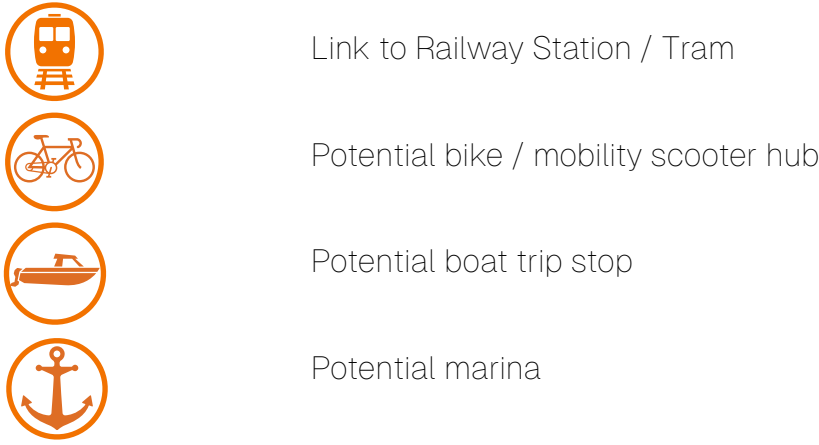
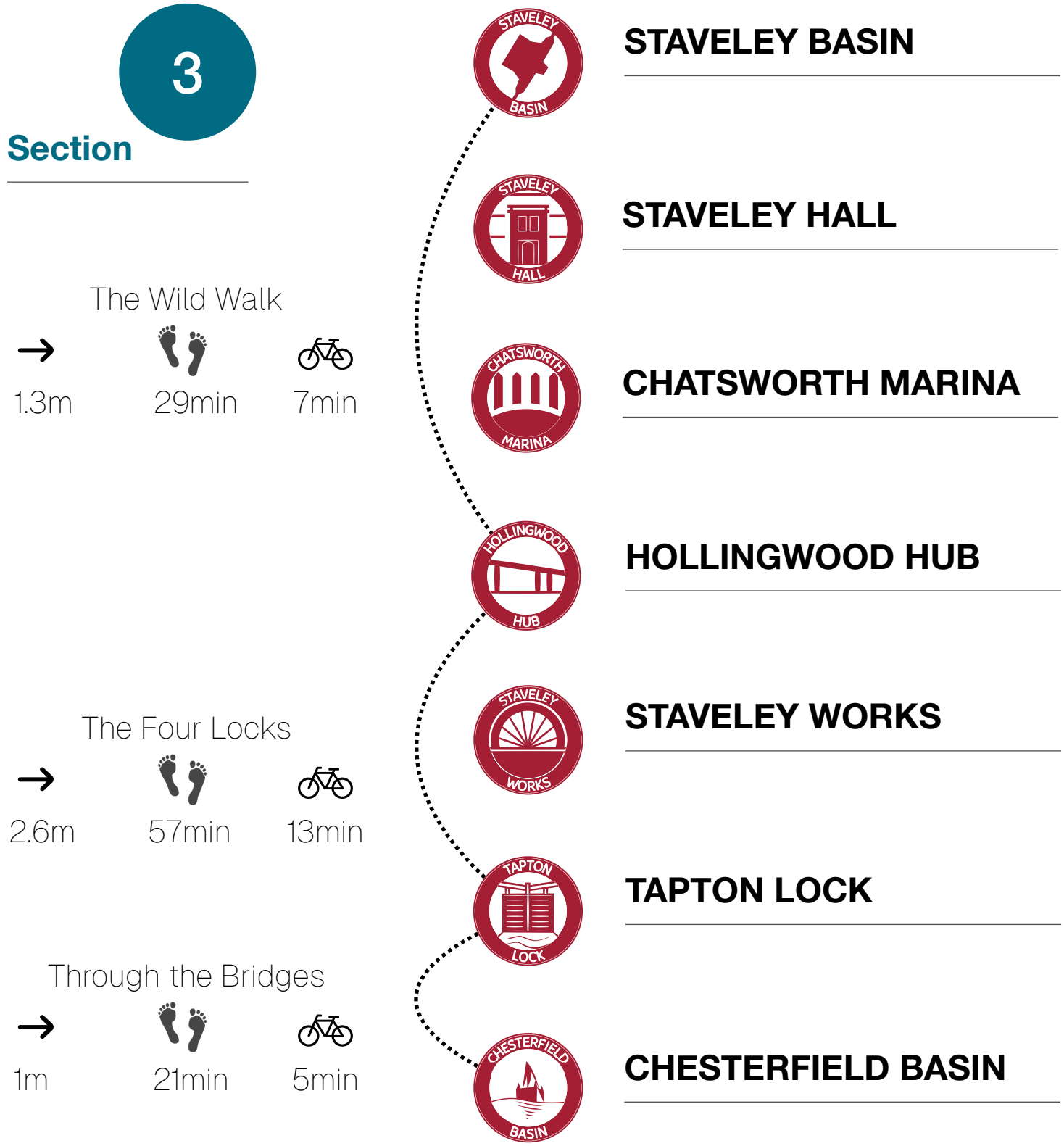




VISION: KEY DRIVERS FOR CHANGE

Each of the sites analysed along the masterplan route offer a variety of development opportunities. The report categorises these opportunities within 6 key objectives or drivers for change - the map shows how these drivers would fit geographically into the overall vision for the canal masterplan.

- LIVE

 - To act as a catalyst for the future high-quality development in the towns and settlements along the route
 - To raise local pride in the canal
- WORK

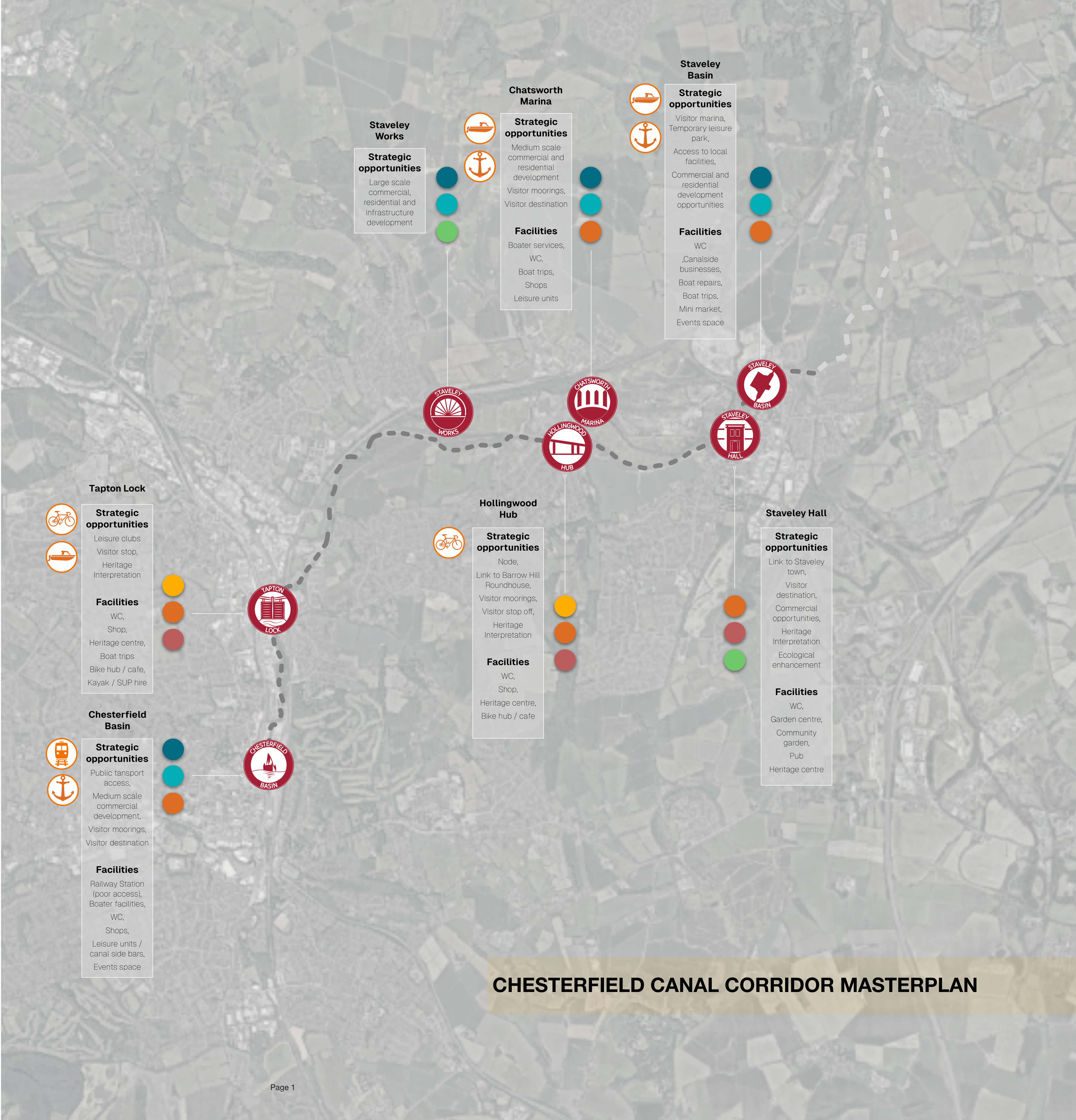
 - To support and facilitate opportunities for businesses to start up and grow along the canal corridor
 - To create new direct and indirect jobs along the canal route for local people
 - To attract inward investment to the area
- HEALTH

 - To support and improve day-to-day lives of the residents around the canal corridor
 - To improve access to high quality blue and green space
 - To promote activities to enhance health and wellbeing
- PLAY

 - To contribute to the area becoming a distinctive and vibrant destination which attracts visitors and new residents
 - To improve access and use of the canal, and its green settings – for all users, including those with mobility issues, or disabilities
 - To raise awareness of the canal offer, both locally and nationally
- HERITAGE

 - To conserve & enhance the built heritage of the canal & the people that built and used it.
 - To provide opportunities to raise awareness of and celebrate local heritage
- ENVIRON.

 - To enhance the environmental value of the corridor and the natural habitats along the waterways, encouraging biodiversity
 - To contribute to combatting climate change

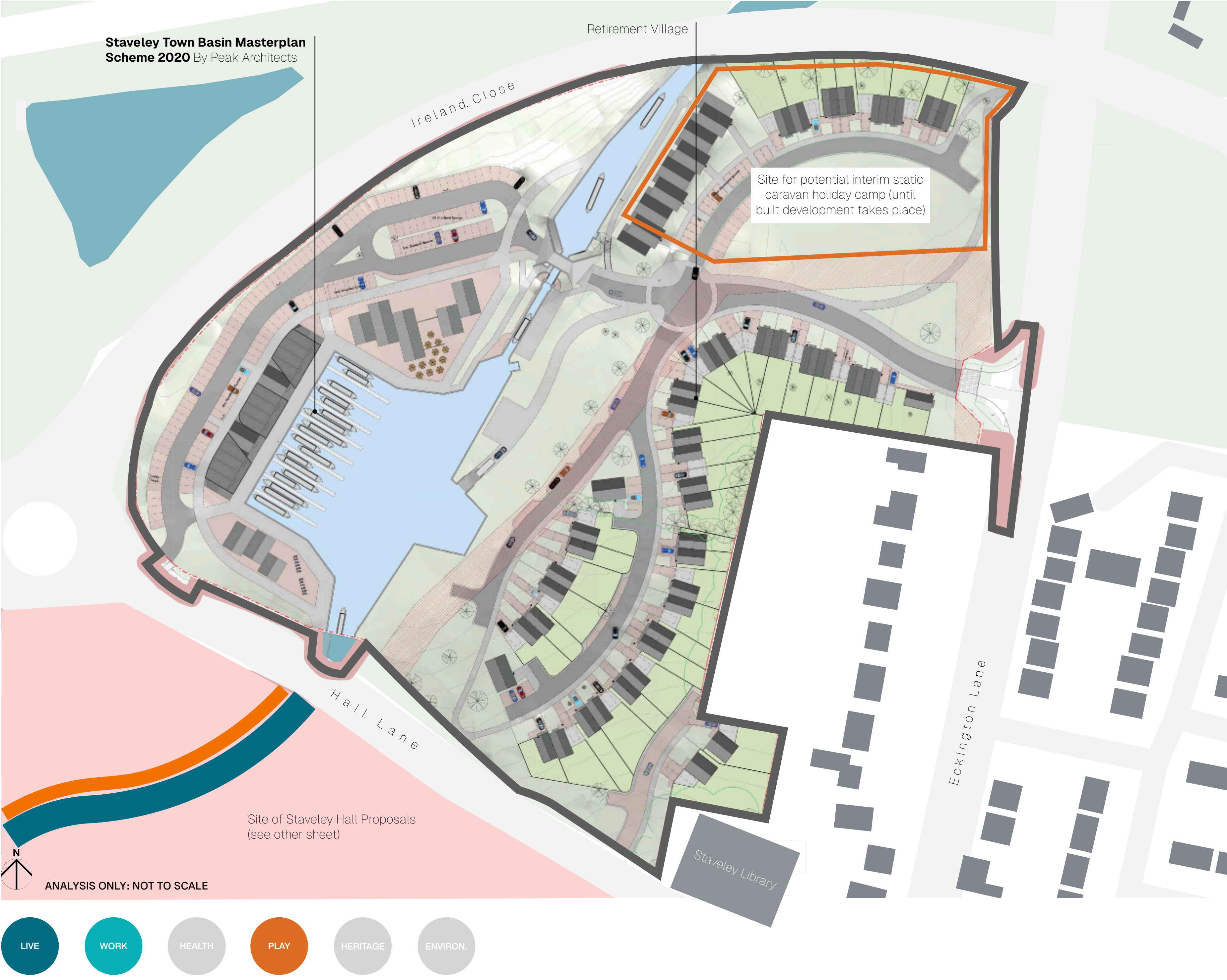


CHESTERFIELD CANAL CORRIDOR MASTERPLAN



STAVELEY BASIN

STRATEGIC ANALYSIS AND IDEAS



Background

The proposals shown above have previously been developed alongside the canal restoration between Tapton and Staveley. This sheet seeks to highlight how the existing proposals address the key drivers identified on the other undeveloped sites along sections 1 and 2 of the route and it suggests interventions that may compliment these schemes where appropriate.

The construction of Staveley Town Basin was completed in 2013; it currently forms the head of navigation of the Tapton Lock to Staveley section of the canal. Currently the basin site is poised for further development, with plans to transform it into a visitor marina and vibrant destination that honours its historical roots while providing new amenities for both locals and visitors.

It is also used as an events location, it is primarily the site of the Chesterfield Canal Festival, a colourful event that attracts local visitors with children and celebrates the heritage of the canal. It provides an opportunity to showcase the leisure and commercial potential of the canal's restoration with exhibition stands, stalls, boat rides and other waterside activities.

Outline Strategy and Key Drivers

Live: The proposed retirement village and housing attracts older persons as a demographic to live in a quality environment along the canal side and be potential users of the tow path, marina services plus visitors to Staveley Hall and town centre.

Work: The creation of the boatyard and marina facilities, together with the commercial units under development, provide employment opportunities for boating related businesses.

Play: Plans for the basin to act as a visitor marina with boater services could potentially be boosted by interim plans for the static caravan site. These would be a generator for boater and other recreational users using the canal.

Interventions

Current Proposals (Marina)

Impact: ★★★★★ Timeframe: 1 2 3 4 5

The current proposals for Staveley Basin include developing the existing basin into a full-service marina with additional mooring spaces and essential services for boaters, such as water and electric hookups, waste disposal, and fueling stations.

The construction of a commercial building proposes development of 6 small office units, 4 retail units and a cafe /restaurant. This will act as a catalyst building to bring activity to the area and kick start further development.



Retirement Village (current proposals)

Impact: ★★★ Timeframe: 1 2 3 4 5

The development of a retirement village at Staveley Basin would provide senior residents with a peaceful living environment that is closely integrated with the canal and its amenities. The village would feature residential units designed with accessibility in mind, communal spaces for socializing, and easy access to the canal for leisure activities. This development would appeal to retirees seeking a scenic, community-oriented lifestyle, and would contribute to the local economy by attracting new residents to the area.

Picture: New Islington Basin by FAT Architecture



Canal Boat Maintenance Workshop

Impact: ★★★★★ Timeframe: 1 2 3 4 5

Utilising the existing ramp, the Canal Boat Maintenance Workshop would offer essential repair and maintenance services to boaters along the Chesterfield Canal. This facility would provide a range of services, including hull repairs, engine maintenance, and painting. By offering these services locally, the workshop would support the needs of canal users, reduce the need for boaters to travel long distances for maintenance, and create local employment opportunities.

Picture: Mills Dry Dock and Boatyard, Trent Lock



Food Hall/Market (potential intervention)

Impact: ★★★★★ Timeframe: 1 2 3 4 5

The proposed Food Hall or Market at Staveley Basin would serve as a culinary and social hub, offering a variety of local produce, artisanal products, and prepared foods. This market would draw visitors from nearby attractions such as Staveley Hall and the garden centre, creating a vibrant marketplace that supports local farmers, artisans, and entrepreneurs. The market would also provide a venue for community events, further enhancing the area's role as a gathering place for residents and tourists.

Picture: Durslade Farm Shop by Moxon Architects

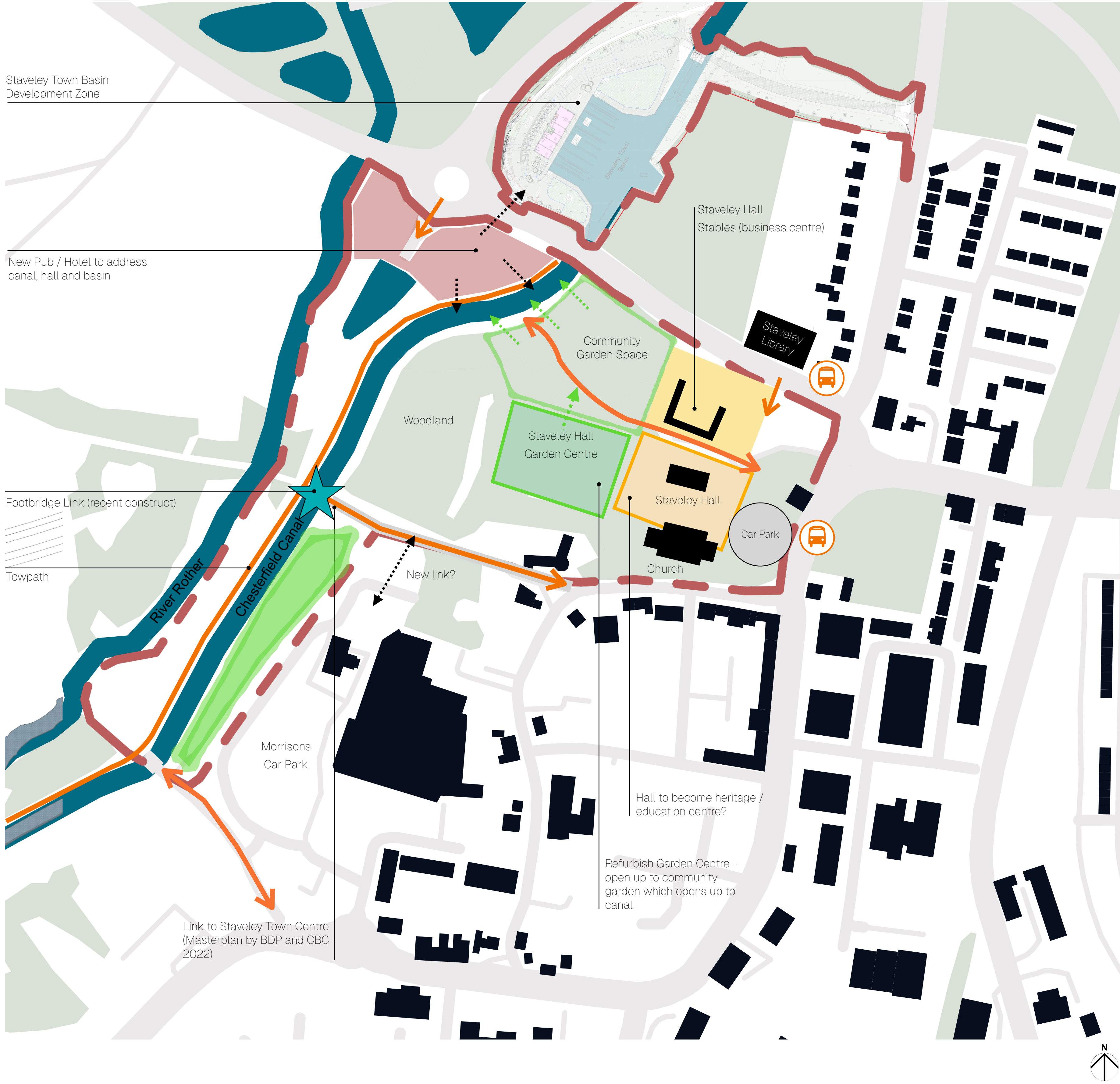


Interim Holiday Site for Static Caravans (potential intervention)

Impact: ★★★ Timeframe: 1 2 3 4 5

A temporary revenue generating use for the site to the Northeast of the canal could be a static caravan park with amenities. This would bring visitors to the canal and draw in revenue whilst long term built proposals are developed.





Potential Interventions

Existing Garden Centre Refurbishment and Extension

Impact: ★★★ Timeframe: 1 2 3

The existing garden centre at Staveley Hall is currently a commercial centre only, A modernisation project to open it up to the public and link to a potential community garden space (below) would attract more activity and visitors to the site, and generate revenue.

The expanded garden centre could include additional retail space, a café, and improved parking facilities, making it a key attraction for both locals and visitors



Community garden and green space

Impact: ★★★ Timeframe: 1 2 3

Linked to the existing garden centre, creating a community garden and green space within the grounds of Staveley Hall would provide a serene environment for relaxation and community activities. The garden could include allotments, a sensory garden, and seating areas, making it a space for residents to engage in gardening, socialising, and outdoor events. This green space would enhance the quality of life for local residents and contribute to the environmental sustainability of the area

Picture: Electric Daisy urban garden, Derby



New pub/hotel

Impact: ★★★ Timeframe: 1 2 3

Developing a new pub and hotel adjacent to Staveley Hall would provide much-needed hospitality services in the area, catering to both tourists and local residents. The pub would offer a traditional, welcoming atmosphere, while the hotel would provide accommodation for visitors attending events at the Hall or exploring the Chesterfield Canal. This development would contribute to the local economy by attracting overnight visitors and offering a social hub for the community



Heritage and Education Centre

Impact: ★★ Timeframe: 1 2 3

The allocation of space at Staveley Hall to provide a Heritage and Education Centre could offer interactive exhibits, workshops, and educational programmes for schools and visitors, to learn about the history of the Hall, the Chesterfield Canal, and Industry of the surrounding area. This would make it a heritage asset that could promote local heritage.

The centre would enhance the cultural value of Staveley Hall, attracting tourists and providing educational opportunities for the community



Background

Staveley Hall is a significant historical landmark within the Chesterfield Canal corridor. The Hall dates back to the 17th century and has been a central feature of Staveley for centuries. In recent years, the Hall and its surrounding grounds have been subject to various proposals aimed at enhancing its role as a cultural and community hub, integrating it more closely with the ongoing regeneration of the Chesterfield Canal and the surrounding area. It currently offers business units and is a wedding and conference venue.

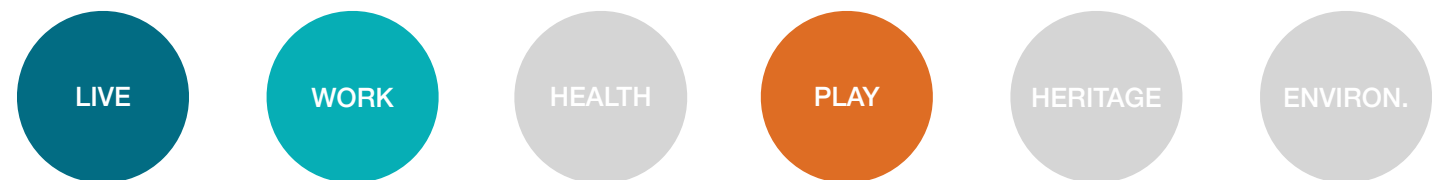
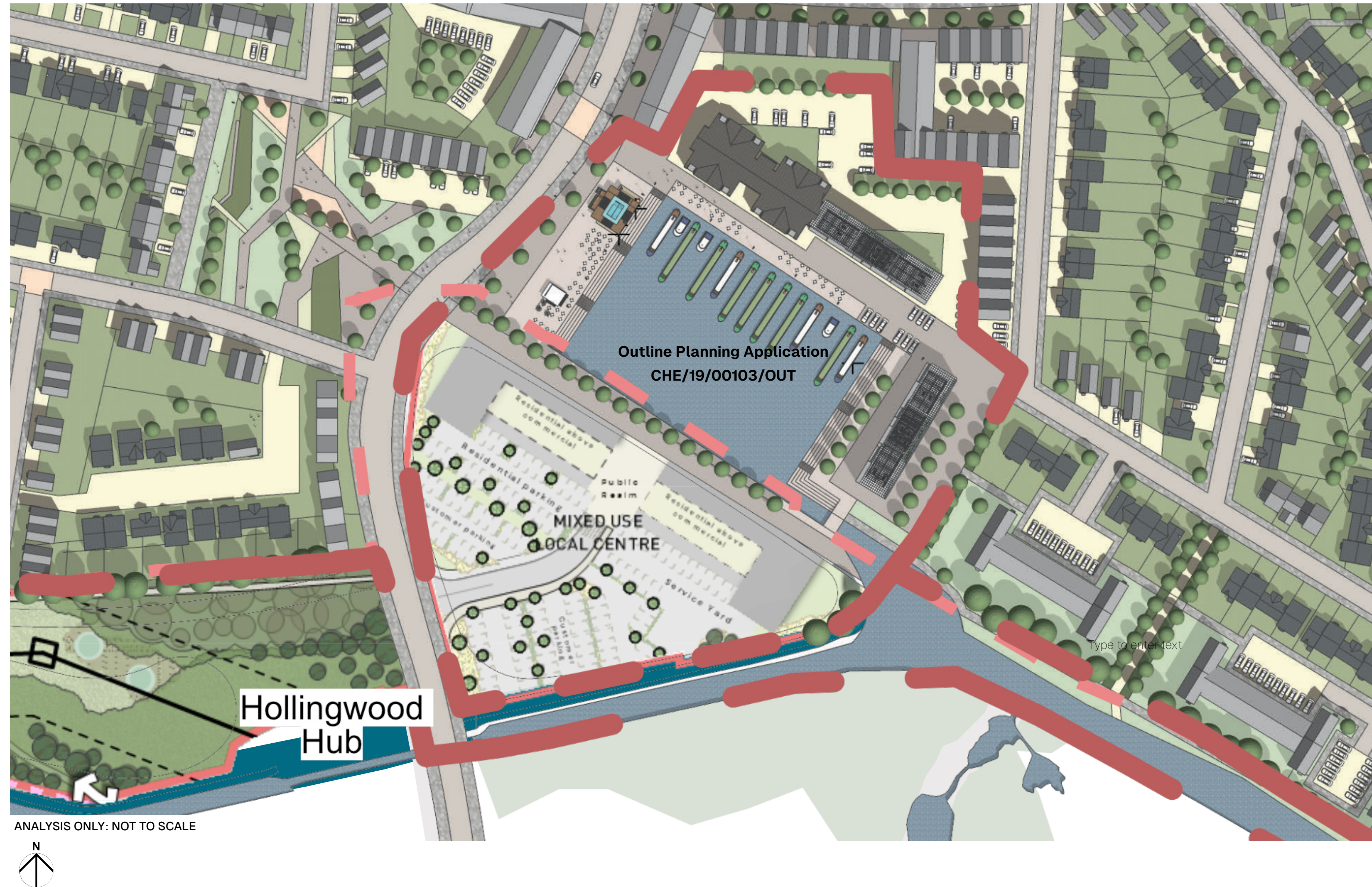
The site is separated from the canal by woodland, any proposal would benefit from opening up links between the canal and the hall, church and Staveley town centre.

Outline Strategy and Key Drivers

Play: The community garden space, pub and hotel opportunities offer stop off spaces for boaters, local residents or visitors and would be enhanced by the distinctive sense of place offered by the Hall and Church (a variation in environment from the industrialised heritage of the area).

Heritage: The value of the Hall, Church and grounds as heritage assets could be capitalised upon by opening up to the canal. Space could be given over to heritage interpretation to enable visitors to understand the history of the area.

Environment: The community garden linked with the garden centre would provide a green space for the local residents and boaters, potential venue for educational events that promote environmental awareness. Supplementary planting of woodland would be required to enhance the space around the hall and replace lost trees when opening up links with the canal.



Background

The proposals shown above have previously been developed alongside the canal restoration between Tapton and Staveley. This sheet seeks to highlight how the existing proposals address the key drivers identified on the other undeveloped sites along sections 1 and 2 of the route.

Chatsworth Marina is part of a proposed development on the Chesterfield Canal, positioned opposite the Hollingwood Hub on the former Staveley iron and chemical works site. The marina is envisioned as a small, yet strategically significant, facility primarily intended for visitors and boat storage rather than residential mooring. The site will be key focal point in the regeneration of the former Staveley Works for leisure, retail and tourism activities along the canal.

Outline Strategy and Key Drivers

Live: In conjunction with the Staveley Works Masterplan to deliver 1500 homes (overall) this will create a significant rise in the number of people who live alongside the canal and use it as a leisure source.

Work: The development will create construction, retail and office jobs, it would be a high quality waterside development in which to work.

Play: As a retail and leisure destination, linking up with the canal through the provision of potential boat stops for trips from Tapton Lock to Staveley Basin (and eventually all the way to Killmarsh and Rother Valley) this will attract tourists, shoppers and local residents to the canal.

Interventions

Current Masterplan

Impact: ★★★★★ Timeframe: 1 2 3 4 5

Chatsworth Marina is proposed as a small-scale marina designed to accommodate visitor moorings and boat storage. The marina will provide essential services for boaters, including water and electric hookups, waste disposal, and basic repair facilities. By offering these amenities, the marina will support the growing demand for leisure boating on the Chesterfield Canal and contribute to the overall appeal of the canal as a destination for water-based recreation.



Social and F&B Quarter with Hotel

Impact: ★★★★★ Timeframe: 1 2 3 4 5

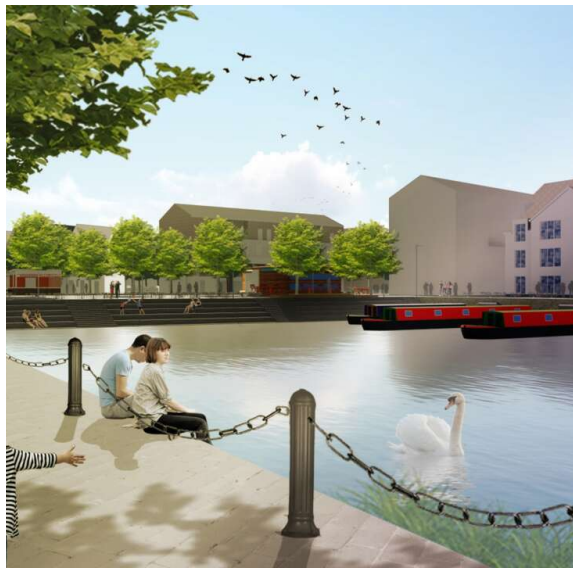
Adjacent to the marina, a new social and Food & Beverage (F&B) quarter is planned, which will include a hotel, cafes, and restaurants. This development will create a vibrant area for both visitors and locals to enjoy, offering dining, entertainment, and accommodation options. The hotel will cater to tourists exploring the canal and the surrounding region, while the cafes and restaurants will provide a social hub for residents and visitors alike.

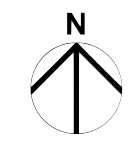
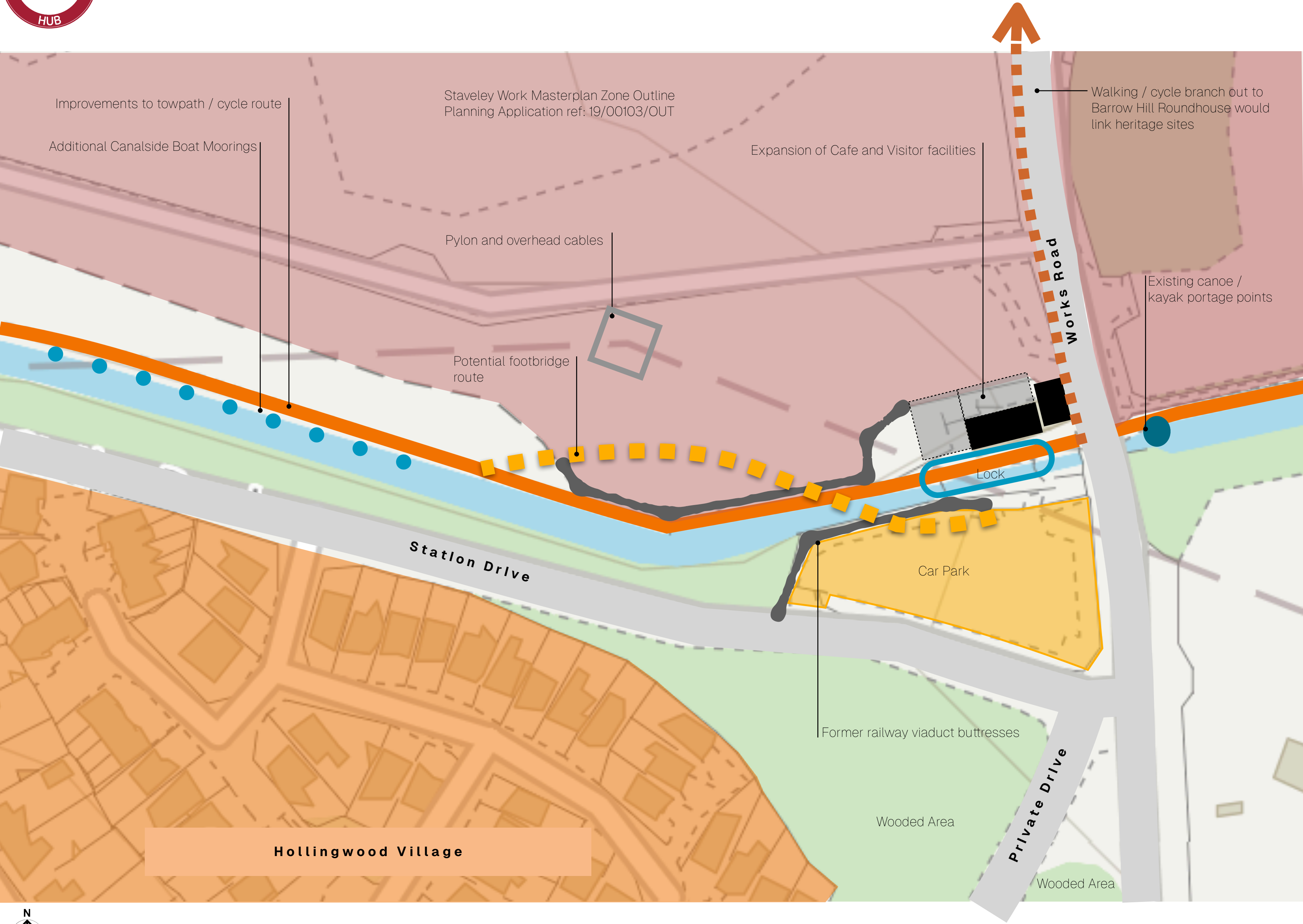


Retail and Housing Development

Impact: ★★★★★ Timeframe: 1 2 3 4 5

The marina development will also include a mix of retail and housing projects. These will be designed to complement the marina's leisure offerings, providing shopping opportunities and residential spaces that enhance the overall attractiveness of the area. The retail component will likely focus on niche markets and local artisans, contributing to the unique character of the marina and surrounding developments





ANALYSIS ONLY: NOT TO SCALE



Background

Some of the proposals shown above have previously been developed alongside the canal restoration between Tapton and Staveley. This sheet seeks to highlight how the existing proposals address the key drivers identified on the other undeveloped sites along sections 1 and 2 of the route and it suggests interventions that may compliment these schemes where appropriate.

Hollingwood Hub is a central facility along the Chesterfield Canal, serving as the headquarters for the Chesterfield Canal Trust. The site was formerly crossed by the now demolished Staveley Works Railway Station; the buttresses of the bridge are still visible.

The Hub is the refurbished lock cottage that includes a café, visitor centre, meeting rooms, and office spaces. Since its opening in 2011, the Hub has become a popular destination for both locals and visitors. With good connectivity to Tapton Lock, It offers a variety of amenities and serving as a base for canal-related activities such as boat tours and paddle sports, plus cycling and walking. The Trust has long-term ambitions to expand capacity at Hollingwood Hub to better meet the needs of visitors and support the continued restoration and development of the canal.

Outline Strategy and Key Drivers

Health: The current aspirations for the site enable it to become a hub for activity, particularly a cycle and walking hub linking Tapton Lock and Staveley Town Basin. These and other activities such as kayaking could be consolidated and use of the trails further afield could be promoted.

Play: Additional mooring spaces will bring more boat users to the site, a footbridge could act as as a focal point and enhance access from the car park to support the enhanced visitor facilities and improve this site as a visitor stop off.

Heritage: The extension of the visitor facilities will provide additional accommodation and increase the capacity for, heritage events and the food and drink offer to visitors. The opportunity to link up with, and attract heritage visitors from, Barrow Hill Roundhouse could be capitalised upon by creating a safe walking / cycling route along Works Road.

Interventions

Current Proposals (Extend Café and Visitor Facilities)

Impact: ★★★★★ Timeframe: 📅 📅 📅

The proposed extension of the café at Hollingwood Hub aims to increase the capacity and offer of currently limited facilities and enhance the overall visitor experience. This expansion would allow the Hub to accommodate more visitors, particularly during peak times, and offer a wider range of food and beverage options. The improved facilities would attract more tourists to the area, making the Hub a more attractive destination along the canal



Additional Mooring Spaces (current proposal)

Impact: ★★★★★ Timeframe: 📅 📅

Expanding the mooring capacity at Hollingwood Hub will accommodate more boats, supporting the increasing demand from boaters exploring the Chesterfield Canal. These additional mooring spaces will attract more visitors, encourage longer stays, and enhance the hub's role as a key stopping point along the canal.



Improved Cycle and Pedestrian Routes (current proposal)

Impact: ★★★★★ Timeframe: 📅 📅

Enhancing the cycle and pedestrian routes around Hollingwood Hub would improve access to the canal, promote sustainable travel, encourage more visitors to explore the canal by bike or on foot. It is currently a convenient stop off between Chesterfield and Tapton Lock to the South and Staveley Town Basin to the East. This intervention could include more cycle spaces, surface repairs and improvements and picnic spaces.

Additionally, part of the expansion of the visitor facilities could include a small bike store and workshop to be used as a bike hub, for hire servicing / repairs linking up routes beyond Staveley Town Basin to Renishaw, Killamarsh, Rother Valley and Kiveton Waters.

The site would also benefit from improving connections with Barrow Hill Roundhouse - the formation of a cycle path 'branch' could be investigated.



New Footbridge Across the Canal (potential intervention)

Impact: ★★ Timeframe: 📅 📅 📅 📅

A new footbridge across the Chesterfield Canal would improve connectivity between Hollingwood Hub the Staveley Works site and car park opposite (avoiding walking onto Works Road to access the hub from the car park) making it easier for visitors to explore both sides of the canal

The bridge would also be a focal point landmark, a nod to the former railway bridge and serve as a scenic viewpoint.

The example (right) is the new footbridge at Bellhouse Basin being lowered into place.





N
ANALYSIS ONLY: NOT TO SCALE

- LIVE
- WORK
- HEALTH
- PLAY
- HERITAGE
- ENVIRON.

Background

The proposals shown above have previously been developed alongside the canal restoration between Tapton and Staveley. This sheet seeks to highlight how the existing proposals address the key drivers identified on the other undeveloped sites along sections 1 and 2 of the route.

The former Staveley iron and chemical works site is a large scale masterplan to create approximately 1500 homes (overall), a marina, retail and a primary school. The site is the subject of two outline planning applications submitted to Chesterfield Borough Council.

Outline Strategy and Key Drivers

Live: Staveley Works Masterplan will deliver 1500 homes (overall), this will create a significant rise in the number of people who live alongside the canal and use it as a leisure source.

Work: The development will create construction, retail and office jobs, it would be a high quality waterside development in which to work and is expected to support around 800 jobs.

Environment: The potential intervention of the Flood Plain Park would increase the biodiversity of the site.

Potential Interventions

Current Masterplan

Impact: ★★★★★ Timeframe: ☒ ☒ ☒ ☒ ☒

The current masterplan features a mix of residential, commercial and retail provisions to establish a new settlement in between the Chesterfield Canal and River Rother. Although the proposals sit in between two waterways, there is an opportunity to further connect the new settlement to the canal and river as the current proposals disconnect the future residents and visitors through large amounts of trees and vegetation.



Waterside-Living (current proposals)

Impact: ★★★★ Timeframe: ☒ ☒ ☒ ☒ ☒

Outline proposals are already in place but there is an opportunity to enhance the character of the masterplan by integrating new developments with the canal by opening up views and introducing access alongside the canal. Canalside South development in Wolverhampton is an example of such intervention.

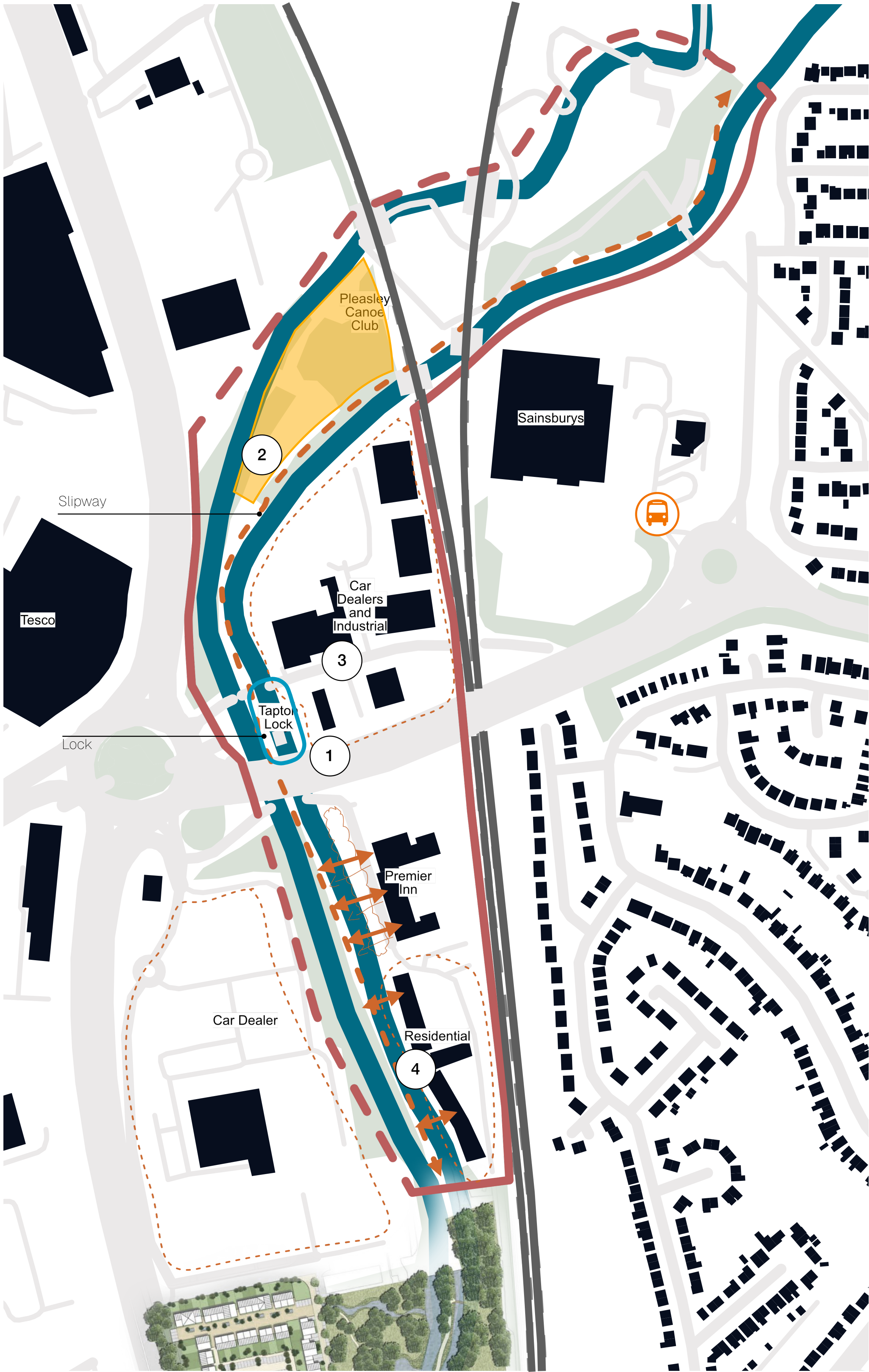


Flood-plain park (potential intervention)

Impact: ★★★★★ Timeframe: ☒ ☒ ☒ ☒ ☒

With the increase in built-up area and close proximity to the canal and river, consideration must be made to floor resilience and control. The Copenhagen Hans Tavsens Park is an example of a creative use of a floodplain for public use. The park has been adapted to retain and slow down the flow of rainfall during extreme weather events. It consists of a series of stormwater retention basins which collect rainwater during storms and revert to recreation areas for the public. This type of intervention would celebrate and work with water, creating a unique character for the area.





Potential Interventions

1. Extend Existing Visitor Centre

Impact: ★★★★★ Timeframe: 1 2 3

Extend the visitor centre, taking inspiration from the successful Hollingwood Hub (right). The centre to offer a cafe with internal and external seating and act as a starting checkpoint for the route towards Hollingwood Hub through the historic bridges. Visitors will be able to get information leaflets or scan a QR code for an app to guide them through the interactive tour. Offer a provision for bicycles and e-bikes and scooters that visitors can rent and drop off at other points along the trail.



2. Activity Centre

Impact: ★★★★★ Timeframe: 1 2 3

Provide a permanent establishment for the canoe clubs that are already present in the area whilst offering rental facilities to visitors. This will draw on the success of the existing slipway and clubs and increase awareness of their presence to involve more people into communal activities on the canal. This would offer visitors an alternative way to walking or cycling to explore the canal.



3. Parking for Tapton Lock

Impact: ★★ Timeframe: 1 2

Vehicular access to Tapton Lock is quite limited with no designated parking spaces. On-street parking is available however this causes strain on the already restricted road access to all of the car dealerships. There is an opportunity to negotiate a deal with the car dealerships to take over some of the parking spaces to create a designated provision for Tapton Lock.



4. Improve visual connection from residential units and hotel

Impact: ★★★ Timeframe: 1 2

The Premier Inn and residential community adjacent are detached from the canal with large amounts of vegetation obstructing views and access. There is an opportunity to offer a visual connection to the canal, to offer water-side living to both existing residents as well as visitors making use of the Premier Inn. A new connection from this area to Tapton lock would help strengthen the character of the canal whilst offering additional footfall to the Visitor Centre.



Background

Tapton Lock, located along the Chesterfield Canal has a historic legacy of supporting local industry and transport. The lock area, once integral to the canal's operation where it emerged from the River Rother, has the potential for redevelopment to serve as a hub for recreation and tourism. The site is currently underutilised, with opportunities to enhance its connectivity and amenities to better integrate with the surrounding natural and urban landscape.

The site currently has a very similar heritage and leisure offer to Hollingwood Hub. The nature of the site to the north makes it more appropriate as a watersports hub for canoe / kayak / SUP activities. Connectivity to the canal is not good, there is a lack of parking access and the nearest public transport access is at Sainsbury's 0.5m away.

Outline Strategy and Key Drivers

Health: Primarily the development of the site to the north for water related activity would bring health benefits to local residents and bring more leisure users.

Play: Improving the connectivity between the Hotel and the canal, improving public transport links and car park access, continuing to use it as a boat trip base will bring increased visitor numbers to the site.

Heritage: The opportunity to develop the existing heritage centre and link it with the boat stop would benefit this site as a visitor destination, however its proximity to Hollingwood Hub may risk competition in promoting any improvement works.



1. Current Masterplan

Timeframe: 🕒 🕒 🕒 🕒 🕒

Chesterfield Waterside is a £340 million high-quality mixed-use regeneration project in the heart of Chesterfield adjacent to Chesterfield railway station built across 16 hectares. This large-scale development aims to enhance the area's connectivity, economic growth, and viability, providing a mix of residential, commercial, and leisure facilities. The impact of this development will largely depend on whether the canal is celebrated and designed around or next to. The current proposals place most vehicular access along the canal, which would act as a pedestrian barrier which may disconnect the canal from the public realm. **The following proposals are potential interventions that focus on benefiting activity and canal usage in either the short or the long term. These are suggestions that would be adaptations to the current masterplan (as established by others).**

2. Urban Campsite and Festivals

Timeframe:  

A temporary urban campsite along the canal can serve as an interim use for the Chesterfield Basin. This low-cost, quick-to-implement intervention would raise awareness of the canal, enhance local connections, and provide opportunities for events such as food and music festivals. The campsite would attract visitors and create a sense of place, while also generating revenue and fostering community engagement. As the site develops, the festival could evolve to one with floating shops and services to retain the character of the area.

An example of such intervention is the annual Moira Canal Festival which raises awareness and money for the restoration, extension and maintenance of the Ashby Canal.

3. Extended Marina

Timeframe: ⌚ ⌚ ⌚

Expanding the current marina to accommodate more boats would leverage the site's proximity to Chesterfield railway station. The potential for use as a residential and Visitor Marina should be investigated. This would be challenging in terms of spatial design but could be feasible. It would increase overall footfall in the area and enable increased connectivity and views of water, creating a unique character and sense of place to live and work within this area of Chesterfield.

An example of such intervention is the West Lothian Marina or the Albert Dock in Liverpool.

4. Shared Workspaces

Timeframe:

Introducing a shared workspace within the Chesterfield Basin could cater to the needs of the growing number of boat residents and local entrepreneurs and act as a catalyst for development of medium scale commercial building types. With its proximity to the Chesterfield railway station, the flex office space would offer excellent connectivity to London and other major cities, making it an ideal location for remote workers and businesses requiring flexible office solutions. The flexible work space would create an affordable offer to work in a desirable, water-side location further enhancing footfall and increasing business spending within the area to drive future restoration of the canal. The Startup Village in Amsterdam is an example of a low-cost intervention that can be expanded or upgraded over time.

5. Canal-side park and bars/restaurants

Timeframe:

A canal-side park at Chesterfield Basin would be a vibrant, welcoming gateway to the town, blending green spaces with modern food, drink, and retail facilities. The concept draws inspiration from popular urban developments like Boxpark in London and Freight Island in Manchester, creating a dynamic social hub that leverages the unique canal-side location. This development would not only attract local residents but also entice visitors traveling via train, providing them with an immediate, positive impression of Chesterfield. The Canal Corridor by Townshend Landscape Architects is an exemplar project of creating a series of interconnected public spaces which all activate and celebrate the canal.

The Chesterfield Basin is an historically significant area, formerly a bustling hub of canal-based trade. It is located at the heart of Chesterfield, adjacent to the town centre and connected to the wider Chesterfield Canal. The area has seen a decline in its traditional industrial use, and there is a push to repurpose and redevelop the site to better serve contemporary needs. The surrounding infrastructure, including roads and public transport, is well-developed, making it a prime candidate for urban regeneration projects. Connectivity issues with the Station to bring pedestrian into the site should be a primary driver for the establishment of this Masterplan; Chesterfield Borough Council have looked at this in 2021 as part of the HS2 masterplan.

Outline Strategy and Key Drivers

Live: The Masterplan has delivered a number of affordable homes to the northern part of the site as an initial phase. Medium density housing has been earmarked closer to the basin and station as part of the development. The detail of the proposals is to be developed. Enlarging the Marina for part residential / part visitor use could bring more people into the waterside area.

Work: The aspiration of the current masterplan is to mix housing with commercial office. Proposed shared workspaces for start ups could act as a catalyst for future development of more established office space.

Play: If realised the development of this area would be a vibrant head of navigation; the destination / beginning to the whole of the canal route with a strong sense of place and potential for large visitor numbers.

