THE AVENUE AREA STRATEGIC FRAMEWORK
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# INTRODUCTION

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01 / SECTION 1.1 / PURPOSE AND STATUS
OF THE DOCUMENT

PURPOSE
The purpose of the Avenue Area Strategic Framework is to:

- Set out a place-making vision and strategic objectives for the Avenue area.
- To establish a clear place making framework and design principles for the Avenue Area and to support the delivery of NEDDC and the Homes and Communities shared vision for this strategic site and to inform any subsequent master planning and planning applications submitted.
- To provide guidance with which to assess planning applications and to ensure the delivery of the wider Avenue Area as a comprehensive and integrated place.
- Provide a co-ordinated and consistent approach to development within the Avenue area.
- Act as a marketing tool to attract private investment and to guide public spending when it becomes available.

This framework does not include a detailed layout for development at the Avenue. However, it is expected that individual landowners/development promoters will develop detailed illustrative layouts and/or masterplans for their landholdings as part of their planning submissions that address and reflect the objectives and guidance in this strategic document and complement adjacent areas.

Where outline planning applications are submitted, it is likely that development of a subsequent Design Code will be a requirement of any planning permission granted.

This document should also be read in tandem with a range of more detailed planning and design guidance which can be downloaded from NEDDC’s website. These include:

- Successful Places Supplementary Planning Document - when adopted
- Sustainable Buildings SPD
- Affordable Housing SPD

STATUS OF THE AVENUE AREA STRATEGIC FRAMEWORK
The framework is not a document that formally allocates land for development. It has evolved in response to landowner/developer interest in redeveloping the Avenue site and the adjoining areas of land. It provides place-making and design guidance should applications be received so that they may be considered in relation to one another rather than in isolation. The primary consideration in determining applications will remain with the Development Plan and the National Planning Policy Framework (NPPF), along with all other material matters. The framework provides guidance on the suitability and spatial arrangement for where new uses may generally be located and associated design guidance that new development will need to address. The Council has adopted the Avenue Area Strategic Framework as planning guidance and it will therefore be a material planning consideration in determining planning applications submitted for development. The Council may wish to adopt the document as a Supplementary Planning Document to support its emerging Local Plan.
The following vision to guide comprehensive and integrated development within the Avenue Area, should applications be submitted, was agreed:

- It will be a mixed use new development.
- It will promote and accommodate sustainable transport solutions for pedestrians, cyclists, buses and cars; and residents will benefit from being able to access a range of sustainable transport choices to get around the development and to key destinations.
- The new community will be well-linked to local villages, Chesterfield, the local green network and other local attractions.
- It will include a range of house types to meet local housing need as well as a range of appropriate facilities grouped around a community hub to meet residents’ day-to-day needs.
- Development at the Avenue Area will be of the highest quality design and highly energy efficient with appropriate low carbon technologies.

The Council wishes to ensure that the wider Avenue Area will deliver a sustainable development that provides a place where people wish to live, visit and do business. In respect of defining the vision in terms of design quality and energy efficiency/low carbon as set out above, the Council’s aspirations are that the site will deliver the following:

- A Building for Life score of 16 (out of 20) equating to a “Gold” standard.
- Code Level 4 of Code for Sustainable Homes and BREEAM excellent for non domestic buildings.
- Creation of a memorable, multi-functional and sustainable green space network that significantly contributes to the place-making qualities of the new community to be created here, links to the surrounding green networks in the wider area, contributes to the Avenue Area becoming an attractive recreation destination and enhances the visual and ecological attractiveness of the River Rother.

In achieving the first of these targets (Building for Life), NEDDC will assess all relevant planning applications for development within the Avenue Area using the Building for Life methodology. To aid the designers of proposed developments in achieving a minimum score of 16, this Framework highlights areas where the guidance provided relates to specific Building for Life questions.

In achieving the second of these targets, attention is drawn to NEDDC’s Supplementary Planning Document ‘Sustainable Buildings’. Planning applications for development within the Avenue Area will be required to demonstrate how the proposed development will achieve the sustainability targets set out above. To aid the development of future planning applications within the Avenue Area, this Framework highlights the opportunities for creating highly sustainable development where appropriate.

In addition, the Council will seek stakeholder involvement and consultation on issues relating to the future development of the Avenue Area to be of an exemplar status.

For the purposes of developing and testing a comprehensive framework, the following definition of what a mixed use development within the Avenue Area might comprise was used:

- In view of the Council’s emphasis on securing a significant employment focus at the Avenue, 10% of the net development area (approximately 4.5 hectares) to be employment uses.
- Up to 1100 new homes.
- Community facilities potentially including a school and shop.
- Public open space and landscaping.
- Ancillary infrastructure.
The Avenue Area, as defined within this Strategic Framework document, comprises 120ha within a number of ownerships to the east of the A61 and adjacent to the village of Wingerworth. A significant proportion of the site previously comprised the now defunct Avenue Coking Works which is currently the subject of a major remediation program due to be completed in 2015. The River Rother and main railway line run along the site and the remediation works will result in significant areas of green space and ecological areas being created. Traditionally the Avenue Coking Works was a place of innovation in respect of mining and production of smokeless fuel processes. The works ceased production in 1992 but remains a strong local cultural reference.

Planning permission was granted in 2007 for remediation of the old Avenue Coking Works and to create a development platform on a portion of the site suitable for development as well as extensive green landscaped areas and recreation facilities. Outline planning permission was granted to Coal Products Limited (CPL) in 2007 for a mixed-use development including residential class B1/B2 uses with associated landscaping, access and parking. An application to renew this consent was submitted in 2010 - this application has not yet been determined.

In view of the requirements of saved policy E4 of the North East Derbyshire Local Plan to agree a development brief to guide the form of any comprehensive approach to redevelopment of the former Avenue Coking Works, the identification of the site as a “strategic site” in the emerging Local Plan and pressure from landowners to submit planning applications for development, NEDDC decided in conjunction with the landowners of the former Avenue site and the adjoining land to the west to work collaboratively to develop a Strategic Framework to guide the form of future development within the wider Avenue Area. The boundaries of the wider Avenue Area covered by this Framework document are shown on page 15.

NEDDC and three landowners/development promoters signed a Planning Performance Agreement (PPA) in 2011 that set out how they would work collaboratively to develop ideas about a comprehensive development framework for the Avenue Area to inform any planning applications that would be made subsequently for development within the Avenue Area. The PPA also addressed the need to consult and engage with the local community and other key stakeholders on the emerging ideas.
**NATIONAL, REGIONAL AND LOCAL**
Planning decisions must be taken in accordance with the Development Plan as set out in the Planning and Compulsory Purchase Act 2004 and Town and Country Planning Act 1990 unless material considerations indicate otherwise. In addition the National Planning Policy Framework (NPPF) is a material consideration in planning decisions.

**NATIONAL POLICY**
The National Planning Policy Framework indicates that planning should contribute to sustainable development and that it should proactively drive and support economic development to deliver homes, businesses and industrial units, infrastructure and thriving local places seeking high quality design and a good standard of amenity for future occupants of land and buildings. In addition, it seeks to conserve and enhance the natural environment and encourage the effective use of land by reusing previously developed sites.

**THE DEVELOPMENT PLAN**
The Development Plan comprises the Council’s own Local Plan and, as it is developed, the emerging revised Local Plan (in the process of production).

**LOCAL PLAN**
In the Council’s Local Plan (adopted Nov 2005) the Avenue site (comprising those areas currently within the ownership of the HCA and CPL) was allocated as a mixed use site where:

“planning permission will be granted for a mixed use redevelopment...The mix of uses should comprise employment, housing, recreation and open space uses. The emphasis of the development should however be on employment generating uses within classes B1, B2 and B8...

Any residential development on the site during this plan period must be justified, particularly in terms of regional and strategic guidance relating to housing land supply.”

It was noted that the redevelopment proposals should include for the reclamation of the sites in active employment use first, provide an upgraded southern access to the site or a new access, provide opportunities for a cross site link between the A61 and the A617, new housing should link to existing and new facilities, improve pedestrian and cycle links, ensure accessibility for public transport, maintain and improve habitat and species and provide structural landscaping and the provision of open space.

Local Plan Policy GS2 relating to Development in the Green Belt is also of note given the proximity of the green belt to the northern boundary of the Avenue Area site.
FUTURE DIRECTION
Since publication of the 2005 Local Plan, preparation has begun on the Council’s revised Local Plan. This began in 2006 and a consultation on the issues and options took place in April 2009.

Mindful of provisions for the Avenue in the 2005 Local Plan which covered the period 2001 to 2011 and changing policy, the emerging Local Plan has identified the Avenue site as a “strategic site” for consultation purposes. This, in addition to the age of the existing Local Plan and the ongoing need to ensure a sustainable level of housing land supply within the District has led the Council to review how the Avenue may be developed comprehensively to reflect changing circumstances. This is reflected in the vision for the Avenue area as set out on page 7 of this document.

It is envisaged that the Avenue site will be cleared and remediated by 2015, and the opportunity exists to develop the site allocated in the 2005 Local Plan along with adjoining land between the site and the nearby A61 in a coordinated and holistic manner without adversely affecting any other interest of acknowledged importance.

The PPA referred to above demonstrates the Council’s willingness to consider a wider development area to achieve a quality comprehensive development. This document builds on the importance of the Avenue as a strategic site within North East Derbyshire and the philosophy of good planning by including adjoining land within a wider comprehensive redevelopment area.

The emerging Local Plan will be the subject of a sustainability appraisal. In view of that, it is considered that a separate sustainability appraisal for this Framework document is not required.
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02 / SECTION 2.1 / THE SITE AND ITS SURROUNDINGS

INTRODUCTION
This section provides key background information about the Avenue Area and its surroundings. This ‘baseline’ information is important in helping to identify key features and influences, and has helped guide our approach to developing the design framework for the site. The background material will need to be borne in mind by applicants as it will provide valuable guidance for the subsequent development of individual applications.

The Avenue area is located alongside the A61 (Derby Road), to the east of the village of Wingerworth and three miles south of Chesterfield. Other settlements in close proximity to the Avenue Area are Grassmoor, Tupton, Hasland and Birdholme, with the latter two forming part of the southern urban fringes of Chesterfield. The town of Clay Cross lies 3.5 miles further to the south. The Hunloke Estate lies immediately to the south of the Avenue Area, on the opposite side of Mill Lane. Land immediately to the north and east of the Avenue Area is designated as Green Belt. This designation aims to maintain the openness of the land surrounding Chesterfield’s main urban area.

The existing land uses within the Avenue Area include:

- Redundant brownfield land, much of which is already under remediation.
- Agricultural land and associated buildings.
- Existing commercial and industrial activities, including offices and manufacturing.
- Formal and informal recreation space.
- Green open space, woodland, wetland and ecology areas.
- Residential properties and their curtilages.

The extent of the Avenue Area, and the various landholdings within it, is shown at Figure 2.0. The area is approximately 120ha in total and the individual landholdings break down as follows:

- Homes and Communities Agency - 98ha
- Taylor Wimpey UK Ltd - 11ha
- Coal Products Ltd - 11ha

For the purposes of this Strategic Framework the ‘Avenue Area’ is the term being used to describe this wider group of land interests and these are explained in more detail below.

HOMES AND COMMUNITIES AGENCY LAND
The Avenue Coking Works was originally a colliery, incorporating open cast and underground mining, as well as a lime and iron workings. It then went on to become a site for the production of smokeless fuel (coke). The coking process ceased and the plant was closed in 1992. In 1999, the ownership of the site was transferred from the English Partnerships Coalfield Portfolio to the East Midlands Development Agency (EMDA). With the abolition of Regional Development Agencies the ownership of the site has reverted to the Homes and Communities Agency (HCA), which is the successor to English Partnerships.

The HCA site covers approximately 98ha. The larger portion, to the north and east, comprises parts of the River Rother valley and its side slopes, as well as areas previously used as stocking yards and lagoons associated with the coking works. An area to the south of Mill Lane, which was formerly railway sidings, has already been remediated and established as a nature reserve. The eastern boundary of the site is defined by the mainline railway corridor. Within the site a plateau, upon which the former coking works were located, forms the area where most of the new build development will take place.

Planning permission was granted in 2007 by Derbyshire County Council for the remediation of the HCA’s site for the purposes of accommodating new development and creating substantial open space, including formal recreation pitches and informal green space (ref. CW4/0507/39). The description of development is “remediation of site through the on-site treatment of contaminated materials including materials from the River Rother and the reinstatement of the site as public open space, formal and informal leisure areas, nature conservation and a development platform.”

The work to remediate and restore the site involves the formation of a new and more naturalised landscape corridor, respecting its wider landscape context, and incorporating a ‘Sustainable Drainage Scheme’ (SuDS). This remediation process is now underway and it is expected to be completed by 2015. Based on a variation to the original consent, secured in 2010, the remediation will result in the creation of a development platform within the HCA site of 28ha.

TAYLOR WIMPEY (TW) LAND INTERESTS
The land to the west of the HCA site, adjacent to the A61, is in separate ownership. Taylor Wimpey UK Ltd
(TW) either holds, or is negotiating, development options on approximately 11ha of this area, including agricultural land and existing private sports pitches leased to the Wingerworth Colts football club. The land options also include some farm buildings and residential property.

**COAL PRODUCTS LTD. LAND**

To the south of the HCA site, north of Mill Lane, is an 11ha commercial site occupied by Coal Products Ltd (CPL). Development here was historically associated with materials produced at the adjacent coking works, and comprises general industrial (Class B2) uses and an office block. There is an undetermined outline planning application to renew outline permission to redevelop this site for residential and commercial uses (ref. 10/00044/OL).

A block of partly occupied offices known as Pioneer House, located adjacent to the CPL land holding is not contained within the Avenue Area Strategic Framework (AASF) boundary.

**FIGURE 2.0: LAND OWNERSHIP PLAN**

![Map showing land ownership plan with different color regions for HCA, CPL, Taylor Wimpey (Land Under Option), and Taylor Wimpey (Proposed Land).]
In regard to the HCA-owned part of the site, there has been extensive consultation (notably with the Environment Agency and North East Derbyshire District Council) on the standards of remediation to which the site must be cleaned up. This includes the treatment of soils and surface water, as well as necessary measures to manage groundwater, mine water and some re-engineering of the shallow former mine workings, including associated air shafts. The agreed criteria have formed the basis of the remediation strategy adopted by the HCA and are embodied in the planning permission granted by Derbyshire County Council (ref. CW4/0507/39).

The Environmental Impact Assessment that accompanied the remediation application (CW4/0507/39) concluded that the use of appropriate mitigation measures during the ‘operational’ phase, combined with site specific soil and leaching (water seepage) criteria, would minimise adverse effects to people and the environment, with the result that the effects would not be significant.

With respect to the land itself, the remediation work will provide significant beneficial effects and on completion will create a development platform that will be suitable for a range of new buildings including housing and community uses. Due to the way in which the ground is being treated and restored there will, inevitably, be limitations on how future uses and development can impact upon the remediated land. For example, drainage and foundation designs will not be allowed if they would compromise the remediated ground design.

As a commercial site, with similar historic uses to the HCA site, the CPL land is likely to require remediation which will be subject to a future planning application.

Careful consideration will also need to be given to the phasing of the Avenue Area developments, including the effects of construction and remediation works upon operational land, especially housing. Necessary measures will also need to be put in place in order to avoid re-contamination of remediated land.

The TW land largely comprises previously undeveloped ‘green field’ areas and is likely to require far less surface remediation than the HCA and CPL sites. However, it is understood that there are still some works required in association with the former mine workings, including the treatment of the ‘high wall’ which is a remnant of the open cast mine located on the boundary between the TW and HCA land, and old mine shafts. The proposed early phase delivery of the TW development and the relationship with the remediated HCA site, in terms of ground levels and outflow, will also mean there is a need to ensure that sustainable drainage systems can be created and managed in association with the wider Avenue Area.

The extent of the HCA remediated scheme is shown on Figure 3.0. It should be noted that the design and development information set out in this document are intended to be complementary to the approved remediated landscape scheme.
FIGURE 3.0: APPROVED REMEDIATED LANDSCAPE SCHEME
02 / SECTION 2.3 / BUILT FORM AND CHARACTER

This section reviews a series of studies that identify the quality, character and form of the various neighbouring settlements.

Within this analysis positive, negative and neutral features have been considered.

The following areas have been assessed:

- Character
- Urban From and Morphology
- Density
- Scale
- Vernacular
- Uses

The five built-up areas in the vicinity of the development area are identified on Figure 4.0.

The adjacent settlements Hasland and Birdholme form sub-urban expansions of the southern part of Chesterfield. Other surrounding settlements - namely Wingerworth, Hunloke Estate, Tupton and Grassmoor - whilst typically suburban in character, are separated from the main urban areas of Chesterfield by open agricultural land and retain a semi-rural character.

In the settlements, house types are varied in form, from detached through to higher density housing. The majority of the housing is either suburban or semi-rural in character, or forms organic additions to mining villages. Hasland (to the north) does however feature some contemporary regeneration areas, where an approach to preserve and maintain the older buildings and facades within new developments helps retain a reference to local history.

Street patterns are varied but often free form and open in nature. Unfortunately, cul-de-sac design is common in many areas due to estate-style infill development which tends to limit connectivity.

Another feature of note is the occasional provision of properties with deep front and rear gardens. These are most prominent in the Wingerworth area fronting on to the A61.

All villages feature at least one green public open space. Typically, however, these are not located centrally to development and lack surveillance and overlooking from surrounding development.

This, in turn, leads to a lack of ownership from the local community which is vital for the success of these spaces.

SETTLEMENT LOCATION KEY
01 Wingerworth
02 Hunloke Estate
03 Tupton
04 Grassmoor
05 Chesterfield Southern Edge

KEY SUSTAINIBILITY PRINCIPLES

- Consideration of positive local vernacular architectural styles, local features and material elements for integration and inclusion within the new development to help create a quality environment that is responsive to its context.
01 WINGERWORTH: LOCAL CHARACTERISTICS

DENSITY
Low to medium

SCALE
1-2 storey residential

VERNACULAR
Pre/post war large scale suburban detached houses - some of bespoke design - red brick, tiles and painted render - pitched tiled roofs 1980’s small scale developer housing - mixed brick and tiles

USES
Predominantly residential - with some isolated small scale commercial properties along the A61 Derby Road
LOCAL FEATURES

The area is built over the site of the former Wingerworth Hall and associated estate and lies on the site of historic avenue running from Wingerworth, through The Avenue site towards Grassmoor.

All Saints Parish Church which dates back to the Anglo-Saxon era is a key landmark.

A key feature of the area is the steeply sloping landform which a fords many potential views to The Avenue site located to the east.

Although dominated by large areas of estate housing, significant areas of mature planting, trees and dense foliage add character and create landmark features. The A61 road corridor, although heavily trafficked, maintains a green and leafy quality to the eastern edge of the settlement and forms an important boundary to the west of the development site.
02 HUNLOKE ESTATE: LOCAL CHARACTERISTICS

DENSITY
Low to medium

SCALE
1-2 storey residential

VERNACULAR
A mix of post-war detached and semi-detached housing
- red brick, tiles and some painted render
- with predominantly hipped tiled roofs

USES
Residential
LOCAL FEATURES

The area lacks any public planting but mature trees, located in adjacent public green space at the end of Adlington Avenue, act as key focal points.

The estate borders the southern boundary of The Avenue site.

Small public green spaces form focal points and provide amenity value.

Private hedges and planting create a green buffer between road and homes.
03 TUPTON:
LOCAL CHARACTERISTICS

**DENSITY**
Low to medium

**SCALE**
Predominantly 2 storey development

**VERNACULAR**
Diverse age range of development - terraced housing mixed with historic buildings and 1970s and 80s infill development - older slate pitched roofs contrast with 1970’s mono-pitch roofed housing

**USES**
Residential, local shopping facilities and schools
LOCAL FEATURES

Strong community focus around school, church and local shop.

Direct routes to Old Tupton, Grassmoor and North Wingfield.

Distinctive pattern of infill development with contrasting mix of new and old - interest provided by historic buildings such as historic church and hall.

Minimal on street planting but some larger areas of green space provide amenity value.
04 GRASSMOOR:
LOCAL CHARACTERISTICS

DENSITY
Low to medium

SCALE
A mix of 1-2 storey development

VERNACULAR
Mix of semi-detached and terraced housing - varied roof lines, materials and age of development ages

USES
Predominantly residential with some commercial and social premises
LOCAL FEATURES

The cul-de-sac street plan leads to poor legibility and connectivity in certain locations.

The Avenue site is highly visible - across the valley to the west - from residential areas.

Although a predominantly sub-urban semi-detached residential area there is a varied mix of housing types, styles and ages.

Mature hedges and on-plot planting create buffers between roads and dwellings.
05 CHESTERFIELD SOUTHERN EDGE: 
LOCAL CHARACTERISTICS

DENSITY
Medium

SCALE
Predominantly 2 storey semi-detached and terraced housing; contrasting large scale industrial sheds on trading estate.

VERNACULAR
Predominantly 1950s to 70s style infill estate housing with some pockets of higher density 3-4 storey social apartment courts. Some notable landmark historic buildings with unique features and materials.

USES
Mainly residential, with some local retail, leisure, social and commercial facilities; large industrial/trading estate dominates area east of A61.
LOCAL FEATURES

Key features such as the canal, mature trees, landmark buildings and distinctive building materials make the area highly legible.

Hasland is located in close proximity to industrial and trading estate areas and is well connected to the major road transport network.

The wider area features a golf course, parks and a hospital site.

Key gateway location on southern edge of Chesterfield’s city boundary.

Area is dominated by large industrial/trading estate located between A61 and railway - adjacent to the northern tip of The Avenue site.

There is generally a poor definition between public/private green open space around the social housing areas and poor surveillance of recreational areas.

On-street planting is typically minimal throughout the area.
ARCHITECTURAL DIVERSITY

The architectural heritage of settlements surrounding the site was photographed, and their characteristics noted along with any vernacular detailing and use of materials. From the detailed photographic assessment of Tupton, Grassmoor & North Wingfield, their environs and use of materials, the following observations can be made:

All three settlements appear to have undergone the majority of their growth within the late nineteenth and twentieth centuries, and as such each phase of development has its own distinctive style which reflects the architectural fashions of that period. None of these styles are unique or specifically attributable to the settlement or wider locality. Indeed, the vast majority of these period designs are themselves pattern book house types. The buildings reflect their period of construction rather than any intrinsic vernacular detailing or style. These house designs are reflective of the period, with many being similar to those found throughout the north of England.

There is a plethora of building materials used ranging from dressed local stonework, found on the few early buildings around the settlement, through to a diverse range of bricks (buff, oranges, reds, and browns); render, pebble-dashing, vertical tile-hanging, mock Tudor boarding, softwood cladding and areas of split elm boarding.

Roofing materials range from large format stone slates and concrete tiles, (plain and profiled), through to smaller format concrete tiles, natural and artificial slates and clay tiles.

Window styles also vary from plain casement with vertical or horizontal emphasis, through to large picture windows, smaller leaded lights, mullioned windows, Georgian, Victorian, and Edwardian windows along with modern mock versions of these windows. Frames range from hardwood to softwood to metal and upvc.
VERNACULAR MATERIALS
Throughout Wingerworth, there is a small percentage of older stone buildings.

A strong feature of the local vernacular is use of local gritstone, regular coursed, stone detailing to openings and prominent corners (style reflective of the period of construction), roof coverings typically natural slate, (roof form and pitch again reflective of the period of construction)
BOUNDARIES
A key locally distinctive element present across the settlements is the use of dry stone walls as boundaries, especially along primary and secondary routes within the older parts of the locality. There are variations in the capping of these walls along with their heights.

Elsewhere in the settlements, hedges are often used to form visually strong boundaries to domestic dwellings.
CHARACTER
The key local characteristics of the nearby settlements that could influence building character within the Avenue Area, can be summarised as:

- Quite mixed in nature comprising mainly a range of house types from different eras, and supporting village scale community and retail facilities.

- Enjoying a largely loose-knit suburban street morphology, although the old mining villages do benefit from having a village centre or high street as a focus.

- At least one green open space is located at the heart of each settlement, varying in character and degree of mature planting.

- Some historic buildings which have been preserved. In Wingerworth, the presence of old stone buildings is noticeable.

- Well-defined streets with boundaries defining the public realm - often formed from stone.

- Mature tree planting and deep (front and rear) gardens - particularly in Wingerworth - which provide a very leafy feel to the streets.

- Defined views - either of local buildings or across the wider countryside - from different vantage points in the settlements. Some points afford obvious views of the Chesterfield church spire, others provide glimpses of countryside.

CHARACTER - POSITIVE INFLUENCE
Memorable waypoint or gateway buildings, reflective of the site context and/or local vernacular and materials.

Well-defined public using vernacular building.

Well-defined street with buildings having shallow setback from the street, using vernacular boundary treatment, could be repeated with semi-detached form.

Vernacular building on the street, use of local materials, use old materials, needs other building surveillance. Provides composition of the streetscape.
and private realm interface boundary treatment.

Landscape defined character area.

Well-defined street structure having a pleasing rhythm along the street, with a defined building line, public/private realm interface and buildings following the underlying topography.

Vernacular building gable on to the street, having a well defined boundary of its private space running alongside the street, which offers an opportunity for increased spacing between buildings providing additional punctuation in the composition of the street.

Regular spaced dwellings offering pleasing rhythm along a street, a more unified and defined boundary with the public realm could enhance the streetscape.

View of the Historic Spire in Chesterfield from within the site.
CHARACTER - NEGATIVE INFLUENCE

Highway dominated layout, with areas of open space having no obvious purpose and devoid of tree planting or other landscaping. Buildings fronting onto this space are set lower and have no boundary treatment defining the edge of the public realm.

A poor definition of the public realm, with a lack of boundary treatment, no visible front doors and poor integration of bin storage generates a negative streetscape.

Poor quality public realm on footpath through Wingerworth.

Poor enclosure of the public realm, with the low buildings being set back from the footways failing to contain the space combines with a lack of boundary treatment and missed opportunity to exploit or frame the long distance view to the hillside beyond.

Poor quality space, dominated by garaging. This was a missed opportunity to frame a view through to one of the few historic buildings within the settlement. The rear boundaries presented onto the space do little to engender the quality of the space.

Buildings backing onto the boundary line presenting a blank negative realm.

Large visible blank gables should be avoided as they do not present a welcoming elevation to a gateway and offer little natural surveillance of the street.

Poor quality boundary treatments along a principle route into a development do not contribute to the generation of a quality space.

The use of appropriate boundary treatment and increased areas for planting, including gable windows could enhance. 
A design on this strategic north.

Buildings backing onto the entrance to the development with effectively blank gables presenting little or no interaction with the street.

Inappropriate siting of a garage on a corner location prevents a negative aspect to the street.

In boundary treatments, signage and the introduction of fencing this streetscene.
Figures 5.0 and 6.0 opposite indicates existing key community services and facilities adjacent to the Avenue Area site (based on 2008 data supplied by NEDDC). This provides a useful audit of a wide range of cultural, commercial, educational, social and recreational facilities which surround the Avenue Area, and which support existing neighbourhoods. It can be seen from the plan that, whilst the character of the area around the Avenue is primarily residential and semi-rural, there is still reasonable proximity to a range of facilities.

The location and range of these facilities has been used to help establish a simple baseline of ‘quantity’ and ‘accessibility’ - which in turn has been used to inform the type of facilities needed to support development of the Avenue Area (although at this point no audit of the ‘quality’ of existing facilities has been carried out).

From an evaluation of existing facilities, consultation with stakeholders such as the County Council, and considering the potential needs of the new population which will arise from development of the Avenue Area, it is likely that new local facilities to be provided as part of the development will include retail floor space, community space, education and crèche facilities, a visitor centre and cycle hire facilities, and local equipped play areas and open space. It should be noted that new facilities including large amounts of green space, formal and informal recreation areas, new habitat and increased cycle and pedestrian connectivity will also be provided through the remediation scheme that has already been approved.

An existing private sports pitch is currently located within the Avenue Area site adjacent to A61. Consultation is taking place with Sport England in respect of what complimentary provision may be required if this sports pitch were to be redeveloped.

With respect to local employment facilities, existing provision in the vicinity of the Avenue Area is limited to the partially occupied offices on the CPL site, and Pioneer House - an office building along Mill Lane which accommodates Ryknield Homes and council functions.

A number of existing business premises are located along the eastern side of the A61 include the Hunloke Arms PH, and a vehicle hire business.
KEY SUSTAINABILITY PRINCIPLES

- Consideration of the type and accessibility to existing local facilities to inform the services that will be required to serve the new community.
- Consideration of the type of facilities and services that will be needed to help create a thriving new community.
LOCATION
The site lies to the east of, and adjacent to, the A61 and is approximately 3.6km south of the centre of Chesterfield, Derbyshire.

The A61 connects to the A617 to the north and to the A38 to the south (over a length of approximately 11 miles) and forms a strategic route into Chesterfield. The A61 is busy and at times can become congested, particularly during peak periods. It links a number of local settlements (including Wingerworth and Clay Cross) that have developed along its length. However, it is noted that the A61 does not run through central Wingerworth, and this settlement is located to the immediate west of the A61.

To the north, Chesterfield is a Sub-Regional Centre (SRC) and it could be expected that it would attract trips from the Avenue area. The nearest large city, Sheffield can also be reached by travelling north through Chesterfield.

CURRENT ACCESS ARRANGEMENTS
Current vehicular access to the Avenue Area site is via a priority junction with the A61 in the northern part of the site providing access to the current remediation works under way, and via Mill Lane to the southern part of the Avenue area which provides access to existing houses along Mill Lane and the Hunloke Estate, and to the CPL site. In their current form, neither of these existing accesses is of sufficient design quality or capacity to serve the additional amount of development proposed for the Avenue area.

The A61 is also an important public transport corridor, and there are several bus stops along the boundary of the Avenue Area. However, there is no formal pedestrian crossing point along the Avenue area site frontage onto the A61 to enable safe access to the north-bound bus stops or to Wingerworth village.

There are a network of pedestrian and cycle routes in the vicinity of the Avenue Area site. These include footpath links along the A61 on both sides, and rights of way from the Avenue area to the adjacent villages of Grassmoor and Tupton, as well as to the wider green network in the area such as the Five Pits Trail. These links connect the Avenue area to its wider hinterland and are very important. The links are in varying conditions and some upgrading will be necessary as a result of development at the Avenue to accommodate their increased usage. It is noted that Derbyshire County Council and North East Derbyshire Council have aspirations to develop its greenway and cycling network to and through the Avenue area. As a result of the Avenue remediation scheme, a new multi-user track will be created along the River Rother Valley which will connect to the wider green network.

Figure 8.0 illustrates existing access and connections to the site.

TRAFFIC FLOWS
To identify the potential impact of the proposed development (i.e. whether wider junction improvements are required), information is required on the existing traffic flows using the A61 corridor. There are several sources of data relating to the existing transport position. These include (1) the North Derbyshire SATURN Model, and (2) specific traffic counts of junctions undertaken in 2010 and 2011 for the HCA and Taylor Wimpey.

The North Derbyshire SATURN model became available in 2012. It was developed by Derbyshire County Council to identify the impact of developments and transport infrastructure improvements. It uses a base year of 2010, and a future forecast year of 2026. For the initial work supporting the development of the Avenue area, surveys of local road junctions were undertaken at the following locations:

- A61/A617 gyratory
- A61/Queen Victoria Road roundabout junction
- A61/Ashover Road roundabout junction
- A61/Mill Lane junction
- A61/Storforth Lane junction
- A61/St. Augustine’s Road junction
- A61/Thanet Street signalised junction

The SATURN model and junction counts provide a comprehensive set of information with which to assess the impact of the Avenue area. This data has been used in the initial design of the access junctions, and would be used to forecast the impact of development traffic over the wider highway network.

The expected trip generation for the site has been estimated using the Trip Rate Information Computer System (TRICS). This is a database of traffic surveys from different land use types across the United Kingdom, and is used to estimate the traffic potential of future sites based on experience gained from existing development. Its use is recommended by the Department for Transport.
As the main transport corridors become more congested, more complex behavioural changes develop. These may lead to different travel patterns, for example as drivers reassign onto less congested routes. Therefore a Transportation Assessment needs to be developed to support the proposed redevelopment of the Avenue area. Such an Assessment would need to consider the impact of the proposed development both locally, and address the County Council’s concerns about the cumulative impact from committed development across the wider highway network. For this reason, a dynamic traffic model will be used as a basis for developing the Transportation Assessment. The traffic model will assist with the forecasting of traffic likely to arise from the proposals and with the testing of appropriate mitigation strategies, e.g. junction improvements, a new link road, etc.

**KEY TRANSPORT REQUIREMENTS**
Transport and access provision for the Avenue area will be designed in accordance with the criteria provided in the Guidance on Transport Assessment (Department for Transport, DfT, 2007) and Manual for Streets (DfT 2007 & 2010). The applicable local transport design guide is the 6Cs Design Guide (hosted by Leicestershire County Council on behalf of the 6Cs authorities, including Derbyshire County Council).

In terms of recently published national policy, the National Planning Policy Framework (NPPF) identifies that all new developments creating a significant quantum of traffic must be supported by a Transportation Assessment and Travel Plan.

**Guidance for Transport Assessment:** The County Council as Highway Authority requires a Transportation Assessment to be completed for the proposed development to accompany any planning applications that may be submitted and which follows the Guidance on Transport Assessment (Department for Transport, DfT, 2007). The Transportation Assessment would set out how the site could be integrated into with the wider transport network. It would highlight the importance of firstly considering the site in terms of access by sustainable transport modes. Indicative strategies for accessing the site by foot, cycle and public transport have been discussed with the Derbyshire County Council and these include:

- Providing a highly permeable site to allow easy access on foot to the bus services using the A61 corridor.
- Providing a safe crossing for pedestrians wishing to cross the A61.
- Improving pedestrian and cycle linkages to nearby settlements (e.g. Grassmoor, Clay Cross etc.) via connection to the existing Derbyshire Greenway and Cycle network.

In terms of vehicular access; for a development of this size, two main vehicular accesses would be required. As stated previously both accesses from the A61 (to the Avenue site and Mill Lane) are inadequate to serve the proposed scale of development. Therefore, two new roundabout junctions are proposed - one to the north of the site near the existing Avenue site access, and one to the south of the site near the existing A61/Mill Lane junction which will replace the current Mill Lane/A61 junction.
FIGURE 8.0: PUBLIC TRANSPORT, FOOTPATH AND CYCLEWAY PLAN

KEY

- Site Boundary
- A61 Derby Road
- Bus stops with Bus stop catchment area (400 m or 5 minutes)
- Rail Link Crossing Points
- Existing Footpath
- Existing Local Cycle Route
- Existing National cycle Route
- Existing Zebra Crossing
- Existing Pedestrian Crossing
- Existing Byway
- Proposed Sustrans Cycle Route Extension
Assessment of routes to/from the motorway network will also be undertaken to identify any improvements required to junctions along these routes. The design of the roads and junctions will accord with the 6Cs Design Guide (which is used by Derbyshire County Council).

Further detailed transport assessment work will be undertaken to inform future planning applications for development within the Avenue area and to identify the necessary transport mitigation measures needed, to junctions along these routes. The design of the roads and junctions would need to accord with the 6Cs Design Guide (which is used by Derbyshire County Council).

**Manual for Streets:** This document identifies the way in which the layout of new developments and new streets should be designed to create safe and well-designed environments. This has been used to inform the design approach set out in this document to the primary and secondary streets proposed. It is planned that streets within the development will be designed to achieve a 20mph design speed.

Although it is likely that the main bus services will continue to use the A61, the primary street running through the site will be designed to accommodate a bus route in case bus services are required to penetrate the development at a later stage.

Consideration has also been given to the creation of safe pedestrian and cycle links within the development, and to the wider network, to enable residents to walk and cycle in safety. Links to some of the existing off-site pedestrian/cycle links will be required.

**Other Policy Requirements:** Policy E4 from North East Derbyshire’s Local Plan 2005 raises the issue of a potential new road through the site linking the A61 to the A617. It states that development at the Avenue should not prejudice creation of this link. The scheme is also included in Derbyshire’s third Local Transport Plan (LTP) as being ‘identified through liaison over North East Derbyshire Local Development Framework (LDF).’ The strategic development proposals for the Avenue Area set out in this framework will not prejudice delivery of this link if required to be delivered in the future.

There is currently limited evidence or justification for such a new road link at present. The cumulative impact of both the proposed development within the Avenue area along with committed and further development proposed along the A61, will be tested through the further Transport Assessment work to be undertaken to inform future planning applications within the Avenue area, and the need for the link road along with other mitigation measures will be assessed as part of this process.

**KEY SUSTAINIBILITY PRINCIPLES**

- The development will be well-connected via all modes linking residents to jobs, health and other services.
- New and existing footpath/cycle links will be provided or upgraded linking the new development with neighbouring villages and the wider green infrastructure in the area.
- Residents will have easy access to bus facilities.
- The development will incorporate a permeable movement framework to allow safe and easy access within and beyond the site.
A key characteristic of the landform of this part of the district is one of an undulating landscape of rounded hills and wide valleys interspersed with scattered settlements and woodland blocks - set against a varied pattern of fields and hedgerows. Figures 9.0 and 10.0 illustrate this general arrangement, which affords important views into and from the Avenue area. Although located within an enclosed valley, the Avenue Area is highly visible from a number of key locations around its perimeter, including footpaths which traverse the valley. In particular, the Avenue area is visible from the surrounding settlements of Wingerworth and Grassmoor, which sit on the valley sides above the site. The existing mature boundary treatment along Mill Lane and the more level valley floor means that visibility of the site from short range views from the south is limited, including from the Hunloke Estate. Views into the site from the surrounding area are illustrated at Figure 12.0.

In the main, the HCA and CPL development sites are formed from a level terrace, raised above the Rother Valley floor. This affords views north from within the site towards Chesterfield town centre and of the famous ‘crooked spire’ (the Parish Church of St Mary and All Saints). The TW land generally rises further above this platform, running parallel with the Derby Road. However, there are some notable level changes, including the lower level of the land occupied by the Wingerworth Colts football pitches. These level differences, combined with the mature landscape of the A61 corridor at this point, limit some immediate views into the Avenue area from the west. Views into and from the Avenue Area can be capitalised on in the form of development proposed. In particular, views of the crooked spire could be framed by the detailed aligning of buildings, streets and open spaces. The treatment of the eastern edge of the development platform will be particularly prominent when viewed from the vicinity of Grassmoor, and it will be appropriate to create a soft feathered edge here to complement the adjacent landscaped river valley and semi-rural context.
FIGURE 10.0: TOPOGRAPHICAL PLAN OF AVENUE AREA AND SURROUNDINGS

KEY

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</table>
FIGURE 11.0: EXISTING SITE SURFACE CONTOURS
FIGURE 12.0: PHOTOGRAPHICS LOCATION PLAN

KEY

- Site
- Ground Level Views To Site
- Image Reference
- Key View to Chesterfield Town Centre and Church Spire
- Key Views out of Site
VIEWS FROM
1. View into Northern tip of the site
2. View from A61 across field at the northern end of the site
3. View onto A61 from pathway by Wingerworth Housing
4. View looking into southern end of site from CPL land
5. View looking into site from the Old railway bridge Tupton
6. Rear of Hunloke Arms and Farm
7. Hunloke Arms public house on the A61
8. View from Old railway bridge leading into site
9. View from Grassmoor looking into site (North)
10. View from B6038 North wingerman road
11. View from Hasland Cemetery into site
12. View from Hasland playing fields
KEY SUSTAINABILITY PRINCIPLES

- Ensuring the development is sensitive to its setting and context, contributing to the creation of a quality place.
02 / SECTION 2.7 / ENVIRONMENTAL CHARACTER AND VALUE

LANDSCAPE CHARACTER

Derbyshire County Council’s ‘The Landscape Character of Derbyshire sets out the landscape character context for the Avenue Area and defines the Avenue Area as being within the Nottinghamshire, Derbyshire and Yorkshire Coalfield’ landscape character area and immediately adjacent to the Derbyshire Peak Fringe and Derwent Valley landscape character area. The coalfield area is described as densely settled industrial lowland characterised by mining settlements, mixed farming and woodland. The Avenue is classified within the Coalfield Village Farmlands, a broad industrial landscape character along with “Riverside Meadows” which covers the far northern part of the HCA site. Particular defining characteristics of the “Coalfield Village Farmlands” are: gently undulating landform; dairy farming with pasture and localised arable cropping; relict ancient semi-natural woodland; copses and linear tree-belts; dense streamline trees and scattered hedgerow trees; towns and villages on ridge lines surrounded by remnant medieval strip fields; a network of small irregular lanes between larger urban roads; small villages with sandstone buildings expanded by red brick former mining terraces; and ribbon development.

In the same way that they have informed the remediation landscape design, these character types must be carefully considered in stitching together the new development and in ensuring that ‘place making’ principles pay proper regard to existing landscape character qualities.

The document contains guidance relating to planting and management within this landscape type and these comprise:

- Organic small scale woodland planting.
- Re-establishment and enhancement of physical links between existing isolated woodland and hedgerows.
- Management and enhancement of hedgerow trees either through selection and natural regeneration or through planting.
- Encouraging the management of scrub and secondary woodland to link with existing habitats and woodland.
- Enhancing the visual and ecological continuity of river corridors by management, natural regeneration and planting of riparian trees.
- Conservation and management of mature/veteran trees within hedgerows.

Whilst there are no areas within the site that are protected because of their landscape importance, there are a number of landscape designations in the wider area (within a 5km radius) including a number of conservation areas, a registered park and garden, three scheduled monuments and the Derbyshire Peak Fringe and Derwent Valley special landscape character area located 2km to the west of the site.

The Avenue Area site lies immediately to the east of the north-south running A61 (Derby Road). To the west of the road is the village of Wingerworth. This side of the road is characterized by detached houses, set back from the road both by verges and by long front gardens with the boundaries of these properties defined by a variety of brick and stone walls and hedges. On the opposite side of the road the Hunloke Arms and remnant stone walls are reminders of the site’s pre-cooking works history. Both sides of the road are lined by mature trees, in gardens, road verges and in hedgerows, giving the road corridor an informal but overwhelmingly green character.

The southern extent of the site is defined by Mill Lane and by the existing employment premises that lie immediately to the north of it. The western part of the lane (closest to the A61) is fronted by detached properties which are set back behind large front gardens. On the opposite side of the lane the existing employment uses are partially screened by a tall but narrow belt of mature trees. Moving eastwards, the lane narrows and the suburban character of its western end gives way to a far more rural character with views opening up to fields on both sides of the valley, and also to the Avenue Washlands.

To the east of the development platform the land rises gently from the mainline railway and the River Rother in a landscape of small fields, defined by straight hedgerows. The village of Grassmoor sits at the top of this gentle valley slope while on the valley floor the river is a narrow meandering channel lined by a variety of native trees. The railway line is bordered by scrub and stands of birch trees. Sitting between the Avenue Area site and the industrial estate at the southern fringe of Chesterfield is a mosaic of scrubland and small agricultural fields.

Within the Avenue area, a range of physical landscape features exist, such as wet woodland, regenerated woodland and rough grassland as well as areas of
built development, hardstanding, spoil heaps and site features such as the terracing, lagoons and waste tips. Much of this will change as a result of the remediation works currently underway, and the new landscaping and environment that will be created along the River Rother as a result. The western section of the site, in the control of Taylor Wimpey, comprises agricultural land classified as semi-improved grassland; as well as a playing field and pony paddock – both classified as amenity grassland. Areas of mixed plantation border the northern section of the TW site and areas of broad leaved plantation line the east boundary. Long sections of hedgerow also mark field boundaries on the site.

The Avenue Area sits within the immediate context of the historic Wingerworth Estate, which was home to the Hunloke family for over three hundred years. A broad avenue of two parallel lines of trees historically ran east from the Hall, which was demolished in the 1920s, down to the River Rother and beyond, giving the site its name. This feature is shown on the plan at Figure 13.0. Just over a century before the hall was demolished, the Hunloke family commissioned the leading landscape designer Sir Humphry Repton to produce plans for further improving the park. These plans, which included damming the River Rother to form a lake and the creation of new drives, were never realised.

Although the avenue no longer exists, there is great potential to reinterpret this local historic feature within the proposed development to provide a link to the historic landscape, an opportunity to create strong east-west connections through the Avenue Area connecting existing villages and the new development to the new parkland being created along the River Rother, and to provide a key place-making feature within the development. This represents an opportunity to finally, within a 21st century context, complete a landscape that is every bit as exciting and visionary as the one that Repton imagined two centuries ago, and in the process to transform the site into a beautiful place in which to live and work.

Figure 14.0 indicates significant landscape features and ecological areas of interest in the vicinity of the Avenue area.

**ECOLOGY**

There are no nationally important ecological sites in close proximity to the Avenue area. However, there are numerous locally important sites within 2km of the site boundary, the closest of which are the Hasland Railway Margins County Wildlife Site, which is located immediately to the south, and Birdholme Marsh County Wildlife Site at the northern end of the site.

The effects of development on these sites was assessed as part of the HCA remediation proposals, it was concluded that although some short term adverse effects would occur, notably at Birdholme Marsh, in overall terms the effects would be ‘not significant’. The approved remediation scheme will create significant new areas of habitat which will enhance biodiversity and increase public access to areas of wildlife interest.
FIGURE 14.0: EXISTING URBAN STRUCTURE AND LANDSCAPE

- Site
- Primary Local Vehicular Routes
- Secondary Vehicular Routes
- Tertiary Vehicular Routes
- Railway Link
- Urban Areas
- Chesterfield Urban Edge
- Industrial \ Employment Land
- Significant Woodland Blocks
- Significant Tree lines and Hedgerows
- Links Across Railway
- Predominantly Rural Land
- Public Rights of Way
- Green ways - Completed
- Green ways - Proposed
- Water Bodies

Map showing various urban elements and landscapes.
To inform the remediation works on the HCA site, numerous species and habitat surveys have been undertaken over recent years to understand and mitigate potential impacts.

In habitat terms the Avenue area is dominated by hardstanding and grassland, although the floodplain and river corridor has a wider range of habitats that include woodland and scrub. A number of protected species have been subject to detailed surveys and the species of particular interest that have been considered in the assessment include Great Crested Newts (GCN), reptiles (mainly grass snakes) and water voles. This has resulted in the creation of a reserve for GCN, which is located along the south-eastern edge of the site (see Figure 3.0). The reserve is separated from the remainder of the site by one way amphibian fencing and over recent years, when demolition and other works have been ongoing, GCN have been trapped and placed in the reserve under the provisions of licences issued by the appropriate regulatory body (Natural England).

Reptiles also need to be similarly protected and site remediation proposals include mitigation measures, which involve the use of ‘displacement techniques’, trapping and relocation to the Rail Sidings Habitat Area located to the south of the site, and which now forms part of the Hasland Railway Margins County Wildlife Site (show on Figure 3.0).

Detailed consideration has also been given to the potential for adverse effects to occur in respect of the water vole population, notably along the River Rother. Measures to mitigate any adverse effects on water voles include the phased disturbance of both on-site and off-site stretches of the river and the associated use of displacement techniques, which collectively should ensure that any adverse effects would be not significant.

Other species such as bats, birds and badgers were also investigated, but were not found in significant numbers in relation to the HCA site. Overall, the remediation and restoration proposals for the HCA site have been considered to be of benefit to these species, although further information will be needed in relation to their presence on TW and CPL land.

Within the Taylor Wimpey part of the Avenue Area site, an extended Phase 1 Habitat Survey has been undertaken. The site supports a limited range of locally common species typical of the agricultural/grassland use of the site. Surveys undertaken have determined that there will be no impacts on great crested newts, badgers, bats, breeding birds or reptiles. The ecological value of this site is considered to be low.

As the scheme for the Avenue area evolves, it will be necessary to continue to evaluate the impacts of proposed buildings and land uses upon ecological sites in the vicinity of the site as well as upon wildlife which may be present on and around the site.

**BUILT HERITAGE**

There are limited built heritage features associated with the Avenue Area which remain above ground. The history of the HCA and CPL sites has meant that many of their pre-industrial features were removed by the mining and coking plant activities. Subsequently the 20th Century industrial structures have also been demolished as part of the permitted remediation consent.

However, on the site periphery, Birdholme Farmhouse (on the west side of the A61) and the Hunloke Arms Public House are both listed buildings. These are highlighted at Figure 15.0. Particular regard will therefore need to be given to the preservation and enhancement of their setting, and in particular the relationship of any new buildings proposed in proximity to them.

**ARCHAEOLOGY**

An assessment of the effects of the remediation proposals for the HCA site upon cultural heritage indicated that there are several identified features of archaeological interest within and adjacent to the site. The most significant of these was the possible route of the ‘Ryknild Street’ Roman Road. An identified section of this road, to the south of the Avenue area, is designated as a Scheduled Monument. Although it appears that the line of the road extended diagonally across the central southern part of the HCA site, there is little evidence to suggest that its remains still exist. This is because it has probably been destroyed by more recent industrial activities, including nineteenth century works associated with the construction of the former Avenue Colliery, Lime and Iron Works and twentieth century works associated with the construction of the coke works and the railway infrastructure that accessed it.

**WATER QUALITY AND FLOODING**

Environmental Assessment work associated with the remediation application for the HCA land has examined the effects of new development upon the local river and land drainage systems. This assessment considered the likely level and impacts of ‘fluvial’ (river water) and surface water flood risk, including the risk to and from the development platform within the HCA site. Fluvial flood risk to the development platform is limited, due to its elevated position above the River Rother.
In terms of drainage of the development platform, and consequent surface water flood risk, the River Rother represents the main surface water receptor, but the assessment also considered effects on Birdholme Marsh.

Surface water runoff from the HCA site will be managed to reduce the risk of pollution to the River Rother. This will involve the separation of ‘clean’ and ‘dirty’ surface water runoff via the use of separate collection ditches and holding ponds.

Run-off from ‘Lagoon 2’ and adjacent areas is considered to be particularly contaminated and therefore a risk to the water quality of the River Rother. This is proposed to be mitigated by the construction of a physical barrier in the form of a ‘sheet pile cut off wall’. As with the groundwater, on-site treatment areas will treat the surface water to the standards required by the Environment Agency (River Rother) and Yorkshire Water (foul sewer), although some grey water could of course be re-used on site. These measures will minimise the risk to downstream water quality.

The Environmental Assessment also dealt with the effects on flood risk and the channel integrity by virtue of the need to undertake construction works within the floodplain, divert the course of the River Rother that passes through the northern end of the site and clean up the existing course and the adjacent floodplain. These works are proposed to be dovetailed with the Environment Agency’s own plans to construct a Flood Alleviation Scheme (FAS), which involves building a 4m high embankment across the valley and the diverted river. The new channel will provide a more natural regime and would include additional pools and attenuation features. As previously mentioned, the restored landform includes SuDS, which would hold back runoff and treat surface water from the restored site. Drainage from the proposed development area will also be managed through the use of SuDS.

The Environmental Assessment associated with the remediation application concluded that there would be a short term increase in downstream flood risk, by virtue of the temporary reduction in flood capacity. However, once the FAS is in place there would be a reduction in downstream flood risk.

The TW part of the site is underlain by the Pennine Lower Coal Measures Formation, which comprises interbedded grey mudstone, siltstone and pale grey sandstone. There are no significant superficial deposits, which can often contain sub-surface water. The lack of superficial deposits emphasises the fact that the site is at higher elevation than the fluvial floodplain. There are no recorded incidents of groundwater flooding in the vicinity of the proposed development site. Consultation with the Environment Agency reported no concerns for groundwater flooding at the site.

KEY SUSTAINIBILITY PRINCIPLES

- Ensure that the development is considerate of its environmental context.
- Identify opportunities to maximise the environmental resilience of the development in terms of ecology, sustainable drainage and response to local context and character.
SERVICES AND INFRASTRUCTURE

A study of the existing infrastructure (Services and Utilities) within The Avenue Area has been undertaken. This report (Infrastructure Desk Study Review, URS, January 2012) identified the locations and capacity of existing services within and adjacent to the site, and highlighted the requirements for diversion and reinforcement work to serve the development.

Services and Utilities will be needed to supply the Avenue Area. The majority of these services (Gas, Electricity, Clean Water and Telecoms) are currently in the A61, to the west of the area. Other services, surface water and foul water drainage, are currently to the east of the area near to the railway line.

Work will be needed to improve and upgrade the existing supplies to provide capacity for the new development. This will involve improvements both at the site and remote from the site. Additional work will be required to some of these services to move them out of the way of the proposed new site access junctions.

The study undertaken identified the amount of improvement and diversion work required to enable the site to be served by these Services and Utilities.

As part of this work, the telecoms supply was considered. This included BT (providing landlines and broadband over telephone lines) and Virgin Media, providing cable TV and cable broadband. Both BT and Virgin Media serve the area and both are able to provide their services to the new development.

The following table is a summary of the existing infrastructure and the requirements for diversions and supplies as a result of the findings of the study.

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ENERGY AND LOW CARBON DEVELOPMENT

A key element of the vision agreed for development at the Avenue Area was that: Development at the Avenue Area will be of the highest quality design and highly energy efficient with appropriate low carbon technologies. North East Derbyshire DC requires development at the Avenue Area to achieve a minimum of Code Level 4 of Code for Sustainable Homes and BREEAM ‘excellent’ for non-domestic buildings. In order to ensure that development at the Avenue Area meets the vision and aspirations for energy efficiency and low carbon, the form of development and infrastructure and utilities will need to be significantly supplemented.

Energy Demand Assessment

It is important to understand the baseline energy requirement for the Avenue Area development, in order to implement carbon reducing measures to negate that figure. This will allow for accurate decisions to be made with regards the integration of energy efficiency improvements and installation of alternative renewable energy technologies.

An ‘Alternative Energy Study’ was produced for the HCA landholding within the Avenue Area in April 2010. Whilst it focussed solely on the HCA’s land ownership, and the HCA’s needs and aspirations at that time, and given that the energy/low carbon issue has moved on at a national level since then, it nevertheless provides some helpful indications for the wider Avenue Area scheme. The study included an assessment of baseline energy demand for the HCA site at the time, and a ‘base case’ energy demand for the site of 8,920,123 kWh/yr (8,920 MWh/yr) was predicted. This equates to total predicted carbon emissions of 2,390 tonnes CO$_2$/yr.
APPROACH TO SUSTAINABLE DESIGN

Building in Energy Efficiency Measures
Following the principles of the Energy Hierarchy, development within the Avenue Area should seek to maximise building energy efficiency in the first instance. To achieve this, all development blocks and buildings within the development should be designed to benefit from both passive energy efficiency (such as orientation and landscaping) and building design energy efficiency measures (such as energy efficient boilers, insulation and lighting equipment) in order to reduce consequent energy demand.

Renewable Energy Technologies
To complement building based energy efficiency measures, development at the Avenue Area will be required to further minimise carbon emissions through a combination of renewable energy technologies. To enable this, buildings should not only be designed for energy efficiency but also, where appropriate, the use of renewable energy or renewable energy technology and, if feasible, combined heat and power and district heating schemes. It is increasingly possible to incorporate renewable energy technologies into new developments. By choosing the most appropriate technology for a development, energy efficient measures and renewable energy sources can be incorporated into any style and type of building, resulting in higher levels of energy conservation.

Some of the current technologies that may be relevant to the Avenue Area development are set out below.

Photovoltaic (PV)
PV can be incorporated into roofing materials, cladding and glazing, enabling electricity to be generated from the sun. PV panels are modular, and can be fitted to the top of roofs or set in slates or shingles as an integral part of the roof covering. They can also be attached to individual items such as street lights. Energy can still be produced in overcast conditions.

Solar Hot Water Heating (SHWH)
Solar water heating requires the installation of a water collector, usually in the roof. Water is pumped through a collector, absorbing heat from solar radiation, even in diffuse light conditions. Solar panels can be incorporated into the structure of the roof to supplement water heated by conventional systems.

District Heating
If renewable energy micro generation is not sufficient to offset regulated emissions from space heating, hot water and lighting then the residual heat and power demand may be met by a site wide district heating system.

This may combine the following:

- Combined Heat and Power (CHP).
- Ground Source Heat Pumps (GSHP).
- Biomass.

Typically a district heating system would consist of an Energy Centre that would house a combined heat and power plant that can run on gas or biofuel. If a district heating scheme is to be considered then the establishment of an Energy Service Company (ESCo) is likely to be the most feasible option.

DELIVERING LOW CARBON DEVELOPMENT AT THE AVENUE AREA

The combination of holistic measures (e.g. solar gain, natural ventilation); building improvements (e.g. high specification insulation, energy efficient heating equipment); and renewable energy technologies (e.g. Photovoltaic panels, Solar Hot Water Heating) offer an exciting opportunity for low or zero carbon living. The quality green infrastructure proposed will further offset carbon emissions and provide opportunities for sustainable drainage, and integrated waste, recycling and transport systems can also help lay the foundation for a resourceful low carbon development.

Using the figures generated by the baseline energy assessment carried out for the HCA part of the site in 2010, it is possible to broadly quantify the residual energy demand from development proposed within the HCA part of the site, following the possible implementation of the renewable technologies and energy efficient building improvements described above. The predicted base case energy demand for the HCA site is \( 8,920,123 \text{ kWh/yr} \) (8,920 MWh/yr), which equates to total predicted carbon emissions of 2,390 tonnes \( \text{CO}_2/\text{yr} \). The predicted residual energy demand, following installation of the aforementioned renewable technologies and energy efficient building improvement is 6,604,353 kWh/yr (6,659 MWh/yr) which equates to total predicted carbon emissions of 1,929 tonnes \( \text{CO}_2/\text{yr} \).

Developments of the scale of the Avenue Area benefit from a site-wide approach being taken to establish the opportunities available to design and deliver energy efficiency and low carbon development. To enable this, applications for development within the Avenue Area, will be required to be accompanied by a Site-Wide Low Carbon Strategy which will address the likely energy demand across the site as a whole, and identify measures to deliver the energy and low carbon aspirations of the vision for the Avenue Area. This should take account of the range of building types, uses and densities that are planned across the Avenue Area. NEEDC’s SPD on ‘Sustainable Buildings’ is also a useful resource to inform the development of such a strategy.
The cost and delivery mechanisms for delivering energy efficiency and low carbon measures as defined in an Avenue Area Site-Wide Low Carbon Strategy will need to be considered as part of the delivery strategy for development at the Avenue Area.

Electricity generation from renewable technologies can be used as an income stream through the current government Feed in Tariff (FiT) scheme, which pays the producing organisation a variable amount (based on technology) per kWh of electricity produced for a set period. A similar scheme, the Renewable Heat Incentive (RHI), came into force in July 2011, and commits to paying producers of heat on a ‘per kWh’ basis.

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**KEY SUSTAINABILITY PRINCIPLES**

- Ensure that opportunities to minimise the energy demand of the new development is minimised.
- Ensure that appropriate infrastructure is provided in a timely way to minimise the impact of the development on existing infrastructure.

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**BUILDING FOR LIFE CRITERIA**

19. Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?

20. Do the buildings or spaces outperform statutory minima, such as building regulations?
EMPLOYMENT
BNP Paribas Real Estate undertook research (June 2010) into the supply of employment premises on the market in the North East Derbyshire area, as well as take-up of employment premises over the past 5 years. The following trends were identified:

- There is a large amount of employment space on the market, with average annual take-up of employment premises over the past 5 years equating to a 24 year supply of industrial premises, a 7 year supply of office accommodation and 19 years supply of employment on the market.

- The majority of employment take-up over the past 5 years in the North East Derbyshire area has been for smaller units, with deals on average being for unit sizes of 449 sq m for industrial space and 245 sq m for office space.

- There has been little take-up of larger industrial space, with these mainly confined to locations with good access to the M1.

- The majority of employment space take-up has been either within Chesterfield or in established employment locations with good access to the M1 such as Holmewood, Markham Vale, and Barlborough Links.

These findings clearly demonstrate little demand for employment sites in locations which do not have good access to the M1, particularly for larger premises or sites, with demand predominantly for smaller, second hand units. Based on this desk top research and a review by BNP Paribas of local and regional employment studies and feedback from national and local agents, the following conclusions are drawn in respect of demand for employment land and premises:

- There is a significant supply of employment land and premises in the area, with more likely to come to the market going forward.

- There is a mismatch between supply and demand, with a need for a greater number of smaller units and well located development plots, particularly start-up and expansion space for local businesses.

- There is low overall demand for employment land and premises in the area.

- Demand is currently focused in locations with good access to the M1 or to the urban conurbations of Sheffield and Derby/Nottingham.

- Demand is predominantly from smaller local businesses looking for cheap small units across North East Derbyshire, particularly serviced plots and start-up and expansion space.

The demand that does exist for employment locations in North East Derbyshire away from the M1, on sites such as the Avenue, is primarily derived from smaller local companies. Accordingly, there is potential to provide for a smaller scale employment development at the Avenue to serve this demand.

RESIDENTIAL
In respect of the higher value uses, Market demand is likely to exist for new homes built within the Avenue area in light of the following:

- Its location adjacent to the existing popular residential neighbourhood of Wingerworth and the local services and facilities within it e.g. shops, schools and other community facilities.

- Its good road and public transport accessibility to the wider services, facilities and employment opportunities located within Chesterfield town centre and the surrounding area, with direct rail connections from Chesterfield to major cities including Derby, Leeds, London, Manchester, Sheffield and Nottingham.

- The close proximity of the Peak District National Park and other tourist attractions including Chatsworth House.

- The land surrounding the site being predominantly rural, with parts located within the Green Belt.

- The ongoing restoration proposals for the land surrounding the proposed development area of the Avenue area, which will create significant landscaped areas and public open space provision.
At present market demand is predominantly for new family housing not apartments. While a mix of unit sizes will be required in any scheme, it is not anticipated that residential developers will build a significant number of private apartments in this location due to its distance from the centre of Chesterfield and the reluctance of banks to lend on apartments in such locations.

OTHER COMMERCIAL USES
In addition to employment and residential uses, there is also market demand for the development of a smaller format supermarket given the new population arising from the development, potential for direct frontage to the A61 and the lack of competing food retail provision to serve the local area. As well as being a higher value use, the development of a smaller format supermarket would also make an important contribution to job creation and securing a more sustainable mix of development as part of the proposed redevelopment of the Avenue area.

KEY SUSTAINABILITY PRINCIPLES

- Ensure that the type of development provided is responsive to local need and demand to help create a thriving community.
- Provide a range of housing types and tenures to help create a balanced community.
- Provide a range of land uses and services that reduce the need to travel and meet day-to-day needs.
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<td>78 Key Development Principles</td>
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<td>3.3</td>
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03 / SECTION 3.1 / VISIONING AND OPTION DEVELOPMENT

Development of this Avenue Area Strategic Framework has evolved in response to a number of drivers, critically:

- Early design work undertaken in relation to the HCA part of the site.

- The initial vision for the development agreed by the project partners through a Planning Performance Agreement.

- Evidence extracted from the baseline information gathered, which has helped identify opportunities and constraints affecting the proposed development, which in turn helped shape the translation of the vision into a number of potential spatial options.

- Testing of the options to establish which would best deliver the key components of the original vision and other aspirations for this site.

- Development of the preferred option to develop a set of key development principles and design responses to ensure that the Avenue Area development would result in the creation of a quality development and a good place to live, work and visit.

The Avenue Area Strategic Framework is the outcome of the process set out above. It should be noted that the development and design approaches set out in this document are intended to build upon and integrate with the existing planning permission for remediation of the old coking works, which is currently being carried out on the HCA site.

BACKGROUND TO THE OPTION DEVELOPMENT

The original vision developed by the partners to the Avenue area development is set out below:

- It will be a mixed use new development.

- It will promote and accommodate sustainable transport solutions for pedestrians, cyclists, buses and cars; and residents will benefit from being able to access a range of sustainable transport choices to get around the development and to key destinations.

- The new community will be well-linked to local villages, Chesterfield, the local green network and other local attractions.

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FIGURE 15.0: SUMMARY OF CONSTRAINTS AND OPPORTUNITIES
• It will include a range of house types to meet local housing need as well as a range of appropriate facilities grouped around a community hub to meet residents’ day-to-day needs.

• Development at the Avenue area will be of the highest quality design and highly energy efficient with appropriate low carbon technologies.

Site constraints and opportunities for development at the Avenue area were identified and considered as set out below and illustrated at Figure 15.0.

CONSTRAINTS
• Challenging level changes within the site.

• Brownfield nature of the site including remnants of previous industrial heritage such as mine shafts.

• Separation from Wingerworth by A61.

• Presence of listed buildings immediately adjacent to the site.

• Rail line and river separating site from eastern hinterland.

• Limitations of existing vehicular access points to the A61.

OPPORTUNITIES
• Existing network of green links to surrounding villages and countryside.

• New landscape being created as result of remediation works on HCA site.

• Views to Chesterfield crooked spire and surrounding countryside.

• Mature tree cover in vicinity of site (e.g. along A61) and historic landscape references to the Wingerworth Avenue.

• Variety in character of local settlements which provided both cues (e.g. use of stone) and freedom (e.g. lack of dominant building form) for development.

• Potential for frontage onto A61.

• Presence of existing office uses on and adjacent to the site.

In response to the vision, baseline analysis and the constraints and opportunities identified, a number of spatial options were developed which explored different land use arrangements. These are indicated on the following pages along with a summary of the pros and cons of each.

MOVEMENT AND BLOCK STRUCTURE
The key movement corridors and indicative block layout was common to all the options. This was informed by a range of factors including:

• The development platform size, shape and topography.

• The relationship with adjoining land uses including the remediated landscape and the main transport corridors.

• Existing and proposed connections to the wider area.

• The proposed mix of land uses and how this could be best laid out in line with key place-making principles.

• Views in and out of the site.

• The need for built frontages to positively address the valley setting.

• Opportunities for orientation of buildings to take best advantage of solar gain.

• The main point of access to the north of the site with an emergency access to Mill Lane (in line with the County Council’s planning consent for the remediation works).

• Level changes, landscape, biodiversity opportunities and other environmental features.

• The need to optimise the usable area to make best use of the land available.

Early in the design process the opportunity to align the proposed north to south main street with the ‘axial view’ of the crooked spire was considered. However, although the crooked spire provides an interesting reference point, it also forms part of a wider vista of the town, and it was decided that it was located at too great a distance to justify a wholesale re-alignment which would also reduce the overall efficiency of the development block layout. Instead, the approach to the alignment of the main street through the site has been refined to open out the aspect around the northern edge, and to capitalise on broader views of the valley, including those available from the northern gateway, as well as affording views of the crooked spire.
Earlier options also considered the primary street ‘splitting’ part way along its length and diverting into two similar parallel streets, to prevent the main corridor being a single long ‘rat run’. However, it was decided that, with careful management and design this primary movement corridor, could be capable of operating as a single route, running through the site from north to south and would operate more effectively from legibility and place-making perspectives.

SELECTION OF PREFERRED OPTION
The spatial options were explored with North East Derbyshire District Council’s Urban Design Best Practice Group (UDPBG) through a workshop. At the workshop there was general consensus that Option 5 best met the vision and key aspirations for the site and provided a good basis for creating a high quality and distinctive development, but with some minor changes required.

Specific reasons why option 5 was preferred are focussed around its ability to address the delivery of the vision for the Avenue Area and include:

- It provided a consolidated employment area to the south around Mill Lane, with the opportunity for some commercial presence onto the A61.
- It provided the opportunity for retail presence located on the A61, serving both local communities and passing trade.
- It provided an attractive location for the combined school and community uses, well related to the wider open space, located along the primary street, and with the opportunity for excellent relationship with the adjoining landscaped area, particularly from an education perspective.

The preferred option was also accepted by the PPA Steering Group comprising the Council and the landowner/developer partners to the Avenue Area as the best option to take forward to refine further and test.
OPTI ON 1

**PROS**
- Provides an employment presence on the A61, and a retail presence on the A61 - both seen as necessary to support commercial success of these elements.
- Provides employment cluster around existing Pioneer House employment site.
- School and Community uses are co-located to the north - closer to approved formal recreation facilities and informal open space.

**CONS**
- Introduces additional employment in vicinity of housing on Mill Lane.
- School and Community uses are co-located to north - further from Adlington Estate and Grassmoor.
**OPTION 2**

**PROS**
- Employment use is located away from housing to the south, and forming its own distinct employment area as the northern gateway to the site.
- Retail has a strong presence on the A61 - important to the success of this component.
- School and Community uses co-located to the south - more accessible to communities south and south east of the site.

**CONS**
- No employment presence on the A61 frontage.
- Employment area severs housing and community uses from the open space and recreation facilities to the north.
- Retail dominates one of the two main gateways.
OPTION 3

PROS
- Provides an employment presence on the A61, and a retail presence on the A61 - both seen as necessary to support commercial success of these elements.
- Housing also has an increased presence on the A61 - for TW phase 1.
- School and Community uses are co-located to the north - closer to approved formal recreation facilities and informal open space.
- The location of the retail use is centred on the new crossing point, mid way along the site frontage. This is convenient for access to Wingerworth and aligned with the new school/community uses, at the opposite end of the east/west connection.

CONS
- Introduces additional employment in vicinity of housing on Mill Lane.
- School and Community uses are co-located to north - further from Adlington Estate and Grassmoor.
- The site of the retail area is at a lower level than the A61 and would require significant access and parking infrastructure.
OPTION 4

PROS

- Provides an employment presence on the A61, and a retail presence on the A61 - both seen as necessary to support commercial success of these elements.
- Provides employment cluster around existing Pioneer House employment site.
- School and Community uses are co-located to the north - closer to approved formal recreation facilities and informal open space.
- School and possible further playing fields located in Green Belt (releases land parcel on development platform for value generation - residential use).

CONS

- Introduces additional employment in vicinity of housing on Mill Lane.
- School and Community uses are co-located to north - further from Adlington Estate and Grassmoor.
- Use of Green Belt for school is contentious - and would need to meet ‘test of special circumstances’.
- School is on the opposite side of the spine road from main Avenue residential areas - so further access strategy to improve connections needed.
OPTION 5

PROS

• Provides an employment presence on the A61, and a retail presence on the A61 - both seen as necessary to support commercial success of these elements.
• Provides employment cluster around existing Pioneer House employment site.
• School and Community uses are co-located to the North, within a smaller area - closer to approved formal recreation facilities and informal open space - and releasing more land for residential use.

CONS

• Introduces additional employment in vicinity of housing on Mill Lane.
• School and Community uses are co-located to north - further from Adlington Estate and Grassmoor.
OPTION 6

PROS

- Provides an employment presence on the A61, and a retail presence on the A61 - both seen as necessary to support commercial success of these elements.
- Provides employment cluster around existing Pioneer House employment site.
- School and Community uses are co-located to the north - closer to approved formal recreation facilities and informal open space and centrally within the northern gateway.
- The north eastern corner of the scheme is released for residential uses, which achieves a higher value for that area of housing.

CONS

- Introduces additional employment in vicinity of housing on Mill Lane.
- School and Community uses are co-located to north - further from Adlington Estate and Grassmoor.
In order to refine and test the preferred option, and to enable consultation with key stakeholders and the local community, the following development principles have been established, drawing on the vision and aspirations for the Avenue Area and the outcomes of the baseline evaluation. These principles have influenced the final form of this Strategic Framework in respect of the Frameworks set out in Sections 5.0-6.0, and the key place-making principles set out in Section 7.0 of this document.

VISION FOR THE AVENUE AREA
Create a hierarchy of movement corridors, allowing easy use by a range of travel modes, including provision for green corridors, cycle and pedestrian routes, and public transport to create a ‘legible’ and ‘permeable’ movement network within the site.

- It will be a mixed use new development.
- It will promote and accommodate sustainable transport solutions for pedestrians, cyclists, buses and cars; and residents will benefit from being able to access a range of sustainable transport choices to get around the development and to key destinations.
- The new community will be well-linked to local villages, Chesterfield, the local green network and other local attractions.
- It will include a range of house types to meet local housing need as well as a range of appropriate facilities grouped around a community hub to meet residents’ day-to-day needs.
- Development at the Avenue Area will be of the highest quality design and highly energy efficient with appropriate low carbon technologies.

PLACE-MAKING PRINCIPLES
- Develop a sense of place for the Avenue with clear orientation through the design of character areas, with a variety of built typologies, public spaces, vistas, gateways, focal points and landmarks
- Revive the former east-west route of the ‘Avenue’ as a landscape, visual and place-making component of the Avenue development.
- Create an attractive frontage to the A61 that respects the existing green landscape character and topography whilst providing high quality gateways where appropriate.
- Create an attractive rural edge respectful of views and access into and out of the site.

MOVEMENT PRINCIPLES
Create a hierarchy of movement corridors, allowing easy use by a range of travel modes, including provision for green corridors, cycle and pedestrian routes, and public transport to create a ‘legible’ and ‘permeable’ movement network within the site.

- Create a range of pedestrian and cycle routes through the development that include two north-south routes - one a strategic recreational route through the green corridor to the east of the development, and the second a safe, direct and attractive local route that runs through the development and street network connecting key community and retail facilities.
- Provide strong pedestrian connections to existing neighbourhoods - and allowing for the incorporation of a ‘Crossing Strategy’ to make strong pedestrian connections across the A61 and railway - both of which currently sever the Avenue area from surrounding communities, from the Hunloke Estate through the employment area, and from Mill Lane to Grassmoor.
- Provide two main junction access points into the area from the A61, one to the northern end and one to the southern end of the site frontage.
- Create a north-south central street that forms the principal route through the development and contributes to permeability, legibility and place-making within the development.
- Ensure that the treatment of Mill Lane in particular is carefully resolved to protect and enhance existing residential amenity and provide convenient vehicular access to the main highway for Mill Lane residents.
- Create a strong east-west pedestrian/cycle link across the site at a midway point to follow the historic line of ‘The Avenue’.
- Ensure that the development connects with the wider green pedestrian and cycle network in the area including the Five Pits Trail making the Avenue a
‘hub’ for the wider green network with potential for
destination facilities such as a café, bike hire, etc,
that are also of value to the new Avenue community.

GREEN INFRASTRUCTURE PRINCIPLES

- Integrate the landscape and landform of the approved
remediation scheme for the old coking works,
including green corridors, drainage designs and
ecology/biodiversity requirements.

- Protect and enhance the existing landscaping along
the A61 frontage of the site as far as possible.

- Create a strong visual and functional network of
multi-functional green infrastructure throughout the
development that will provide for recreation and
play, pedestrian and cycle links, biodiversity and
SUDs as appropriate, and links into the wider green
network.

- Ensure the green spaces and play facilities within
the Avenue residential areas are attractive and
well-designed to create a landscape setting for
buildings, as well as being multi-functional.

- Use indigenous species in planting schemes where
appropriate to reflect local context and character.

- Maximise the visual and ecological attractiveness of
the River Rother so that it forms a centre-piece to
the Avenue green infrastructure.

- Maximise opportunities for educational experiences
in the green spaces and potentially use green spaces
as an opportunity to enhance long term community
engagement through green projects.

- Maximise the health agenda and benefits through the
delivery of and access to sporting facilities on the site
as well as opportunities for more passive activities
such as walking and cycling.

LAND USE PRINCIPLES

- Create community and retail hubs of facilities that
are accessible and well integrated into the street and
public space network.

- Create an employment quarter that commands a
prominent position on the site, is well integrated
into the surrounding street and public space network
and has a respectful interface with neighbouring
residential areas.

- Provide a range of housing types and tenures across
the area.

SUSTAINABLITY PRINCIPLES

- Provide opportunities to integrate low carbon
approaches into the development, e.g. prioritising
walking and cycling routes, residential proximity to
local amenities such as a local shop, appropriate
urban form/low sustainable building material
choices, etc. carbon technology integration, water
strategies which avoid unnecessary pumping:
Sustainable Drainage Systems (SuDS).
North East Derbyshire District Council intends that both short term and longer term engagement and consultation with the local community and key stakeholders on the development of the Avenue area is of the highest quality and both meaningful and sustainable.

In terms of how it intends to achieve this, the focus will be on:

SHORT TERM CONSULTATION
In finalising this document NEDDC has tested the emerging Framework with its Urban Design Best Practice Group, Derbyshire County Council and the Derbyshire Wildlife Trust. Additionally, OPUN (The Architecture Centre for the East Midlands) undertook a design review of the emerging proposals. The outcomes from these consultations influenced the final version of the document.

The draft Framework was the subject of a formal six week period of consultation during the summer of 2012 where the comments of all stakeholders were sought. They too have influenced this final version of the document.

In addition to this, pre-application consultation on specific planning applications proposed for development within the Avenue area will be undertaken by landowners and development promoters in summer/autumn 2012.

LONGER TERM ENGAGEMENT
NEDDC is keen that positive communication and engagement with both the existing community and the new community that is likely to follow development in the Avenue area, will continue as the site is developed and completed over coming years. The main purpose of this will be to ensure that information about developments within the Avenue Area is fully available and compliments the engagement already in hand in respect of the remediation works occurring on the site, and to enable the community to engage in decisions that will influence the type of place the Avenue becomes, for example through public art projects, design of play areas, etc. In addition, in view of NEDDC’s aspirations to ensure that the Avenue becomes a thriving business and employment focus, long-term engagement with the business community to help deliver this aspiration will be critical.

The Council, in conjunction with the landowners and development promoters will develop, publicise and deliver a strategy for this longer term engagement.

Key aspects of the strategy for longer term engagement will include:

- Meaningful engagement with local schools, community organisations etc using a range of communication methods.
- Inclusive public art and public realm projects.
- Maintenance and management of community facilities.
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This section identifies the main land use components derived from planning policy to deliver the vision. This information is illustrated in the framework plan overleaf and supporting tables, showing how the proposed mixed use community will be created, and how the development zone fits into the wider context. The key land use components of the Avenue development are:

- Residential
- Employment
- Retail
- Community/Social Infrastructure

The vision for the Avenue Area is to connect people to a sustainable future through quality homes, employment, education and recreation. The Avenue will be a new mixed use community of the highest achievable design quality, high energy efficiency and with appropriate low carbon technologies. It will be well linked into the local villages and communities, Chesterfield, the local green trail network and other local attractions. It will offer ‘knowledge based’ employment and a choice of high quality homes meeting local needs as well as a community hub meeting day to day needs, so giving the development focus and a sense of place. Further, it will give residents and workers access to a wide range of transport modes, including those by foot, cycle, and bus, in order to get around the development and to reach destinations in the vicinity.

<table>
<thead>
<tr>
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<td><strong>Total</strong></td>
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**Key**

- Site Boundary
- A61 Corridor
- Primary Corridor
- Rail link
- Northern Gateway
- Southern Gateway
- Reintroduced Avenue Lines
- Maximise High Level Views
- Integration of topographical zones
- Nodal points
- Links
- Multi user trail
- Sensitive eastern edge integrate with landscape scheme
- Education landuse
- Community landuse
- Employment landuse
- Local shopping/mixed-use landuse
- Residential landuse
- Remediation Scheme
- Strong pedestrian connection - link school to employment/retail
- Significant areas
- Play/openspace within development areas
- Community Hub
- Indicative Crossing Point
- Existing offices and business premises
04 / SECTION 4.2 / RESIDENTIAL

KEY DEVELOPMENT PRINCIPLE

• Provide a range of housing types and tenures across the area.

Around 1100 new homes may be provided across the Avenue area. The exact number will be subject to site capacity and housing need and demand which will be tested through future individual planning applications.

Market demand for new housing in the Avenue Area is likely to focus on family homes. A range of house types will be developed - detached, semi-detached and terraced, with limited private apartments.

At least 20% of the new homes provided within the Avenue area will be affordable housing, subject to viability testing. Based on recent NEDDC Housing Needs, Market and Affordability Study 2012 and the countywide Disabled People’s Housing Needs Study, it is currently assumed the affordable housing component may comprise 80% affordable/social rent and 20% low cost homes ownership/shared ownership (again this will be subject to viability testing at the time specific planning applications for development are considered). Based on current information, it is likely that a range of affordable housing types will be required ranging from large houses to apartments for older people to wheelchair standard bungalows. The provision of low cost plots for self-build units within the site is encouraged.

The distribution of house types throughout the development should reflect the strategic design approach set out in Section 7 of this document in respect of delivering the density and other design attributes of the different character typologies identified. Affordable housing will be ‘pepper-potted’ in clusters throughout the development to contribute to the creation of a mixed community.

An average density of 35 dwellings per hectare will be achieved across the Avenue Area. Variety in density will be provided to reinforce design and place-making within the development, and further guidance on this is provided in Section 7.0.
KEY DEVELOPMENT PRINCIPLE

- Create an employment quarter that commands a prominent position on the site, is well integrated into the surrounding street and public space network and has a respectful interface with neighbouring residential areas.

Approximately 10% (currently estimated as 4-5 hectares) of the development zone within the Avenue Area will accommodate new high quality employment space to contribute to the diversification of the local economy and the creation of a mixed-use community. The employment uses will generate a minimum of 850 new jobs but up to 1300 jobs could be accommodated. The area of land set aside for employment use is therefore designed to meet, or exceed, this expectation, on the basis of approximately (170-325) jobs per hectare for Class B1 uses.

The new employment ‘offer’ will comprise offices, research and development, workshop and light industrial uses within Class B1. This is intended to reflect the identified need for this type of space and to add higher quality jobs that NEDDC wishes to foster in the District. The type of employment floor space provided will be subject to further testing and clarification on unit types, mix, market demand, etc. B8 or B2 type uses will not be acceptable within the Avenue area given the proximity of the employment area to existing and proposed residential uses.

The intention is to provide an attractive, marketable and viable employment land resource that will add significantly to the local economy and accord with NEDDC’s economic development strategy. Support will also be provided for the provision of local high speed broadband across the Avenue Area to improve the economic competitiveness of the area. In recognition of this, the ability to ‘cluster’ the proposed employment use in a single area is preferred, thereby avoiding creating smaller separate employment areas, which would be fragmented in terms of their marketability and function within the wider scheme.

The employment area has therefore been focussed within the southern part of the site close to the existing offices at Pioneer House and CPL, adjoining Mill Lane to the south and accessed from the new southern junction via the spine road. The key reasons for this are:

- The need to provide a ‘frontage’ to the A61 Derby Road, in order to create a suitable profile for the new employment space, and thereby improve its marketability and appeal as a viable employment area, including access.
- The opportunity to deliver part of the employment area as an element of the first phase of the development.
- The location of existing employment uses on the CPL land and at Pioneer House (noting that the latter is outside the Avenue area).
- The intention to retain Pioneer House as B1 offices.
- The fact that B1 uses, by definition, do not give rise to undue nuisance or emissions that would be incompatible with residential areas.
- The pre-existing relationship between housing on the south side of Mill Lane and employment uses on the north side.
- The opportunity to create a discrete employment area, suitably serviced by the southern spine road and with the ability to create a distinct character area for this land use.

The strategic location of the proposed new employment quarters are shown on the Land Use Framework Plan. The following points need to be noted:

1. NEDDC are keen to ensure that delivery of employment land takes place as part of the early phases of development. In order to secure this, there may need to be some variation to the detailed boundaries of the proposed employment quarter, depending on when various parcels of land are likely to come forward for development. The detailed boundaries of the employment quarter will be determined through subsequent planning applications.

2. It is envisaged that the 10% employment requirement is in addition to the existing CPL offices located within the Avenue Area.

Key design principles for the strategic employment area are set out in Section 7.0 of this document.

Opportunities to secure a range of other employment uses in the Avenue Area will also be provided - both through the construction process during the build out of the development, and through the provision of other types of commercial and community uses within the development (e.g. retail, education).
KEY DEVELOPMENT PRINCIPLE

- Create community and retail hubs of facilities that are accessible and well integrated into the street and public space network.

Any retail provision proposed on this site should be designed to primarily meet the local shopping needs of the new residents and employees within the Avenue area. In addition it should be accessible to those neighbourhoods which adjoin the site and also passers by using the A61 corridor without compromising the retail function of existing town centres or undermining their vitality.

An area of 0.9 hectares is considered appropriate for retail provision within the Avenue area. An indicative site is shown in the land use framework. This may accommodate retail unit(s) with a total floor space of between 10,000 ft - 15,000 ft to meet local shopping needs, areas for parking, servicing and landscaping, and potentially residential uses.

The specific size and configuration of the retail unit(s) will be established through the determination of planning application(s) which will need to be subject to evaluation under planning policy requirements in terms of the ‘sequential test’ for such uses, including the location, quantity and quality of existing shops in the area.

Any retail uses will require a suitable design response to reflect the location proposed and key design principles relating to the layout.
KEY DEVELOPMENT PRINCIPLE

- Create community and retail hubs of facilities that are accessible and well integrated into the street and public space network.

A range of local services and facilities, that include flexible and adaptable space to support the day-to-day needs of the local population, will be provided in a community hub that is easily accessible by residents of the new community and adjoining areas. The specific type and size of facilities provided will depend on evidence of local need and capacity, as well as taking into account viability considerations for this development as a whole - but it is expected to include education, social, care and health provision.

EDUCATION

In view of capacity of local schools in the vicinity of the site, the scale of school-going population likely to arise from the Avenue area development, and the value of a school as a focus in a new community, the primary education needs of the new community are likely to be met through the provision of a new primary school on site, and secondary education requirements may be met through contributions towards improvement of existing local schools as appropriate. The type of provision required will be dependent on capacity and strategic provision in the wider area and the needs of the new community.

A 1.8 hectare site for a primary school and recreation play area is shown on the indicative layout. A school would act as a key hub for community activity in the Avenue area and this indicative location reflects the following attributes:

- Its proximity to the approved formal and informal recreation areas that form part of the HCA remediation scheme (although the school would also have its own on site recreation). This will enable use to be made of these areas for educational purposes as appropriate.

- The site is not entirely surrounded by housing - allowing for some segregation and privacy.

- The attractive location for a school on the edge of the river valley open space.

- Its ability, as a key community use, to draw activity though the site as a whole, and to be accessible by foot and cycle from all parts of the new community given its location on the primary street that runs north-south, and the avenue corridor that runs east-west.

COMMUNITY USES

The school site would also provide a wider range of facilities for community use and 0.4 ha of community space shown as part of the area associated with the school. This could provide for a range of potential uses such as rooms for meetings/clubs./societies, crèche/nursery, toddler group, indoor sports, keep fit, performance and rehearsal space. It is intended the form and requirements of the school and community spaces would be developed through further engagement with the LEA, community groups and stakeholders as the project progresses.
KEY SUSTAINABILITY PRINCIPLES

- Provide a range of land uses in a phased manner to create a mixed use development that reduces the need to travel and helps create a thriving community and contribute to a diverse local economy.
- Ensure that supporting retail, community and social infrastructure is delivered in a timely and phased way to enable residents and the existing community to meet their day-today needs.
- Ensure that the mix of house types and tenures provided meets local need and demand and helps create a balanced and equitable community.
- Locate and design access to the land uses proposed so that they are easily accessible by residents, employees, visitors and occupants of the neighbouring settlements.
- Ensure that the development will be highly energy efficient with appropriate low carbon technologies; and that buildings also demonstrate adaptability for the future.

BUILDING FOR LIFE CRITERIA

1. Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes?

2. Is there an accommodation mix that reflects the needs and aspirations of the local community?

3. Is there a tenure mix that reflects the needs of the local community?
## MOVEMENT FRAMEWORK

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KEY DEVELOPMENT AND DESIGN PRINCIPLES FOR MOVEMENT

• Create a hierarchy of movement corridors, allowing easy use by a range of travel modes, including provision for green corridors, cycle and pedestrian routes, and public transport to creates a ‘legible’ and ‘permeable’ movement network within the site.

• Create a range of pedestrian and cycle routes through the development that include two north-south routes – one a strategic recreational route through the green corridor to the east of the development, and the second a safe, direct and attractive local route that runs through the development and street network connecting key community and retail facilities.

• Provide strong pedestrian connections to existing communities – allowing for the incorporation of a ‘Crossing Strategy’ to make strong pedestrian connections across the A61 and railway - both of which currently sever the Avenue area from surrounding communities, from the Hunloke Estate through the employment area, and from Mill Lane to Grassmoor.

• Provide two main junction access points into the area from the A61, one to the northern end and one to the southern end of the site frontage.

• Create a north-south central street that forms the principal route through the development and contributes to permeability, legibility and place-making within the development.

• Ensure that the treatment of Mill Lane in particular is carefully resolved to protect and enhance existing residential amenity and provide convenient vehicular access to the main highway for Mill Lane residents.

• Create a strong east-west pedestrian/cycle link across the site at a midway point to follow the historic line of ‘The Avenue’.

• Ensure that the development connects with the wider green pedestrian and cycle network in the area including the Five Pits Trail making the Avenue a ‘hub’ for the wider green network with potential for destination facilities such as a café, bike hire, etc., that are also of value to the new Avenue community.
05 / SECTION 5.2 / SUMMARY OF RELEVANT EVIDENCE BASE

There are several sources of data relating to the existing transport position. These include (1) the North Derbyshire SATURN Model, and (2) specific traffic counts of junctions undertaken in 2010 and 2011 for the HCA and Taylor Wimpey (the respective landowners, at the time of writing).

The North Derbyshire SATURN model became available in 2012. It was developed by Derbyshire County Council to assist identify the impact of developments and transport infrastructure improvements. It uses a base year of 2010, and a future forecast year of 2026.

For the initial work supporting the development of the Avenue site, surveys of the following junctions were undertaken:

• A61/A617 gyratory.
• A61/Queen Victoria Road roundabout junction.
• A61/Ashover Road roundabout junction.
• A61/Mill Lane junction.
• A61/Storforth Lane junction.
• A61/St. Augustine’s Road junction.
• A61/Thanet Street signalised junction.

The above SATURN model and junction counts provide a comprehensive set of information with which to assess the impact of the Avenue site and inform a transport assessment to accompany subsequent planning applications for development within the Avenue area.
In order to deliver the vision and development principles for the Avenue Area development, the following features are seen as key requirements of the proposed Movement Framework and are illustrated on the Movement Framework Plan at Figure 18.0:

- The provision of two main junction access points into the site from the A61, one to the northern end and one to the southern end of the site frontage.

- A hierarchy of streets, footpaths and cycleway corridors within the development, allowing for easy use by a range of travel modes, including green corridors, cycle and pedestrian routes, and public transport. This creates a ‘legible’ and ‘permeable’ movement network within the site.

- The street hierarchy must be safe and legible and add to the richness of the built environment. Street widths will be varied throughout the development and the specification agreed at the detailed design stage. The street hierarchy consists of:
  - A primary street forming the main spine route connecting important nodes within the site and the two main junctions. It shall be designed to accommodate buses if required in the future.
  - A series of secondary streets which have a supporting role to the primary street and provide links between development areas within the site.
  - A series of tertiary streets which will define the building blocks and will be part of the permeable network of routes. Traffic flows will be low enabling a mix of pedestrians and vehicles potentially with shared surfaces or home zones.
  - The primary and secondary streets are shown on the Movement Framework plan. These streets will have an important placemaking role within the development, and it is critical that their design treatment is continuous along their lengths. Design principles are established for the key streets in Sections 6.0 and 7.0 of this document.

- Strong pedestrian connections to existing neighbourhoods allowing for the incorporation of a ‘Crossing Strategy’ to make better pedestrian connections across the A61 and railway which both sever the Avenue area site from surrounding communities. This will involve the improvement of the two pedestrian links to Grassmoor to the east, creation of a strong pedestrian/cycle link to the Hunloke estate to the south, a new pedestrian crossing across the A61 to link to the footpath network in Wingerworth, and links from the development to the proposed new multi-user track that will be developed as part of the remediation scheme and which will link to the wider green network.

- Attractive and safe pedestrian connections within the site linking residential areas to the main community, retail and employment uses as well as bus stops. This will include creation of a strong pedestrian link east-west across the site following the historic line of ‘The Avenue’ and connecting from Wingerworth and the A61 to the River Rother valley and beyond.

- The provision of appropriate car parking provision.
05 / SECTION 5.4 / KEY ACCESS POINT REQUIREMENTS

The Movement Framework proposes two new vehicular accesses to the Avenue area. These are a roundabout to the north of the site (near the existing access to the Avenue) and to the south of the site (near the existing junction with Mill Lane). Both existing access points will be closed off, and in the case of Mill Lane, diverted to the new roundabout junction proposed.

With regard to non-vehicular access to and from the Avenue Area, the following new links and improvement of existing links are proposed:

- New pedestrian/cycle crossing of the A61 approximately midway between the two new roundabouts.

- Improvements (such as surface, signage and lighting) of existing links to Grassmoor, Tupton and Hunloke. It should be noted that a new all-user green link will be created within the landscapes area created as part of the remediation works. This will run in a north-south route along the river valley and will connect to the wider green network including the Five Pits Trail.
FIGURE 18.0: MOVEMENT FRAMEWORK AND KEY ACCESS POINTS

- Birdholme
- Hasland
- Wingerworth
- Hunloke
- Grassmoor
Further transport assessment work will be undertaken as part of the preparation of future planning applications to establish the impact of the proposed development and any off-site transport improvements required to mitigate the impact. The assessment work will make use of the North Derbyshire SATURN traffic model and will be reported within a scheme specific Transport Assessment to be submitted with planning applications. The scope of this document would be prepared in accordance with the DfT’s Guidance of Transport Assessments and agreed with Derbyshire County Council, the local highway authority, at the appropriate time. Potential mitigation measures may include measures such as improvements to off-site junctions, improvements to public transport, contributions to a new link between the A61 and the A617, etc.

**STRATEGIC HIGHWAY IMPACTS**

Derbyshire County Council have instigated study work to assess the cumulative impact of committed and planned development in the A61 corridor and the likely impacts and mitigation required. This work will utilise the North Derbyshire SATURN A61 corridor traffic model. The outcomes of this work will inform a strategy for equitably apportioning mitigation and costs to the development sites of relevance to ensure no detrimental impact on the highway function of the corridor.

A working group between Derbyshire County Council, Chesterfield Borough Council and North East Derbyshire Council has been established to steer, manage and agree this strategy.

Derbyshire County Council will continue to work closely with prospective applicants, as part of this study work to understand the potential impact on the strategic highway network from development at The Avenue and to ensure this is taken account of within any transportation assessments accompanying individual planning applications. Where appropriate, contributions towards mitigation measures in relation to the strategic highway network will be sought.

**TRAVEL PLAN**

Development and implementation of a Travel Plan will be a key requirement of future development at the Avenue Area. The Travel Plan would set out measures for addressing the transport impact of trips to and from the site by occupants and visitors in a sustainable way to achieve an agreed Modal Share target. The Travel Plan would be developed to inform planning applications for development within the Avenue Area and would be agreed with Derbyshire County Council.
The car parking standards set out in the NEDDC Local Plan 2005 requires the following provision for the main uses proposed in the Avenue Area:

- **Dwellings:** 1 space per 1-bedroomed unit; 1.5 spaces per 2-bedroomed unit; 2 spaces for units with more than 2 bedrooms.
- **B1 Employment Uses:** premises up to 2500m² - 1 space per 40m²; premises over 2500m² - 1 space per 55m².
- **Retail uses:** premises up to 1000m² - 1 space per 25m².
- **Community/education uses:** subject to individual assessment.

In view of the location of the Avenue Area and the sustainable mix of uses proposed within it, it is proposed that an Avenue Car Parking Strategy will be developed for development at the site as part of future planning applications. The NPPF sets criteria for setting local parking standards for residential and non-residential development. The Avenue Car Parking Strategy will be based on the outcomes of the transport assessment work, the likely car parking demand on the site, the design aspirations for different character areas within the site, and take account of the criteria set out in the NPPF.

The place-making principles set out in Section 7.0 of this document include guidance on the design approach appropriate for car parking in different parts of the site.

**Street design** will integrate and deliver the landscaping provisions set out in this document in respect of creating green and ecological corridors through the development.

- **Good access to public transport** will be provided via provision of safe pedestrian routes to bus stops on the A61 and the potential to provide a bus route along the primary street.
- **A car parking strategy** will be developed and implemented for new development within the Avenue Area that promotes sustainable transport provision and integrates with good design and place-making.
- **Appropriate provision will be made for cycle parking provision at all new domestic and non-domestic premises within the Avenue Area.**
- **A robust Travel Plan** will be developed and implemented to underpin delivery of an agreed modal share for development within the Avenue Area.

**BUILDING FOR LIFE CRITERIA**

4. Does the development have easy access to public transport?

5. Does the development have any features that reduce its environmental impact?

6. Is the design Specific to the scheme?

13. Are the streets pedestrian, cycle and vehicle friendly?

14. Does the scheme integrate with the existing streets, paths and surrounding development?

**KEY SUSTAINABILITY PRINCIPLES**

- The development will be well linked by all travel modes to local settlements, jobs and facilities from an early stage in accordance with an agreed phasing plan.
- The development will be well linked to local settlements and the wider green network via new and improved footpaths and cycleways including a new pedestrian crossing on the A61.
- The development will have a permeable layout created through a hierarchy of streets and links that affords good legibility for users. This will include a safe and attractive network of pedestrian and cycle links within the site providing access to community, retail, educational and recreational facilities.
## LANDSCAPE AND OPEN SPACE FRAMEWORK

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<td>6.5</td>
<td>112 Green Infrastructure Design Principles</td>
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KEY DEVELOPMENT PRINCIPLES FOR GREEN INFRASTRUCTURE

- Integrate the landscape and landform of the approved remediation scheme for the old coking works, including green corridors, drainage designs and ecology/biodiversity requirements.

- Protect and enhance the existing landscaping along the A61 frontage of the site as far as possible.

- Create a strong visual and functional network of multi-functional green infrastructure throughout the development that will provide for recreation and play, pedestrian and cycle links, biodiversity and SUDs as appropriate, and links into the wider green network.

- Ensure the green spaces and play facilities within the Avenue residential areas are attractive and well-designed to create a landscape setting for buildings, as well as being multi-functional.

- Use indigenous species in planting schemes where appropriate to reflect local context and character.

- Maximise the visual and ecological attractiveness of the River Rother so that it forms a centre-piece to the Avenue green infrastructure.

- Maximise opportunities for educational experiences in the green spaces and potentially use green spaces as an opportunity to enhance long term community engagement through green projects.

- Maximise the health agenda and benefits through the delivery of and access to sporting facilities on the site as well as opportunities for more passive activities such as walking and cycling.
FIGURE 19.0: LANDSCAPE AND OPENSACE FRAMEWORK

1. 'The Avenue'
2. Ecological corridor
3. Neighbourhood green spaces
4. The Parkland
5. Primary street
6. Village Green
7. Neighbourhood equipped area of play
8. Local equipped area of play
   Secondary streets:
06 / SECTION 6.2 / PROPOSED GREEN INFRASTRUCTURE FRAMEWORK

There are a number of important green spaces within the vicinity of the site as well as an established network of footpaths and bridleways. These green spaces include: the recently created Avenue Washlands to the south of the site; Grassmoor Country Park which forms the start of the Five Pits Trail; Williamsthorpe Ponds Nature Reserve in Holmewood; and a number of woodlands to the west of Wingerworth. The remediated land to the north and east of the development as well as the development itself will provide an important connection in a sequence of publicly accessible green spaces that link Grassmoor and the Five Pits Trail to Wingerworth to the west and Chesterfield to the north.

The remediation works will leave a clean but largely featureless site ready for development. The challenge therefore is to use the site’s green infrastructure to create a strong new identity and sense of character for the site in response to the vision and aspirations for the development.

The Avenue Area sits within the immediate context of the historic Wingerworth Estate, which was home to the Hunloke family for over three hundred years. A broad avenue of two parallel lines of trees historically ran east from the Hall, which was demolished in the 1920s, down to the River Rother and beyond, giving the site its name. Just over a century before the hall was demolished, the Hunloke family commissioned the leading landscape designer Sir Humphry Repton to produce plans for further improving the park. These plans, which included damming the River Rother to form a lake and the creation of new drives, were never realised.

Although the avenue no longer exists, there is great potential to reinterpret this local historic feature within the proposed development to provide a link to the historic landscape, an opportunity to create strong east-west connections through the Avenue Area connecting existing villages and the new development to the new parkland being created along the River Rother, and to provide a key place-making feature within the development. This represents an opportunity to finally, within a 21st century context, complete a landscape that is every bit as exciting and visionary as the one that Repton imagined two centuries ago, and in the process to transform the site into a beautiful place in which to live and work.

The green infrastructure framework within the development has been designed to respond to the vision for the Avenue Area development and achieve the following:

- An attractive sequence of green spaces that forms the setting for the new development.
- Strong physical links to the wider landscape and to existing communities.
- A clear spatial hierarchy and movement framework.
- A strong identity to the site that references, in particular, the historic avenue and parklands.
- A strong relationship with the new parkland landscape being formed to the north and the east.
- A network of ecological corridors which provide an opportunity to incorporate sustainable drainage systems.

The identity of the development’s green infrastructure will be greatly influenced by the new 70 hectares of parkland landscape that is being prepared along the River Rother corridor specifically for the purpose of providing new high quality publicly accessible parkland. This landscape has been designed as semi-rural parkland and will feature the gently rolling topography and blocks of woodland that are characteristic of this part of Derbyshire. This parkland, which will sit both to the north and the east of the proposed development, will provide a significant area of multi-functional green space. This new open space provision will be an attractive asset both for existing and new communities and will comprise new formal and informal open space, incorporating playing fields and associated facilities, leisure trails, fishing ponds, and a range of newly created wildlife habitats. The design of the remediation landscaping scheme has been informed by the guidance provided with the ‘Landscape of Derbyshire’, by the objective of creating a connected network of green spaces in the wider area, and by the open space standards set out by North East Derbyshire District Council.
FIGURE 20.0: STRATEGIC GREEN INFRASTRUCTURE AND LINKAGES FRAMEWORK

1. Grassmoor Country Park
2. Walton Wood
3. Avenue Washlands
4. Five Pit Trail
5. New Parkland
It is proposed that this parkland quality will extend into the development with loose clumps of trees defining a strong identity for the streets and neighbourhood spaces and helping to ‘stitch’ them into the wider landscape. Creating strong links between the parkland and the proposed new development is also of paramount importance, while ensuring that the critical ecological functions of the parkland are retained and protected. A coherent relationship between the parkland and the new development will not only improve the quality of the development but also that of the parkland. This approach manifests itself in the development in a number of ways:

- Reinterpretation of the avenue feature will be reintroduced, which will provide a clear and direct connection, both physically, as a pedestrian and cycle route between Wingerworth and Grassmoor, and visually as a ‘rifle-shot’ view to the open countryside to the east.
- Maximising development frontage onto the parkland, with the ‘Eastern Edge’ in particular benefiting from views across this new asset.
- Setting up a series of strong street links from the development to the parkland. These streets have been designed with the intention of creating a single ‘parkland’ identity that permeates the whole development through the integration of generous planting areas along their lengths.
- Provision of multi-function green spaces along the street and pedestrian links.
- Provision of an ecological corridor running north-south through the site.

The proposed green infrastructure framework is shown at Figure 20.0.
06 / SECTION 6.3 / ROLE AND FUNCTION OF GREEN SPACES

The development will include a series of green spaces which complement the wider parkland landscape. These will include ‘the Village Green’ which will sit at the heart of the development and which will provide nearly a hectare of attractive, flexible green space for informal use and for holding community events. In addition to this central space there will be a number of smaller neighbourhood green spaces. Some which will be equipped areas of play. Further play opportunities will be integrated into the landscape of both the remediation scheme and the development as ‘natural’ or ‘embedded’ play.

The key green spaces and links to be provided as part of the Avenue Area development are described below. The locations of these are shown at Figure 19.0.

The types and sizes of green spaces proposed are based on requirements in North East Derbyshire DC’s Recreation and Open Space SPD (October 2007) and take into account facilities that will be provided as part of the approved remediation scheme currently underway (see figure 3.0 in this document). However, it should be noted that additional compensatory or new sports/open space provision may be required in relation to the loss of the existing private sports pitch and any new housing development if proposed.

VILLAGE GREEN
A generously sized (0.9 hectares) green space is proposed at the heart of the development which will provide an informal recreation amenity for the entire community. This ‘Village Green’ will be fronted by development and, with a north-east to south-west aligned foot and cycle path, will form an important link between the community hub and the rest of the development.

NEIGHBOURHOOD GREEN SPACES
The open space network shows 4 neighbourhood green spaces. These would be smaller than the village green and range in size from 0.25 ha to 0.08ha. These spaces would provide informal recreation throughout the development and will be important in helping to shape a distinctive character for each neighbourhood.

ECOLOGICAL CORRIDOR
The open space framework incorporates a belt of existing vegetation which runs from north to south along the slope that transitions between the upper and lower portions of the site. This belt of trees will form an important ecological corridor as well as an attractive setting for the new development, and provide opportunities to create links between the different site levels at appropriate points.

CHILDREN’S PLAY SPACES
The green infrastructure framework allows for a wide range of play opportunities for an equally wide range of ages and includes home zone areas for doorstep play, two Local Equipped Areas of Play (LEAPs) providing equipped play for children of early school age (4-8 years), a centrally positioned Neighbourhood Equipped Area of Play (NEAP) providing equipped play for children of 8 years and older, and over 45.77 hectares of parkland allowing for imaginative natural play for all ages. The strategy is to consolidate equipped play into three key locations, allowing a high quality of play provision that is readily accessible to all.

The following quantum of play area is proposed:

- Local Equipped Areas of Play: 1081m²
- Neighbourhood Equipped Area of Play: 771m²

OUTDOOR SPORTS FACILITIES
The parkland adjacent to the development will provide outdoor sports facilities in the form of two football pitches and a cricket pitch. This parkland, as well as the village green and the neighbourhood green spaces, will also provide ‘kick-about’ space.

OUTDOOR YOUTH FACILITIES
An outdoor youth facility is proposed within the parkland. The exact format and location of this facility will be one of the issues explored through the proposed consultation exercise, but it could potentially comprise a multi-use games area consisting of a hard all weather surface, marked out with a number of sports activities and enclosed with high ball stop fencing and goal ends.
GREEN STREETS
The open space framework incorporates a hierarchy of ‘green streets’. These comprise The Avenues, the primary street, secondary streets and the eastern edge. Each of these street types incorporate significant amounts of tree planting and other planted elements and will ensure that the streets themselves play a significant role in making the development green and attractive. Design details and cross sections of these green street typologies are set out in Section 6.5 of this chapter to demonstrate how the green landscaping and movement aspects of these streets should integrate.
For many years the Avenue area has been a block to east-west movement. With its remediation and re-development the site will become a connector, facilitating movement in each direction and providing direct, attractive and safe pedestrian and cycle connections between Wingerworth to the west and Hasland and Grassmoor to the east. These connections will take the form of ‘green streets’, each with a parkland character inspired by the proposed landscape of the remediation scheme as well as the historic landscape of the Wingerworth Hall landscape, of which traces still exist in the surrounding area. These connections will not only provide a high-quality green context for the development but will also form ecological corridors throughout the development.

The Avenue Area development will connect the existing settlements of Hasland, Grassmoor, Tufton, the Hunloke Estate, Wingerworth and Birdholme to an attractive new area of multi-functional parkland for the benefit of all members of the community. The development will also facilitate the connection of these settlements to the wider green infrastructure network and in particular attractive pedestrian and cycle links will connect:

- Wingerworth village to Grassmoor, Grassmoor Country Park and the Five Pits Trail via new west-east routes across the Avenue site.

- Birdholme and Hasland to The Avenue Washlands and Tufton via new north-south routes through both the parkland and the development itself.

- Local connections to the Hunloke Estate.
This section sets out the key design principles that the main types of green infrastructure proposed at the Avenue Area must address and achieve in terms of detailed design and landscaping. These principles are critical to the success of the Avenue Area as a new community and place, and MUST be appropriately addressed in any subsequent planning proposals for development.

**VILLAGE GREEN**
- A significant area of species-rich lawn which can be used for a wide variety of community events as well as informal recreation.
- A generously proportioned path and cycle path, extending across the space in a north-east to south-west direction.
- A high-quality Neighbourhood Equipped Area of Play providing sufficiently for the requirements of all residents of the local community.
- A strong sense of enclosure to the space through built form and an appropriate boundary treatment.
- Generous tree planting in the form of large parkland trees with meadow grass beneath them.

**NEIGHBOURHOOD GREEN SPACES**
- Areas of species-rich lawn which can be used for a range of informal recreation.
- High-quality Local Equipped Areas of Play in two of the Neighbourhood Green Spaces.
- A strong sense of enclosure to the spaces through built form and appropriate boundary treatments.
- Generous tree planting in the form of medium-sized native trees.

**ECOLOGICAL CORRIDOR**
- Existing vegetation retained and managed.
- Generously dimensioned paths cut across the slope to provide access for all at gradients of 1:21 or shallower.
- Direct stepped routes across the slope.
- Neatly managed margins to the corridor.
GREEN CORRIDORS

THE AVENUES

- A generously dimensioned street section with a central pedestrian spine.
- A strong ‘avenue’ effect created using large fastigiate parkland trees.
- A central planted strip, taking the form of a rain garden (subject to further viability testing), and comprising, principally, herbaceous plants and grasses that have been selected for their ecological as well as aesthetic qualities.
- Strong spatial containment through built form.
- Embedded public art reflecting the unique history of the site and the wider area.

A. LOCATON PLAN
B. PLAN
C. SECTION

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 huhu

A. LOCATON PLAN
B. NORTHERN ACCESS PLAN
C. PLAN
D. SECTION

Images/plan and diagrams are for illustrative purposes only.
Images/plan and diagrams are for illustrative purposes only.
SECONDARY CORRIDORS

- Containment to the spaces provided by a combination of gritstone walls at street intersections and homezone entrances, and railings.
- Generous blocks of ecological planting along the length and on both sides of the streets. This planting should be comprised principally of herbaceous planting and grasses and selected for its ecological as well as aesthetic qualities. These plantings have the potential to be rain gardens subject to further viability testing; and
- A loose clustering of medium height native trees throughout the planted areas.

A. LOCATION PLAN
B. PLAN
C1. SECTION
C2. INTERFACE ACROSS THE SIGNIFICANT LEVEL DIFFERENCE ON THE SITE

Images/plan and diagrams are for illustrative purposes only.


EASTERN EDGE

- Larger detached properties with low-key access road to front.
- Views from and to properties framed by clumps of medium and large sized native trees.
- Species-rich meadow beneath the trees.
- Low-key paths providing access for all from the eastern edge to the parklands.

A. LOCATION PLAN
B. PLAN
C. SECTION

Images/plan and diagrams are for illustrative purposes only.
KEY SUSTAINABILITY PRINCIPLES

- A range of green spaces will be provided within the Avenue Area that are well-designed, safe and accessible, catering for a range of ages, needs and are well maintained.
- A range of play and formal/informal recreational needs will be accommodated within the green spaces provided to meet local needs.
- A network of connected ecological corridors within streets with planting designed to support invertebrates and birds will be created.
- Existing hedgerows and vegetation adjacent to the A61 will be retained.
- Species-rich meadows will be provided both at the Village Green and at the neighbourhood green spaces.
- Appropriate tree planting within the streets and green spaces will be used to provide a good micro-climate that provides shelter from the wind and shading from the summer sun.
- New development will respect and where possible enhance the new landscaping and ecological areas along the River Rother valley created through the Avenue remediation scheme.
- Locally sourced materials that have a low-embodied energy including gritstone for walling and local aggregate for gravel surfaces will be used within the development.
- Recycled materials including recycled stone and furniture formed from recycled materials will be used within the development where possible.
- Plants of a local provenance will be used within the development where possible.
- The opportunity within the management of green spaces and streets to form compost from green waste for re-use within the landscape will be explored and implemented where possible.
- As far as it is feasible materials resulting from creating new levels within the site will be reused within the development to avoid the need to import or export the materials.
- Where appropriate, plant material that requires no irrigation will be used.
- Sustainable drainage systems will be used within the development, these may take the form of bio-channels, conveying water slowly through a series of dams to the parkland landscape and areas of storm water attenuation within it.
- The potential to use low-energy lighting will be explored and implemented if feasible.
- The potential to incorporate micro-renewables into the streets and spaces will be explored and implemented if feasible.
- The development will be well linked by all travel modes to local settlements, jobs and facilities from an early stage in accordance with an agreed phasing plan.

BUILDING FOR LIFE CRITERIA

1. Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes?

5. Does the development have any features that reduce its environmental impact?

6. Is the design specific to the scheme?

7. Does the scheme exploit the existing buildings, landscape or topography?

8. Does the scheme feel like a place with distinctive character?

9. Do the buildings and layout make it easy to find your way around?

13. Are the streets pedestrian, cycle and vehicle friendly?

14. Does the scheme integrate with the existing streets, paths and surrounding development?

16. Is public space well designed and does it have suitable management arrangements in place?
## Place-Making Framework

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<th>PAGE</th>
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<td>138 Character Area Guidance</td>
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<td>7.6</td>
<td>194 Public Art</td>
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This section sets out a series of design principles which are intended to inform the preparation of further site based masterplans and the subsequent design of the scheme. This section should be read in conjunction with the land use, movement and green infrastructure frameworks which establish site wide spatial parameters and principles.

The illustrative masterplan layout at Figure 21.0 shows how the various structural components come together to create a development framework.

The following place-making principles have been identified for the Avenue Area:

- Develop a sense of place for the Avenue with clear orientation through the design of character areas, with a variety of built typologies, public spaces, vistas, gateways, focal points and landmarks.

- Revive the former east-west route of the ‘Avenue’ as a landscape, visual and place-making component of the Avenue development.

- Create an attractive frontage to the A61 that respects the existing green landscape character and topography whilst providing high quality gateways where appropriate.

- Create an attractive rural edge respectful of views and access into and out of the site.

**LANDOWNERSHIP (HECTARES)**

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**LANDUSE (HECTARES)**

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</table>

**KEY**

- Site Boundary
- Residential Landuse
- School\Education Landuse
- Local Shopping/Mixed-Use Landuse
- Community Landuse
- Employment Landuse
- Open Space
- Amenity\Recreation Areas + Formal Sport Pitches
- Planting
- Water Courses
- Movement Corridor/Green Street
- Pedestrian\Recreation Trail
- Existing offices and business premises
The overall placemaking vision for the Avenue Area is “to create a series of strong character areas unified by the formal tree-lined Avenue and a high quality network of green routes and spaces reaching out to surrounding communities and linking into the strategic green network including the new multi-functional parkland, Grassmoor Country Park, Chesterfield Canal and the Five Pits Trail. A series of distinctive neighbourhoods including the higher density Avenue area, the sensitively landscaped Derby Road medium density area, the lower density countryside edge with views out to the wider countryside and the Mill Lane employment hub, will be connected around a strong hub of community facilities comprising the village green, a new school, community facility and retail store”.

This section provides further urban design guidance to inform a more detailed masterplan layout to achieve these principles and focuses on the place-making aspects of the Avenue area development that will make it a distinctive and memorable place. This guidance comprises:

- Urban Form
- Scale
- Townscape and Landscape
- Character Area Guidance

This section does not provide detailed design guidance on new residential development - reference should be made to “Successful Places: A Guide to Housing Layout and Design”
07 / SECTION 7.2 / URBAN FORM

BLOCK STRUCTURES
Creating a permeable, legible layout will be a key objective for the Avenue. The built form within the Avenue Area should comprise a perimeter block layout which ensures that buildings can positively contribute to the public realm and public fronts and private backs are well defined. Perimeter blocks can work with any scale of development and are capable of accommodating a range of house types and densities.

- As a general rule blocks should be within the range of 60-120 m as this allows buildings to front all sides whilst maintaining frequent access routes between blocks thereby ensuring a permeable layout.

- Perimeter blocks will consistently define the public and private realm but vary in terms of enclosure, height and density depending on the character area.

- Residential block interiors should create opportunities for high quality, private and shared amenity space and parking. Landscape design should be high quality and incorporate private gardens, shared internal courtyards and spaces.

- Opportunities should be taken to orientate buildings broadly to the south to optimise solar gain by orientating buildings broadly to the south, which results in an east-west street pattern.

- Cul-de-sacs with an introverted layout do not integrate well with surroundings, limit permeability and will not be strongly discouraged.

DENSITY
The site is located in an area where the surrounding settlements are generally ‘suburban’ and semi rural in character, with housing layouts that have generally developed as organic additions to existing mining villages or as extensions of existing suburbs.

The character of these settlements means that development at the Avenue naturally lends itself to a lower, less urban, housing density that is in keeping with its immediate context - rather than higher density forms such as those found in town centres or more urban quarters.

Added to this, current market trends and viability guidance have also indicated that a lower density approach to the provision of family housing, with gardens, is preferable to higher density town house, terrace and apartments, in this location. For this reason an average density of 35 units/dwellings per ha is expected as the desired ratio. This will still allow for a variety of built forms across the site. Density should relate to street type, legibility and enclosure and open space. Design teams will be expected to demonstrate how they have provided the best design solution striking a balance between the efficient use of land and ensuring new development does not detract from the character of the area. Upping the density of suburban house forms and layout by squeezing standard house types close together and reducing space will not be accepted as an appropriate solution.
SCALE
Scale will be an important component in helping designers create legible townscape and places which are memorable. The height of buildings should reinforce the street character. Varying building heights at key locations, particularly at street corners, landmark locations and to frame public spaces can add considerably to a rich and legible urban form.

Design teams should demonstrate how scale (in terms of massing and height), have been considered in relation to topography, relationship to views into and within the site, street types, relationship to open space and character area requirements. Figure 22.0 provides a guide for storey heights across the site.

RESIDENTIAL BUILDING HEIGHTS
- Generally it is anticipated that the majority of housing will be between 2 and 3 storey.

- The sensitive eastern edge to the development area, abutting the landscape corridor, should be no higher than 2 storeys, to create a lower scale development in this location that responds to the visual sensitivity of the river valley and the wider setting, including neighbouring settlements.

- The site will also accommodate a small proportion of 3 storey dwellings (principally along the Avenue corridors) at key gateways and focal points, fronting onto key open spaces or to provide visual emphasis in key locations.

- Opportunities for stepped building heights to increase passive solar gain and to allow different building frontage heights onto surrounding streets and spaces are to be encouraged.

EDUCATION AND COMMUNITY BUILDING HEIGHTS
The education building and community facilities should be within 2-3 storeys. These buildings need to strike a balance between providing a gateway and landmark role and sitting sensitively in the landscape setting, due to their location on a highly visible part of the site, overlooking the river valley.

COMMERCIAL AND RETAIL BUILDING HEIGHTS
Commercial and retail building forms could accommodate up to 3 stories, or more in nodal positions, predominantly due to the nature of the use. 4 storey pavilions may be feasible if some element of undercroft space (including parking) was achievable, due to the level changes at the south west corner of the site.

Commercial buildings located immediately adjacent to residential areas will need to ensure that the height is reduced to an appropriate scale to respect the adjoining domestic character, e.g. Mill Lane.

KEY

<table>
<thead>
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<tr>
<td>0-2 Storey Building height</td>
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<tr>
<td>2-3 Storey Building height</td>
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<td>2-3+ Storey Building height</td>
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<td>Open Space / Play Provision</td>
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<table>
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<tr>
<th>RETAIL/EMPLOYMENT BUILDING HEIGHTS</th>
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<td>2-4 Storey Building height</td>
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<tr>
<td>Major corner / Focal point</td>
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<tr>
<td>Neighbourhood Focal point</td>
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</table>
BUILDING LINES AND SET BACKS
A common building line creates continuity of frontage and strong definition and enclosure to the public realm. Where set backs are permitted (the area between the property line and the building line) the design of the resulting space should be well defined and attractive. This includes the boundary treatment between the public and private realm.

Coherent and attractive boundary treatments (front, rear and side) will be important in creating a unified and cohesive development and should be addressed in further masterplanning and more detailed design. This should include the consideration of the extent of set-backs and landscape treatments within the privacy strip, the extent of projection form the building line, and the treatments of boundaries that define the property line (e.g. railings, hedging, walls etc). The character area guidance provides some guiding principles for boundaries to be developed through the detailed design process.

GATEWAYS AND FOCAL POINTS
Creating and enhancing key gateways, landmarks, focal points and views and vistas should strengthen the sense of place and legibility with the Avenue. Figure 22.0 identifies primary and neighbourhood focal points within the development.

Primary Focal Points
The primary focal points are key strategic gateways and landmarks located at key arrival points and at major junctions within the site. Development in these locations should comprise greater visual prominence/interest. This can be achieved through the following design solutions where appropriate:

• Strong and continuous development frontages and buildings that turn the corner.

• Greater height.

• Change in orientation.

• Change in the architectural articulation of building (e.g. through corner, façade and or roof treatment).

• Enlivening facades with balconies, awnings, bay windows and other projections.

• Using landscape features, planting and or public art.

• Pedestrian crossings should be aligned to such areas with an emphasis on pedestrian priority in the public realm.

Neighbourhood Focal Points
These comprise key neighbourhood nodes (open spaces) within the development which will be used for navigation through the site by residents and visitors:

• Such focal points should be marked by development that turns the corner.

• Height should be slightly increased with greater articulation of corner elements and with primary entrances fronting the focal point.

• Buildings should not be set too far back from the focal point.

• Pedestrian crossings should be aligned to such areas with an emphasis on pedestrian priority in the public realm.

VIEWS
Within the Avenue development, opportunities to align and emphasise view corridors should be maximised:

• Key views and vistas into and out of the site should be addressed by an appropriate design response.

• Key views and vistas within the site and between key buildings and along primary routes should be emphasised through the detailed design response of streets, spaces and buildings and landscaping.

APPEARANCE
It is expected that the design of buildings at The Avenue will provide a clear architectural language with continuity of architectural expression. Design should strike a careful balance between the most positive aspects of historical and local architecture with best approaches to contemporary architecture.
A key design principle for the Avenue Area is to develop a sense of place with clear orientation through the design of character areas, with a variety of built typologies, public spaces, vistas, gateways, focal points and landmarks.

A series of distinct character areas have been identified to ensure variety and a sense of place through distinct variations in urban form (e.g. street type, density, scale, open space, appearance) to respond to the location and character of the setting and create a distinctive, legible and memorable townscape. This can achieved through a variety of characterful buildings unified by strongly defined streets and spaces. The framework plans provide the key structuring elements to form a series of distinct character areas around. This section synthesises the vision and key design principles for each character area.

Figure 23.0 illustrates the 4 character areas and the Avenue Place Typology.

THE AVENUE PLACE TYPOLOGY
The design concept of The Avenue is a key place-making and unifying feature reflecting the historical east-west Avenue and connecting together 3 new character areas around the community hub and village green at the heart of the development.

General
The original ‘avenue’ of trees, from which the site has derived its name, was laid out in order to focus views from the Wingerworth Hall to the open countryside, which lay to the east. In the spirit of the original design the revived ‘Avenue’ will retain open views to both the countryside and the parkland at the eastern ends of the parallel avenues. This will require localised gaps in the tree planting within the parkland that wraps around the eastern edge of the development.

Whilst this will establish long-range views from within the development outwards, the open views from Wingerworth that existed historically cannot be recreated because of the substantial development that has taken place on the estate since it was sold off in the 1920s. The strategy is to mark the western ends of the avenues with commissioned artworks. These will help not only to fix views along the avenues westwards but also to interpret the site and its history. These should be high quality features, perhaps constructed from the local gritstone that is proposed throughout the development for boundary walls, and perhaps telling not only the story of the Wingerworth estate but also of the more recent use of the site first for open cast and deep mining and then as the Avenue Coking Works. The parallel avenues are designed not only to create a visual connection but also to form direct pedestrian routes between the villages of Wingerworth and Grassmoor. The layout of the avenues is therefore based around placing emphasis on the pedestrian experience.

Corridor Type - The Avenue
• A generously dimensioned central pedestrian spine comprising footways, a formal avenue of fastigate trees and ecological planting which has the potential to incorporate sustainable urban drainage.

• Where practical single direction vehicular carriageway either side of the central pedestrian spine, dimensioned to allow for a moving vehicle to pass a stationary vehicle and for emergency access.

• A pedestrian footway on the outside edge of both vehicular carriageways.

• A largely continuous building frontage with taller residential units providing strong spatial containment and emphasising the ‘rifle-shot’ views to the surrounding countryside.

• Careful integration with the A61 corridor and the river valley.

• Termination of ends of the Avenues with commissioned artworks and high quality public realm.

Public Spaces - The Village Green
• A generously sized green space (approximately 120 x 70 metres) at the heart of the development, defined by railings to reflect local character and to enable visibility. This will form a flexible space for informal recreation, community events and play.

• A foot and cycle route cutting diagonally across the green and forming a strong connection between the community hub and school and the retail store.

• A Neighbourhood Equipped Area of Play (NEAP), providing play for children of 8 years and older.
**BUILDING LAYOUT AND LANDSCAPING**

This character area will be the highest density, between 40-45 units/ha and create the most formal and compact building form. This character will be achieved through continuous street frontages of between 4-6 units. Building heights should be sufficient to achieve an appropriate street width to building height ratio, this is likely to be no less than 3 storey.

A maximum 2 metre setback along the Avenue corridors itself will create a strong building line and sense of enclosure. Boundaries will be defined by railings and landscape treatment will comprise hard landscaping as part of a wider landscaping strategy.

Building types along the Avenue corridors should comprise townhouses (and if viable apartments) to achieve this scale.

A regular rhythm of doors and windows should animate the edges, provide visual interest and ensure informal surveillance. Special building forms should be used to turn corners successfully and reflect the importance of any focal points. Guidance on landscaping principles for the avenue typology is set out in Section 6.5 of this document.

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**THE AVENUE**

**DENSITY**
High 40-45 units/ha +

**BUILDING HEIGHTS**
2.5-3+ storey

**BLOCK ARRANGEMENT**
Linear continuous frontages, runs of 4-6 units

**SETBACKS**
2m private realm

**GARDENS**
Private, enclosed rear gardens

**PARKING**
Street parking will not be permitted. Rear courtyard or on-plot parking will be provided with an allocation of a minimum of 1.5 parking spaces per dwelling or in line with an agreed parking strategy that reflects the local context and likely needs

**SERVICING**
All refuse and recycling bin storage and collections will be located within rear courtyard areas, reducing street clutter

A. BLOCK VIEWS
B. ARTICULATED VIEW
C. ELEVATED PERSPECTIVE
D. VISUAL
A. BLOCK VIEWS

Images/plan and diagrams are for illustrative purposes only.
Images/plan and diagrams are for illustrative purposes only.
B. ARTICULATED VIEW
Images/plan and diagrams are for illustrative purposes only.
C. ELEVATED PERSPECTIVE
D. VISUAL
VILLAGE GREEN

DENSITY
High 40-45 units/ha +

BUILDING HEIGHTS
2.5-3+ storey

BLOCK ARRANGEMENT
Linear continuous frontages, runs of 4-6 units

SETBACKS
2.6m private realm

GARDENS
Private, enclosed rear gardens

PARKING
Street parking will not be permitted.
Rear courtyard or on-plot parking will be provided with an allocation of a minimum of 1.5 parking spaces per dwelling or in line with an agreed parking strategy that reflects the local context and likely needs

SERVICING
All refuse and recycling bin storage and collections will be located within rear courtyard areas, reducing street clutter.

A. BLOCK VIEWS
B. ARTICULATED VIEW
C. VISUAL

• A generously sized green space (approximately 120 x 70 metres) at the heart of the development, forming a flexible space for informal recreation, community events and play.

• A foot and cycle route cutting diagonally across the green and forming a strong connection between the community hub and school and the retail store.

• A Neighbourhood Equipped Area of Play (NEAP), providing play for children of 8 years and older.
Images/plan and diagrams are for illustrative purposes relating to the Village Green only.
Images/plan and diagrams are for illustrative purposes relating to the Village Green only.
C. VISUAL
NEIGHBOURHOOD CORRIDOR CHARACTER AREA

General
This character area relates to the main spine of the development which will be characterised by the primary corridor extending from the northern entrance to the site through to the southern access point on Derby Road. The central primary corridor will for a linear public realm corridor linking various community uses together including the school and community buildings to the north, the village green at the heart of the new community and the retail facilities to the south. Where secondary streets are proposed to link to the primary street, reference should be made to the design guidance in Section 6.5.

Street Type - Primary Corridor
- The main street through the entire development connecting visitors, local people and residents to the area.
- Main public transport loop and route for general traffic.
- Street composed of a variety of property types along with community, retail and employment buildings with plot boundaries defined by gritstone walls.
- A central, two direction, vehicular carriageway.
- A generous zone either side of the carriageway featuring strips of ecological planting with the potential to incorporate sustainable urban drainage, and a loose clustering of trees to create a ‘parkland’ character.
- A footway and dedicated cycle way on either side of the street.

Public Spaces - Neighbourhood Green Space
- Generous, attractive green spaces located to provide neighbourhood play and informal recreation.
- Loose parkland feel.
- Potential Local Equipped Areas of Play, providing play for children below the age of 8.

BUILDING LAYOUT AND LANDSCAPING
This character area will be a higher density area within 35-45 units per ha and contains a mix of community uses connected together through the primary corridor. The function and character of this route will underpin the entire development and it will be a key place-making feature creating a distinctive feature for the Avenue. As such the building form will need to reinforce this important role. Building heights will be between 2 and 3 storey and form continuous and active frontages to the street. House types will mostly be semi-detached. A regular rhythm of doors and windows should animate the edges, provide visual interest and ensure informal surveillance. Special building forms should be used to turn corners successfully and reflect the importance of any focal points. Guidance on landscaping principles for the primary corridor is set out in section 6.5 of this document. In view of the significance of this primary street within the Avenue Area development, apart from the boundary treatment around the village green, where boundary enclosures run adjacent to the street, stone walls reflecting local vernacular materials will be used.

PRIMARY CORRIDOR

DENSITY
Medium 35-40 units/ha

BUILDING HEIGHTS
2-3+ storey

BLOCK ARRANGEMENT
Linear continuous frontages, Mostly, semi-detached house types with Key buildings with strong architectural detailing will be positioned on junctions/corners to act as focal points

SETBACKS
2-6m private realm

GARDENS
Private, enclosed rear gardens

PARKING
Street parking will not be permitted. Variety of solutions to include, front/side of unit plus front/side of unit plus integral and courtyard parking to the rear with an allocation of a minimum of 1.5 parking spaces per dwelling or in line with an agreed parking strategy that reflects the local context and likely needs

SERVICING
All refuse and recycling bin storage and collections will be located within rear courtyard areas, reducing street clutter and on-street collection

A. BLOCK VIEWS
B. ARTICULATED VIEW
C. ELEVATED PERSPECTIVE
D. VISUAL
Images/plan and diagrams are for illustrative purposes only.

A. BLOCK VIEWS
Images/plan and diagrams are for illustrative purposes only.
C. ELEVATED PERSPECTIVE
Images/plan and diagrams are for illustrative purposes only.
NEIGHBOURHOOD GREEN SPACE
EDUCATION AND COMMUNITY ZONE GUIDELINES
To the north east of the village green the proposed school and community building will provide an important role in creating a heart to the new community. The aim is for a high degree of design integration between these community uses, the surrounding new homes and their landscape setting. Key design principles to inform more detailed design are:

• A prominent civic elevation should address the primary corridor frontage and provide visual interest to announce this gateway/landmark role.

• A semi-public space to the rear of the frontage blocks should be well designed to accommodate parking, drop off points and positively integrate the dual use community buildings and hard and soft recreational areas.

• The community and education buildings should provide high quality, contemporary styled structures set within a distinctive landscape framework and exploit views into and from the site.

• The roofscape of the education building will need careful consideration to provide an attractive feature that fits with the landscape setting and does not negatively impact on long term views.

• Architectural designs should seek to maximise views out from buildings onto surrounding landscapes (on and off site) and maximise passive solar gain and natural lighting opportunities.

• The community buildings will present well defined and landscaped frontages to the public realm, with set backs being typically 3-6m. Opportunities for active frontages with minimal setbacks will also be encouraged where appropriate.

• Sizes of individual buildings shall be agreed at Detailed Application stages dependent upon specific developer/user requirements. Flexible arrangements of internal breakdown of spaces will be encouraged.

• Vehicular access will be provided via the primary corridor.

• Vehicle, pedestrian and cycle access to the buildings should be a mix of segregated and shared links, which complement the pedestrian focussed nature of the landscape setting to the buildings.

• Car parking will be provided through a mixture of on street, dedicated parking courts and undercroft where viable.
EDUCATION AND COMMUNITY ZONE

1. Focal gateway building
2. Integrated drop off point
3. Integrated parking solution
4. Integrated with open space direct pedestrian link from development to encourage walking and cycling
5. Integrated dual use community buildings
6. Over looked from residential housing for natural surveillance
7. Focal hard and softscape frontage
8. Hard play area (play ground)
9. Soft play area (sports pitch etc)
10. View out in countryside from playing fields
11. Mine Shaft location
RETAIL ZONE GUIDELINES

Any retail area to the north of the primary street would be located at a primary gateway to the site from the A61 Derby Road. Whilst located to benefit from passing trade from the A61 and accessible to communities in the area, it would primarily provide, it primarily will provide local shopping facilities for the new residents of the Avenue Area. Therefore good accessibility from the new residential areas will be essential. Key design principles to inform more detailed design are:

- Consider the gateway importance of the retail area and building(s) within it alongside the proposed employment block(s) to the south to ensure necessary harmony/consistency in building form to create a legible entrance to the site.

- Provide high quality pavilion style building(s) appropriate to this prominent gateway site that sensitively integrate with and complement the new residential development to the north and east, and the existing mature landscaping along the A61.

- To locate the retail building(s) to maximise passing trade from the A61, public transport and foot and cycle routes.

- To provide an active and continuous built frontage to the primary street with set back between 2-6 metres.

- Orientate active parts of the building to the street frontage.

- Focus landscaping within the highly visible space to the west of the building(s) use co-ordinated boundary treatments (including gritstone walls along the primary street) to clearly demarcate private and public space.

- Vehicular access will be provided from the primary street.

- Parking should not be allowed to visually dominate the layout and should be sensitively laid out and broken into smaller bays as an integral part of any landscaping scheme.

- Servicing should be located to the rear of the building(s) and obscured from view through landscaping.

- Provide attractive, safe and convenient routes for pedestrians and cyclists to the wider development and local communities, including from the active frontage of the building(s) to the A61 and to the new residential areas to be located to the north and east.

- Architectural designs should seek to maximise views out from buildings onto surrounding landscapes (on and off site) and maximise passive solar gain and natural lighting opportunities.

- Sizes of individual buildings shall be agreed at the detailed application stages, dependent upon the outcomes of a retail assessment and sequential test.
RETAIL ZONE
1. Symmetrical gateway buildings
2. Car parking
3. Service yard
4. Commercial buildings
5. Pedestrian access
6. Existing hedges/trees
7. Proposed buffer planting
MILL LANE EMPLOYMENT HUB CHARACTER AREA

General
This character area should create an employment quarter that commands a prominent position on the site is well integrated into the surrounding street and public space network and has a respectful interface with neighbouring residential areas, such as those to the south of Mill Lane and to the existing CPL offices on the site and the adjoining Pioneer House.

The new employment ‘offer’ will comprise offices, research and development, workshop and light industrial uses within Class B1. B8 or B2 type uses will not be acceptable within the Avenue Area given the proximity of the employment area to existing and proposed residential uses. The new employment ‘offer’ comprising 10% of the development area within the Avenue Area is in addition to the existing employment floorspace within the CPL offices on the site.

Street Type
• The primary corridor will provide the main access to the character area from the A61 and rest of the development.

• Two secondary corridors also extend through the character area to Mill Lane.

Public Spaces
• No public space is to be provided in this character area but ensuring positive pedestrian linkages to neighbouring spaces will be important.

BUILDING LAYOUT AND LANDSCAPING
The commercial buildings provide high quality, contemporary styled office pavilions set within a distinctive landscape framework and exploiting views out over both on and off site open spaces. The aim is for a high degree of design integration between the new pavilions and their landscape setting:

• The new commercial buildings will form a series of pavilion style office buildings with landscaped frontages to the public realm, with setbacks being typically 2-6m. Opportunities for active frontages with minimal setbacks will also be encouraged where appropriate.

• Active parts of the new buildings should be orientated towards the street (i.e. entrances, reception areas, offices).

• Landscaping should be within the highly visible space created in front of buildings and use co-ordinated boundary treatments to clearly demarcate private and public space.

• The massing of the new employment ‘pavilion’ buildings should create a positive transition between the existing and proposed residential properties and the open landscape beyond the site boundary, by stepping up in height from the existing 2 (low) storeys houses to the south and west, up to 3 storeys adjacent to the primary corridor.

• There are a number of important gateway and focal points within the character area that should provide an appropriate design response to reinforce this townscape and legibility function.

• These comprise the proposed gateway building opposite the retail building at the southern gateway of Derby Road. This should provide a well-designed and prominent ‘frontage’ to the A61 Derby Road, in order to create a suitable profile for the new employment space, and thereby improve its marketability and appeal as a viable employment area, including access.

• Other focal points which will require an appropriate design response are the buildings that terminate the southern view along the primary corridor and the southern entrance points to the site at Mill Lane.

• Blank exterior walls should be avoided and made more visually interesting through breaking up elevations into smaller parts.

• Areas of glazing can be encouraged to provide visual interest to the elevation and natural surveillance.

• Parking should not be allowed to visually dominate the layout and should be sensitively laid out and broken into smaller bays as an integral part of any landscaping scheme.

• Servicing should be located to the rear of the building and obscured from view through landscaping.

• Vehicular access to the commercial buildings will be provided via a new access point from the A61 Derby Road and via the primary corridor.

• The north-south pedestrian and cycle corridor should be accommodated within any detailed scheme from the primary corridor through to Mill Lane.

• A landscape buffer should be provided between the adjacent residential properties off Mill Lane and the new development as part of an overall landscaping scheme.
• Sizes of individual commercial units to be agreed at Detailed Application stages dependent upon specific developer/user requirements. Flexible arrangements of internal breakdown of spaces to be encouraged.

• Architectural designs should seek to maximise views out from buildings onto surrounding landscapes (on and off site) and maximise passive solar gain and natural lighting opportunities.

• Any boundary treatments along the Primary Street will be formed of gritstone walls.
EMPLOYMENT ZONE

1. Focal nodal building potential
2. Potential Building zones
3. Potential Integrated parking zones
4. Potential Plot access points
5. Min 10-15m wide Landscape buffer to protect residential areas
6. Over looked from residential housing for natural surveillance
7. Min 5m Landscape margin to plots
8. Existing CPL offices likely to be considered for retention
COUNTRYSIDE EDGE CHARACTER AREA

General
This area is essentially the edge of the new development and the transition between the new development and open countryside. New development here will need to carefully blend with the landscape characteristics of the parkland setting, maximise the green infrastructure value of the remediated corridor and take account of key views into the site from across the valley and out of the site to the wider countryside.

Street Type - Secondary Corridor
• Streets composed of a variety of property types with plot boundaries defined by gritstone walls, railings and/or hedges.
• A central, two direction vehicular carriageway.
• A generous zone either side of the carriageway featuring strips of ecological planting with the potential to incorporate sustainable urban drainage, and a loose clustering of trees.
• A residential access only shared surface lane will also serve the residential blocks along the eastern edge.

Public Spaces - Neighbourhood Green Space
• Generous, attractive green spaces located to provide neighbourhood play and informal recreation.
• Loose parkland feel.
• Potential Local Equipped Areas of Play, providing play for children below the age of 8.

BUILDING LAYOUT AND LANDSCAPING
A lower density of development is required here. Development will retain the perimeter block structure but with the introduction of larger detached properties on larger plots with a residential access only road to the front.

Outward facing properties are required along the countryside edge. Some areas may be appropriate for ‘villa’ type dwellings fronting onto the countryside edge. A more rural vernacular will be encouraged to complement the landscape setting and long distant views into the side from the east.

Additional visual mitigation such as clusters of tree planting should help ‘filter’ views from across the valley and help to ‘settle’ the buildings into the landscape setting. Green spaces and planting should help to create a softer edge in this location. Larger gardens at the edge of the development can be used to support integration and strengthen the biodiversity function of the adjacent parkland. Inappropriate boundary treatment such as a wall or fencing will not be allowed.

Landscape proposals for the eastern edge should complement the landscape proposals in the Avenue remediation corridor, including strong pedestrian and cycle path connections to the valley parklands and strengthen the multi-functional role of green infrastructure, including habitat provision, access, drainage etc. Guidance on landscaping principles for the Eastern Countryside Edge is set out in Section 6.5 of this document.

EASTERN EDGE

DENSITY
Medium 25-30 units/ha

BUILDING HEIGHTS
2 storey

BLOCK ARRANGEMENT
Linear broken frontages, Mostly, detached house types with Key buildings with strong architectural detailing will be positioned on junctions/corners to act as focal points

SETBACKS
2-6m private realm

GARDENS
Private, enclosed rear gardens

PARKING
Street parking will not be permitted. Variety of solutions to include, front/side of unit plus front/side of unit and integral with an allocation of a minimum of 1.5 parking spaces per dwelling or in line with an agreed parking strategy that reflects the local context and likely needs

SERVICING
All refuse and recycling bin storage and collections will be located within rear courtyard areas, reducing street clutter or on-street collection

A. BLOCK VIEWS
B. ARTICULATED VIEW
C. ELEVATED PERSPECTIVE
D. VISUAL
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B. ARTICULATED VIEW
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D. VISUAL
SECONDARY CORRIDOR

DENSITY
Medium 35-40 units/ha

BUILDING HEIGHTS
2-3 storey

BLOCK ARRANGEMENT
Linear broken frontages, Mostly, semi-detached and detached house types with Key buildings with strong architectural detailing will be positioned on junctions/corners to act as focal points

SETBACKS
2.6m private realm

GARDENS
Private, enclosed rear gardens

PARKING
Street parking will be permitted at keep points. Variety of other solutions to include, front/side of unit plus integral and courtyard parking to the rear with an allocation of a minimum of 1.5 parking spaces per dwelling or in line with an agreed parking strategy that reflects the local context and likely needs

SERVICING
All refuse and recycling bin storage and collections will be located within rear courtyard areas, reducing street clutter or on-street collection
A. BLOCK VIEWS

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C. ELEVATED PERSPECTIVE
D. VISUAL
DERBY ROAD CHARACTER AREA

**Principle**
This area of the site is not formally designated for development as part of the Council’s Local Plan. Therefore, its overall suitability for development will be considered as part of the normal planning applications process. However, should it be deemed appropriate for development the following are considered integral to any future development of this area in the context of the development of the remainder of the Avenue area.

**General**
This area comprises a medium density residential area at 35–40 units/ha. This area will be developed with less formality than the Neighbourhood Corridor and The Avenue and development should respond to the wooded landscape character in the structure of the built form, street design, boundary treatment and landscaping. New development should also positively integrate the Avenue corridors and provide sensitive design integration to both the tree-lined western edge of Derby Road and the elevated aspect along the eastern edge where the land levels fall.

**Street Type**
A strong movement corridor (with shared vehicular, pedestrian and cycle route) should be provided through the site from north to south to help create a strong, legible and characterful central spine to development, successfully connecting to the retail and employment facilities in the south and recreational facilities to the north.

**Public Spaces - Ecological Corridor**
- To the east of this character area the land slopes in an easterly direction, this will form an ecological corridor of varying width. Existing vegetation will be retained and managed and will be planted with a variety of species designed to support invertebrates and birds.
- Generously dimensioned paths cut across the slope to provide access for all at gradients of 1:21 or shallower.
- Direct stepped routes across the slope.
- Neatly managed margins to the corridor.

**Public Spaces - Neighbourhood Green Space**
- Areas of species-rich lawn which can be used for a range of informal recreation.
- A strong sense of enclosure to the spaces through built form and appropriate boundary treatments.
- Generous tree planting in the form of medium-sized native trees.
- Potential Local Equipped Areas of Play, providing play for children below the age of 8.

**BUILDING LAYOUT AND LANDSCAPING**
- Development will retain the perimeter block structure but with less continuity of frontage and mostly semi-detached and detached dwellings.
- Buildings should front onto the Avenue corridors and provide a strong building line and sense of enclosure.
- Buildings should front the eastern boundary overlooking the ecological corridor and ensure boundary treatments and interface with the public realm are sensitively designed.
- A sensitive design response is required along the Derby Road frontage to enhance the green character of this corridor.
- There are significant wooded areas within this character area to the north, where a dense woodland enclosure is located to the north of the area and a dense tree belt to the south of the Hunloke Arms along the Derby Road (A61) frontage. This landscape characteristic should inform the arrangement of block layouts and landscaping, so buildings effectively ‘sit’ within this landscape setting.
- The vegetation and hedgerow areas should be largely retained, integrated into a wider landscaping strategy and positively managed.
- Selective openings within the tree belt will be permitted to allow the ‘rifle’ shot views along the Avenue corridors. However, tree removal should be minimised and additional tree planting in appropriate locations should help to integrate new development into the landscape setting.
- The western termination points of the Avenue corridors should be well designed with hard and soft landscaping to create strong focal points with public art features appropriate to the setting.
- Opportunities should be taken to provide pedestrian access to the Hunloke Arms.
- Pedestrian crossing points at key locations, including along the Avenue and Derby Road, should be provided to support pedestrian accessibility and movement.
DERBY ROAD: A61 CONTEXT

A - NORTHERN WOODLAND
• Existing-Dense Woodland.
• Proposed-Woodland to be retained and brought into positive management.
• Character of the development in this area to be defined by the woodland enclosure, gaps between properties.
• Development is unlikely to be visible from the A61.

B - THE HUNLOKE ARMS
• Existing -Development site partly screened by the Hunloke Arms pub and existing dwellings.
• Proposed -No change, land outside the control of the developer.
• The area adjacent to the site is currently a beer garden/play area screened from the road by a hedge and tree belt.

C - DENSE TREE BELT
• Existing -Frontage dominated by a dense belt of trees immediately at the back of the footway, with a hawthorn hedge field boundary at the rear of the tree belt. The tree belt is on a banking which falls approximately 3m into the site.
• Proposed -Tree belt to be retained and brought into positive management.
• Openings to be created within the tree belt to form the start of the ‘rifle-shot’ view along Hard and soft landscape features to be designed to create legible pedestrian entrances.

D - FORK TRUCK GARAGE
• Existing -Development site screened by garage building and hedge/tree belt to rear
• Proposed -No change, land outside the control of the developer.

E - RESIDENTIAL FRONTAGE
• Existing -Existing dwellings and farm set back behind wide verges, hedges and mature trees.
• Proposed -Existing character to be retained with the addition of new dwellings replacing the Farm.

F - COMMERCIAL FRONTAGE
• Existing -Wide verges, hawthorn hedges and mature trees.
• Proposed -Green frontage retained, active frontage and distinctive gateway buildings.
• Existing hedges and trees to be retained, wrapping around the commercial development to provide a buffer to adjacent residential properties.
• Memorable buildings to form a gateway to the site, An element of symmetry to be used to emphasise the site gateway.
• Retail store and office to have glazing and/or entrances facing the A61 to provide active frontage.
DERBY ROAD: A61 GUIDELINES

1. Reinstated avenue line
2. Potential frontages to residential blocks
3. Main corridor
4. A61 corridor
5. Southern gateway
6. Potential footpath/cycle access
7. Key open space
8. Significant existing tree planting
9. Ecological corridor
DERBY ROAD AND NEIGHBOURHOOD CORRIDOR/AVENUE CHARACTER A

One area that will be particularly important in order for the Council’s vision to be delivered is the interface between

Therefore, design guidance on how this interface should be integrated (in light of site constraints) to provide a

REA INTERFACE

between the Avenue site itself and the area of green land to its immediate west.

coherent and legible built form, spaces and routes is set out on the drawing below.

KEY

- Site boundary
- Potential vehicular access point - temporary
- Secondary corridors
- The Avenue - Internal footpaths aligned
- Tertiary corridors
- Pedestrian routes - Fronting building lines
- Blocks / Building edges
- Active frontages
- Potential for On plot / Courtyard parking
- Private realm
- A61 potential pedestrian crossing
- Cycle / Pedestrian crossing with potential vehicular access
- Cycle / Pedestrian potential crossing
- Open space
- Ecological corridor
- Existing planting
- Existing business use
- Mineshaft location - approx
- Existing development
## CHARACTER AREA SUMMARY

The summary table below identifies how the structuring components of land uses, street types, open spaces and heights vary across The Avenue and character areas and further design requirements.

<table>
<thead>
<tr>
<th>THE AVENUE PLACE TYPOLOGY</th>
<th>NEIGHBOURHOOD CORRIDOR CHARACTER AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>LAND USE</td>
<td>Education/Community Housing Retail</td>
</tr>
<tr>
<td>STREET TYPE</td>
<td>Primary Corridor The Avenue</td>
</tr>
<tr>
<td>OPEN SPACE</td>
<td>Village Green Neighbourhood Green Space</td>
</tr>
<tr>
<td>HEIGHTS</td>
<td>2-3 storey in general Some locations 3+ storey</td>
</tr>
<tr>
<td>DENSITY</td>
<td>35-40 units ha</td>
</tr>
<tr>
<td>BLOCK LAYOUT</td>
<td>Linear continuous frontage. Includes semi-detached housing types with key buildings with strong architectural detailing positioned on junctions/corners to act as focal points</td>
</tr>
<tr>
<td>SETBACKS</td>
<td>2-6 private realm</td>
</tr>
<tr>
<td>BOUNDARY TREATMENTS</td>
<td>Gritstone walls at key plot boundaries</td>
</tr>
<tr>
<td>GARDENS</td>
<td>Private, enclosed rear gardens and front gardens in places.</td>
</tr>
<tr>
<td>PARKING</td>
<td>Street parking not permitted. Variety of solutions to include front/side of unit, plus integral and courtyard parking to the rear with an allocation of a minimum 1.5 parking spaces per dwelling or in line with an agreed parking strategy that reflects local context and likely needs</td>
</tr>
<tr>
<td>SERVICING</td>
<td>All refuse and recycling bin storage will be located within rear courtyard areas, reducing street clutter, bin storage is also satisfactory within rear gardens where appropriate.</td>
</tr>
<tr>
<td>MILL LANE EMPLOYMENT HUB CHARACTER AREA</td>
<td>COUNTRYSIDE EDGE CHARACTER AREA</td>
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<tr>
<td>----------------------------------------</td>
<td>---------------------------------</td>
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<tr>
<td>Employment</td>
<td>Residential</td>
</tr>
<tr>
<td>Primary Corridor Secondary Corridor</td>
<td>Secondary Corridor The Avenue</td>
</tr>
<tr>
<td>Neighbourhood Green Spaces</td>
<td>Ecological Corridor Neighbourhood Green Space</td>
</tr>
<tr>
<td>2-4 storey</td>
<td>2 storey</td>
</tr>
<tr>
<td>See further character area guidance</td>
<td>25-30 units/ha</td>
</tr>
<tr>
<td>See further character area guidance</td>
<td>Linear broken frontages. Mostly detached housing types with key buildings with strong architectural detailing positioned on junctions/corners to act as focal points</td>
</tr>
<tr>
<td>See further character area guidance</td>
<td>2-6 private realm</td>
</tr>
<tr>
<td>See further character area guidance</td>
<td>Softer landscaping plot boundary treatment</td>
</tr>
<tr>
<td>See further character area guidance</td>
<td>Private, enclosed rear gardens. Front gardens in places.</td>
</tr>
<tr>
<td>See further character area guidance</td>
<td>Street parking is permitted on secondary corridors although not permitted on the Avenues, a variety of solutions to include front/side of unit, plus integral and courtyard parking to the rear with an allocation of a minimum 1.5 parking spaces per dwelling or in line with an agreed parking strategy that reflects local context and likely needs</td>
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</tr>
</tbody>
</table>
PUBLIC ART POLICY AND STRATEGY
NEDDC encourages both the involvement of artists and communities, and the provision of arts and crafts as an integral part of building projects and environmental improvement schemes, public or private, within the District.

Adopted Policy BE5 of the Local Plan indicates that the Council will seek the provision of new works of art as part of major development proposals which are accessible to the general public. Supporting text to the policy refers to The Percent for Art scheme, which is an initiative promoted by the Arts Council. Not only is it important that significant buildings and artefacts from previous generations are protected and retained, but every opportunity should also be taken to ensure that future generations inherit new features created using further development opportunities.

NEDDC and Chesterfield Borough Council have also produced an Arts Strategy to enable communities to experience and participate in high quality arts activities and to enable the arts to play a key role in the cultural, social and economic development of the area.

The PPA Partners recognise the importance that public art plays in place making and the creation of high quality and sustainable developments.

DEFINING PUBLIC ART FOR THE AVENUE AREA
The range of forms that public art can take is very varied. It may include sculpture, mosaic, photography, painting, writing, ironwork, glass, ceramics, carving, textiles, film, lighting, web based media and performance, both musical and dramatic. It may also involve the use of ‘artists in residence’ and the provision of events, learning and skill opportunities. What makes these into ‘public art’ is the process of developing art forms which involve contemporary artists with the public realm, working with the environment and local people, and using a commissioning process that creates work appropriate to a specific location.

The Avenue is a place full of history and tradition. Public art should exemplify this tradition and be of the highest quality. Work should provide new ways of interpreting the site, its landscapes, people and history. As such the incorporation of public art into the Avenue project is very appropriate - as the whole purpose of the project is to regenerate and improve the physical, social and economic environment of this area. In developing public art for the Avenue area, the PPA Partners should commission artists to work with the design team in the evolution of site specific masterplans, providing an artistic dimension and enhancement to the final setting of the development. This approach should also include working with local communities in developing ideas that can be incorporated in the project thereby bringing about a sense of ownership and pride in the development, and increasing understanding of the natural and built environment.

Artistic input will allow for the creation of an overall sense of place, but also recognise the different character areas that will be established by the development. The Avenue Area landowners will work together to develop a brief for the works, considering the involvement of the community, the selection of individual artists, the development of art forms, their locations, design and timescales for delivery. Whatever form the public art takes is will be expected to be memorable, illuminating and enriching, show engagement with local communities and businesses, and to respond to the character and setting of the Avenue as a regenerated community.
KEY SUSTAINBILITY PRINCIPLES

- The form and design of the development will respond positively to the local built and natural context to create a sense of place for the Avenue Area.
- Built development will respond positively to and integrate with the green infrastructure framework proposed for the Avenue Area.
- The development will respond sensitively and positively to the new landscaped and ecological areas being created along the River Rother valley through the remediation scheme.
- Perimeter blocks will be provided to ensure enclosure, animation and safety of the public realm.
- The block structure will create an efficient layout that maximises solar gain.
- Development will be designed to relate sensitively to existing development in the Mill Lane area in terms of building height, massing and distance from the common boundary.
- The layout and design of buildings will enable domestic built development to achieve as a minimum Level 4 under the code for Sustainable Homes and non-domestic development to achieve BREEAM ‘excellent’ standard.
- Construction materials will be sourced locally where possible.

8. Does the scheme feel like a place with distinctive character?
9. Do the buildings and layout make it easy to find your way around?
10. Are streets defined by a well-structured building layout?
11. Does the building layout take priority over the streets and car parking, so that the highways do not dominate?
12. Is the car parking well integrated and situated so it supports the street scene?
13. Are the streets pedestrian, cycle and vehicle friendly?
14. Does the scheme integrate with the existing streets, paths and surrounding development?
15. Are public spaces and pedestrian routes overlooked and do they feel safe?
16. Is the public space well designed and does it have suitable management arrangements in place?
17. Do the buildings exhibit architectural quality?
18. Do internal spaces and layout allow for adaptation, conversion or extension?

BUILDING FOR LIFE CRITERIA

1. Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes?
2. Is there an accommodation mix that reflects the needs and aspirations of the local community?
3. Is there a tenure mix that reflects the needs of the local community?
4. Does the development have easy access to public transport?
5. Does the development have any features that reduce its environmental impact?
6. Is the design Specific to the scheme?
7. Does the scheme exploit the existing buildings, landscape or topography?
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The primary purpose of the AASF is to provide a clear planning and design framework that will guide the evolution of subsequent development proposals and planning applications to help meet the vision and strategic objectives for the Avenue area, as well as provide guidance against which future planning applications will be assessed.

It is anticipated that the AASF will inform further site masterplanning and the key components within emerging planning applications, whether these are in outline or detailed form, or a ‘hybrid’ mix of the two. It is likely that there will be multiple planning applications made for development on the site.

Whilst the timing of the submission of individual applications may vary, it is crucial that applicants demonstrate how their submission meets the development and design objectives of the AASF (which is proposed to become interim planning guidance guidance prior to its formal adoption as an SPD) as well as demonstrating compliance with other adopted national, local policy and SPDs, and meeting the standards for planning submissions that are set out in the Town & Country Planning (General Development Procedure) (Amendment) (England) Order 2010. In addressing how their submissions meet the development and design objectives of the AASF, scheme promoters will be expected to specifically demonstrate how their submission complies with the four frameworks set out in this document - Land Use, Movement, Landscape and Open Space and Place-making.

NEDDC has indicated that planning applications will need to enable stakeholders, elected members and the wider public to understand how they comply with the guidance in this document, the relationship between individual applications and how proposals, if granted, will be delivered in a comprehensive way. This includes the potential need for Environmental Impact Assessment of the combined development project, the scoping of any requisite EIA, the development of a site-wide Low Carbon Strategy and the delivery of infrastructure and facilities required to address the impact of the development.

In terms of the specific requirements for the contents of individual applications, there is no ‘local list’ available at this time, but NEDDC has issued a Major Developments checklist which identifies requirements for outline applications. The checklist is contained in Appendix A of the AASF document along with a list of relevant planning policies.

To secure delivery of the key development and design guidance set out in this Avenue Area Strategic Framework, promoters of subsequent development proposals will be expected to:

- Engage in pre-application design discussions with NEDDC in respect of how the design guidance in this document will be addressed in their proposal.
- Participate in a design review of their proposal with OPUN prior to submitting a planning application. Applicants will be expected to demonstrate how they have addressed feedback from OPUN in their planning submissions.
- Demonstrate through the Design and Access Statement submitted with any planning application, how it addresses the design guidance within this document.
- Demonstrate through the Design and Access Statement submitted with any planning application, how development addresses the sustainability principles set out in this document.
- In the case of outline planning applications, commit to preparation and use of a Design Code.

Design codes can be a useful tool in securing design quality. Design coding is a useful way of ensuring that the original vision is reflected in final designs and safeguarding a minimum level of design quality. Whilst codes can be deferred until after the granting of outline permission it is important that landowners/developers agree the scope of the controls as soon as possible.
An Indicative Phasing Plan demonstrating how development within the Avenue Area may come forward is set out overleaf. The indicative plan essentially proposes that built development will commence on the land to the west, adjacent to the A61, and then move east across the AASF area. Factors that will be key to the delivery of this Phasing Plan are set out below:

- Market demand and capacity (particularly in relation to the construction and take up of the residential and employment uses proposed).

- Land availability (particularly in terms of timescales for completion of the remediation work, land settlement and delivery partner land acquisition). This will particularly affect the detailed boundaries of the proposed employment quarter.

- Infrastructure requirements (see below).

- Landowner and Council aspirations (particularly in terms of development mix, infrastructure, timescales and other planning requirements).

- Relationship with/future of the adjacent Coal Products Limited site.

- Development viability.

A key aspiration of NEDDC is that as part of the mixed use development proposed here, that some of the employment aspects are delivered as part of the initial stage - the indicative phasing plan demonstrates how this can be achieved by securing the development of employment land adjacent to the A61 as part of the first phase. Given current uncertainty over when the majority of land proposed for employment uses may become available for development, the detailed boundaries of this quarter may require revision to ensure that sufficient employment land to meet objectives comes forward at an early stage.

Integral to the development phasing will be infrastructure requirements to serve each phase of the development proposed. These will require further detailed investigation and refinement prior to commencement of development to inform the phasing of the development proposed, including:

- Vehicular, cycle and pedestrian access and circulation provision and timing (e.g. access requirements, Mill Lane closure).

- Education, health, play space, landscaping, open space and community facilities provision and timing.

- Utilities upgrades/off site reinforcement and new connections (e.g. electricity, water, gas, telecommunications, site-wide energy low carbon technologies).

- Foul and surface water drainage provision and upgrades/off site reinforcement, including Sustainable Urban Drainage.

It is clear from the above that further work is required in order to finalise the detailed phasing strategy for the development proposed for the AASF. It is expected that a more detailed phasing strategy that also addresses the phased delivery of supporting infrastructure will be submitted as part of future planning applications for development on the site.

![KEY]

- Phase 1
- Phase 2a
- Phase 2b
- Phase 3
- Phase 4
- Phase 5
- Phase 6
- Phase 7
- Phase to be confirmed
Through the auspices of the Avenue Area Planning Performance Agreement, the council and key landowners and development partners have collaborated to achieve an agreed framework for development within the Avenue Area. It is intended to continue to work collaborative working arrangements and include the local community and other key stakeholders in a proactive manner, in order to reach agreement on, and deliver the development proposed in this AASF.

It is currently envisaged that Taylor Wimpey will be the development partner for the majority of land within the AASF which is under their control. However, the Homes and Communities Agency’s current aspiration is to secure development partners for the development proposed on the land within the Agency’s ownership. It is intended that development partners will be selected through a competitive tender process.

Partnership with other private and public sector bodies will be entered into in relation to infrastructure delivery, management and maintenance.
DEVELOPER CONTRIBUTIONS AND OTHER SOURCES OF FUNDING

The AASF does not seek to establish what is or is not an appropriate level of developer contribution that will mitigate the impact of any new development on the wider avenue area. This will be for individual planning applications to establish.

However, drawing on the evidence gathered to inform this document, the likely impact of the new development, current planning polices, the NPPF, input from stakeholders such as the County Council, the following list of items has been assembled which identifies the elements that the Local Planning Authority will be seeking to support any successful planning application (although negotiations will be informed by appropriate viability testing of the development proposals):

- Provision of remediated employment land to a level of at least 10% of the site. Note that the 10% is in addition to the existing CPL offices on the site.

- The provision of 1.8 ha of land for a primary school and/or appropriate commuted sums to support the provision of school places.

- Provision of a minimum level of 20% affordable housing.

- Appropriate transport mitigation measures and provision of a travel plan (to be informed by the transport assessment work).

- Commuted sum for footpath improvements and maintenance.

- Provision for the future management and maintenance of public open spaces and landscaped areas.

- Provision of changing facilities to serve the formal sports pitches.

- Delivery of a high standard of meaningful and inclusive public art.

- Creation of construction and retail employment opportunities including apprenticeships.

- Development of a business development strategy in relation to the employment quarter.

- Contribution towards development of a knowledge transfer centre.

- Provision of a community facility that could comprise uses including meeting facilities, café, cycle hire and visitor centre.

- Appropriate health facilities.

- Appropriate public realm provision.

If possible the Council will be seeking contributions towards the provision of appropriate health facilities and a secondary school.

It is unlikely that the proposed development will be currently financially viable to support the complete list of developer contributions set out above. Accordingly, future discussion and consideration of the developer contributions sought will be required alongside further viability testing to allow the scheme to go ahead whilst achieving the best quality outcome for the site.

As part of this, consideration will be given to alternative sources of funding. In addition, and in line with many other similar marginal schemes, the inclusion of a reappraisal mechanism will be considered. Such a mechanism may possibly allow higher developer contributions to be secured over the life of the scheme whilst allowing the development to viably proceed with lower contributions for the initial phases in order to “kick start” the development.
The Avenue Area development will comprise a number of major assets that will require careful consideration of how they will be maintained and managed in the long term. These include green space, play and formal recreation facilities, public realm areas, any community facilities provided and drainage provision. A clear strategy will therefore need to be agreed going forward in respect of long term ownership and responsibility for management and maintenance.

Potential options which will be explored include adoption by the Council or other public sector body, as well as the transfer of ownership to a third party e.g. the Land Trust or a site specific management company.
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