASH by 2022.</li> </ul>
<b>Policy W2:</b> Leisure and Culture	SO1, SO2, SO4, SO6, SO7, SO8, SO9, SO10, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>A diversified commercial leisure offer in Worksop Central by 2040</li> </ul>	<ul style="list-style-type: none"> <li>New commercial leisure and tourism development at Worksop Waterfront by 2040</li> <li>Creating a Restaurant Quarter, as identified on the Policies Map, as the focus for restaurants and complementary uses at the Market Square by 2040</li> <li>Increase evening economic provision in Worksop Central by 2040 at: <ul style="list-style-type: none"> <li>Historic Bridge Street;</li> <li>Restaurant Quarter,</li> <li>And at the Market Square</li> </ul> </li> <li>Increase number of approved planning applications for cultural and community facilities and performance space within the Cultural Quarters, as designated on the Policies Map;</li> <li>The establishment of Urban Room within the Historic Bridge Street Opportunity Area as a cultural tourism facility by 2040</li> </ul>

Policy	Link to Strategic Objectives	Indicator	Target
			<ul style="list-style-type: none"> <li>Increased number of civic spaces providing for civic and community events, performances and outdoor markets within Worksop Central by 2040</li> <li>New performance space at The Canch by 2040</li> <li>New people friendly space at Bridge Place y 2040</li> <li>New people friendly space at Priory Wharf (DPD011) by 2040</li> </ul>
<b>Policy W3:</b> Retail Strategy for Worksop Central	SO1, SO2, SO3, SO6, SO7, SO8, SO9, SO10, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>A diversified retail offer in Worksop Central by 2040</li> </ul>	<ul style="list-style-type: none"> <li>Decreased number of vacant units within the Primary Shopping Area annually;</li> <li>Increase number of approved planning applications for independent and nice retail within the Historic Bridge Street Opportunity Area.</li> <li>Continued promotion of thrice weekly markets</li> <li>Creation of new community events or markets within the town centre by 2040</li> <li>Delivered Creative Village and redevelopment of the Middletons site;</li> <li>The creation of The WASH</li> <li>Completed improvements to the Inspire Library and the Aurora Well-being Centre to enhance the services available.</li> <li>Securing multiple funding from Government agencies, and supporting partners to assist with regeneration</li> </ul>
<b>Quality Urban Living</b>			
<b>Policy W4:</b> Delivering Residential Development	SO1, SO2, SO4, SO5, SO6, SO8	<ul style="list-style-type: none"> <li>The provision of land for new homes in Worksop Central.</li> <li>The number of allocated housing units completed.</li> </ul>	<ul style="list-style-type: none"> <li>The delivery of at least 779 new dwellings on the housing allocation sites by 2040</li> </ul>
<b>Policy W5:</b> Housing estate maintenance, renewal and regeneration	SO1, SO5, SO6, SO7, SO8, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>The maintenance, renewal and regeneration of Worksop Central's Council owned housing estates at Sandy Lane (DPD006)</li> </ul>	<ul style="list-style-type: none"> <li>The regeneration of Worksop Central's Council owned housing estates at Sandy Lane (DPD006) by 2040</li> <li>No net loss in affordable housing numbers within Worksop Central by 2040</li> </ul>
<b>Policy W6:</b> Houses in	SO1, SO5, SO6	<ul style="list-style-type: none"> <li>No of completed multiple occupation housing in Worksop Article 4 Area.</li> </ul>	<ul style="list-style-type: none"> <li>Proposed or completed HMOs do not exceed 10% of the housing stock in a 100m buffer.</li> </ul>

Policy	Link to Strategic Objectives	Indicator	Target
Multiple Occupation		<ul style="list-style-type: none"> <li>The number of permitted change of use from single residential unit to HMO in Worksop Central.</li> </ul>	
<b>Creating a Sense of Place</b>			
<b>Policy W7:</b> High Quality Design	SO1, SO2, SO3, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>Referenced within other policy indicators.</li> </ul>	<ul style="list-style-type: none"> <li>No target identified by policy.</li> </ul>
<b>Policy W8:</b> Local Landmarks and Local Views	SO1, SO6, SO8, SO9, SO10	<ul style="list-style-type: none"> <li>Increased visual connectivity between local views and local landmarks within Worksop Central</li> </ul>	<ul style="list-style-type: none"> <li>Maintenance and enhancement of key views and landmarks in each neighbourhoods by 2040, as listed below:               <p><b>Station Gateway</b></p> <ul style="list-style-type: none"> <li>Maintain key views along Carlton Road towards Worksop Station (N) and Victoria Square (S), including by reducing traffic flow and enhancing public realm;</li> <li>Enhance views of Worksop Station and the listed junction box;</li> </ul> <p><b>Heart of Worksop</b></p> <ul style="list-style-type: none"> <li>Retain historic streetscape views st north from Victoria Square along Gateford Road and Carlton Road;</li> <li>towards St John's Church from Gateford Road and Sandy Lane;</li> </ul> <p><b>Worksop Waterfront</b></p> <ul style="list-style-type: none"> <li>Strengthen key views between heritage assets and public spaces, from the Chesterfield Canal, the Town Lock and Warehouse over the Canal;</li> <li>Historic Bridge Street and the Heart of Worksop to better connect Worksop Conservation Area north and south of the Canal;</li> <li>From Priory Wharf (DPD011) to Waddington's;</li> </ul> <p><b>Innovation District</b></p> <ul style="list-style-type: none"> <li>Maintain historic views east/west along Canal Road;</li> <li>Retain views of the former hose drying tower from Canal Road;</li> </ul> <p><b>Sandhill Quarter</b></p> <ul style="list-style-type: none"> <li>Maintain views south to the Chesterfield Canal;</li> </ul> <p><b>Historic Bridge Street</b></p> <ul style="list-style-type: none"> <li>Improve visual links east-west from Bridge Street to land and historic buildings to the rear through the yards and lanes;</li> <li>Strengthen the north-south view along Bridge Street, particularly from</li> </ul> </li> </ul>

Policy	Link to Strategic Objectives	Indicator	Target
			<p>the Market Square;</p> <ul style="list-style-type: none"> <li>- Improve visual connectivity between Castle Hill and the surrounding land and street network, particularly Newcastle Avenue;</li> </ul> <p><b>Southern Gateway</b></p> <ul style="list-style-type: none"> <li>- Maintain key views towards the Old Ship Inn from Park Street and Newgate Street (N);</li> <li>- Strengthen visual links between Bridge Street and the Market Square, including the Town Hall;</li> </ul>
<b>Policy W9:</b> Improving Public Realm	SO1, SO4, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>• An inclusive, safe, and well-connected network of public realm which improves the appearance, attractiveness and accessibility of Worksop Central</li> </ul>	<ul style="list-style-type: none"> <li>• The enhancement and creation of new public realm in each neighbourhoods by 2040, as listed below:</li> </ul> <p><b>Station Gateway</b></p> <ul style="list-style-type: none"> <li>• Creation of a new people friendly space at Worksop Station, including landscaping, seating and cycle storage;</li> <li>• Provision of urban greening including increased levels of tree planting via the Carlton Road east development (DPD002);</li> <li>• Additional directional signage from Worksop Station to the town centre and to North Notts College;</li> </ul> <p><b>Heart of Worksop</b></p> <ul style="list-style-type: none"> <li>• Creation of new people friendly spaces at Victoria Square including improved pedestrian/cycle links, new street furniture, lighting and landscaping: <ul style="list-style-type: none"> <li>○ at the junction with Carlton Road; and</li> <li>○ along Dock Road between Victoria Square and Portland Street;</li> </ul> </li> <li>• Provision of environmental improvements including pavement widening and urban greening on Carlton Road between the new link road and Victoria Square;</li> </ul> <p><b>Sandhill Quarter</b></p> <ul style="list-style-type: none"> <li>• Provision of directional signage to Sandhill Lake and interpretation at the lake to aid understanding of its environmental qualities;</li> <li>• Creation of new public spaces within Sandy Lane (DPD006) to connect new development with green infrastructure, including new street furniture, lighting and landscaping;</li> </ul> <p><b>Worksop Waterfront</b></p>



Policy	Link to Strategic Objectives	Indicator	Target
			<ul style="list-style-type: none"> <li>Creation of two new, well-connected linear people friendly spaces at Priory Wharf (DPD011) including urban greening, distinctive street furniture, public art and water features: <ul style="list-style-type: none"> <li>Along the frontage to the Chesterfield Canal;</li> <li>alongside the River Ryton,</li> </ul> </li> <li>Creation of a new people friendly space at Bridge Place at the junction with Watson Road, including improved surfacing and space for pop up uses;</li> </ul> <p><b>Innovation District</b></p> <ul style="list-style-type: none"> <li>Creation of a cohesive public realm that provides a distinct character connecting the Canal Road Quarter, via a new linear people friendly space along the River Ryton;</li> <li>Creation of a new outdoor meeting space within the Creative Village 2 (DPD014), including distinctive street furniture to support outdoor working;</li> </ul> <p><b>Historic Bridge Street</b></p> <ul style="list-style-type: none"> <li>Creation of a cohesive public realm that provides a distinct character for Historic Bridge Street, including street furniture, materials, lighting, public art;</li> <li>Opening of historic yards to enhance east-west connectivity through a unified palette of surface materials and street furniture;</li> </ul> <p><b>Southern Gateway</b></p> <ul style="list-style-type: none"> <li>Creation of an extended Market Square across Bridge Street, between Westgate and Potter Street, introducing unified quality street furniture and paving;</li> <li>Provision of environmental improvements at this important gateway including increased urban greening and street trees near the public sector hub and Mayfair Centre (DPD024);</li> <li>Provision of interactive public art and water feature to enhance the character of the gateway.</li> </ul>
<b>Policy W10:</b> Historic Worksop Central	SO1, SO4, SO6, SO9, SO10, SO11, SO14	<ul style="list-style-type: none"> <li>The amount of development permitted or completed that will adversely affect heritage assets.</li> <li>The amount of development permitted or completed that will adversely affect heritage assets per settlement.</li> </ul>	<ul style="list-style-type: none"> <li>Reduce/ mitigate the impact of developments on heritage assets.</li> <li>Aim for no increase in the no of designated assets on the Heritage at Risk Register.</li> <li>The amount of Design Quality Supplementary Planning Documents and associated design codes, Masterplan Frameworks and development briefs to inform the design made developed for Worksop Central</li> </ul>

Policy	Link to Strategic Objectives	Indicator	Target
		<ul style="list-style-type: none"> <li>No of listed buildings at risk.</li> <li>No and percentage of Listed Buildings (all grades), Scheduled Monuments, Registered Parks and Gardens, Registered Battlefields, conservation areas and heritage assets at Risk.</li> <li>No of historic buildings repaired and brought back into use.</li> </ul>	
<b>Supporting Healthy Communities</b>			
<b>Policy W11:</b> Creating Healthy Neighbourhoods	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO10, SO11, SO13, SO14	<ul style="list-style-type: none"> <li>The delivery of healthy, liveable and walkable 15 minute neighbourhoods</li> </ul>	<ul style="list-style-type: none"> <li>All Worksop Central DPD site allocations to fall within a 15 minute (1200 m) buffer from essential services, retail, leisure, commercial and employment offers by 2040</li> </ul>
<b>Policy W12:</b> Flood Management in Worksop Central	SO1, SO6, SO11, SO12, SO13, SO15	<ul style="list-style-type: none"> <li>The amount of development permitted or completed in a Flood Zones 2 and 3.</li> <li>Number of Planning Applications Granted with a Sustained Objection from the Environment Agency.</li> <li>Residential properties flooded from main rivers.</li> <li>Percentage or number of permitted developments incorporating SuDS</li> </ul>	<ul style="list-style-type: none"> <li>The successful completion of the River Ryton Flood Management Impact Zone and related mitigation measures by 2040.</li> </ul>
<b>Policy W13:</b> Green and Blue Infrastructure	SO1, SO2, SO4, SO6, SO7, SO8, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>Enhanced connectivity and provision to Worksop Central's green and blue infrastructure network</li> <li>Enhanced quality, multi-functionality, biodiversity and amenity value of existing green and blue infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>Established North to South green infrastructure and blue infrastructure connectivity and network between the Station Gateway and Southern Gateway by 2040</li> <li>Established West to East green infrastructure and blue infrastructure connectivity and network between Sandhill Lake and The Canch by 2040</li> <li>Reconfiguration of open space provision on Sandy Lane (DPD006) by 2040</li> </ul>
<b>Policy W14:</b> Enhancing Biodiversity and Tree Cover	SO1, SO7, SO9, SO10, SO11, SO12, SO13, SO15	<ul style="list-style-type: none"> <li>The amount of new space for Biodiversity net gain.</li> <li>The amount of land lost with high biodiversity value.</li> <li>No of losses/ creations of wildlife designations.</li> <li>No of trees within development site with preservation orders in place.</li> </ul>	<ul style="list-style-type: none"> <li>All new development to secure 10% biodiversity net gain overall in Worksop Central from 2025.</li> </ul>

Policy	Link to Strategic Objectives	Indicator	Target
		<ul style="list-style-type: none"> <li>Percentage of permitted developments providing biodiversity value e.g. green/brown roof, living wall, native planting.</li> </ul>	
<b>Policy W15:</b> Chesterfield Canal	SO1, SO2, SO4, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14	<ul style="list-style-type: none"> <li>Development alongside Chesterfield Canal to reintroduce interaction of Worksop Community with the waterfront</li> </ul>	<ul style="list-style-type: none"> <li>The producing of the Design Quality Supplementary Planning Document and associated design codes, Greening Bassetlaw Supplementary Planning Document and Masterplan Frameworks to inform healthy place-making principles and that of specific sites</li> <li>No. of development alongside the Chesterfield Canal with positive public realm improvements</li> <li>Complete redevelopment of the Canal Quarter by 2040</li> <li>Enhanced facilities at the Newgate Street Surgery by 2025</li> </ul>
<b>Promoting a Low Carbon Future</b>			
<b>Policy W16:</b> Supporting Efficient Development	SO1, SO5, SO6, SO9, SO11, SO13	<ul style="list-style-type: none"> <li>No of existing buildings that have been altered or retrofitted to achieve better efficiency</li> <li>Provision of living walls/roofs</li> </ul>	<ul style="list-style-type: none"> <li>Increase in living wall and green roofs provision within Worksop Central by 2040</li> </ul>
<b>Delivering an Integrated Area-Wide Transport Strategy</b>			
<b>Policy W17:</b> Promoting Active Travel	SO1, SO2, SO6, SO7, SO8, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>Significant improvements made to the existing active travel infrastructure throughout Worksop Central</li> </ul>	<p>The following road changes and planned programme of junction improvements and changes to the road network identified will be completed by 2040 below:</p> <ul style="list-style-type: none"> <li>reconfiguration of the road network to create a new north-south pedestrian/cycle link between the Southern Gateway and the Station Gateway;</li> <li>one way circulation along Bridge Street (between Potter Street-Newcastle Avenue) and Potter Street by prioritising pedestrians and cyclists, including pavement widening and a new cycle lane;</li> <li>new local connections for walking/cycling alongside new link roads at: <ul style="list-style-type: none"> <li>Portland Street/Gateford Road;</li> <li>Gateford Road/Carlton Road;</li> <li>Bridge Place/Central Avenue</li> </ul> </li> <li>new pedestrian crossings at Eastgate; Carlton Road; Bridge Street; Dock Road; North Notts College; and Worksop Station to give pedestrians priority;</li> <li>new and/or improved off road pedestrian/cycle links through new</li> </ul>

Policy	Link to Strategic Objectives	Indicator	Target
			<p>development:</p> <ul style="list-style-type: none"> <li>- Central Avenue (DPD007): between Central Avenue-Newcastle Avenue;</li> <li>- the Canal Quarter: between Beaver Place and Priorswell Road;</li> <li>- Priory Wharf (DPD011): along the waterways;</li> <li>- Gateford Road (DPD003): at Dock Road between Victoria Square-Portland Street;</li> <li>- Creative Village 2 (DPD014): improved bridge access to The Canch;</li> <li>- Sandy Lane (DPD006): between Sandy Lane and Gladstone Street;</li> <li>- East of Carlton Road (DPD002): between Carlton Road-Queensway/South Parade;</li> <li>• use of low traffic neighbourhoods in the Canal Quarter and at Sandy Lane (DPD006) to reduce traffic speeds, including grade pedestrian crossings to prioritise pedestrians;</li> <li>• improved east-west links from Bridge Street to Castle Hill via Plants Yard, and to Queen Street via Skittle Alley;</li> </ul>
<b>Policy W18:</b> Promoting Public Transport	SO1, SO6, SO8, SO10, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>• Significant improvements made to the existing public transport infrastructure throughout Worksop Central</li> </ul>	<ul style="list-style-type: none"> <li>• Accessibility to, and the directness and operational efficiency of bus services will be improved through the following planned programme of junction improvements and changes to the road network by 2040: <ul style="list-style-type: none"> <li>- two way traffic circulation capable of accommodating a bus service through Priory Wharf (DPD011), including the provision of a new stop within this gateway;</li> <li>- one way traffic circulation along Bridge Street (between Potter Street and Newcastle Avenue) including a new stop midway along Bridge Street;</li> <li>- one way circulation around the extended Market Square as part of a public realm enhancement scheme, including the relocation of bus stops to Potter Street;</li> <li>- reconfiguration of the road network at Victoria Square and between Carlton Road and Gateford Road, including the relocation of bus stops from Carlton Road to Gateford Road;</li> </ul> </li> </ul>
<b>Policy W19:</b> Managing Vehicular Traffic	SO1, SO6, SO8, SO10, SO14, SO15	<ul style="list-style-type: none"> <li>• Significant improvements made to the existing vehicular transport infrastructure throughout Worksop Central.</li> </ul>	<p>To ensure key road and junction improvements are delivered in a coherent and coordinated way on the following road network improvements by 2040 below:</p> <ul style="list-style-type: none"> <li>• Deliver a new two-way vehicular link between Central Avenue and Bridge Place via Priory Wharf (DPD011);</li> </ul>

Policy	Link to Strategic Objectives	Indicator	Target
			<ul style="list-style-type: none"> <li>• Create a new two-way vehicular link on land between Carlton Road and Gateford Road;</li> <li>• Create a new two-way vehicular link between Gateford Road and Portland Street;</li> <li>• Deliver a new one way vehicular route between Park Street/Westgate and Potter Street via Newgate Street, including a new one-way vehicular link between Newgate Street and Potter Street;</li> <li>• Reopen Bridge Street (between Potter Street and Newcastle Avenue) to northbound vehicular traffic as part of a one way system;</li> <li>• Create a new roundabout at Victoria Square;</li> <li>• Close access to Carlton Road from Victoria Square;</li> <li>• Improved signalisation at: <ul style="list-style-type: none"> <li>- Bridge Street/Newcastle Avenue;</li> <li>- Bridge Place/Watson Road;</li> <li>- Watson Road/Newcastle Avenue;</li> </ul> </li> <li>• Close Dock Road (between Victoria Square and Portland Street) to vehicular traffic ;</li> <li>• Deliver a new junction from Priorswell Road to Canal Road for vehicular traffic.</li> <li>• Options to introduce a 20mph zone within the one way system along Bridge Street/Potter Street/Newgate Street will be considered, subject to public and stakeholder consultation.</li> </ul>
<b>Securing Investment and Infrastructure</b>			
<b>Policy W20:</b> Delivering the Regeneration Strategy	SO1, SO2, SO3, SO4, SO5, SO6, SO10, SO11, SO12, SO13, SO14, SO15	• Delivery of all development allocated in the Worksop Central DPD as referenced within Appendix 2.	• Delivery of all development allocated in the Worksop Central DPD as referenced within Appendix 2.
<b>Policy W21:</b> Comprehensive Development	SO1, SO6, SO11, SO15	• Referenced within other policy indicators.	• No target identified by policy.
<b>Policy W22:</b> Safeguarded	SO1, SO6, SO12, SO14, SO15	• Protection of land to deliver transport infrastructure and flood management	Protection of land to 2040 to enable the following schemes: <b>Highways Network Improvements</b>

Policy	Link to Strategic Objectives	Indicator	Target
Land		measures	<ul style="list-style-type: none"> <li>- SGL1 Land at Newgate Street (W)/Potter Street for a new access</li> <li>- SGL2 Land at Newgate Street (W) to widen road capacity</li> <li>- SGL3 Land at Bridge Place to extend pedestrianisation</li> <li>- SGL4 Land at Priory Wharf to provide a new road link from Central Avenue to Bridge Place</li> <li>- SGL5 Land at Potter Street/Market Square to extend pedestrianisation of the Market Square</li> <li>- SGL6 Land at Gateford Car Park (DPD003) to provide a new road link between Gateford Road and Portland Street</li> <li>- SGL7 Land at the Regal to provide a new road link between Carlton Road and Gateford Road</li> <li>- SGL8 Land at Central Avenue (DPD007) to provide a new road link between Central Avenue and Newcastle Avenue</li> <li>- SGL9 Land at Victoria Square to provide for a new roundabout</li> <li>- SGL10 Land at Priorswell Road (DPD015) to provide a new road junction between Priorswell Road and Canal Road</li> </ul> <p><b>Flood management measures</b></p> <ul style="list-style-type: none"> <li>- SGL11 Canal Road Quarter (DPD013, DPD014 and DPD015)</li> </ul>
<b>Creating Distinctive Neighbourhoods</b>			
<b>Policy W23:</b> Creative Village, Phase 2	SO1, SO2, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>• No of dwellings completed on the Creative Village, Phase 2 allocation</li> <li>• Access to a variety of housing types</li> <li>• Amount of business and commercial floorspace on site</li> <li>• Provision of open space according to the Canal Quarter area-wide public realm strategy</li> </ul>	<ul style="list-style-type: none"> <li>• To have 20 new dwellings completed by 2040.</li> <li>• To have business and commercial floorspace on site by 2040</li> <li>• The completion of open space according to the Canal Quarter area-wide public realm strategy by 2040</li> </ul>
<b>Policy W24:</b> Former Gas Works Site, Canal Road	SO1, SO2, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>• No of dwellings completed on Former Gas Works site allocation</li> <li>• Access to a variety of housing types.</li> <li>• Provision of upgraded vehicular access onto Canal Road</li> <li>• Provision of open space according to the Canal Quarter area-wide public realm strategy</li> </ul>	<ul style="list-style-type: none"> <li>• To have 50 new dwellings completed by 2040.</li> <li>• To have 10 live-work units completed by 2040</li> <li>• The construction of a range of housing types, sizes and tenures.</li> <li>• The completion of open space according to the Canal Quarter area-wide public realm strategy by 2040</li> </ul>
<b>Policy W25:</b>	SO1, SO5, SO6, SO7,	<ul style="list-style-type: none"> <li>• No of dwellings completed Warehouse,</li> </ul>	<ul style="list-style-type: none"> <li>• To have 60 new dwellings completed by 2040.</li> </ul>

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Policy	Link to Strategic Objectives	Indicator	Target
Warehouse, Priorswell Road	SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<p>Priorswell Road on allocation</p> <ul style="list-style-type: none"> <li>• Access to a variety of housing types.</li> <li>• Provision of open space according to the Canal Quarter area-wide public realm strategy</li> </ul>	<ul style="list-style-type: none"> <li>• The construction of a range of housing types, sizes and tenures.</li> <li>• The completion of open space according to the Canal Quarter area-wide public realm strategy by 2040</li> </ul>
<b>Policy W26:</b> The WASH	SO1, SO2, SO6, SO8, SO9, SO10, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>• Completion of a well-designed education and training hub</li> </ul>	<ul style="list-style-type: none"> <li>• To have The WASH completed by 2022</li> </ul>
<b>Policy W27:</b> Bus Depot, Hardy Street	SO1, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>• No of dwellings completed Bus Depot, Hardy Street on allocation site</li> <li>• Access to a variety of housing types and older peoples' housing.</li> <li>• No of specialist housing for older people provided in Worksop Central</li> </ul>	<ul style="list-style-type: none"> <li>• To have 42 new apartments completed by 2040.</li> <li>• The construction of a range of housing types, sizes and tenures.</li> </ul>
<b>Policy W28:</b> Central Avenue	SO1, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>• No of dwellings completed Central Avenue on allocation</li> </ul>	<ul style="list-style-type: none"> <li>• To have 56 new dwellings completed by 2040</li> </ul>
<b>Policy W29:</b> Priory Warf	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>• No of dwellings completed at Priory Wharf allocation site</li> <li>• Access to a variety of housing tenures and types</li> <li>• Amount of business and commercial floorspace on site</li> <li>• Amount of retail, leisure and food and beverage floorspace on site</li> <li>• Provision of open space and public realms according to the area-wide public realm strategy</li> </ul>	<ul style="list-style-type: none"> <li>• To have 150 new dwellings completed by 2040.</li> <li>• The construction of a range of housing types, sizes and tenures.</li> <li>• To have business and commercial floorspace on site by 2040</li> <li>• To have retail, leisure and food and beverage floorspace on site by 2040</li> <li>• Delivery of new and improved public realm, open space in accordance with an area-wide public realm strategy by 2040</li> </ul>
<b>Policy W30:</b> The Canch	SO1, SO2, SO4, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>• Enhanced facilities and connectivity on site</li> </ul>	<ul style="list-style-type: none"> <li>• The provision of new toilets and changing place, accessible to disabled visitors by 2040</li> <li>• The provision of a new built performance area for the staging of events on the former nursery and bowling green site by 2040</li> <li>• The re-instatement of the pedestrian/cycle bridge between the Canch and Canal Quarter by 2040</li> </ul>

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Policy	Link to Strategic Objectives	Indicator	Target
<b>Policy W31:</b> Gateford Road Car Park	SO1, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed Gateford Road Car Park on allocation site</li> <li>Access to a variety of housing tenures and types</li> <li>Amount of business and commercial floorspace on site</li> </ul>	<ul style="list-style-type: none"> <li>To have 40 new dwellings completed by 2040.</li> <li>The construction of a range of housing types, sizes and tenures.</li> <li>To have business and commercial floorspace on site by 2040</li> </ul>
<b>Policy W32:</b> Worksop Fire Station	SO1, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Worksop Fire Station allocation site</li> </ul>	<ul style="list-style-type: none"> <li>To have 15 new apartments completed by 2040</li> </ul>
<b>Policy W33:</b> Sandy Lane	SO1, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>Total regeneration and renewal housing stock of the Sandy Lane allocation site</li> </ul>	<ul style="list-style-type: none"> <li>To agree plans to regenerate and renew 300 dwellings by 2040.</li> <li>The construction of a range of housing types, sizes and tenures.</li> <li>To agree plans to reorientate open space on site by 2040</li> </ul>
<b>Policy W34:</b> Sandhill Lake	SO1, SO4, SO6, SO7, SO8, SO10, SO11, SO13, SO14	<ul style="list-style-type: none"> <li>Enhanced facilities on site and connectivity to and from site</li> </ul>	<ul style="list-style-type: none"> <li>The provision of opportunities to engage with nature through wildlife friendly features and interpretation by 2040</li> <li>Incorporating an outdoor gym and/or trim trail around the lake's circular path by 2040</li> </ul>
<b>Policy W35:</b> Bridge Street Opportunity Area	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>Referenced within other policy indicators.</li> </ul>	<ul style="list-style-type: none"> <li>No target identified by policy.</li> </ul>
<b>Policy W36:</b> Crown House	SO1, SO2, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Crown House allocation site</li> </ul>	<ul style="list-style-type: none"> <li>To have 25 new apartment dwellings completed by 2040.</li> <li>To have business and commercial floorspace on site by 2040</li> </ul>
<b>Policy W37:</b> Newcastle Avenue	SO1, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Newcastle Avenue allocation site</li> </ul>	<ul style="list-style-type: none"> <li>To have 20 new dwellings completed by 2040.</li> </ul>
<b>Policy W38:</b> Land at Newcastle Avenue/Norfolk Street	SO1, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Land at Newcastle Avenue/Norfolk Street allocation site</li> </ul>	<ul style="list-style-type: none"> <li>To have 8 new dwellings completed by 2040.</li> </ul>



Policy	Link to Strategic Objectives	Indicator	Target
<b>Policy W39:</b> Lead Hill Car Park	SO1, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Lead Hill Car Park allocation site</li> </ul>	<ul style="list-style-type: none"> <li>To have 15 new dwellings completed by 2040.</li> </ul>
<b>Policy W40:</b> Middleton's	SO1, SO2, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Middleton's allocation site</li> <li>Amount of business and commercial floorspace on site</li> <li>Amount of food and beverage floorspace on site</li> </ul>	<ul style="list-style-type: none"> <li>To have 12 new dwellings completed by 2040.</li> <li>To have business and commercial floorspace on site by 2040</li> <li>To have a cafe on site by 2040</li> </ul>
<b>Policy W41:</b> Castle Hill	SO1, SO2, SO4, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14	<ul style="list-style-type: none"> <li>Enhanced facilities and connectivity on site</li> </ul>	<ul style="list-style-type: none"> <li>Extend the boundary of the park into the adjoining car park area by 2040</li> <li>Integrated new children's play area that responds to the landforms on site and the site's history by 2040</li> <li>Make provision for an appropriately designed non-permanent café structure on site, supported by outdoor seating by 2040</li> </ul>
<b>Policy W42:</b> The Acorn Theatre	SO1, SO2, SO4, SO6, SO8, SO9, SO10, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>Protect facilities and connectivity on site</li> </ul>	<ul style="list-style-type: none"> <li>No target identified by policy.</li> </ul>
<b>Policy W43:</b> Former Magistrates Court	SO1, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Former Magistrates Court allocation site</li> </ul>	<ul style="list-style-type: none"> <li>To have 10 new dwellings completed by 2040.</li> </ul>
<b>Policy W44:</b> Former Mayfair Centre	SO1, SO2, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Former Mayfair Centre allocation site</li> <li>Amount of business and commercial floorspace on site</li> </ul>	<ul style="list-style-type: none"> <li>To have 35 new dwellings completed by 2040.</li> <li>To have business and commercial floorspace on site by 2040</li> </ul>
<b>Policy W45:</b> Newgate Street Health Centre	SO1, SO4, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14	<ul style="list-style-type: none"> <li>Expand the health care facilities of the existing surgery</li> </ul>	<ul style="list-style-type: none"> <li>Reconfiguration and extension of the existing building onto vacant land to the west by 2040</li> </ul>
<b>Policy W46:</b> Worksop Public Sector Hub	SO1, SO2, SO4, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14	<ul style="list-style-type: none"> <li>Protection of the Public Sector Hub as a business, commercial and community services hub</li> </ul>	<ul style="list-style-type: none"> <li>Optimising the use of the site through reconfiguration and/or extension of the existing buildings by 2040</li> </ul>
<b>Policy W47:</b> Newgate Street Car Park	SO1, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Newgate Street Car Park allocation site</li> </ul>	<ul style="list-style-type: none"> <li>To have 15 new dwellings completed by 2040.</li> </ul>
<b>Policy W48:</b> Old Ship Inn Public	SO1, SO2, SO5, SO6, SO8, SO9, SO10, SO13,	<ul style="list-style-type: none"> <li>No of dwellings completed at Old Ship Inn Public House allocation site</li> </ul>	<ul style="list-style-type: none"> <li>To have 2 new live in apartment units completed by 2040.</li> <li>To have business and commercial floorspace on site by 2040</li> </ul>

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Policy	Link to Strategic Objectives	Indicator	Target
House	SO14,	<ul style="list-style-type: none"> <li>Amount of business and commercial floorspace on site</li> </ul>	
<b>Policy W49:</b> Worksop Market Square	SO1, SO2, SO4, SO6, SO7, SO8, SO9, SO10, SO11, SO12, SO13, SO14	<ul style="list-style-type: none"> <li>Extended Market Square and upgraded public realm</li> </ul>	<ul style="list-style-type: none"> <li>To have the Market Square extended so it borders the building line to the west and between the Westgate/Bridge Street and the Potter Street/Bridge Street junctions</li> <li></li> </ul>
<b>Policy W50:</b> Turner Road Opportunity Area	SO1, SO2, SO3, SO4, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>Referenced within other policy indicators.</li> </ul>	<ul style="list-style-type: none"> <li>No target identified by policy.</li> </ul>
<b>Policy W51:</b> Worksop Station	SO1, SO2, SO3, SO4, SO6, SO7, SO8, SO9, SO10, SO13, SO14	<ul style="list-style-type: none"> <li>Protection of the Worksop Station as a transport hub</li> <li>Enhancement of onsite facilities by providing for new employment and or commercial uses</li> <li>Enhancement of onsite facilities by providing for new small scale retail, food and beverage uses</li> </ul>	<ul style="list-style-type: none"> <li>Reconfiguration of existing buildings, including for employment and commercial use and meeting space by 2040</li> <li>Providing for flexible space capable of accommodating a range of small scale, retail, food and beverage uses by 2040</li> </ul>
<b>Policy W52:</b> Land North of Turner Road	SO1, SO5, SO6, SO7, SO8, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Land North of Turner Road allocation site</li> </ul>	<ul style="list-style-type: none"> <li>To have 80 new affordable dwellings completed by 2040</li> </ul>
<b>Policy W53:</b> Land to the east of Carlton Road	SO1, SO2, SO3, SO5, SO6, SO7, SO8, SO9, SO10, SO11, SO13, SO14, SO15	<ul style="list-style-type: none"> <li>No of dwellings completed at Land to the east of Carlton Road allocation site</li> <li>Amount of business and commercial floorspace on site</li> </ul>	<ul style="list-style-type: none"> <li>To have 71 new dwellings completed by 2040</li> <li>To have business and commercial floorspace on site by 2040</li> </ul>

## Glossary

Term	Abbreviation	Definition
Accessibility		The ability of people to use a range of transport methods in order to reach places and facilities.
Adoption		The final confirmation of a development plan or Local Development Document status by a local planning authority (LPA)
Affordable housing		<p>Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:</p> <p>a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</p> <p>b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.</p> <p>c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.</p>
Allocated Site		This describes sites which have been identified for a specific use e.g. housing.
Amenity		A positive element or elements that contribute to the overall character of an area, for example open land, trees, historic buildings and how they relate to each other.
Ancient Woodland		An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites

Term	Abbreviation	Definition
Ancillary Use/ Operations		A subsidiary or secondary use or operation closely associated with the main use of a building or piece of land.
Authority Monitoring Report	AMR	An annually produced report that assesses progress against targets in the Local Development Scheme and how well policies in the Local Plan are being implemented.
Biodiversity		The whole variety of life encompassing all genetics, species and ecosystem variations, including plants and animals.
Blue Infrastructure		Infrastructure which relates to water; both natural and man-made. This includes rivers, streams, ponds and lakes.
Brownfield Land		Land which is or was occupied by a permanent structure, including land within the structures curtilage. This excludes land occupied by agricultural or forestry buildings; land developed for minerals extraction or waste disposal; land in built up areas, such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
Build to Rent		Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.
Building regulations		Building regulations approval is required for most building work in the UK and are statutory instruments that seek to ensure that policies set out in the relevant legislation are carried out.
Built Environment		This term refers to the man-made surroundings that provide the setting for human activity, ranging in scale from buildings to parks.
Change of Use		A change in the way that land or buildings are used (see Use Classes). Planning permission is usually necessary in order to change from one 'use class' to another.
Character		A term relating to Conservation Areas or Listed Buildings, but also to the appearance of any rural or urban location in terms of its landscape or the layout of streets and open spaces, often giving places their own distinct identity.
Climate Change		Long-term changes in temperature, precipitation, wind and all other aspects of the Earth's climate. Often as a result of human activity and fossil fuel consumption.
Climate Change Mitigation		Action needed to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Combined Authority		A legal entity formed by two or more local authorities to take collective decisions across boundaries.
Community Facility		Facilities which provide for the health and wellbeing, social, educational, spiritual, recreational, leisure, or cultural needs of the community. This includes; community centres, libraries, leisure centres.
Community Infrastructure Levy	CIL	A levy allowing local authorities to raise funds from landowners and developers undertaking new development in order to fund necessary improvements to services, systems, or facilities needed by the development.
Comparison Goods		Retail items not bought on a frequent basis, for example durable goods such as clothing, household goods, furniture, DIY and electrical goods.

Term	Abbreviation	Definition
Conservation		The process of managing change to a historic asset in a way that sustains and enhances its significance.
Conservation Area		They are areas of special architectural or historic interest, of which the character or appearance are desirable to preserve or enhance.
Contaminated Land		This describes land polluted by heavy metals, oils and tars, chemicals, gases or asbestos substances.
Convenience Goods		Everyday goods, such as milk, newspapers and food. Shops which hold these items are usually close to people's homes so people can make many visits during the week.
D2N2		A Local Enterprise Partnership covering all local authority areas in Nottinghamshire and Derbyshire
Decentralised energy		Local renewable and local low-carbon energy sources.
Deliverable		Sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular: a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans). b) Where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years.
Density		The amount of development which takes place on a development plot. This is commonly used as a measure of either the number of habitable rooms per hectare or the number of dwellings built per hectare.
Deprived/ Deprivation		The damaging lack of material benefits considered to be basic necessities in society.
Designated heritage asset		A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Developable		Sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.
Developer Contributions		Payments which are made to the local authority to deliver infrastructure, which is required to make a development acceptable in planning terms.
Development plan		Defined in section 38 of the Planning and Compulsory Purchase Act 2004, this includes adopted Local Plans and made neighbourhood plans.
Duty to Cooperate		A legal test which requires cooperation between local planning authorities and public bodies to maximise the effectiveness of policies for strategic matters in Local Plans. It is separate from but related to the Local Plan test of soundness.
Ecological Network		These link sites of biodiversity importance for existing and future habitats.
Evidence Base		The information and data gathered by local authorities to justify the "soundness" of the policy approach set out in Local

Term	Abbreviation	Definition
		Development Documents, including physical, economic and social characteristics of an area.
Examination		The process by which an independent planning inspector examines a Local Plan, with any public recommendations, before publishing a report on its soundness.
Facilities		A place, amenity or piece of equipment provided for a particular purpose.
Flood Risk Assessment		An assessment of flood risk within a particular area so that development needs and mitigation measures can be carefully measured.
Flood Zones		National planning guidance sets out three levels of flood risk which can be mapped in zones. Zone 1 covers areas of little or no risk of flooding. Zone 2 covers areas with low to medium risk. Zone 3 covers areas of high risk. The Environment Agency produces and maps these zones and updates them every three months.
Green Infrastructure		A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Greenspace		A collective term for green and open space, which may or may not be publicly accessible. This includes parks and gardens, outdoor sports facilities, allotments, playing fields, cemeteries and churchyards.
Habitats Regulation Assessment	HRA	Formal assessment of the impacts of a plan or project on specific nature conservation areas, namely Special Protection Area (SPA), Special Area of Conservation (SAC) or proposed SPAs and Ramsar sites. The assessment is undertaken under the Habitats Directive and Regulations.
Heritage asset		A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic Environment		All aspects of the environment which result from the interaction between people and places through time. Including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. Elements of the historic environment which hold significance are called heritage assets.
Housing in Multiple Occupation	HMO	Housing where at least 3 tenants live there, forming more than 1 household and where they share toilet, bathroom or kitchen facilities with other tenants.
Housing Trajectory		A means of showing past and future housing performance by identifying the predicted provision of housing over a period of time.
Index of Multiple Deprivation	IMD	A Government published study that ranks the health of all neighbourhoods in England. It does so by combining a neighbourhood's score against a series of indicators, such as income, crime, employment, housing and health.
Infrastructure		Structures and facilities which support development including transport, green and social infrastructure such as roads, local open spaces, schools, health provision, and utilities.
Infrastructure Delivery Plan	IDP	Identifies the infrastructure projects required to deliver the Local Plan and its policies including, physical, social and green infrastructure outlining how and when it is anticipated that infrastructure will be funded. The IDP is a live document that the council will monitor and review on a regular basis to reflect

Term	Abbreviation	Definition
		the current circumstances and inform the development management process.
Land Availability Assessment	LAA	An assessment which aims to identify land that may be appropriate for development (residential, employment or Gypsy and Traveller sites). It assesses the availability, suitability and achievability of potential sites. All sites identified are subject to assessment made in stages following the LAA methodology.
Listed Buildings		Designated heritage assets of national importance, and are included on the statutory list of buildings of special architectural or historic interest.
Local Centre		Includes a range of small shops and perhaps limited services of a local nature, serving a small catchment.
Local Development Scheme	LDS	The Local Development Scheme sets out the Council's programme and timetable for preparing Local Development Documents, including the Local Plan.
Local Distinctiveness		The positive features of a place and its communities which contribute to its special character and sense of place.
Local Enterprise Partnership	LEP	A voluntary partnership between private and public stakeholders, set up to guide local economic priorities and to promote local economic growth.
Local Nature Reserves	LNR	Places with wildlife and or geological features that are of special interest locally.
Local Plan		A plan for the future development of the District, drawn up by the local planning authority in consultation with the community. Also known as a development plan document adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.
Local Planning Authority	LPA	This is the local government body that is empowered by law to exercise planning functions for a particular area.
Local Transport Plan		The Nottinghamshire Local Transport Plan sets out the transport strategy to 2026 for the County.
Local Wildlife Sites	LWS	Locally designated sites that are considered to have county-level biological or geological significance.
Low carbon technologies		Those that can help reduce emissions (compared to conventional use of fossil fuels).
Main town centre uses		Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major development		For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m <sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
Market Housing		Describes the housing to rent or buy on the open market.
Masterplan		A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a development on a site or a group of sites. To provide detailed guidance for subsequent planning applications.
Mineral Safeguarding Area		An area designated by Nottinghamshire County Council which covers known deposits of minerals which are desired to be kept

Term	Abbreviation	Definition
		safeguarded from unnecessary sterilisation by non-mineral development.
Mitigation		The efforts to reduce or prevent the impact of an action.
Mixed Use		Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
National Planning Policy Framework	NPPF	The framework sets out planning policies at a national level and provides guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.
Neighbourhood Plan		Produced by a designated Parish Council or Neighbourhood Forum for a defined neighbourhood area, using powers put in place by the 2011 Localism Act. Once made the Neighbourhood Plan forms part of the Development Plan for the area covered and carries weight in planning decisions.
Non-designated Heritage Asset		Defined as having a positive significant impact in heritage terms, but is not subject to statutory protection
Older People		People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.
Open Space		All open space of public value, including not just land, but also areas of water which offer important opportunities for sport and recreation and can act as a visual amenity.
People with Disabilities		People have a disability if they have a physical or mental impairment, and that impairment has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.
Planning and Compulsory Purchase Act 2004		The Act introduces: a statutory system for regional planning, a new system for local planning, reforms to the development control and compulsory purchase and compensation system and removal of crown immunity from planning controls.
Planning Condition		A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning Obligation		A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Planning Permission		Formal approval sought from a local planning authority to allow a proposed development to proceed, often granted with conditions.
Planning Policy Guidance	PPG	Regularly updated online guidance that accompanies the policies set out in the National Planning Policy Framework (see above). It provides additional detail about how different issues are expected to be addressed.
Playing field		The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
Policies Map		An Ordnance Survey based map, which geographically explains the key policies including designations and allocations.
Pollution		Anything which effects the quality of the land, air, water, or soils which might lead to an adverse impact on human health, the natural environment, or general amenity.



Term	Abbreviation	Definition
Primary Shopping Area		Defined area where retail development is concentrated.
Priority Habitats and Species		Species and Habitats of Principal Importance included in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006.
Protected Species		Plant and animal species afforded protection under certain Acts of Parliament and Regulations.
Public Realm		The publicly accessible external space including pavements, streets, squares and parks.
Quality of Life		The general well-being of a person or society, defined in terms of health and happiness, rather than wealth.
Regeneration		The economic, social and environmental renewal and improvement of urban or rural areas.
Renewable and low carbon energy		Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Retail Floor Space		Total area of a property that is associated with all retail uses. Usually measured in square metres. May be expressed as a net figure (the sales area) or in gross (including storage, preparation and staff areas).
Retail Offer		The range and mixture of different quality, sizes and types of shop, within or outside town or local centres.
Scheduled Monuments		Nationally important sites and monuments given legal protection by being placed on a list, or 'schedule' under the Ancient Monuments and Archaeological Areas Act 1979
Section 106 Agreement	S106	A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain necessary extra works related to a development are undertaken.
Self-build and custom-build housing		Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual for market or affordable housing.
Sequential Test		A planning principle that seeks to identify, allocate or develop certain types or locations of land before others. For example, brownfield housing sites before greenfield, or town centre retail sites before out-of-centre sites.
Setting of a heritage asset		The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Sheffield City Region	SCR	Covering the local authority areas of Barnsley, Bassetlaw, Bolsover, Chesterfield, Derbyshire Dales, Doncaster, North East Derbyshire, Rotherham and Sheffield.
Significance for heritage		The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

Term	Abbreviation	Definition
Site Allocations		Parcels of land that have been allocated through the Local plan to be developed for a particular use.
Site of Special Scientific Interest	SSSI	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Special Area of Conservation	SAC	Are sites designated under the Habitats Directive. These sites, together with Special Protection Areas (or SPAs), are called Natura sites and they are internationally important for threatened habitats and species.
Specialist Housing		Housing to meet the needs of groups of people who may be disadvantaged, such as the elderly, the disabled, students, young single people, rough sleepers, the homeless, those needing hostel accommodation, key workers, travellers and occupiers of mobile homes and houseboats.
Special Protection Areas	SPA	Classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for breeding, feeding, wintering or the migration of rare and vulnerable species.
Starter Homes		Specified in Sections 2 and 3 of the Housing and Planning Act 2016
Strategic policies		Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.
Statement of Community Involvement	SCI	Sets out the processes to be used by the local authority in involving the community in the preparation, alteration and continuing review of all local development documents and development control decisions.
Strategic Environmental Assessment	SEA	This term is used internationally to describe the environmental assessment of plans, policies and programmes. This environmental assessment (the SEA Directive) looks at the effects of certain plans and programmes on the environment. See Sustainability Appraisal.
Strategic Flood Risk Assessment	SFRA	Maps all forms of flood risk and forms the evidence base to locate development primarily in low flood risk areas (Zone 1). Areas of 'low' (Zone 1) 'medium' (Zone 2) and 'high' (Zone 3) risk are mapped using data collected from many sources including the Environment Agency and water utility companies.
Strategic Sites		A site allocated in a Local Plan which is central to the achievement of the Plan strategy.
Sui-Generis		A term given to the uses of land or buildings, not falling into any of the classes identified by the Use Classes Order 2005, for example, car showrooms and petrol filling stations.
Supplementary Planning Document	SPD	Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal	SA	Ongoing assessment of the environment, economic and social impacts of a new plan. This includes evaluating different policy options to judge the most sustainable approach. It is a legal requirement of the plan-making process.
Sustainable Development		World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".

<b>Term</b>	<b>Abbreviation</b>	<b>Definition</b>
Sustainable Drainage Systems	SuDS	Systems for dealing with the surface water run-off generated by new development without using networks of pipes. They are intended to replicate natural systems. Methods include the use of rills, swales, porous membranes/surfaces, gravel filters, water bodies, balancing ponds and reedbeds. Positive benefits include improved flood control and enhancements for wildlife, landscape and amenity value of developments.
Sustainable Transport/ Travel		Often meaning walking, cycling and use of public transport (and in some instances 'car sharing'), which is considered to be less damaging to the environment and reduce traffic congestion and pollution.
Town Centre		Area defined on the policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. Excludes small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.
Town Centre Uses		These are uses other than shopping that are commonly found in town centres, including, retail, social, leisure and cultural, housing, employment and other uses.
Transport Assessment		A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.
Travel Plan		A long- term management strategy for an organisation or site to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Tree Preservation Order	TPO	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.
Use Classes		The Town and Country Planning (Use Classes) Order 2020 (as amended) puts uses of land and buildings into various categories.
Viability Assessment		A calculation of whether new development will make an acceptable profit for a private developer. The assessment takes into account factors such as land, building and borrowing costs, alongside any contributions requested by a local authority towards infrastructure, affordable housing and open space.
Vitality		Vitality in terms of retailing, the capacity of a centre to grow or develop its likeliness and level of activity.
Windfall Sites		Sites not specifically identified in the development plan (where it has not been allocated for housing through a plan document).

## Appendix 1: Evidence

Bassetlaw Core Strategy and Development Management Policies DPD, BDC, 2011  
National Planning Policy Framework, MCHLG, 2019  
Statement of Community Involvement, BDC, 2020  
Vision 2030: D2N2 Strategic Economic Plan, D2N2 Local Economic Partnership, 2018  
Our Strategic Economic Plan 2020-2040, Sheffield City Region, 2020  
Nottinghamshire Minerals Local Plan Publication Version 2019-2036, Nottinghamshire County Council, 2019  
Nottingham Waste Core Strategy 2013, Nottinghamshire County Council, 2013  
Bassetlaw Council Plan 2019-2023, BDC, 2019  
Bassetlaw Local Development Scheme, BDC, 2021  
Bassetlaw Housing and Economic Development Needs Update, GL Hearn, 2020  
NOMIS (2018)  
ONS (2019)  
Facts about Bassetlaw, by ward, Local Government Association (LGA) (2018)  
Bassetlaw Health Profile, Public Health England, 2019  
Indices of Multiple Deprivation, [www.gov.uk](http://www.gov.uk), 2019  
Bassetlaw District profile, Nottinghamshire Insight, 2019  
Nottinghamshire County Joint Strategic Needs Assessment, Nottinghamshire Health and Well-Being Board, 2020  
Bassetlaw Authority Monitoring Report 2016-2021  
Worksop Town Centre Masterplan 2021  
Bassetlaw Retail and Leisure Study 2017  
Worksop Central Land Availability Assessment 2021  
Worksop Central Sustainability Appraisal 2021  
Worksop Central Whole Plan Viability Assessment 2021  
Bassetlaw Housing Strategy 2021  
Worksop Central Characterisation Study and Design Code 2021  
Worksop Conservation Area Character Appraisal and Management Plan, 2011  
Mr Straws Conservation Area Character Appraisal and Management Plan, 2011  
The WASH planning permission – planning reference 20/00696/COU  
Worksop Town Centre Screening Assessment, 2021  
Worksop Central Transport Strategy, 2021  
Worksop Central Green Infrastructure Strategy, 2021  
The Canch Management Plan, 2019  
Middletons planning permission – planning reference 19/00941/FUL  
Acorn Theatre Dance School planning permission – planning reference 15/00359/FUL

Appendix 2: Phasing Programme

Site ref	Site summary	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2031-32	2032-33	2033-34	2034-35	2035-36	2036-37	2037-38	2038-39	2039-40	Key infrastructure
DPD013	Former Gas Works Site – housing										FMS	FMS					TI					Flood Management Scheme (on site) Transport Improvements (on/off site)
DPD013	Former Gas Works Site – employment										FMS	FMS					TI					Flood management scheme (on site) Transport improvements (on/off site)
DPD014	Creative Village 2 - employment										FMS	FMS		TI								Flood management scheme (on site) Transport improvements (on/off site)
DPD014	Creative Village 2 - housing										FMS	FMS			TI							Flood management scheme (on site) Transport improvements (on/off site)
DPD015	Warehouse, Priorswell Road - housing										FMS	FMS				TI						Flood management scheme Transport improvements (on/off site)
DPD012	The WASH - education																					-
DPD009	Bus Depot, Hardy Street - housing										FMS	FMS										Flood management scheme (off site)
DPD007	Central Avenue - housing										FMS	FMS			TI							Flood management scheme (off site) Transport Improvements (on/off site)
DPD011	Priory Wharf – commercial leisure/retail								TI	FMS				PR						PR		Flood management (on site) Transport improvements (on/off site) Public realm improvements (on site)
DPD011	Priory Wharf – housing								TI	FMS						PR					PR	Flood management (on site) Transport improvements(on/off site)
DPD010	Crown House - commercial										FMS	FMS										Flood management scheme (off site)
DPD010	Crown House - housing										FMS	FMS										Flood management scheme (off site)
DPD003	Gateford Road Car park - housing							TI														Transport improvements (on/off site)
DPD003	Gateford Road Car park - commercial							TI														Transport improvements (on/off site)
DPD005	Workshop Fire Station site - housing																					-
DPD006	Sandy Lane - housing																	TI				Green infrastructure improvements (on site) Transport Improvements (on site)
DPD017	Newcastle Avenue Garage - housing										FMS	FMS										Flood management scheme (off site) Green infrastructure improvements (off site)
DPD016	Land at Newcastle Avenue/Norfolk St - housing										FMS	FMS										Flood management (on site)
DPD019	Lead Hill Car Park - housing										PR											Public realm improvements (off site)
DPD018	Middletons - employment			PR																		Public realm improvements (on site)
DPD018	Middletons - housing										PR											Public realm improvements (on site)
DPD025	Former Magistrates Court - housing							PR														Public realm improvements (off site)
DPD024	Mayfair Centre - commercial												TI				PR					Transport improvements (on/off site) Public realm improvements (off site)
DPD024	Mayfair Centre - housing												TI					PR				Transport improvements (on/off site) Public realm improvements (off site)
DPD020	Old Ship Inn Public House – commercial leisure																					-
DPD020	Old Ship Inn Public House – housing																					-
DPD023	Newgate Street Car Park - housing												PR									Public realm improvements (off site)
DPD001	Turner Road - housing									GI												Green infrastructure improvements (on site)
DPD002	Land east of Carlton Road – commercial/retail				TI																	Transport improvements (on/off site)
DPD002	Land east of Carlton Road – housing				TI					GI												Transport improvements (on/off site) Green infrastructure improvements (on site)

Key

Housing delivery

Flood management scheme delivery

TI – transport infrastructure delivery

Employment/commercial delivery

Public realm delivery

Conception/planning/site preparation