CHAPTER 12 - CENTRAL AREAS

12.1 General Introduction

12.1.1 The Local Plan policies promote the further development of the District's three town centres; Mansfield town centre, Mansfield Woodhouse centre and Warsop centre as centres for shopping, business and leisure. They are major employment centres and also provide homes for a significant number of people. They are the historic centres of the District and contain a large number of buildings of historic and architectural significance. The future health and prosperity of the three town centres is vital to the economic regeneration of the District. This chapter makes detailed proposals for the development of the centres over the Plan period.

12.1.2 The District Council takes an extremely pro-active role in town centre development. The Council's own action programmes in the three centres include a major environmental improvement programme, derelict land reclamation, conservation grant schemes and, a 'living over the shop' initiative. The Council has also taken a direct role in leisure developments in the town centres and has carried out a number of industrial developments on the fringe of centre sites. The District Council has received strong support from the European Union, the Department of Environment, Transport and the Regions, English Partnerships, English Heritage, the Housing Corporation and Nottinghamshire County Council in implementing these projects.

12.1.3 The Council is committed to working in partnership with the private sector and housing associations in town centre renewal. The Council actively pursues an enabling role, particularly through its powers of land assembly.

12.1.4 In certain key areas of the town centres there is a need for concentrated action over a short period of time to bring forward sites for development. These areas are designated as Action Areas in the Local Plan and will form the focus of public and private sector urban renewal activity during the Plan period. Detailed implementation schedules for Action Areas are found at the end of each Central Area section.

A. MANSFIELD TOWN CENTRE

12.2 Introduction

12.2.1 A healthy and prosperous Mansfield town centre is vital to the future well being of the District as a whole. In the topic Chapters that have preceded, the various roles that the town centre fulfils for the District have been individually described. The importance of the town centre is emphasised below together with a description of how these various roles interact with each other. Clear objectives for the town centre are defined, against which the policies and proposals can be judged over time, in terms of their achievement.

12.2.2 The Chapter then goes on to state policies that are specifically relevant to land use issues in the town centre. These are followed by detailed development proposals for sites in the area that offer a diverse range of opportunities for growth. The Chapter provides for the designation of four Action Areas at Clumber Street, Rock Valley, White Hart Street and Station Street.
Mansfield town centre serves as a sub-regional centre for West Nottinghamshire and the north eastern part of Derbyshire. As a comparison shopping centre its catchment area encompasses almost 300,000 people in the Mansfield/Ashfield conurbation and surrounding settlements. The centre contains approximately 93,000 m² (1 million sq. ft.) of retail floorspace in nearly 400 units.

Mansfield town centre has the following key roles to play in the future development of the District:

- providing opportunities for economic diversification and growth;
- the expansion of its role as a comparison shopping centre;
- the attraction of investment and people by the development of a high quality and vibrant town centre offering a wide range of business services, retail outlets together with diverse cultural, leisure and other entertainment facilities;
- to aid tourism development.

Mansfield town centre is clearly of great importance to the District in terms of creating employment opportunities particularly as some of the town's traditional industries have been eroded away almost into extinction since the early 1980's, especially coal mining. This decline has not significantly been offset by growth in other sectors. Consequently, Mansfield has been left with an extremely serious level of unemployment. However the town centre has great potential for job creation through the development of service sector industries. During the 1980's and 1990's growth in services has unfortunately been small when compared to some neighbouring towns. Chesterfield, Derby and Nottingham have all experienced major growth in retailing over the past ten years. The Plan continues to encourage service sector growth through the identification of suitable sites for such development in or close to the town centre. These opportunities complement the portfolio of industrial land sites promoted across the District. The development of this industrial land will itself give rise to an increased demand for business services and other town centre facilities. Town centre office sites are equally promoted with a view to attracting service sector companies.

The further development of the town centre's role as a sub-regional comparison shopping centre is vital given that shopping is the principal reason for many visits to the District. Proposals are made in the Plan that will allow a major expansion of comparison shopping. The White Hart Street Action Area represents a commitment on the Council's behalf to achieving this objective as it should include a substantial increase in retail floorspace. The Plan also promotes the development of new leisure, cultural and other entertainment facilities which will also prove an important source of job creation and service sector growth. There is a particular strong link between leisure and shopping trips and the Plan seeks to exploit this in order to attract more visitors to the town.

In addition to the promotion of new facilities, the District Council will continue its efforts to enhance the environment of the town centre which will encourage more visitors to the town as well as enhancing shopping conditions for local people. Since the late 1970's major pedestrianisation schemes have been implemented in and around the Market Place together with the improvement of shop frontages. These works have greatly improved the image of the town centre. Similar positive action is proposed for upper Leeming Street, Clumber Street and Bridge Street during the Plan period. In this way, the Council working in partnership with local businesses, other local authorities and public bodies, the Government and the European Community has strived to reverse the
The Plan puts forward other policies and proposals which will further assist the development of a positive image demonstrating a quality environment and opportunities for dynamic growth. Such action attracts more visitors, aiding the growth of local businesses leading to service sector expansion as a whole, consequently creating new employment opportunities. Environmental improvements can additionally help to attract investment into the town.

12.2.8 The Plan also aims to attract more visitors through the inclusion of proposals that will improve the town centre’s accessibility by car and public transport. At the end of 1995, passenger rail services were re-introduced to the District through the Robin Hood Line which connects Nottingham to Worksop via Mansfield. A station is in operation in Mansfield town centre. It is hoped that the existence of the rail service will increase the number of visits made to Mansfield each day and enhance the attraction of the town and District to business investors. In association with the station, increased car parking provision will be made, forming part of a transport interchange that will provide bus connections, taxi services and car passenger drop off / pick up facilities.

12.2.9 This development forms part of comprehensive proposals set out in the Station Street Action Area that will promote office, leisure, retail, hotel and parking developments. Town centre accessibility was radically enhanced by the completion of the final stage of the Inner Ring Road in 1994. Proposals are made too, for increasing car parking provision in the town centre. This is of great importance in terms of attracting new businesses, shoppers and other people looking to take advantage of leisure facilities available in the town.

12.2.10 The town centre will play its role in increasing the supply and range of residential accommodation available in the District. The Rock Valley/Bridge Street Action Area development site will provide the main source of new residential accommodation in the town centre, which will be specifically developed to suit the needs of single and elderly people and couples without children. This location is ideally suited for these particular groups because of the very close proximity of shops and services. Proposals are also made to support the use of upper floors of shops for residential accommodation, making the best use of existing resources. By increasing the numbers of people living in the heart of the centre, its vitality will be enhanced.

12.3 Objectives

12.3.1 Reduce unemployment levels by encouraging the creation of new employment opportunities in the town centre for all sections of the community.

12.3.2 Assist in the diversification of the District’s economy by encouraging growth in the town centre’s service sector.
12.3.3 Conserve and enhance the essential character of the town centre whilst accommodating necessary change and development.

12.3.4 Aid tourism development within the town centre.

12.3.5 Extend the range and quality of shopping facilities in the town centre and so promote the further development of Mansfield as a comparison shopping centre.

12.3.6 Maintain and help expand existing businesses including enterprises in the manufacturing sector in the town centre.

12.3.7 Encourage the development of new and the enhancement of existing cultural, leisure and community facilities in the town centre.

12.3.8 Improve town centre accessibility by public and private modes of transport.

12.3.9 Increase the resident population of the town centre and enhance the housing and environmental conditions of existing housing areas.

12.3.10 Improve pedestrian networks and further encourage travel into the town centre by cycles.

12.3.11 Assist in the creation of a safer, more welcoming, attractive environment encouraging greater numbers of people to visit the town centre.

POLICIES AND PROPOSALS

12.4 Employment

12.4.1 The Local Plan identifies an area in the town centre which the District Council considers appropriate for the consolidation of office uses.

**MTC1** PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH WOULD CONSOLIDATE OFFICE USES ON ST JOHN STREET.

12.4.2 This area is now substantially in office use through conversions and is well defined. There is a continued demand for small, low rental space which should be accommodated in the town centre.

**MTC2** PLANNING PERMISSION WILL BE GRANTED FOR THE CONVERSION OF THE UPPER FLOORS OF BUILDINGS, WITHIN THE DEFINED SUB-REGIONAL CENTRE, TO OFFICES.

12.4.3 There is much under-used space within the shopping centre which could be put to good use. This would provide valuable space for those office uses which prefer to be in the shopping centre in order to attract customers and to be accessible, but who do not necessarily require window frontage.

12.5 Environment

12.5.1 The District Council will seek to improve the town centre environment, in particular the conservation areas by the effective utilisation of Town Scheme and Facelift Grants in association with English Heritage and the County Council.
12.5.2 Town Scheme Grants and Facelift Grants supported by the District and County Councils and English Heritage provide incentives for owners to improve their properties and make an important contribution to the character of Mansfield town centre.

12.5.3 The Environment Chapter described the qualities and the role of the town centre conservation areas at Bridge Street, the Market Place and along West Gate in terms of preserving and promoting buildings and areas of historical and architectural importance. These add to the interest of the town centre and so encourage tourism development and an environment that local people can relate to and enjoy.

MTC3 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WITHIN THE DEFINED SUB-REGIONAL CENTRE PROVIDED THAT THEY WOULD MEET BOTH OF THE FOLLOWING CRITERIA:-

1) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;

2) HAVE REGARD TO THE HEIGHT, SCALE AND MASS OF ADJACENT BUILDINGS.

12.5.4 It is important that new developments in the town's central area have regard to, and help preserve, its traditional character and maintain/enhance the quality of the street scene. The District Council will expect proposals to demonstrate an awareness of the height, scale and mass of nearby buildings. The policy will, therefore, contribute to the attraction of the town centre for visitors and investment.

12.6 Movement

12.6.1 Proposals for limiting vehicular traffic within the principal shopping streets of Mansfield town centre will continue to be promoted. The removal or reduction in traffic during the main shopping hours provides improved safety and convenience for shoppers and adds to the overall attractiveness of the town centre. The town centre pedestrianisation schemes that have been implemented in and around the Market Place have greatly improved conditions for all pedestrians by limiting vehicular access. Such improvements will be extended to Clumber Street, upper Leeming Street and White Hart Street as part of a comprehensive renewal scheme.

12.6.2 Following completion of the final phase of the Inner Ring Road, there are opportunities to consider the re-routing of bus access into, out of and through the town centre. As outlined in the Movement Chapter, measures to maintain and promote the bus services, e.g. bus lanes/gates, information systems, etc. will be encouraged.

12.6.3 The programme of co-ordinated paving schemes will continue to be implemented in Mansfield town centre in order to increase use by pedestrians and enhance the attraction of the town centre. Fully paved and pedestrianised streets create a more attractive town centre for shoppers, business people and other visitors. They also encourage increased investment in the town centre by businesses. The first paving schemes were introduced in the 1970's along lower West Gate and Stockwell Gate. The programme has been greatly advanced during the 1990's with the completion of Market Place, Leeming Street and Regent Street which have been pedestrianised together with Market Street and improvements to Queen Street. A pleasant river walkway has been created at Rock Valley, which was formally opened by the Princess Royal in November 1991. Future paving schemes are planned for Bridge Street, upper Leeming Street and Clumber Street.
12.6.4 The District Council will attempt to ensure the development of a network of safe and pleasant pedestrian routes linking facilities of the town centre and adjoining areas. Opportunities for improving pedestrian routes are likely to occur as a result of major renewal schemes such as that proposed at White Hart Street. The removal of through traffic from the Clumber Street/Leeming Street area offers an opportunity to greatly improve conditions for pedestrians.

12.6.5 As outlined in the Movement Chapter attention will be given to measures which would make cycling safer and more enjoyable. This is particularly relevant for routes to and within the town centre. Measures such as cycle only lanes, shared access with buses (i.e. along bus lanes and through bus gates) and cycle parking facilities will be considered favourably.

12.6.6 If major new town centre developments such as shopping centres, retail warehouses or leisure facilities increase the demand for short-stay car parking, then additional car parking may be required. Car parking provided in new developments should be open to the general public during normal shopping hours. The District Council may also seek to negotiate with developers an agreement under Section 106 of the Town and Country Planning Act 1990, to adopt the current Council parking tariff as a minimum price structure. This is to ensure that new parking provision does not attract commuter car parkers who park for long periods and thereby reduce the number of spaces available for shoppers. In some areas within the retail centre, a car park would cause an unacceptable increase in traffic or access to it may become a traffic hazard. In these cases, the District Council may require developers to provide public parking elsewhere or to make a financial contribution to the future development of a car park in a nearby location. Where new car parks are introduced to the town centre they should be designed to include good lighting and the provision of surveillance cameras will be encouraged to further the security of the car park. Development schemes may also offer opportunities for the implementation of public transport facilities. The District Council will therefore seek contributions in appropriate instances from developers towards the improvement of public transport infrastructure.

12.6.7 There is a danger that centrally located car parks, convenient for shoppers and other visitors staying a short time in the town centre will be filled by commuters using spaces all day. It is important for the commercial viability of the town centre that parking spaces within reasonable walking distance of the main shopping streets remain available to shoppers. To this end, the Council has reintroduced a 4 hour maximum waiting period within all the town centre car parks, with longer stay parking available for commuters in the peripheral car parks.

12.6.8 The car parks charging policy will be reviewed regularly in the light of changing shopping and work patterns. In order to implement a deterrent pricing policy consistently, the District Council will normally seek to ensure that car park tariff scales in private car parks are co-ordinated with those used in District Council car parks.

12.6.9 There are many benefits in bringing residential units back into the town centre either by changes of use or new development. However, in many cases, space does not exist to provide on-site car parking. In such cases, the District Council will allow car owners to use public car parks, perhaps on a seasonal ticket basis or assist developers or landlords to hire contract car parking spaces elsewhere in the town centre. Frequently though occupiers of centrally located residential accommodation will be non-car owners.
12.7 **Leisure**

12.7.1 Mansfield Palace Theatre is a key cultural facility, not only for the population of Mansfield, but for many people who live beyond the District boundaries. The Theatre therefore is an important tourist attraction.

**MTC4** PLANNING PERMISSION WILL NOT BE GRANTED FOR THE REDEVELOPMENT, OR CHANGE OF USE, OF THE PALACE THEATRE/MUSEUM COMPLEX UNLESS ITS CURRENT USE WOULD BE ENHANCED.

12.7.2 By improving the facilities in the Theatre, its seating capacity and improvements to the stage and back stage areas, the potential to host larger and more popular productions will be fulfilled. This will encourage greater use by local residents and visitors alike, thereby promoting tourism development in the District. The District Council will therefore continue to implement improvements to the Palace Theatre and Museum complex and resist any proposals for change of use.

12.8 **Retailing**

12.8.1 It is important to concentrate retail development and investment to within or at the edge of a defined area of the town centre to maintain and reinforce its role as a sub-regional centre. Any uncontrolled expansion of retailing in the town centre would result in fragmentation of the shopping centre and the possible appearance of more vacant shop units.

12.8.2 The Retail Chapter includes policies which seek to direct new retail uses to within or at the edge of defined retail centres. It is important, therefore, that efforts be concentrated on supporting and improving the sub-regional centre and channelling new investment to the existing shopping centre with the aim of achieving a compact centre with a diverse range of activities. Any new developments should not, therefore, have a detrimental effect on the vitality/viability of the sub-regional centre. Shopping uses refer to Class A1 of the Town and Country Planning (Use Classes) Order 1987. The types of businesses which fall into this category are:- for the retail sale of goods other than hot food, post offices, travel and ticket agencies, sandwich bars, hairdressers, undertakers, dry cleaners and domestic hire shops. The types of businesses which fall into Class A2, Financial and Professional Services (other than health or medical services) are any other services (including uses as a betting shop) which it is appropriate to provide in a shopping area, where the services are provided principally to visiting members of the public. The types of businesses which fall within Class A3 of the “Use Classes Order” (Food and Drink) are use for sale of food or drink for consumption on the premises or hot food for consumption off the premises.

**MTC5** PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS AT GROUND FLOOR LEVEL WITHIN PRIMARY SHOPPING AREAS, AS DEFINED ON THE PROPOSALS MAP, OTHER THAN FOR SHOPPING USES (USE CLASS A1 ONLY).

12.8.3 This policy relates specifically to the following primary areas:-

(i) West Gate - Odd Nos. 1 - 13. Even Nos. 6 - 46.
(ii) Four Seasons Centre - All Units.
12.8.4 It is important to maintain the primary shopping area in Mansfield town centre in purely shopping use and to prevent fragmentation by non-shopping uses such as banks, building societies and hot food takeaways. Already the primary area has experienced some infiltration of non-retail uses such as the Yorkshire Bank. To date these have not threatened the vitality, viability or the character of the shopping area which is at the heart of the sub-regional centre. The District Council will not permit any further encroachment by non-shopping uses in this key area. This area is the focus of retail activity and contains the majority of national multiple retailers present in the town.

MTC6 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS AT GROUND FLOOR LEVEL WITHIN SECONDARY SHOPPING AREAS, AS DEFINED ON THE PROPOSALS MAP, OTHER THAN FOR SHOPPING (USE CLASS A1) AND ASSOCIATED USES (USE CLASSES A2 AND A3 ONLY). PROPOSALS FOR ASSOCIATED USES WOULD ALSO NEED TO MEET ALL OF THE FOLLOWING CRITERIA:-

1) NOT RESULT IN THE LOSS OF A SHOPPING FACILITY (USE CLASS A1) IN A KEY LOCATION, FOR EXAMPLE A CORNER POSITION;

2) NOT RESULT IN EITHER THE FRAGMENTATION OF THE CENTRE AS A WHOLE OR AN OVER CONCENTRATION OF ASSOCIATED USES IN ANY PARTICULAR STREET OR PARADE OF SHOPS SO AS TO UNDERMINE THE VITALITY OR VIABILITY OF THE SUB-REGIONAL CENTRE;

3) MAINTAIN A DISPLAY OF VISUAL INTEREST WITHIN A SHOP WINDOW ON THE FRONTAGE OF THE PREMISES;

4) GENERATE A SUFFICIENT LEVEL OF PEDESTRIAN ACTIVITY TO MAINTAIN THE VITALITY OF THE SHOPPING AREA;

5) NOT GIVE RISE TO UNACCEPTABLE SMELLS, FUMES, NOISE, DISTURBANCE OR OTHER ENVIRONMENTAL CONCERNS;

IN ASSESSING ANY PROPOSAL AGAINST THESE CRITERIA THE COUNCIL WILL ALSO TAKE INTO ACCOUNT THE PROPORTION OF VACANT STREET LEVEL PROPERTY IN THE SECONDARY SHOPPING AREA.

Note- for a full definition of the Use Classes Order, see paragraph 12.8.2.

12.8.5 This policy relates specifically to the following secondary frontages:-

(i) Upper West Gate - Odd Nos. 37 - 71, Even Nos. 48 - 66.
(ii) Stockwell Gate - Odd Nos. 1 - 69, Even Nos. 2 - 26 and including Tesco and Co-op Stores.
(iii) Regent Street - Odd Nos. 3 - 21, Even Nos. 2 - 30 including Regent House.
(iv) Lower Leeming Street - Odd Nos. 1 - 29, Even Nos. 2 - 42 and Clumber House.
(v) Church Street - Odd Nos. 1 - 39, Even Nos. 8 - 36 and Swan Hotel.
(vi) Rosemary Centre - All Units.
(ix) Market Street - Nos. 1 - 4 inclusive, 10 - 19 inclusive.
This policy aims to maintain the vitality and viability of important, but secondary, shopping streets in Mansfield town centre. It aims to do this by preventing the fragmentation of shopping frontages due to concentrations of non-shopping uses. Too many non-shopping uses such as banks, building societies or hot food takeaways, in any given frontage or, the loss of a key location, is likely to reduce the overall attractiveness to shoppers. The retail function of the centre, in terms of the vitality and viability of the centre as a whole, is likely to be harmed if the proportion of units in Use Class A1 uses in a particular street falls below 50% and so is not predominantly in shopping uses.

MTC7 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF THE FOLLOWING:--

1) SHOPPING AND ASSOCIATED USES (USE CLASSES A1, A2 AND A3 ONLY);
2) NON-RESIDENTIAL INSTITUTIONS;
3) LEISURE USES;
4) AMUSEMENT ARCADES;

AT GROUND FLOOR LEVEL, EXCLUDING PRIMARY AND SECONDARY SHOPPING AREAS, WITHIN THE DEFINED SUB-REGIONAL CENTRE.

Note- for a full definition of the Use Class Order, see paragraph 12.8.2.

Outside of the primary and secondary shopping areas, no restrictions will be placed on the number of those non-shopping uses listed above. These parts of the shopping centre generally contain a greater proportion of non-shopping uses but remain largely retail in character. This approach is intended to provide sufficient scope for the location of non-shopping uses, whilst retaining a robust core of shopping areas where retail activity is dominant.

MTC8 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF THE FOLLOWING:--

1) SHOPPING AND ASSOCIATED USES (USE CLASSES A1, A2 AND A3 ONLY);
2) OFFICES;
3) HOTELS AND HOSTELS;
4) HOUSING;
5) LEISURE USES;

AT FIRST FLOOR LEVEL AND ABOVE, INCLUDING DEFINED PRIMARY AND SECONDARY SHOPPING AREAS, WITHIN THE DEFINED SUB-REGIONAL CENTRE.

Note- for a full definition of the Use Classes Order, see paragraph 12.8.2.
12.8.8 The objective of this policy is to encourage increased and diversified use of upper floors in the shopping centre which will stimulate activity and interest. The potential of upper floors is not presently being maximised. This policy aims to make better use of this major resource.

12.8.9 The Four Seasons Centre, together with West Gate, forms the main focus for shopping in Mansfield. It contains most of the national multiples currently represented in the town. The Centre, is however, at risk of becoming outdated when compared to more recent developments elsewhere. The ideal requirements of current retailers in terms of size and quality of shop units is not achievable within the existing accommodation. Ongoing change and refurbishment of the Centre’s facilities during the Plan period would enhance Mansfield’s shopping image and so will be encouraged by the Council. The development of the site at Walkden Street would allow for a small scale extension of the Four Seasons Centre, possibly providing a food court to strengthen its range of attractions.

MTC9 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF RETAIL USES AT THE FOLLOWING LOCATIONS:-

MTC9(A) 0.1 HECTARES OF LAND OFF WALKDEN STREET

12.8.10 This site consists of an open, landscaped walkway running along the Four Seasons Centre and the Bus Station. This Plan proposes that this site be developed for retail use. The site could be developed to include a food court to complement the attractions of the Four Seasons Centre. The development of this site would have the added benefit of providing a covered walkway between the shopping centre and the bus station. Development of this site could be linked with the proposed redevelopment of Stockwell Gate. Development should not however detract from the character and environment of the Old Meeting House and associated buildings.

MTC9(B) 1.3 HECTARES OF LAND OFF STOCKWELL GATE

12.8.11 The site consists of the bus station, the Tesco Supermarket and a multi storey car park. Although this site was redeveloped in the 1970’s, it now offers a major opportunity to widen the range of shopping facilities in the town in an area attractive to national retailers. The development would probably be linked to the Four Seasons Centre via the Walkden Street proposal (MTC9(A)) and provide a covered shopping environment. The scheme should provide an improved bus station with better access to Quaker Way and Rosemary Street. It should also provide an overall addition to the number of car parking spaces on site.
12.9 Optional Development Proposals

12.9.1 The Local Plan identifies a number of sites in Mansfield town centre which the District Council considers appropriate for the development of a variety of land use options.

MTC10 PLANNING PERMISSION WILL BE GRANTED FOR ONE OF THE FOLLOWING:-

1) RETAIL USES;
2) LEISURE USES;
3) COMMUNITY,

IF THE PRESENT USE OF THE INDOOR MARKET HALL WERE TO CEASE.

12.9.2 If the Indoor Market closes the Plan puts forward acceptable uses for the site. The Market Hall could be used as a centre for play and nursery groups serving many groups, in particular local businesses, employees and shoppers. Alternatively, the site could be used for retailing or leisure uses.

MTC11 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ONE OF THE FOLLOWING:-

1) RETAIL USES;
2) OFFICES;
3) LEISURE USES,

ON 0.1 HECTARES OF LAND OFF CLUMBER STREET.

12.9.3 This site is at the rear of Woolworth's store on West Gate. It has potential for development, whether in isolation or as part of a more comprehensive scheme incorporating properties fronting West Gate. Development of this site could also be linked with development of land north of Clumber Street which comprises the Clumber Street Action Area.

MTC12 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

1) RETAIL USES;
2) OFFICES;
3) LEISURE USES,

ON 0.1 HECTARES OF LAND OFF TOOTHILL ROAD.
12.9.4 This site forms part of a larger area of land reclaimed by the District Council in 1993. To the rear of the site a permanent pay and display car park was constructed. The site itself is being utilised as a temporary car park. The site is being marketed for the following proposed uses; retail, offices or leisure. The temporary car parking function will cease upon the sale of the land for development.

**MTC13** PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ONE OF THE FOLLOWING:-

1) RETAIL USES;

2) OFFICES;

3) LEISURE USES,

ON 0.1 HECTARES OF LAND OFF TOOTHILL LANE.

12.9.5 This site is opposite the Toothill Road site. It is presently used for car parking, part of which is a pay and display car park. The land has, however, the potential for any of the uses proposed above. The District Council will promote the site's redevelopment.

12.10 White Hart Street Action Area

12.10.1 The District Council is seeking the regeneration of the White Hart Street area with a scheme that is primarily orientated towards retailing but could also include offices, leisure uses and, preferably, an element of residential use in upper storeys. The Council will work in partnership with private sector organisations and other public bodies in order to attain the desired development.

**MTC14** AN ACTION AREA IS DESIGNATED CENTRED ON THE WHITE HART STREET AREA TO FACILITATE ITS COMPREHENSIVE IMPROVEMENT OVER THE PLAN PERIOD THROUGH CO-ORDINATED PUBLIC AND PRIVATE SECTOR ACTION.

12.10.2 The development and refurbishment of buildings in this under utilised area is seen as a major opportunity to positively enhance the town centre and contribute towards the District's economic diversification and regeneration. The prominent position of the site fronting the Market Place and, the location of several historic buildings within the area, present an opportunity to design an imaginative scheme which will make a major contribution towards an improvement in the quality of the townscape of the area.
MTC15  PLANNING PERMISSION WILL BE GRANTED FOR A RENEWAL SCHEME INCLUDING ANY OF THE FOLLOWING:-

1) RETAIL USES;
2) LEISURE USES;
3) OFFICES;
4) HOUSING;

ON 2.4 HECTARES OF LAND WITHIN THE WHITE HART STREET ACTION AREA. THE DEVELOPMENT OF SUBSTANTIAL NEW RETAIL FLOORSPACE SHOULD BE ACCOMPANIED BY PROPOSALS FOR ADDITIONAL PUBLIC CAR PARKING WITHIN THE SITE.

12.10.3 Increasing the overall retail floorspace of the town centre is a prime objective of the development of the site. There is a lack of speciality shops in the town and any proposed scheme should contain a strong element of small shops to cater for this need. Office use in this area is acceptable and leisure uses such as bars, clubs, restaurants and cafes will be welcomed because they add vitality to such areas outside normal shopping hours. The District Council is keen to see residential accommodation aimed at single persons included in the scheme. This could be achieved by utilising the upper storeys of buildings. It is expected that any redevelopment scheme will incorporate a major increase in retail floorspace. Major retail proposals should provide for additional public car parking within the site to cater for the likely increase in shoppers visiting the town centre.

12.10.4 Because the site rises from Church Street, it has the potential for the redevelopment of a major retail/department store fronting Church Street, White Hart Street and the main pedestrian walkway. Levels are such that underground/basement services and car parking could be achieved and roof level car parking may also be considered. Equally, the site would lend itself to a more limited small scale centred on new development in the interior grouped around courtyards, alleyways and squares.

12.10.5 The District Council will pursue an enabling role contributing its services in terms of land assembly and making applications for funding available through English Partnerships, English Heritage and the European Regional Development Fund. The Council will work in partnership with local companies that have a direct interest in the site and outside development companies that wish to invest in the project. The Council may also assist in aiding the relocation of any businesses elsewhere within the District, if their relocation is required by the proposed development.

12.10.6 A full development brief for the Action Area is available for all interested parties which provides an up-to-date detailed guidance on matters such as design considerations, listed buildings, the future role of the White Hart Street area and land ownerships.

12.10.7 The land assembly process will be complex and so its completion is unlikely to be achieved until the medium term of the Plan period with the implementation of the development proposals in the medium to long term. Nevertheless, the Council regards this as a high priority scheme which is vital to the prosperity of the shopping centre and the overall economic regeneration of the town.
12.11 Clumber Street Action Area

12.11.1 Comprehensive redevelopment of the Clumber Street site will make a major positive contribution to the future prosperity of Mansfield town centre and the District as a whole.

**MTC16** AN ACTION AREA IS DESIGNATED CENTRED ON THE CLUMBER STREET AREA TO FACILITATE ITS COMPREHENSIVE IMPROVEMENT OVER THE PLAN PERIOD THROUGH CO-ORDINATED PUBLIC AND PRIVATE SECTOR ACTION.

12.11.2 The prominent position of the site between the main shopping area and the Inner Ring Road provides an opportunity for a substantial and imposing development.

**MTC17** PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

1) RETAIL USES;
2) LEISURE USES;
3) OFFICES;
4) HOTEL;

ON 0.8 HECTARES OF LAND WITHIN THE CLUMBER STREET ACTION AREA. ANY DEVELOPMENT OF THE SITE SHOULD MAKE PROVISION FOR A SHORT STAY CAR PARK TO ACCOMMODATE AROUND 230 CARS. THE COUNCIL WILL SEEK TO NEGOTIATE A SECTION 106 AGREEMENT WITH INTERESTED DEVELOPERS TO ACHIEVE THIS.

12.11.3 The Plan makes provision for a substantial increase in retail floorspace in Mansfield town centre. The Clumber Street Action Area is one of the major sites that could help achieve this increase in retail floorspace. The wide accessibility of the town centre by public and private transport makes it an appropriate location for a major leisure development that could be combined with retailing. Although there have been a number of office developments in the town centre in recent years, Mansfield still suffers from a shortage of good quality, modern office accommodation. This Action Area offers the potential for this type of development possibly in association with other uses. A hotel development would also be acceptable. The East Midlands Tourist Board have identified Mansfield as being deficient in hotel accommodation. The town centre has no large or medium sized hotel. The Action Area offers a good opportunity for a new hotel given the prominent location and its excellent accessibility.

12.11.4 A mixed use scheme incorporating elements of two or more of the above uses would be acceptable. The provision of a public car park is however an essential element of this redevelopment scheme. Additionally, the existing surface car park on Clumber Street contains a public toilet. Replacement public toilets, including provision for the disabled and baby changing facilities should be included within the development. A high standard of design and materials will be expected, as befits a prominent town centre site. Careful attention should be paid to scale and massing of any building(s). The site presents an opportunity for a strong architectural statement. Prior to the construction of the Inner
Ring Road there was a large surface car park at Clumber Street. Most of this car park has now been lost and there is currently no large permanent public car park on the northern side of the town centre. The District Council wish to secure the development of a car park of at least 230 spaces through the redevelopment of the Clumber Street Site.

12.11.5 The District Council will work in partnership with the private sector, other public bodies and voluntary organisations to achieve the development of the site. The Council will contribute its services such as land assembly and make applications for resources from Central Government and the European Community for the project. The Council will also assist where it can if existing businesses require relocation to other suitable premises and locations within the District.

12.11.6 It is envisaged that the Action Area proposals will be implemented in the short term, including environmental improvements for Clumber Street and Leeming Street. A full development brief for the Clumber Street site which provides detailed guidance on matters such as design and access arrangements, will be made available to all interested parties during the Plan period until the proposals are complete.

12.12 Rock Valley/Bridge Street Action Area

12.12.1 The comprehensive development of land at the Rock Valley/Bridge Street area primarily for residential purposes will help to regenerate this part of the town centre.

MTC18 AN ACTION AREA IS DESIGNATED AT THE ROCK VALLEY/BRIDGE STREET AREA TO FACILITATE ITS COMPREHENSIVE IMPROVEMENT OVER THE PLAN PERIOD THROUGH CO-ORDINATED PUBLIC/PRIVATE SECTOR ACTION.

12.12.2 The site is in a prominent location adjacent to the River Maun and the Inner Ring Road. The District Council will continue to work with private sector organisations and other public bodies to provide much needed housing accommodation and improvements to the wider environment.

MTC19 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF HOUSING AT THE FOLLOWING LOCATIONS:-

MTC19(A) 0.5 HECTARES OF LAND EAST AND WEST OF THE RIVER MAUN.

12.12.3 The first phase of the Rock Valley residential development has been completed to the north of the Action Area boundary providing specialised accommodation for the elderly and single persons. The District Council initiated the scheme by undertaking a major reclamation scheme followed by the residential scheme constructed by East Midlands Housing Association. The second phase of the development will take place on the temporary car park immediately to the south. If the small site currently used for car sales on Toothill Lane is vacated then it too will be promoted for a similar residential use, as an extension to the existing development.

12.12.4 The conversion of 1, 2, 3 Rock Court to provide flats for single homeless people has been completed, east of the River Maun. Again, this was a partnership scheme between the Council and East Midlands Housing Association. The northern half of Rock Court forms the third phase of the Rock Valley residential development involving the same housing association.
12.12.5 A quality river walkway has been established on the western side of the River. The Action Area will ensure that a pedestrian bridge is constructed across the river together with extensions to the walkway, to assist the integration of the proposals.

12.12.6 Rock Valley is ideal for single and elderly people given its town centre location close to all the facilities and services it offers. The increased population will add vitality to the town centre enhancing the demand for goods, services and entertainment. This will improve the profitability and viability of local town centre businesses.

**MTC19(B) 0.3 HECTARES OF LAND NORTH OF BRIDGE STREET METHODIST CHURCH.**

12.12.7 The Methodist Church on Bridge Street has rationalised the use of its Church buildings. The Church has been retained together with the Stanhope Hall to the rear. The other buildings have been demolished. The Church has constructed a surface car park on land immediately west of the Church. To the north of the Stanhope Hall there are a few small garages used for storage and as workshops. West of these is a private car park. The Action Area proposes that the garages be relocated to a suitable alternative site allowing the land and the car park to be redeveloped for residential use. This development should have a pedestrian link to the other Rock Valley developments which are at a much lower level. The District Council will act as an enabler in the implementation of these proposals working with the Methodist Church and the housing association which will construct the new homes on the back of the site. The Council will undertake a reclamation scheme supported by Derelict Land Grant, to demolish buildings and undertake necessary earthworks to prepare the site for development.

12.12.8 A scheme to improve Bridge Street has been planned for some time. Implementation of the Bridge Street environmental improvement scheme has been delayed because of a major sewer scheme. The aim of the environmental scheme will be to make the street more pedestrian friendly. The scheme will therefore involve the replacement of outdated and unsightly infrastructure including new paving, hard and soft landscaping works. Restrictions on vehicular access and movement will be introduced. This project will complement works undertaken for Church Street and the river walkway. Environmental improvements are also proposed for the buildings fronting Bridge Street. Facelift works will be encouraged and supported by the Council. The proposals will add interest to the street scene and improve its attractiveness which will in turn encourage private sector investment in the area. These proposals are likely to receive financial support from the European Community and Nottinghamshire County Council in addition to the District Council.
12.13 Station Street Action Area

12.13.1 The comprehensive development of land at Station Street, in conjunction with the restoration of a passenger rail service, will contribute to the regeneration of this sector of the town centre.

MTC20 An Action Area is designated at the Station Street area to facilitate its comprehensive improvement over the plan period through co-ordinated public and private sector action.

12.13.2 The District Council in conjunction with the County Councils of Nottinghamshire and Derbyshire, neighbouring district councils and Railtrack have pursued the restoration of a passenger rail service between Nottingham and Worksop, commonly known as the Robin Hood Line.

MTC21 Planning permission will be granted for the development of a transport interchange, including railway facilities, parking and other associated requirements on 0.8 hectares of land off Station Street.

12.13.3 The transport interchange will allow rail passengers access to bus feeders that will link the railway station with the bus station at Rosemary Street and the rest of the town. The taxi rank which will also form part of the interchange will allow passengers a choice of transportation mode. Provision will also be made for car drop off facilities and disabled parking. The interchange will be constructed over the “Co-op Superstore” car park north of Station Street. If resources permit, a three level car park will be constructed which could result in more than 100 additional spaces, this car parking provision will supplement that provided north of Wharf Road.

12.13.4 The town centre station car park off Wharf Road provides spaces for people wishing to use the “park and ride” facility. The car park has recently been completed and is connected to the station.

MTC22 Planning permission will be granted for the development of one or more of the following:

1) Retail uses;
2) Leisure uses;
3) Offices;
4) Hotel;

On 0.5 hectares of land at the Magistrates Court, Police Station and the adjacent car parking area off Station Street.

12.13.5 The Magistrates Court has relocated to a new site at Rosemary Street/Westfield Lane. It is also possible that a new police station will be constructed in the Plan period. This will produce an additional development opportunity when the existing police station is vacated, together with its car park in favour of a new one.
The fascia to the Magistrates Court which fronts St. Peter’s Way is of architectural interest as is the Commercial Street side of the building. Serious consideration should therefore be given to retaining these elevations. A comprehensive development scheme incorporating more than one of the acceptable uses for the site would be preferred by the Council. The District Council will promote the redevelopment of this site when the Police and Court buildings are made redundant. It is unlikely though that the Council will be able to contribute financial resources to the scheme.

**MTC23** PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:

1) RETAIL USES;
2) OFFICES;
3) LEISURE USES;
4) HOTEL;

ON 0.3 HECTARES OF LAND OFF STATION ROAD/QUAKER WAY. ANY DEVELOPMENT WOULD NEED TO MAKE PROVISION FOR THE REPLACEMENT OF EXISTING PARKING SPACES TO MEET THE OPERATIONAL REQUIREMENTS OF THE DEVELOPMENT.

The car park between Station Road and Quaker Way has particularly good pedestrian access to the town centre. Redevelopment proposals should include a significant amount of car parking to replace the spaces which will be lost through the scheme. The car parking will be achieved by the use of Section 106 Agreements. A range of uses for the site would be acceptable, including retail, offices, leisure and a hotel. The site also has the potential to accommodate the development of a multi-storey car park. The site is close to the main shopping area and the development of a car park could significantly improve the availability of short-stay, shoppers car parking in the town centre.

**MTC24** PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:

1) RETAIL USES;
2) OFFICES;
3) LEISURE USES;
4) HOTEL,

ON 0.8 HECTARES OF LAND OFF STATION ROAD/BELVEDERE STREET. ANY DEVELOPMENT WOULD NEED TO MAKE PROVISION FOR THE REPLACEMENT OF EXISTING PARKING SPACES PLUS PROVIDE ADDITIONAL PARKING SPACES TO MEET THE OPERATIONAL REQUIREMENTS OF THE DEVELOPMENT.

Redevelopment proposals should include a significant amount of car parking to replace the spaces which will be lost through the scheme. The car parking will be achieved through the use of Section 106 Agreements. The profile of this site has been raised with the return of passenger rail services to Mansfield. A range of uses for the site would be acceptable, such as retail, offices, leisure and a hotel.
# MANSFIELD TOWN CENTRE
## WHITE HART STREET ACTION AREA IMPLEMENTATION SCHEDULE (MTC14)

<table>
<thead>
<tr>
<th>PROPOSAL</th>
<th>AGENCIES INVOLVED</th>
<th>ACTION</th>
<th>TIMESCALE</th>
<th>OUTPUTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comprehensive redevelopment of White Hart Street area. (MTC15)</td>
<td>Mansfield D.C.</td>
<td>Market development opportunity Select companies to submit schemes Select Scheme and Developer</td>
<td>Short Term</td>
<td>Form public/private Partnership</td>
</tr>
<tr>
<td></td>
<td>Mansfield D.C.</td>
<td>Seek Planning approval</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Private Sector</td>
<td>Commence land assembly either through Compulsory Purchase Order procedures and/or private negotiation.</td>
<td></td>
<td>Receive Planning Approval Secure Finance</td>
</tr>
<tr>
<td></td>
<td>European Community</td>
<td>Seek grants/finance to fund proposed development.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mansfield D.C</td>
<td>Complete land assembly</td>
<td>Medium Term</td>
<td>Site Preparation and Commence Construction</td>
</tr>
<tr>
<td></td>
<td>Private Sector</td>
<td>Seek relocation of existing businesses where necessary. Commence proposed redevelopment scheme.</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Existing Businesses</td>
<td>Complete Development Proposals</td>
<td>Medium to Long Term</td>
<td>Substantial increase in Town Centre retail floor space Provision of new leisure facilities, office space and car parking. Improvement of retained buildings including those listed. Floorspace: Retail/Leisure/Offices 13,000 sq.m. Minimum 110 car park spaces.</td>
</tr>
<tr>
<td>PROPOSAL</td>
<td>AGENCIES INVOLVED</td>
<td>ACTION</td>
<td>TIMESCALE</td>
<td>OUTPUTS</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
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<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Comprehensive redevelopment of land off Clumber Street (MTC17)</td>
<td>Mansfield D.C.</td>
<td>Market Development Opportunity</td>
<td>Short Term</td>
<td>Form public/private Partnership</td>
</tr>
<tr>
<td></td>
<td>Private Sector Development Company</td>
<td>Select companies to submit schemes</td>
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</tr>
<tr>
<td></td>
<td></td>
<td>Select scheme and developer</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Mansfield D.C.</td>
<td>Commence land assembly by private negotiation (if not successful utilisation of Council’s Compulsory Purchase Order powers)</td>
<td></td>
<td>Secure Finance</td>
</tr>
<tr>
<td></td>
<td>Development Company</td>
<td>Seek Grant/Finance Complete land assembly</td>
<td></td>
<td>Land Acquisition</td>
</tr>
<tr>
<td></td>
<td>Mansfield D.C. Development Company</td>
<td>Seek relocation of existing businesses</td>
<td></td>
<td>Planning Approval</td>
</tr>
<tr>
<td></td>
<td>Development Company</td>
<td>Seek planning approval</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Development Company</td>
<td>Commence proposed redevelopment scheme and completion of works</td>
<td>Medium Term</td>
<td>Provision of multi-storey car park. Significant increase in town centre office, retail and/or leisure floorspaceFloorspace targets: Offices 2,000 sq.m. Retail or Leisure 900 sq.m.</td>
</tr>
<tr>
<td>PROPOSAL</td>
<td>AGENCIES INVOLVED</td>
<td>ACTION</td>
<td>TIMESCALE</td>
<td>OUTPUTS</td>
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<tr>
<td>-------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Residential Development east and west of River Maun</td>
<td>Mansfield D.C.</td>
<td>Development of land west of River Maun</td>
<td>Short Term</td>
<td>Provision of residential accommodation for the homeless, elderly, single people and couples without children</td>
</tr>
<tr>
<td>East Midlands H.A.</td>
<td>East Midlands H.A.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Residential Development north of Bridge Street Methodist Church</td>
<td>Mansfield D.C. &amp; Church</td>
<td>Undertake land negotiations</td>
<td>Short Term</td>
<td>Reclamation of derelict church</td>
</tr>
<tr>
<td>(MTC19(A))</td>
<td>Mansfield D.C.</td>
<td>Upon acquisition of land undertake reclamation scheme</td>
<td>Medium Term</td>
<td></td>
</tr>
<tr>
<td>Department of the Environment</td>
<td>Department of the Environment</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Residential Development east of River Maun</td>
<td>Mansfield D.C.</td>
<td>Relocation of garage businesses north of Church</td>
<td>Medium Term</td>
<td>Provision of residential accommodation for special groups.</td>
</tr>
<tr>
<td>Housing Association</td>
<td>Housing Association</td>
<td>Residential Development</td>
<td></td>
<td>Target 20 dwellings</td>
</tr>
</tbody>
</table>

(continued over)
## ROCK VALLEY/BRIDGE STREET ACTION AREA IMPLEMENTATION SCHEDULE (MTC18)

<table>
<thead>
<tr>
<th>PROPOSAL</th>
<th>AGENCIES INVOLVED</th>
<th>ACTION</th>
<th>TIMESCALE</th>
<th>OUTPUTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bridge Street Environmental Improvements (12.12.8)</td>
<td>Mansfield D.C.</td>
<td>Environmental improvements - partial pedestrianisation, new paving, street furniture etc. for shops/businesses that front Bridge Street.</td>
<td>Short Term</td>
<td>Improved conditions for pedestrians. Image improvement and attraction of investment</td>
</tr>
<tr>
<td></td>
<td>Nottinghamshire C.C.</td>
<td></td>
<td></td>
<td>Facelift scheme</td>
</tr>
<tr>
<td></td>
<td>European Community</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Local Businesses</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## STATION STREET ACTION AREA IMPLEMENTATION SCHEDULE (MTC20)

<table>
<thead>
<tr>
<th>PROPOSAL</th>
<th>AGENCIES INVOLVED</th>
<th>ACTION</th>
<th>TIMESCALE</th>
<th>OUTPUTS</th>
</tr>
</thead>
</table>
| Construction of Transport interchange including railway facilities,    | Mansfield D.C.  
                                parking and other associated requirements on land off Station Street (MTC21) | Secure finance  
                                )  
                                Agree reconstruction of car park with Co-op  
                                )  
                                Construct station, interchange and new car park to provide 100+ additional spaces | Short Term | Formulate detailed scheme and funding, new railway station, interchange and car park. Targets: 100 additional car park spaces and transport interchange. |
| Redevelopment/conversion of Magistrates Court and Police Station for one or more of the following uses: Retail, leisure, offices, commercial (C1 and A3) and car parking (MTC22) | Police  
                                Nottinghamshire C.C.  
                                Central Government  
                                Mansfield D.C.  
                                Private Sector | As and when these buildings and land become available a development brief will be produced | Short Term | Development Brief                                                                                                                                 |
|                                                                         |                                                                                 | Marketing of properties  
                                Planning approval  
                                Development | Medium Term | Comprehensive development.  
                                New investment and job creation.  
                                Floorspace Targets: Offices 800 sq.m. or 300 sq.m. of retail/leisure/commercial uses/a combination of these uses resulting in a total area of 700 sq.m. | Long Term |                                                                                                                                                  |
### STATION STREET ACTION AREA IMPLEMENTATION SCHEDULE (MTC20)

<table>
<thead>
<tr>
<th>PROPOSAL</th>
<th>AGENCIES INVOLVED</th>
<th>ACTION</th>
<th>TIMESCALE</th>
<th>OUTPUTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land off Station Road/Quaker Way for one or more of the following uses:</td>
<td>Mansfield D.C.</td>
<td>Production of development brief</td>
<td>Short Term</td>
<td>Comprehensive redevelopment providing new facilities and vitality to the Centre.</td>
</tr>
<tr>
<td>Retail, offices, leisure, hotel and car parking. (MTC23)</td>
<td>European Community</td>
<td></td>
<td></td>
<td>Floorspace targets: - Land between Station Road and Quaker Way: 230 sq.m. retail, or leisure uses and/or 60 bed hotel or 390 sq.m offices.</td>
</tr>
<tr>
<td></td>
<td>Private Sector</td>
<td>Marketing of proposals</td>
<td>Medium Term</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Central Government</td>
<td>Planning approval</td>
<td>Medium Term</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td>Development</td>
<td>Long Term</td>
<td></td>
</tr>
<tr>
<td>Redevelopment of land between the railway, Belvedere Street, Belvedere Walk, for one or more of the following uses: retail, offices, leisure, hotel and car parking (MTC24)</td>
<td>Mansfield D.C.</td>
<td>Production of development brief</td>
<td>Short Term</td>
<td>Land between Belvedere Street and Station Road 1,000 sq.m. of offices or 400 sq.m. of leisure or retail uses or 100 bed hotel.</td>
</tr>
<tr>
<td></td>
<td>European Community</td>
<td>Marketing of proposals</td>
<td>Medium Term</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Private Sector</td>
<td>Planning approval</td>
<td>Medium Term</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Central Government</td>
<td>Development</td>
<td>Long Term</td>
<td></td>
</tr>
</tbody>
</table>
12.14 Introduction

Mansfield Woodhouse lies to the immediate north of Mansfield. It is primarily a residential area of about 20,000 people. Although now absorbed into the Mansfield urban area, the settlement has retained a special character of its own. At the heart of Woodhouse is the village centre with its distinctive stone buildings. The centre now functions as a district centre. There is also a strong residential presence at the eastern end of the centre, while the western end has a largely industrial/commercial character.

By the late 1970's Woodhouse centre had acquired an extremely run-down appearance. Close proximity to Mansfield town centre, which had undergone considerable improvement as a shopping centre, meant that its role as a retail centre was much reduced. The centre was lacking in modern retail floorspace, with a particular lack of modern food stores. The centre's role as a housing area had also much reduced. Large areas on the fringes of the centre were vacant or derelict. In parts of the centre, the close proximity of industry and housing gave rise to particular environmental problems. Many buildings of architectural or historical importance were in a neglected state.

In order to address these problems, the District Council committed itself to giving Woodhouse centre priority for planning resources through the preparation of the Woodhouse Centre Action Area Local Plan. The Plan, which was adopted in 1983 contained a package of measures for revitalising the centre. The main elements of the strategy were:-

- Concentration of employment generating uses in an area at the western end of the centre. Development of a number of sites for industrial uses;
- The development of high density housing aimed particularly at elderly and single people on a number of sites;
- New retail development to be concentrated in the High Street area, to include the development of a food Superstore and a number of other smaller retail sites. Woodhouse to be promoted as a district shopping centre;
- A number of improvements to the highway network and measures to restrict traffic flows on High Street;
- Close control on developments within the Woodhouse Conservation Area.

Since 1983 the Council has concentrated financial and human resources in Woodhouse centre. As a result a number of the proposals of the Action Area Local Plan have been implemented. Major developments include a Co-op Superstore and car parking to the south of High Street. The District Council has developed an industrial estate on land at Grove Way, at the western end of the centre. Private developers and housing associations have also carried out a number of housing developments on sites identified in the Local Plan.

12.15 Objectives

12.15.1 Make provision for the continued development of Woodhouse as a district shopping centre.

12.15.2 Consolidate employment uses within the central area and develop new industrial sites in appropriate locations.
12.15.3 Encourage and promote the provision of housing on vacant and derelict sites.

12.15.4 Preserve and enhance the special character of the Woodhouse Conservation Area.

12.15.5 Enhance the appearance of the centre through environmental improvements and traffic management measures.

12.15.6 Encourage private sector investment in Woodhouse centre.

POLICIES AND PROPOSALS

12.16 Development Proposals

12.16.1 To help concentrate new investment where it is needed in the central area it is important that the shopping centre is consolidated over the Plan period.

MW1 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WITHIN MANSFIELD WOODHOUSE CENTRE PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

1) NOT SERIOUSLY UNDERMINE THE VITALITY OR VIABILITY OF THE WOODHOUSE DISTRICT CENTRE;

2) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER OF THE AREA;

3) NOT ADVERSELY AFFECT THE AMENITY OF NEARBY RESIDENTIAL PROPERTIES.

12.16.2 The objective of the retail strategy is to achieve a thriving and compact district centre in Mansfield Woodhouse. This policy aims to ensure that all development proposals will make a positive contribution to Woodhouse centre. The Retail Chapter includes policies which seek to direct new retail and associated uses to within or to the edge of the defined retail centre. It is important, therefore that efforts be concentrated on supporting and improving the Mansfield Woodhouse district centre and channelling new investment to the existing retail area, with the aim of achieving a compact centre with a diverse range of activities. The impact of any development on the vitality and viability of the shopping centre will be assessed in terms of pedestrian flows, proposed floorspace, retailer representation and intentions to change representation and accessibility etc.

12.16.3 Woodhouse has a rather straggling shopping centre extending for nearly half a mile along the High Street and Station Street. Until the opening of the Co-op Superstore, the centre was characterised by small, traditional shop units. By the 1970’s some parts of the shopping centre were experiencing large numbers of vacant units, leading to the centre having a generally run down and unattractive appearance. The response of the Woodhouse Centre Action Area Local Plan was to seek to consolidate the High Street and Station Street in retail use.

12.16.4 The development of the Co-op Superstore and associated small units in 1984 has greatly strengthened the retail presence in the central section of High Street. The Local Plan proposes further retail development on sites at Market Place and Rose Lane. This will further enhance the retail function of High Street. Despite the policies of the
Woodhouse Centre Action Area Local Plan, Station Street has retained its role mainly as a centre for small specialist shops in low rental premises. The presence of the Woodhouse Post Office has undoubtedly assisted in maintaining the retail role of Station Street. The Local Plan recognised the continuing role of Station Street and includes its core retailing area within the defined centre.

12.16.5 The Plan also identifies two sites adjoining the shopping centre on which retail development may be permitted. The sites at Vale Road/Oxclose Lane and west of Portland Street offer scope for the development of retail uses with associated car parking should there not be scope for such development within the district centre.

MW2 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS IN THE MANSFIELD WOODHOUSE CONSERVATION AREA PROVIDED THAT THEY WOULD MEET ALL THE FOLLOWING CRITERIA:-

1) UTILISE TRADITIONAL STYLES AND MATERIALS;

2) HAVE REGARD TO THE HEIGHT OF ADJACENT BUILDINGS;

3) UTILISE NATURAL STONE AND RED SINGLE ROLL PANTILES, WHERE POSSIBLE.

12.16.6 There is a distinct Woodhouse style of traditional building based on the use of local stone and red single roll pantile roofs. The Council’s planning and conservation policies have promoted the use of traditional building materials and styles within the conservation area. As a result the area has been considerably enhanced since 1983 through appropriately designed new development and the sensitive restoration of older properties. The further development of vacant sites will contribute to this process. A Facelift Grant Scheme is already in operation in Woodhouse Centre providing assistance for improvements to the appearance of buildings. A Conservation Area Partnership for Mansfield Woodhouse commenced in 1995.

MW3 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF THE FIELDS TO THE SOUTH OF WELBECK ROAD.

12.16.7 The fields which rise from the south of Welbeck Road form an important element in the townscape of Mansfield Woodhouse and should be protected from development.
MW4 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH WOULD CONSOLIDATE EMPLOYMENT USES, WITHIN THE AREA BOUNDED BY STATION STREET, SWAN LANE, OXCLOSE LANE AND THE RAILWAY LINE, PROVIDED THAT THEY WOULD NOT ADVERSELY AFFECT THE AMENITY OF ADJACENT RESIDENTIAL PROPERTIES. PLANNING PERMISSION WILL NOT BE GRANTED FOR THE DEVELOPMENT OF HOUSING WITHIN THIS AREA.

12.16.8 The Woodhouse Centre Action Area Local Plan contained policies and proposals aimed at promoting this area for employment uses and, over a period of time, removing non-conforming residential uses. Since the adoption of the Action Area Plan, the District Council has developed an industrial estate on former allotment gardens at Grove Way and there has been progress towards a number of other proposals, including the implementation of a Derelict Lane Reclamation Scheme on land between Station Street and Grove Street. Whilst some residential properties have been lost through the redevelopment to other uses, problems created by the close proximity of residential and industrial uses persist. Nevertheless the area now has an overwhelming industrial/commercial feel and it is proposed that the basic policy of conversion/redevelopment for employment uses continues. It is accepted that this process will take some considerable time and that some residential properties will remain for the foreseeable future. Applications for employment uses will be assessed carefully in relating their impact on neighbouring residential properties.

12.16.9 The District Council proposes to carry out a Neighbourhood Renewal Assessment in this area and adjoining parts of Woodhouse centre in order to determine future policy with regard to housing. Whilst the Local Plan can promote the gradual redevelopment/conversion of sites to employment uses, the comprehensive treatment of housing conditions will be dealt with through the powers vested in the Council by the Housing Acts and related legislation.

MW5 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EMPLOYMENT USES ON 0.2 HECTARES OF LAND TO THE WEST OF SWAN LANE.

12.16.10 The site is currently part-used for lock up garages and is part vacant. The remaining garages are extremely dilapidated and poorly used. The site is adjacent to an area subject to an employment consolidation policy. It is, therefore, proposed that it be redeveloped for employment generating uses. The site may be eligible for treatment through the Government's Land Reclamation Programme.

MW6 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

1) OFFICES;

2) WORKSPACE UNITS;

3) RETAIL USES,

ON 0.2 HECTARES OF LAND OFF VALE ROAD/OXCLOSE LANE.
12.16.11 The site at Vale Road/Oxclose Lane is currently underused and offers potential for more intensive and productive use. Given the close proximity of housing, unrestricted employment uses are not felt to be acceptable. The site may have potential for B1 uses, or alternatively for retail uses should such sites not be available within the district centre.

MW7 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:-

1) HOUSING;

2) COMMUNITY USES,

ON 0.2 HECTARES OF LAND TO THE EAST OF CASTLE STREET. A MIXED USE SCHEME INCORPORATING ELEMENTS OF THE ABOVE MAY BE ACCEPTABLE.

12.16.12 The Woodhouse Centre Action Area Local Plan proposed a larger site in this vicinity for community use. The site has now been partly developed for housing. The Plan proposed that the site be developed for either housing or community use. The site is within the Woodhouse Conservation Area and a high standard of design and use of traditional materials is required.

MW8 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

1) HOUSING;

2) RESIDENTIAL INSTITUTION;

3) OFFICES;

4) COMMUNITY/EDUCATION USES,

WHICH WOULD LEAD TO THE CONVERSION/REDEVELOPMENT OF THE FORMER COUNTY HEALTH CLINIC ON 0.1 HECTARES OF LAND TO THE NORTH OF PARK ROAD.

12.16.13 The former County Health Clinic has been vacant for a number of years and its condition is deteriorating. It is a substantial and reasonably attractive building which should be retained if possible. The building is subject to restrictive covenants stipulating its use for community/education purposes, which may impact on proposals for its re-use. The term “Residential Institution” derives from Class C2 of the 1987 Use Classes Order and relates to the provision of residential accommodation and care to people in need of care, use as a hospital or nursing home and use as residential school, college or training centre.

MW9 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

1) OFFICES;

2) LEISURE USES;

3) HOTEL;
4) RESIDENTIAL INSTITUTION;

5) HOUSING,

ON 0.8 HECTARES OF LAND AT THE CLERKSON’S HALL SITE. A MIXED USE SCHEME INCORPORATING ELEMENTS OF THE ABOVE MAY BE ACCEPTABLE. ANY DEVELOPMENT SCHEME MUST INVOLVE THE RETENTION OF CLERKSON’S HALL AND THE STONE BOUNDARY WALLS. THE LOSS OF MATURE TREES IN THE GROUNDS MUST BE MINIMISED. DEVELOPMENT OF THE SITE SHOULD PROVIDE FOR THE IMPROVEMENT OF PARK ROAD.

12.16.14 Clerkson’s Hall is an impressive early seventeenth century building set in open grounds and surrounded by mature trees and stone walls. The building is listed as being of architectural or historic interest and contrasts effectively with the more continuous frontage of buildings on the nearby parts of High Street and Station Street. The site, was formerly occupied by British Coal and has been vacant for some time. The northern part of the site contains extensive and unsightly prefabricated buildings.

12.16.15 This is a key site in the middle of Woodhouse centre and offers potential for a sensitive development with a range of possible uses. Any new development introduced to replace the prefabricated buildings should be carefully designed and sited. Redevelopment would also enable an improved car parking and traffic circulation system to be introduced within the site with access and egress to the whole site from an improved entrance of Park Road. It will also be necessary to widen the carriageway of Park Road and provide a 2 metre footway along the site frontage to ensure the safe use of any improved access.

MW10 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:-

1) OFFICES;

2) HOUSING,

ON 0.3 HECTARES OF LAND TO THE EAST OF PORTLAND STREET.

12.16.16 The site to the east of Portland Street contains areas of unused land as well as existing office/storage buildings. It is proposed that the site be redeveloped for either offices or housing. Future use of the site should be compatible with adjoining residential uses. The site is within the Woodhouse Conservation Area and as a result a high standard of design and the use of traditional materials will be required.

MW11 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:-

1) HOUSING;

2) COMMUNITY USES,

ON 0.4 HECTARES OF LAND TO THE SOUTH OF LEY LANE. A MIXED USE SCHEME INCORPORATING ELEMENTS OF THE ABOVE MAY BE ACCEPTABLE.
12.16.17 The development of this site will contribute towards the environmental improvement of the Ley Lane area. A number of adjacent sites have been developed for housing purposes and such a use would be compatible on this site. As the site is close to the central area, it also has the potential for community use such as a Day Centre or Nursery. The site is within the Woodhouse Conversation Area and as such a high standard of design and use of traditional materials will be required.

12.17 High Street Action Area

12.17.1 The comprehensive development of land at the High Street area will help to regenerate this part of the centre of Mansfield Woodhouse.

MW12 AN ACTION AREA IS DESIGNATED, CENTRED ON THE HIGH STREET TO FACILITATE ITS COMPREHENSIVE IMPROVEMENT, OVER THE PLAN PERIOD THROUGH CO-ORDINATED PUBLIC AND PRIVATE SECTOR ACTION.

12.17.2 The enhancement of Woodhouse centre’s role as a district centre continues to form an important element of the Council’s planning policies. The development of the Co-op Superstore has significantly enhanced the centre’s role as a convenience shopping centre and ensured that a high proportion of Woodhouse residents’ convenience expenditure is retained.

12.17.3 With the exception of the Superstore and associated small units, there has been very little improvement in the quantity or quality of shopping provision since 1983. If the centre is to build on the success of the Co-op Superstore there is a need to further develop the centre’s retail facilities and to encourage the development of further modern convenience and comparison floorspace.

12.17.4 Opportunities exist for further retail/commercial and housing development in the High Street area, particularly on backland sites. Most potential development sites are in multiple ownership meaning that unless the Council takes a pro-active role, development is not likely to occur. The development of sites in the High Street area will continue to be a focus for action with the Council taking an enabling role through the assembly of sites. An Action Area has therefore been designated for the High Street area. A more flexible approach to the development of sites is proposed than previously, with a range of possible uses proposed for certain sites.
The development of additional retail units in the High Street area will be encouraged. The 1983 Woodhouse Centre Action Area Local Plan contained policies aimed at concentrating retailing in the High Street area, and discouraging retailing in the Station Street area west of Vale Road. This policy has been a qualified success with a concentration of retailing developing in the vicinity of the Co-op Superstore. The High Street will continue to be promoted as the main focus of retailing in the centre.

Despite the policies of the 1983 Plan, there remains a residual retail presence in Station Street, probably encouraged by the presence of the Post Office. The Local Plan does not now directly discriminate against Station Street which is likely to continue as a source of low rental floorspace for specialist shops and retail services.

**MW13**

**PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:-**

1) RETAIL USES;

2) OFFICES;

**WHICH WOULD LEAD TO THE REDEVELOPMENT OF PROPERTIES TO THE NORTH OF WOODHOUSE MARKET PLACE. PLANNING PERMISSION WILL BE GRANTED, WHERE REQUIRED, FOR THE USE OF UPPER FLOORS FOR EITHER RESIDENTIAL ACCOMMODATION OR OFFICES.**

The current frontage to the Market Place is formed by a row of flat roofed, single storey retail and service units. The units are totally out of character with the rest of Woodhouse centre. There is an opportunity to improve the townscape of the Market Place to complement the terraced residential properties to the north and commercial properties on High Street. The site is at the historic heart of Woodhouse and offers the opportunity to create a building with a sympathetically designed two storey frontage to the Market Place. The site is within the Woodhouse Conservation Area and a high standard of design and use of traditional materials is required.

In order to create a site of sufficient size to allow the development to take place without reducing the size of the Market Place, the development proposal includes the land currently occupied by residential properties at 41 and 42 Charles Street and 1 and 2 Parkers Lane. The development is likely to be primarily retail in character with an element of offices. The residential use of upper floors will be encouraged. In certain circumstances, the Town and Country Planning (General Permitted Development) Order 1995 classifies the conversion of upper floors residential accommodation as permitted development.

The District Council owns some of the properties covered by the proposal, whilst others remain in private ownership. The Council will promote the site with a view to establishing a relationship with a private sector partner for the development of the site. A full development brief for the site has been prepared. The Council's role will be an enabling one. The Council will consider the use of compulsory purchase orders to assist in the assembly of the site. The Council's Community Services Department is currently investigating the possibility of incorporating a Housing Area Office within the development. The bank which already has a presence on the site has expressed an interest in acquiring new purpose built offices within the development. The Council is committed to pursuing a development of this site in the short term.
PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:

1) RETAIL USES;
2) HOUSING;
3) OFFICES;

ON 1.0 HECTARE OF LAND TO THE WEST OF PORTLAND STREET. A MIXED USE SCHEME INCORPORATING ELEMENTS OF THE ABOVE MAY BE ACCEPTABLE, BUT MUST INCORPORATE A MAIN FRONTAGE TO PORTLAND STREET. ANY RETAIL USES MUST RELATE TO THE HIGH STREET AND INCORPORATE PEDESTRIAN ACCESS TO THE SAME.

This site is part of an extensive area of underused backland on the southern side of the High Street. The District Council is actively pursuing the development of the site and has acquired the ownership of most of it. Development of the frontage to Portland Street could make an important contribution to the enhancement of Woodhouse's role as a district centre. The site is within the Woodhouse Conservation Area and a high standard of design and use of traditional materials will be required. It is important that pedestrian links to High Street are achieved through this development. The small parcel of land currently forming a gap in the frontage to High Street could be developed for retail/service use. The Council's role in the development of this land will be largely promotional.

PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:

1) RETAIL USES;
2) HOUSING;
3) OFFICES;
4) LEISURE USES,

ON 0.8 HECTARES OF LAND OFF ROSE LANE. A MIXED USE SCHEME INCORPORATING ELEMENTS OF THE ABOVE MAY BE ACCEPTABLE.

The site includes a derelict site fronting High Street, together with extensive backland, much of which is currently used as a builder's yard. A range of alternative uses is proposed. Development should incorporate a built frontage to High Street. The site is within the Woodhouse Conservation Area and a high standard of design and use of traditional materials is required. Retail development should incorporate substantial public car parking.

The District Council, in conjunction with the County Council will investigate ways of improving environmental conditions on High Street through measures to reduce through traffic and create rear servicing.

Proposed improvements to the junctions of Priory Road with Church Street and of Welbeck Road with Portland Street will assist in the overall movement of traffic around Woodhouse centre.
## MANSFIELD WOODHOUSE CENTRE
### HIGH STREET ACTION AREA IMPLEMENTATION SCHEDULE (MW12)

<table>
<thead>
<tr>
<th>PROPOSAL</th>
<th>AGENCIES INVOLVED</th>
<th>ACTION</th>
<th>TIMESCALE</th>
<th>OUTPUTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redevelopment of additional retail and service units within Action Area (para. 12.17.5)</td>
<td>Mansfield D.C. Private Sector</td>
<td>Promotion of Development Opportunities</td>
<td>Short, medium, long Term</td>
<td>Increase in retail/service floor space within Plan area.</td>
</tr>
<tr>
<td>Development of land at the rear of Woodhouse Market Place (MW13)</td>
<td>Mansfield D.C. Private Sector</td>
<td>Promote site to attract private sector partner</td>
<td>Short Term</td>
<td>300 sq.m. of retail floorspace and 300 sq.m. of office floorspace, or 4 residential units above shops</td>
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<td>Obtain partnership agreement with private sector developer, Council to perform role</td>
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<td>Identify potential tenants for development</td>
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<td></td>
<td>Engage in further land assembly utilising Compulsory Purchase Orders if necessary</td>
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<tr>
<td>Development of land to west of Portland Street (MW14)</td>
<td>Mansfield D.C. Department of the Environment Housing Association Private Sector</td>
<td>Promote site to identify possible private sector developers</td>
<td>Medium Term</td>
<td>45 housing units plus associated car parking. 200 sq.m. of retail/service floor space on land fronting High Street.</td>
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<td>Assemble site utilising Compulsory Purchase Orders if necessary</td>
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<td>Carry out Derelict Land Reclamation Scheme if required</td>
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<thead>
<tr>
<th>PROPOSAL</th>
<th>AGENCIES INVOLVED</th>
<th>ACTION</th>
<th>TIMESCALE</th>
<th>OUTPUTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Redevelopment of Land at Rose Lane (MW15)</td>
<td>Mansfield D.C.</td>
<td>Promote site for development</td>
<td>Short Term</td>
<td>1,600 sq.m. of retail floorspace plus car parking or, 2,000 sq.m. of offices, major leisure development or 35 housing units.</td>
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<td></td>
<td>Department of the Environment</td>
<td>(N.B. Council’s role is seen as largely enabling. However, if a private sector developer does not emerge the Council may carry out a land assembly/Derelict Land Reclamation exercise on that part of the site fronting High Street)</td>
<td></td>
<td>A mixed uses scheme may be possible</td>
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<td></td>
<td>Private Sector</td>
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<tr>
<td>Reduction in through traffic on High Street, creation of rear servicing (para. 12.17.12)</td>
<td>Nottinghamshire C.C.</td>
<td>Carry out environmental improvement/traffic management scheme</td>
<td>Long Term</td>
<td>Reduction in through traffic.</td>
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<td></td>
<td>Mansfield D.C.</td>
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<td>Reduction in accidents involving pedestrians.</td>
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<td>Private Sector</td>
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12.18 **Introduction**

12.18.1 Even at the time of the Domesday Survey, Market Warsop provided a retail service for the surrounding agricultural community in holding a Tuesday Fair or Market, a role which continued until the discovery of coal in the late 1800s.

12.18.2 This led to dramatic changes in the character of the settlement, bringing a massive influx of new people into the area. Market Warsop’s influence as a commercial centre grew over the twentieth century, strongly tied to the prosperity of the mining industry, reflecting the need to provide goods and services for an expanding population. Market Warsop remains an important retail centre, serving a catchment population of over 13,000 people drawn almost entirely from households in Market Warsop, Warsop Vale, Church Warsop, Meden Vale and Spion Kop. It is largely a convenience (food) centre, and the 1987 Household Shopping Survey showed that of the centre’s turnover of around £9m; 68% was devoted to food. This bias has been strengthened by the extension of the Kwik Save Foodstore on Burns Lane.

12.18.3 The surrounding communities are linked to Warsop by the A60 which used to pass directly through the settlement along the High Street. The construction of the relief road in 1979 has drastically improved conditions for pedestrians and presented more opportunity for on-street car parking, but Sherwood Street remains a busy route for through traffic using the B6035.

12.18.4 Despite these changes and the rapid expansion of the settlement, the central area retains much of its historical and architectural character. There are a number of small scale 17th, 18th and 19th century stone cottages grouped along the main streets and around yards, which contrast with areas of open space that formed gardens to these older properties and which are important to the character of the area.

12.18.5 The Burns Lane area east of the centre has proved to be an attractive location for local firms and is now largely in use for light industrial and storage purposes, providing employment opportunities in the central area. Important pedestrian links remain in this locality between residential areas in the north of the settlement and Church Street where the Health Centre is situated.

12.18.6 The strong link between the Warsop communities and the mining industry is now beginning to have repercussions for the prosperity of the commercial centre with the closure of Warsop Main Colliery and a reduction in manpower at Welbeck Colliery leading to high levels of unemployment locally.

12.18.7 Over the last decade Market Warsop’s role has been threatened by a number of factors. With increased personal mobility and the development of large foodstores and retail warehouses in Mansfield and Worksop, Warsop households have a greater degree of choice. Other similar sized centres such as Ollerton, Shirebrook and Mansfield Woodhouse have also expanded with the development of medium sized foodstores. This has resulted in the decline of Market Warsop as a convenience centre and in October 1994 there were eight vacant units in the central area.

12.18.8 The main retail area is now centred around the Sherwood Street/High Street/Burns Lane/Church Street junction, and Sherwood Street has become an important shopping street. The most significant development over the last decade has been the construction of the Kwik Save Foodstore on Burns Lane (620 m²). Other smaller retail units have been developed on Sherwood Street providing a further 420 m² of floorspace.
12.18.9 The District Council considers that it is of great importance to consolidate and expand the role of Market Warsop as a district centre. Market Warsop is the most accessible location for the local community both in terms of private and public transport and as such, the objective of this Local Plan is to capitalise on existing investment and to facilitate the improvement of the centre.

12.18.10 Warsop's role as a convenience centre for local people will continue, but it must expand and diversify in order to keep existing trade and attract the expenditure lost over the last decade to rival centres. Potential for the growth of retail floorspace comes from

- A small growth in the local population.
- A small increase in consumer expenditure.
- The recapture of expenditure lost to nearby centres.

12.18.11 Market Warsop as a commercial centre does have its strengths, but to encourage this new investment, the centre as a whole has to be made more attractive by improving car parking and generally enhancing the shopping environment through landscaping. By doing this, the potential for attracting day visitors to the centre can also be exploited. An improved commercial centre will also help to diversify the local economy by providing job opportunities in the service sector.

12.18.12 New housing development is proposed to add vitality to the central area and an important part of the regeneration strategy for Market Warsop will be the encouragement of Living Above the Shop Initiatives aimed at bringing into use vacant upper storeys of shops and offices. There are a number of properties in Market Warsop which have the potential for such a scheme which will be promoted by the District Council in partnership with nominated Housing Associations.

12.18.13 Warsop lies within the Nottinghamshire Rural Development Area and grant assistance is currently available from the Rural Development Commission towards a variety of economic development and environmental improvement projects. This District Council, the County Council and the Rural Development Commission in 1991 asked the Civic Trust Regeneration Unit to prepare a regeneration strategy for the Warsop Communities. Their in-depth report ‘The Warsop Area - Working Together’ was published in March 1992 and contained a number of recommendations for regenerating the area, many of which have formed the basis for the policies and proposals contained in the Local Plan.
12.19 Objectives

12.19.1 Revitalise the centre of Market Warsop to enable the settlement to consolidate its position in the retail hierarchy as a convenience centre serving the surrounding communities.

12.19.2 Attract new retail floorspace to Warsop centre.

12.19.3 Improve the range and quality of services in the centre.

12.19.4 Improve car parking provision in the central area through the creation of new public spaces over the next decade.

12.19.5 Enhance the image of the centre through environmental improvements and traffic management measures.

12.19.6 Ensure that the architectural character of the Conservation Area is protected and enhanced.

12.19.7 Diversify the central area by encouraging the development of homes either on new sites or as part of a Living Above the Shop Initiative.

12.19.8 Ensure that the centre continues to have a role in providing job opportunities, either in the service sector or small workshops outside it.

12.19.9 Improve facilities for the Warsop community by developing a Community Resource Centre.

12.19.10 Encourage private sector investment, and exploit the potential for Market Warsop for attracting day visitors.

POLICIES AND PROPOSALS

12.20 Development Proposals

12.20.1 If the commercial centre is to be regenerated, it must be consolidated and new investment concentrated in areas which will most benefit the community. If it is allowed to sprawl, this could result in the further fragmentation of the retail centre and the appearance of more vacant units.

WC1 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

1) NOT SERIOUSLY UNDERMINE THE VITALITY AND VIABILITY OF THE MARKET WARSOP DISTRICT CENTRE;

2) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE AREA;

3) NOT ADVERSELY AFFECT THE AMENITY OF NEARBY RESIDENTIAL PROPERTIES;

4) NOT RESULT IN THE OVERALL LOSS OF CAR PARKING WITHIN THE CENTRE.
The objective of the strategy is to achieve a thriving, compact centre at High Street/Sherwood Street where car parking facilities are located and which are penetrated by public transport services. The Retail Chapter includes policies which seek to direct new retail and associated uses to within, or to the edge of, defined retail centres. It is important, therefore, that efforts be concentrated on supporting and improving the Market Warsop district centre and channelling new investment to the existing retail area, with the aim of achieving a compact centre with a diverse range of activities. Any new developments should, therefore, have a detrimental effect on the vitality and viability of the district centre, or on the character, quality and amenity of the area.

**WC2** PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH WOULD CONSOLIDATE EMPLOYMENT USES WITHIN THE AREA OFF BURNS LANE, PROVIDED THAT THEY WOULD NOT ADVERSELY AFFECT THE AMENITY OF ADJACENT RESIDENTIAL PROPERTIES.

The conversion of the District Council's former depot into thirteen small workshop units in 1991, further emphasised the nature of the area east of the centre, off Burns Lane, for industrial/storage uses. The area is, however, underused and has the potential for limited small scale development which will provide employment opportunities in the central area.

There are two important pedestrian links through this area between Burns Lane and Church Street which the District Council will seek to preserve. The amenity of adjacent residential properties will be protected in considering new development.

**WC3** PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD LEAD TO THE OVERALL LOSS OF CAR PARKING WITHIN THE CENTRAL AREA.

Car parking in Market Warsop is inadequate at the present time and improving parking facilities will be a key element in the strategy for improving the centre. If this is to succeed, as well as providing additional car parking, the existing car parks within the centre will have to remain in that use to contribute towards the overall provision.

The following car parks are situated within the centre:
- High Street Public Car Park (37 spaces);
- Kwik Save Shoppers Car Park (29 spaces);
- Clumber Street Public Car Park- unsurfaced (approximately 28 spaces);
- Land adjacent to the Library- unsurfaced (approximately 23 public spaces);
- Health Centre Car Park (24 car parking spaces).

All of these car parks contribute towards the vitality of the area, including the unsurfaced car parks which, despite their unappealing state are popular because of their central location and are important to the prosperity of the centre. The Local Plan proposes that the Clumber Street car park be extended and surfaced and the District Council will endeavour to ensure that the car park next to the Library is surfaced during the Plan period. Proposals for the redevelopment of these car parks will therefore be judged in this context. Development will only be permitted where significant benefits can be demonstrated for the central area.
The District Council will promote a Facelift Scheme within the Market Warsop Conservation Area and support the renovation of historic buildings with the possible use of grants in association with English Heritage and the Heritage Lottery Fund.

Improvements to the external appearance of buildings can play an important part in enhancing the image of a shopping centre. The District Council already operates a successful ‘Facelift Scheme’ in Mansfield town centre, offering 50% grants up to a maximum of £1,500 towards the cleaning and repointing of buildings. The Council believes that a similar scheme would bring about considerable benefits for Market Warsop in conjunction with other improvements to the environment and it is the intention to introduce a Facelift Scheme in the short term. Towards the end of the Plan period it is planned to introduce grant schemes in partnership with English Heritage and Nottinghamshire County Council. These will offer the opportunity for more detailed structural work to be undertaken on historic buildings. Together, these schemes will provide the incentive for private owners to invest in properties and ensure that the character of the Conservation Area is maintained. The improvement of vacant land and the implementation of hard and soft landscaping schemes will also contribute towards this strategy.

Market Warsop has won the small town category of the East Midlands ‘Britain in Bloom’ Competition twice. In consultation with the Parish Council, Warsop Regeneration Agency and Traders Association, the District Council is looking to build on this success by implementing a number of environmental improvements to the central area during the Plan period.

Many of the smaller projects such as landscaping schemes, will be implemented in the short term. Potential schemes include a Gateway Scheme on Church Street, improvements to Wood Street and the replacement of the Jubilee Tree at the corner of Burns Lane. These small scale projects, together, will have a big impact and will be complemented by the town centre Facelift Scheme and a major environmental improvement scheme on the High Street.

Planning Permission will be granted for the development of any of the following:-

1) Retail Uses;

2) Housing;

3) Offices,

On 0.5 hectares of land adjacent to the Dog and Rabbit Public House.

The District Council believes that the main potential of this site is for retail development. Most of Warsop’s competitors have been successful in attracting medium sized foodstores in the 1,000-1,400m2 range. In terms of attracting this scale of development, Warsop’s catchment area is marginal but a concerted effort should be made to increase the amount of floorspace devoted to food in the centre to improve its attractiveness. This site lies within the retail core and should prove attractive to a small food operator. Because of its location, office and residential use would also be permitted on the site, perhaps as part of a mixed scheme. A high standard of design will be expected because of the prominent position of the site.
12.21 High Street Action Area

12.21.1 The comprehensive development of land in the High Street area will help to regenerate this part of the centre of Market Warsop.

WC5 AN ACTION AREA IS DESIGNATED CENTRED ON THE HIGH STREET AREA, TO FACILITATE ITS COMPREHENSIVE IMPROVEMENT OVER THE PLAN PERIOD THROUGH CO-ORDINATED PUBLIC AND PRIVATE SECTOR ACTION.

12.21.2 A concerted effort is required to enhance Market Warsop's role as a retail centre and to overcome the difficulties that are currently being experienced. The District Council is seeking to regenerate the High Street area by implementing a number of measures aimed at improving the attractiveness of Market Warsop as a retail centre for local people and increasing its potential for attracting visitors from further afield. It is anticipated that the introduction of an open market, better car parking and improvements to the environment will benefit the centre as a whole and result in the take-up of vacant units.

12.21.3 By designating an Action Area based on the High Street, the District Council is making a commitment to concentrating efforts on the central area to bring about this regeneration. Action Areas provide the opportunity for concentrating public and private resources, ensuring that the area will become a focus for public involvement.

12.21.4 Proposals within an Action Area must be realistic and capable of implementation within a ten year period. Implementation of these proposals will involve a partnership between the District Council, private sector and local people, in which the Council will take a lead role in respect of land assembly and co-ordination.

12.21.5 This strategy for the central area will create jobs, bring about the development of vacant land, improve car parking and result in major improvements to the environment by the end of the Plan period.

WC6 PLANNING PERMISSION WILL BE GRANTED TO EXTEND THE EXISTING HIGH STREET CAR PARK ON LAND TO THE REAR OF NUMBERS 20/22 HIGH STREET AND TO THE REAR OF THE HARE AND HOUNDS PUBLIC HOUSE.

12.21.6 A vital component of a retail centre's attractiveness is the availability of highly accessible car parking. Car parking in Market Warsop is inadequate, a fact cited by the Parish Council and Traders Association as contributing towards the centre's decline, given the fact that the rival centres are able to offer large amounts of free parking. To provide the maximum benefit for businesses, additional car parking should be centrally located to encourage pedestrian flows past prime shopping frontages.

12.21.7 The Local Plan proposes to reinforce the role of the High Street Car Park as the centre's main car park by extending it. This will result in the creation of approximately 30 new spaces and the design of the car park could facilitate the rear servicing of some of the High Street businesses. It is envisaged that the part of the new car park at the rear of the Hare and Hounds would be used on a joint basis with the pub. Every effort will be made to gain access to this car park directly from the A60. The District Council will take a pro-active role in implementing these proposals through land assembly and co-ordination.
PLANNING PERMISSION WILL BE GRANTED TO EXTEND THE EXISTING WARSOP WORKING MEN’S CLUB CAR PARK.

12.21.8 The car park associated with the Working Men’s Club is currently used by members only. It is proposed that the joint use of an extended car park is discussed with the Working Men’s Club, to both increase car parking provision in the central area and encourage pedestrian flows to benefit properties at the western end of the High Street. This part of the High Street was severed by the construction of the relief road and subsequently became neglected and starved of investment. The design of the car park will prevent it being used as a through route between the High Street and Clumber Street.

PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:–

1) RETAIL USES;

2) CAR PARKING,

ON 0.1 HECTARES OF LAND ADJACENT TO THE CO-OPERATIVE FOOD STORE.

12.21.9 Despite its poor condition, the Clumber Street car park has proved attractive because of its location. To exploit its potential, the existing car park will need to be surfaced, and the possibility exists to extend this car park onto vacant land adjacent to the Co-op Foodstore and to arrange the joint use of land next to the Talbot Public House. This would create a large town centre car park and significantly improve the environment at this prominent location.

12.21.10 However, the possibility of extending the Co-op Foodstore should not be precluded, and a degree of flexibility is required. It is suggested that the land, depending on the Co-op’s requirements, should initially be used for car parking which could be designed so as not to prejudice the future extension of the store.

12.21.11 Market Warsop, as the name suggests, originally developed as a market town serving the surrounding agricultural community and the loss of this market has contributed to its decline as a retail centre. A recent attempt to re-introduce a market failed, mainly because the site was outside the central area across the A60 which acts as a barrier to pedestrian flows. It is proposed to introduce a weekly market within the centre to add interest and vitality. The precise siting of the market will be discussed with the appropriate organisations.

PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:–

1) RETAIL USES;

2) OFFICES;

3) HOUSING,

ON 0.1 HECTARES OF LAND TO THE REAR OF NUMBER 31 HIGH STREET.
12.21.12 This site is situated off the High Street within the defined retail centre and a degree of flexibility will therefore be permitted in respect of its future use. A small courtyard development is envisaged which will reflect the scale and character of adjacent properties.

12.21.13 A major environmental improvement scheme will be implemented on the High Street, complemented by small scale environmental improvement projects within the Action Area, the projects will be managed by a town centre Forum.

12.21.14 The construction of the relief road has taken through traffic away from the High Street meaning that there is now considerable potential for designing an imaginative environmental improvement scheme. The pedestrianisation of the High Street has for a long time been an issue locally. Whilst this option could still be considered, the removal of all traffic from the High Street is unlikely to provide the most benefit to traders in view of the car parking opportunities that already exist on the High Street. Environmental improvements are likely to centre on the use of different surface materials for the roads and pavements, tree planting and enhancing car parking provision.

12.21.15 The following smaller scale environmental improvements will also take place within the Action Area:-
- The enhancement of the western end of the High Street through hard and soft landscaping;
- The surfacing and landscaping of the car park adjacent to the Library;
- The surfacing and landscaping of the Clumber Street car park;
- Tree planting in the area of the main High Street Car park.

12.21.16 The District Council will be taking the lead role in co-ordinating and implementing these projects, but this will be done in partnership with other agencies such as the County Council, West Notts. Spadework and Groundwork, Ashfield and Mansfield. The best approach would be to establish a town centre Working Group or Forum to help design and manage these improvement schemes, which should include representatives from the Local Authorities, Parish Council, Traders Association and Regeneration Agency.

12.22 Wood Street/Church Street

12.22.1 Despite its proximity to the centre of Warsop, the land to the north of Church Street between the Health Centre and Wood Street is considerably underutilised. The area has a mixed industrial/commercial/residential character. There is an opportunity to bring about substantial environmental improvement through redevelopment. However, it is important that this is done in such a way that local businesses are not threatened, with a consequent loss of jobs.
WC10  PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF HOUSING ON 0.1 HECTARES OF LAND OFF YORK TERRACE.

12.22.2 The construction of the relief road and the closure of Wood Street to through traffic have contributed to the isolation of the older housing areas situated between Wood Street and Carr Lane, from the retail centre.

12.22.3 The eastern end of Wood Street is now very run down and presents a poor image at what is an important junction in Market Warsop. Vacant shop units (some of which are single storey) front the main road and it is felt that the adjacent warehouse associated with a UPVC window and door manufacturing business would be more appropriately situated elsewhere, rather than in an area which is otherwise almost exclusively residential in character.

12.22.4 For reasons already outlined, retail development is not being encouraged in this part of Market Warsop, and it is felt that the site should be developed for housing purposes to reflect the residential character of the surrounding area.

12.22.5 The issue of re-opening Wood Street has been raised a number of times, but the County Council has firmly indicated that such a proposal would be resisted on highway grounds. The development of this site could therefore extend onto the redundant section of Wood Street, which could be utilised for car parking or as a hard landscaped area. Because of the prominent position of the site, a high standard of design will be expected, and a footpath link from the A60 to Wood Street should be maintained.

12.22.6 The contraction of the mining industry has had a considerable impact on the Warsop area, leading to high unemployment levels and few job opportunities, particularly for young people.

12.22.7 The District Council, in partnership with the County Council and the Rural Development Commission has converted a former depot into an Enterprise Centre on Burns Lane, and a large employment site to serve the Warsop area is proposed in the Local Plan at Netherfield Lane, Meden Vale.

12.22.8 These initiatives however, must be complemented by improving access for local people to business and training advice which is currently concentrated in Mansfield and Worksop. The Town Hall remains an important community building, being used by the Parish Council for meetings and by various community groups, but on the whole is underused. The County Council has recently employed a manager to co-ordinate activity within the building.

12.22.9 The use of the building by the Parish Council, Warsop Regeneration Agency and local community groups will continue but it will be developed into an employment, enterprise and resource centre for Warsop where advice and information on a variety of economic development services can be obtained. The centre will also provide advice on welfare benefits and information on job vacancies.

12.22.10 The prime objective is to restore the prominence of the Town Hall as a community activity responding to the needs of local people. This will be achieved by the Local Authorities working in conjunction with the Parish Council, Regeneration Agency and Community groups.
<table>
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<tr>
<th>PROPOSAL</th>
<th>AGENCIES INVOLVED</th>
<th>ACTION</th>
<th>TIMESCALE</th>
<th>OUTPUTS</th>
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<tbody>
<tr>
<td>Development of High Street Car Park (WC6)</td>
<td>Mansfield D.C., Nottinghamshire C.C., Kimberley Brewery, Private landowner</td>
<td>Assemble sites through discussions with landowners and highway authority, Utilise Compulsory Purchase Order procedures if necessary, Construct car parks</td>
<td>Short Term</td>
<td>50 new Town Centre Car Parking spaces</td>
</tr>
<tr>
<td>Development of joint use car park with Warsop Working Mens Club (WC7)</td>
<td>Mansfield D.C., Warsop Working Mens Club, Nottinghamshire C.C.</td>
<td>Assemble the site, Develop a joint car park</td>
<td>Short Term</td>
<td>40 marked out spaces to be used on a joint basis</td>
</tr>
<tr>
<td>Development of land adjacent to the Co-op Foodstore, High Street (WC8)</td>
<td>Greater Nottingham Co-operative, Mansfield D.C., Whitbread Brewery</td>
<td>Open discussions with the Co-op with a view to ascertaining their long term intentions in respect of the adjacent piece of land, Open discussions with Whitbread Brewery in respect of the land immediately adjacent to the Talbot Public House, Bring into use for either temporary or permanent car parking after securing finance</td>
<td>Short Term</td>
<td>18 car parking spaces or 400 sq.m. of retail floorspace</td>
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<tr>
<td>Reintroduce an open-air market (Para. 12.21.11)</td>
<td>Mansfield D.C. Nottinghamshire C.C. Market Warsop Traders Association Warsop Parish Council Public Transport Operators</td>
<td>Discuss with relevant agencies the reintroduction of an open air market into the shopping area</td>
<td>Short Term</td>
<td>15+ stalls on market day.</td>
</tr>
<tr>
<td>Development of land at the rear of No. 31 High Street (WC9)</td>
<td>Private Sector Mansfield D.C.</td>
<td>Achieve the development of the site for any of the uses outlined in the Proposal. The District Council's role will be restricted to that of co-ordination and promotion</td>
<td>Medium Term</td>
<td>Development of vacant floor-space/land in a prominent position on the High Street.</td>
</tr>
<tr>
<td>Environmental Improvement Schemes (Para. 12.21.13)</td>
<td>Mansfield D.C. Nottinghamshire Warsop Parish Council Warsop Parish Regeneration Agency Market Warsop Traders Association Ashfield and Mansfield Groundwork Trust Rural Development Commission</td>
<td>Establish a Town Centre working party to oversee the environmental improvements Secure finance Identify sites for minor landscaping schemes discuss with relevant interested parties and implement Secure finance for major environmental improvement scheme on Warsop High Street Discuss with relevant agencies Implement</td>
<td>Short Term Medium/Long Term</td>
<td>Major improvements to the environment and the image of Market Warsop Improved car parking facilities A target of 3,000 sq.m. of inward investment as an indirect result of the improvements</td>
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### MARKET WARSOP CENTRAL AREA FACELIFT/LIVING OVER THE SHOP IMPLEMENTATION SCHEDULE

<table>
<thead>
<tr>
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<th>OUTPUTS</th>
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</thead>
<tbody>
<tr>
<td>Facelift Schemes</td>
<td>Mansfield D.C.</td>
<td>Secure Finance</td>
<td>Short Term</td>
<td>Aim to assist 16 private owners by 1996/97 by providing grants up to a maximum of £2,500 on a 50/50 basis towards the cost of external repairs to buildings in the Conservation Area.</td>
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<tr>
<td></td>
<td>Private Sector</td>
<td>Publicise</td>
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<tr>
<td></td>
<td></td>
<td>Develop Schemes</td>
<td>Short/Medium Term</td>
<td></td>
</tr>
<tr>
<td>Living Above The Shop</td>
<td>Mansfield D.C.</td>
<td>Secure Finance</td>
<td>Short Term</td>
<td>Aim to achieve 2 projects per annum. Upper storeys are leased from the owners. The owner benefits from the improvement and repair of the property together with the payment of a small weekly rent.</td>
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<tr>
<td></td>
<td>Housing Corporation</td>
<td>Publicise</td>
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<tr>
<td></td>
<td>Nominated Housing Associations</td>
<td>Develop Scheme</td>
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