



MANSFIELD RIVERSIDE RENAISSANCE REGENERATION MASTERPLAN

EXECUTIVE SUMMARY

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EXECUTIVE SUMMARY

GENERAL

The Mansfield Riverside site is in an important location adjacent to the A6009 St Peter's Way on the edge of Mansfield Town Centre. The site is in multiple ownerships and comprises a mix of segmented land-uses which lack character and identity. The River Maun bisects the site in a south to north direction, but is largely hidden by an underground culvert. The redevelopment of the site would address the future needs of the District through the provision of jobs, homes and leisure facilities.

BASELINE REVIEW

A thorough baseline analysis has been undertaken to identify the site constraints and opportunities. Of significance is the recognition of the site by Mansfield District Council as a key area for regeneration. The site, in its entirety, appears in Mansfield District Council's Urban Design Compendium as an appropriate site for mixed use redevelopment.

Of further significance are the existing issues that have been identified on site through initial baseline surveys. Atkins Geo – Technical have identified that areas of the site suffer from significant ground contamination, as such further remediation and mitigation measures are required to prevent the future contamination of soils and water on site. Their investigations recommend that the small localised pockets of contamination are identified and removed off site and that the larger areas are capped to prevent the future movement of contamination.

Allied to this, a preliminary ecological survey has identified that Japanese Knotweed is present on site and it is recommended that this evasive species be treated immediately to prevent its spread. In addition the ecological survey highlighted the sites potential to support roosting bats and white-clawed crayfish. Future surveys would be required to support any planning application.

An initial market appraisal has revealed that there is scope to provide a mix of uses on Mansfield Riverside in accordance with the Council's Design Guidance. The appraisal suggests that a hotel, commercial office space, residential and a small element of retail would all be appropriate uses for the site and the site appropriate design of the site would attract competitive land values.

MASTERPLAN OPTIONS

Following the baseline analysis, four alternative masterplan options were produced and presented to stakeholders in September 2009. The initial market valuations of the development proposals indicated that there would be a residual land value between -£17.8 million in option 2 and -£21.7 million in Option 4, therefore demonstrating that public intervention would be required in order to deliver the options presented in this study.

After the stakeholder event, further baseline assessment work was undertaken to establish the feasibility of a new vehicular access into the site and also determine the likely levels of flood risk that would affect the development of the site. It was determined that an additional vehicular access into the site is feasible and would not have any impacts upon the local highway network. With regard to the issues of flooding, further work is required following the development of a detailed masterplan. However, it was concluded that additional storage and onsite channel remodelling alongside the opening of Rock Valley Way Culvert would mitigate the impacts of flooding.

PREFERRED MASTERPLAN OPTION

The preferred option presents the most appropriate solution for the development of the site, taking into account the issues raised within the baseline analysis and the physical attributes of the site. However, it is proposed that only a core area of the site be developed, this would include:

- The hotel, multi-storey car park and café/restaurant;
- The commercial office space; and
- The landmark building.

As a result of this approach to the phasing of the project a residual land value of -£21.7 million has been calculated, again highlighting the need for public intervention in order to deliver the regeneration proposals within this study.

PROJECT DELIVERY

In order to deliver the project it would be beneficial if the public sector could negotiate with exiting landowners to form a joint venture partnership therefore avoiding the need for Compulsory Purchase. However, an alternative delivery strategy whereby the public sector assemble, remediate and dispose of the site. This would remove much of the risk and uncertainty for the developer and allow public sector control.

A variety of funding sources could be explored in order to provide the level of public subsidy required for the regeneration proposals, most notably emda and the County Council's Economic Regeneration Agency.

Following the receipt of the appropriate levels of funding, the District Council would be able to progress with the procedures to deliver of the project by submitting an outline planning application for the development, the District Council would also be able to market the site and begin the procurement process.

It is suggested that a project champion be appointed to lead the technical disciplines and core team members required for such a project.

INTRODUCTION & OVERVIEW

Atkins Limited (Atkins) and Thomas Lister Limited (Thomas Lister) have been commissioned by Mansfield District Council (MDC) to develop a regeneration masterplan for an area of land on the edge of Mansfield Town Centre known as Mansfield Riverside. This report sets out the process by which the study was undertaken and presents the final preferred masterplan and delivery strategy for the site.

The report is divided into two parts. Part 1 set out the baseline assessment and options development and analysis elements of the study and is divided into 7 main sections:

- Scope of the Study;
- Site Description;
- Baseline Review;
- Consideration of Design Options;
- Viability Appraisals;
- Junction Feasibility Assessment; and
- Flood Risk Assessment.

Part 2 details the Preferred Option masterplan for the redevelopment of the site and a strategy for the delivery of the site and is divided into 2 sections:

- Preferred Masterplan, Vision & Development Proposals; and
- Forward Planning & Delivery Strategy.

The study is finalised through a series of key recommendations and conclusions including potential mitigation, enhancement & compensation measures.

SCOPE & INTRODUCTION TO THE SITE

2.1

THE NEED FOR THE STUDY

The redevelopment of the Mansfield Riverside Site (the site) is a key component of MDC's regeneration proposals for Mansfield Town Centre. The site represents an area of underused, previously developed land, which currently fails to contribute fully to the vitality of the Town Centre.

An Economic Regeneration Framework (ERF) was prepared for MDC in February 2007 which identified that the site could form part of the Regeneration Strategy for Mansfield.

Following the production of the Regeneration Framework, MDC prepared and published an Urban Design Compendium (UDC) for the Town Centre in July 2007. The UDC identified the 'triangular area' outlined in the ERF, along with adjacent underused, previously developed land, had considerable potential to be re-developed as a 'Riverside Park' fronted by new commercial and residential development.

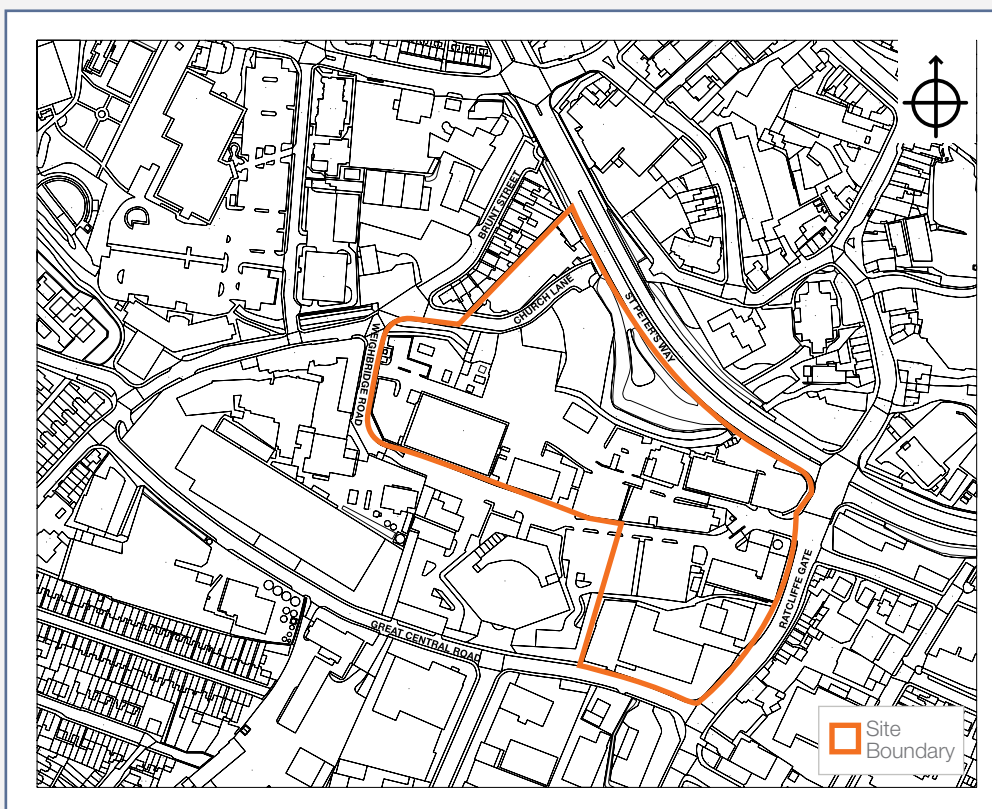
MDC has therefore sought to the production of a regeneration masterplan and detailed delivery strategy, which would achieve the aspirations of the Economic Regeneration Framework and the Urban Design Compendium.

"THE TRIANGULAR SITE AT CHURCH LANE BETWEEN THE WHITE HART AND MANSFIELD BREWERY ACCOMMODATES WAREHOUSE STORAGE AND SURFACE CAR PARKING USES. IT HAS SIGNIFICANT STRATEGIC POTENTIAL AND IS CURRENTLY PROPOSED FOR REDEVELOPMENT TO PROVIDE A MULTI-STOREY CAR PARK. MANSFIELD DISTRICT COUNCIL SHOULD RECONSIDER THEIR POLICIES FOR THIS SITE IN FAVOUR OF MIXED USE REDEVELOPMENT INCLUDING RESIDENTIAL USES WITH IMPROVED PEDESTRIAN LINKS TO THE TOWN CENTRE."



2.2

SITE DESCRIPTION



SITE PLAN

Mansfield Riverside lies to the south east of Mansfield Town Centre and covers an area of approximately 2.4 hectares. The A6009 St Peter's Way runs along the northern boundary of the site, successfully divorcing Mansfield Riverside from the Town Centre. Beyond St Peter's Way lies St Peter's Church and the historic core of Mansfield. The former site of Mansfield Brewery lies to the south of the Riverside site, recent planning guidance for the Brewery has advocated that mixed use employment led development would be suitable in this location. Ratcliffe Gate lies along the northern boundary of the site this is fronted by small shops comprising independent retailers, beyond this lies residential development. The Headquarters of Nottinghamshire Police lie along the majority of the eastern boundary, fronting onto Great Central Road to the east. Great Central Road comprises a mixture of employment uses including retail trade counter and industrial warehousing. The "Making it Centre" is situated on the corner of Weighbridge Road and Littleworth at the most southerly point of the site. Finally, a row of terraced houses are situated along Brunt Street, which back onto the rear of the site.



The site is accessed via Weighbridge Road in the south and Ratcliffe Gate in the north. At present pedestrians can walk through the site to the town centre via an unattractive subway which passes underneath St Peter's Way.

The site itself comprises a mix of retail and employment uses with associated car parking facilities. Holmes House which is owned by Nottinghamshire Police is situated on Ratcliffe Gate.

A secure Police car parking facility is also located within the site linking Holmes House in the north to Phoenix House in the south. Phoenix House is located to the North of Weighbridge Road this building is also occupied by Nottinghamshire Police. Two retail warehouses are also situated within the site, fronting onto Ratcliffe Gate. A small car park which serves the town centre is located within the north eastern quarter of the site, to rear of the properties on Brunt Street, adjacent to St Peter's Way. The car park is accessed by vehicles from Weighbridge Road and Church Street where there is a direct link to the pedestrian subway.

The River Maun currently runs through the site in a south – north direction, the majority of the River has been culverted and is therefore hidden. Pockets of established vegetation run along the northern boundary of the site, screening the site from St Peter's Way.





In conclusion, the site is significantly divorced from Mansfield Town Centre by St Peter's Way and the pedestrian environment is poor. At present it is only possible to cross St Peter's Way at two points, either via a long and very unattractive subway to Church Lane or at the junction of St Peter's Way, Ratcliffe Gate and Bridge Street. The poor linkages do not to compliment or support the other surrounding uses such as the 'Making It' centre, the historic core of the town around St Peter's church and adjoining residential areas. Finally, the presence of the River Maun within the site is currently not exploited. The river is currently hidden and rather than providing a positive environmental feature within the site, the river acts as a barrier between uses on the site.

2.3

MARKET BACKGROUND & APPROPRIATE SITE USES

In order to determine the appropriate mix of uses for the site, a detailed Market Assessment and Land Use Valuation Study has been undertaken. This identified the most suitable, attractive and marketable uses which could be developed on the site. This information was combined with the need to retain some existing uses, whether through replacement facilities or the retention of existing facilities (e.g. police accommodation and town centre car parking) and the objectives of the ERF and UDC. Subsequently, the following uses were deemed most appropriate for the site and the study has therefore proceeded on this basis:

- A Riverside Park;
- Commercial Office Space;
- A Hotel;
- Café/Restaurant;
- Replacement Police Accommodation;
- Mixed Use Buildings; and
- Car Parking Provision, to include secure parking for the police, private parking for use by commercial offices and a public multi-storey car park.

The development of a Riverside Park is a fundamental component of the re-development proposals. However, consideration has to be given to the design of the riverbank and ponds to ensure that it does not exacerbate potential flooding, either on the site or down stream. The disposition of uses that front onto the parkland also require careful consideration to ensure that the area is overlooked throughout both the day and night to offer surveillance and create a feeling of safety.

The provision of a hotel within the scheme is also an aspiration of MDC. In order to attract the appropriate hotel operator a comprehensive approach, which demonstrates confidence and commitment is required.

It is intended that the existing access points will remain in place to serve the re-development proposals.

The provision of new pedestrian facilities is highly desirable to enable and encourage safe and efficient pedestrian movement between the site and Mansfield Town Centre.

Full details of the Market Assessment and Land Use Valuation Study is provided in Section 3 'Baseline Assessment'.

BASELINE REVIEW

3.1

GENERAL

Atkins and Thomas Lister undertook a review of the relevant, previously produced studies and appraisals of the site and surrounding area undertaken by or on behalf of Mansfield District Council. A review was also undertaken of the existing and forthcoming planning policies for the area and physical constraints and opportunities of the site and its surrounds were identified. The resultant information has been used to provide a detailed site analysis.

The following documents, which represent the relevant studies and appraisals previously undertaken for the site and surrounding area, have been reviewed

- Mansfield District Council Economic Regeneration Framework, SQW Limited, BBP Regeneration, David Lock Associates and Integrated Transport Planning, February 2007;
- Mansfield District Council Urban Design Compendium, Context 4D, Forum Heritage Services, Baker Associates, July 2007;
- Nottinghamshire County Council and Partners, East Midlands and Northern Sub Region: Employment Land Review, Ove Arup and Partners Ltd, January 2008;
- Mansfield District Council, Parking Study, Colin Buchanan and Partners Ltd, 2002;
- Mansfield District Council Parking Study Update, Colin Buchanan and Partners Ltd, 2007;
- Mansfield District Council Retail Capacity Study, GVA Grimley, April 2005;
- Mansfield District Council Strategic Flood Risk Assessment for Planners and Developers, RPS Group, April 2008; and
- Mansfield District Council Site Investigation, Corsair Environmental Limited, February 2008.

The remaining studies and analysis undertaken has been completed by Atkins and Thomas Lister in collaboration with Mansfield District Council.

The findings of the baseline review are set out as follows:

- Land Ownership;
- Policy Review & Planning History;
- Highways & Transportation;
- Ground Contamination;
- Ecology;
- Urban Design Site Analysis; and
- The Market & Land Values.

3.2

LAND OWNERSHIP

Information pertaining to land owners within the site area has been reviewed and a land ownership plan and schedule produced, which is attached at Appendix 1. The land ownership information has been obtained through Land Registry title searches and has identified the following principal owners:

- Nottinghamshire Police Authority;
- Transco;
- J Walster Limited;
- Southam Tyres Limited;
- Mansfield Limited;
- Glynn Webb Wallpapers Limited;
- Nottinghamshire County Council;
- National Grid Property Holdings Limited;
- Melvin Adrian Flint; and
- Mansfield District Council.

There appears to be no unregistered title issues within the site area which may impact upon the delivery of the site's regeneration. The land ownership information will be of particular importance during the acquisition stage of the development process when land assembly through the use of Compulsory Purchase Powers may be required.

3.3

POLICY REVIEW

In order to fully understand the opportunities and constraints associated with the development of Mansfield Riverside, a review of the strategic planning policies pertaining to the development area has been undertaken. The following paragraphs briefly describe the level of growth identified for Mansfield before continuing with a planning policy overview of the land uses considered for the site, namely employment, residential, leisure and car parking. In consideration of national, regional and where appropriate local planning policies, the section concludes that the type of development proposed within this location fully accords with planning policies and through the use of good design, a sustainable urban form can be achieved.

Planning Policy Review

East Midlands Regional Plan, March 2009

The East Midlands Regional Plan was published on the 12th March 2009. The purpose of the EMRP is to provide strategic land use and development guidance across the region until 2026.

Mansfield

Mansfield falls within the Northern Sub-Area as identified in the East Midlands Regional Plan. Section C of 'Policy 3: Distribution of New Development' identifies Mansfield - Ashfield as a Sub-Regional Centre alongside Chesterfield, Worksop and Newark. The Plan states that *"Sub Regional Centres have been identified for their ability to perform a complementary role to the PUAs and have been selected on the basis of their size, the range of services they provide, and their potential to accommodate future growth"*. Mansfield – Ashfield is the largest Sub Regional centre and therefore it has a significant role to play in delivering the growth required in the Northern Sub Region. The EMRP advocates the use of design led approaches such as "master planning and town centre renewal activity" (Paragraph 2.2.9) to significantly strengthen Mansfield – Ashfield Sub Regional Centre by providing new jobs, houses, services and community facilities (Policy 7) and enhancing the character of the towns.

Employment

The East Midlands Regional Plan acknowledges that there is currently an *"inadequate supply of office space within the Northern Sub Area, particularly around urban centres"*. The reasoned justification behind the Policy continues to acknowledge at paragraph 3.2.8 that *"selected public investment will be required to ensure that an adequate supply of good quality land in the future to enhance regeneration priorities"*.

Policy 20 of the East Midlands Plan requires Local Planning Authorities, EMDA and Sub Regional Strategic Partnerships to work alongside Housing Market Area groupings to undertake Employment Land Reviews, in order to inform the allocation of sites in sustainable locations.

These allocations will:

- Be responsive to market needs and the requirements of potential investors including the needs of small businesses;
- Encourage the development of priority sectors as identified in the Regional Economic Strategy, namely transport equipment, food and drink, healthcare and construction as well as specific sectors which have local economic significance;
- Serve to improve the regeneration of urban areas;
- Ensure that the needs of high technology and knowledge based industries are provided for;
- Promote diversification of the rural economy; and
- Assist the development of sites in the Priority Areas for regeneration; and be of a scale consistent with the essential policy of urban concentration as set out in Policy 3".

The majority of the policies relating to employment within the Mansfield District Local Plan have been saved by the SoS; these policies mainly relate to employment allocations and the most appropriate locations for employment use, the policies set a number of locational criteria in which development proposals need to consider. The Employment Land Review for the Northern Sub Region identifies that Mansfield will undergo significant economic expansion. The report identifies that there is a limited supply of small sites of between 0.3-1ha where local companies are seeking to expand and require land to build their own premises. There are identified opportunities to provide follow-on space following the success of the I-Centre (an Innovation Centre) and other serviced office premises.

The Mansfield Economic Regeneration Framework was published in February 2007. Through the provision of a number of baseline studies, SWOT analysis and consultation events, the framework provides an economic perspective on the strengths, weaknesses and current physical projects in Mansfield. In identifying the strengths and weaknesses the Consultants have subsequently set out the spatial framework for the development of Mansfield for the next 15 years. The vision for Mansfield is outlined as follows:

“Mansfield will be renewed from its core. It will become a thriving and integrated sub regional centre, to complement other centres such as Nottingham, Derby and Sheffield. It will be driven by a go-ahead attitude and a growing ‘knowledge based’ economy to replace its former declining coal-mining and rationalising textiles industries. Town Centre renewal will provide services for people throughout the catchment area and stem the exodus of residents, workers, jobs and facilities. It will offer an attractive range of modern retail, leisure, residential, business and educational opportunities to an adverse sub regional population.”

In achieving the vision, outlined above, and spatial framework five aims are identified for Mansfield, these are to create:

- A Distinctive Centre;
- A Productive Centre;
- A Knowledge Centre;
- An Opportunity Centre; and
- A Lifestyle Centre.

Furthermore, the document identifies 10 actions that will be required to deliver the aims of the spatial framework. Each action is described fully in the appendices of the report, a detailed description of the action is provided alongside explanation of the rationale behind it, the objectives, phasing strategy and activities, the target beneficiaries, land agencies and funding sources, and finally the costs and outputs/outcomes. It is envisaged that through the achievement of these ten action points the economic regeneration of Mansfield can be realised.

Having due regard to the spatial framework, the document concludes with an implementation strategy outlining a delivery sequence for the current physical projects. The site is identified as a significant strategic tool in the regeneration of the town. Its development is identified within phase 3, which will take place within 8–10 years alongside the development of the former Mansfield Brewery site. In consideration of the uses that may be provided on the site, the document suggests that the Council reconsider their policy approach to include mixed use redevelopment, which includes residential uses. Also any Master Plan devised for the area should consider the provision of a riverside walk and improve the connections between the area and the town centre.

With regard to the former Mansfield Brewery site, the report suggest the Council should review their existing policies, which provide for a mix of commercial and leisure uses upon the site, to consider the provision of a high quality residential scheme in this area. It is suggested that residential development within this location would raise the standard of living and encourage families to stay in Mansfield.

Finally, the document recommends that the regeneration framework should be ‘positioned’ within the Core Strategy DPD to provide a counterbalance to the development of the MARR. The Framework also provides a sound basis for the Corporate Plan and Business Plan and the refinement of future action plans and initiatives, including a Central Area Action Plan SPD and Site Allocations DPD. The document recommends that the Council should produce an Economic Development Strategy, which integrates current initiatives with the regeneration proposals for the town centre. This document should “provide a strategy and action plan for Mansfield’s economic recovery”.

HOUSING

National Planning Guidance

Having due regard to Planning Policy Statement 1 ‘Delivering Sustainable Development’ (2005), Planning Policy Statement 3 ‘Housing’ (2006) at paragraph 41 outlines the national target for development upon previously developed land, stating that 60% of all new developments should be located on Brownfield sites. In addition the document also advocates that new development is located in sustainable locations, in close proximity to existing services and facilities including an efficient public transport system.

Regional Planning Guidance

With relation to housing provision required in Mansfield, Policy 13a of the East Midlands Regional Plan recognises Mansfield as an area which can accommodate additional growth. The policy provides for 10,600 dwellings in Mansfield within the plan period (2006 – 2026), which equates to 530 dwellings per annum.

Policy 14 of the EMRP highlights that the Nottingham Outer HMA should provide for 9,200 affordable dwellings within the plan period, which equates to 25% of the total number of dwellings required for the HMA.

Policy H1 of the Mansfield District Council Local Plan was not ‘saved’ by the SoS; as such there is minimal local guidance with regard to the location of new residential development. However, it should be noted that other policies within the Local Plan do provide guidance for the location of development, most notably policy DPS2 – Distribution of Development, H2 – Locations for Housing Developments, E2 – Locations for Employment Developments and NE1 – Development in the Countryside. Interim Planning Guidance Note 7 Affordable Housing (February 2008) specifies that on sites above 15 dwelling a minimum of 20% of affordable homes would be required by MDC. This could either take the form of on-site provision or a commuted sum in order to provide affordable dwellings in an alternative location. However, the guidance stipulates that on sites of 30 dwellings or more the affordable dwellings should be located upon the development site.

LEISURE (HOTEL)

National Planning Guidance

The Good Practice Guide on Planning and Tourism was published by the Office of the Deputy Prime Minister in May 2006. This document outlines the Government approach towards development involving the tourist industry and its role within the national economy.

The document advocates that Planning Authorities should adopt a proactive role in facilitating and promoting the implementation of tourism. When considering development proposals that involve tourism planning authorities should take into account the following criteria:

- Market demand;
- Environmental Impact;
- Access to Public Transport;
- Regeneration Benefits; and
- Labour Supply.

With regard to the location of development paragraph 3.21 specifies that “tourism can bring benefits to urban areas” and can assist in the creation of sustainable development by creating a focus for regeneration, increasing urban vitality, contributing to mixed use schemes, important services and facilities and improve access to sustainable services and facilities. Most importantly, paragraph 3.22 specifies that hotel, guest house, bed and breakfast accommodation, particularly lends itself to urban locations.

Annex A of the document directly refers to Hotel and Other Accommodation stating that development should be in accordance with national planning policies, namely PPS6. Where Budget Hotels and Travel Lodges are proposed “edge of centre locations, for example on a ring road or a major route out of the Town Centre will usually be the most appropriate locations if a town centre location is not suitable, available or viable”.

Regional Planning Policy

In Policy 42 of the EMRP Local Authorities, EMDA, Sub-Regional Strategic Partnerships and other relevant bodies are required to seek to identify areas of potential tourism which maximise economic benefit whilst minimising adverse impact on the environment and local amenity. Local Planning Authorities should consider:

- Provision for additional tourist facilities including accommodation close to popular destinations that have adequate environmental and infrastructure capacity particularly those within walking and cycling distance;
- Improvements in the quality of existing facilities and services; and
- Improvements to accessibility by public transport and other non-car modes.

'Saved' Mansfield District Council Local Plan (1998) Policy LT20 is generally in support of hotel development, providing the proposed hotel would meet the detailed criteria of the policy, which requires new developments to:

- Integrate well with the existing settlement pattern and surrounding land uses;
- Not have a detrimental effect on the character, quality and amenity of the surrounding area;
- Have regard to the existing landscape, historical, natural and built features;
- Pay particular attention to design, layout and materials;
- Be located where there is or there is potential for easy access to public transport; and
- Have regard to personal safety, security and crime prevention.

As part of their Tourism Strategy for Mansfield, the District Council are keen to increase the variety of hotel accommodation within the Plan area. However, it is important that the proposals do not detract from the residential amenity of surrounding areas, or create traffic or environmental problems.

CAR PARKING (MULTI-STOREY)

National Planning Policy

Planning Policy Guidance Note 13 'Transport' (2001), the document outlines the Government's approach to promoting sustainable transport. In considering the provision of car parking, PPG13 clearly advises that Local Planning Authorities should use planning and transport measures to promote sustainable transport choices. Within their plans, Authorities should adopt a joined up approach when deciding the amount of car parking that will be required, this should be considered alongside the provision of public transport and other sustainable transport modes. Where additional car parking is deemed necessary, it should be situated in a sustainable location, which minimises congestion and be of a secure design. In addition, the design of the car park should not detract from the character of surrounding area.

Regional Planning Policy

Policy 48 of the EMRP outlines the regional car parking standards and advocates that Local Planning Authorities "should apply the maximum amounts of vehicle parking for new development as set out in PPG13. In the Region's Principal Urban Areas, Growth Towns and environmentally sensitive rural areas, opportunities should be taken to develop more challenging standards based on emerging public transport accessibility work". The policy continues to state that "in the Region's Principal Urban Areas and Growth Towns, net increases in public car parking not associated with development should only be permitted where it is demonstrated that: adequate public transport, cycling or walking provision cannot be provided or a shortage of short stay parking is the principal factor detracting from the vitality and viability of an area".

Local Planning Policy

'Saved' Local Plan Policy M18 of the Mansfield District Council Local Plan (1998), refers specifically to the development of new parking facilities, providing that the development would meet the following criteria:

- Not interfere with the safe flow of traffic;
- Not have a detrimental effect on the character, quality and amenity of the surrounding area;
- Incorporate acceptable standards of surfacing, drainage and landscaping; and
- Have regard to convenience/accessibility, safety/security, and drainage and crime prevention.

The Council's Car Parking Strategy identifies that approximately 900 new car parking spaces will be required in the period up to 2026. The additional spaces will replace those lost due to development on existing car parks and to provide for demand generated by the expansion of the town centre offer. Further new capacity may be required if demand continues to grow due to external factors. Within the document, Church Lane is identified as an area that could provide a suitable location for a Multi Storey Car Park. In addition, the Council's Car Parking Options Appraisal (2007) specifies that the Church Lane site could provide for an addition 500 spaces.

DESIGN POLICY REVIEW

The District Council have produced a variety of design documents, which provide guidance on how the future development of Mansfield could evolve.

Urban Design Compendium

Mansfield District Council's Urban Design Compendium was published in July 2007 to provide an evidence base in support of the Local Development Framework and regeneration projects. This document provides an assessment of the Town Centre and the surrounding area and subsequently draws together a variety of development options for sites across the town. The site is listed as an important site which has a significant role to play in the regeneration of Mansfield town centre. The former Mansfield Brewery, located to the south of the site and the historic quarter are also listed as development sites.

The Compendium identifies that the site has an important role to play in the regeneration of Mansfield town centre. The redevelopment of the site could provide for a Riverside park and potentially improve the linkages between the former Brewery and the town centre. The document outlines that any redevelopment proposals for this site should rediscover the natural assets and enhance the river by creating a linear walk. The proposals should also aim to diversify the uses within this part of Mansfield, encourage regeneration and increase activity. The guidance specifically states that this area would provide an appropriate location for car parking, especially given its close proximity to the town centre.

With regard to the former Brewery site and the historic quarter, a comprehensive analysis has been undertaken to highlight the positive and negative attributes of these areas. The document seeks to improve the legibility and permeability of these areas, in addition to improving the environmental and architectural character. A comprehensive and co-ordinated approach is required in order to deliver development that responds to the Council's aspirations.

White Hart Supplementary Planning Guidance

The historic quarter, also known as 'White Hart' has been the subject of Supplementary Planning Document. The 'White Hart' quarter is located to the north of St Peter's Way, which acts as a significant barrier between the town and the site. The proposals within this document are therefore contained to the north of St Peter's Way there is little mention of pedestrian connectivity to the south. Despite this, connectivity is listed as a key element within the Compendium. Therefore, the development proposals should explore a new and improved pedestrian link between the two sites.

Interim Planning Guidance: Mansfield Brewery

In March 2008, the Council published Interim Planning Guidance to inform the redevelopment of the former Mansfield Brewery. The document outlines the historical context of the former brewery site, whilst also acknowledging the site's potential for redevelopment. The guidance outlines that the future development of the Brewery should provide an exemplar scheme, which is fully integrated with the town centre area. The uses depicted for the Brewery site should contribute to the social and economic regeneration of the area providing jobs, homes, and commercial and community facilities on the redundant site.

The design guidance places great emphasis towards the consideration of the surrounding area. The siting, scale and massing of new buildings should secure a permeable and legible environment, which responds positively to the local and historic context of the area. It is of great importance that the development proposals for the Brewery site are consistent with those proposed at the Site ensure that a sustainable urban form is created. The redevelopment of the Site will respond positively to the Brewery development proposals, not only by providing physical links to the town centre but also supporting the proposed uses through the provision of additional employment and commercial facilities.

PLANNING HISTORY

A search of the Council's planning records has revealed that there have been no significant planning applications submitted on the site within the past 8 years. However, numerous minor applications have been submitted by individual businesses, these are listed below:

- Floors to Go, Lime Tree Place received retrospective consent in 2007 for change of use to A1 Retail (2007/0338/ST and 2007/1047/ST);
- The demolition of existing premises and construction of new ancillary workshops and covered area at A2B Taxis, Greta Central Road (2006/0037/ST); and
- The change of use from Sui Generis to a vehicle renting facility, Weighbridge Road (2004/0303 ET and 2005/0303/ET).

Other minor planning applications include the installation of security fencing (2006/0215/ST), the retention of signage (2006/0136/ST and 2007/0982/ST) and the installation of new site gates at Weighbridge Road (2008/0311/ST).

Significant planning applications beyond the boundary of the application site include outline consent for the redevelopment of 52 Ratcliffe Gate for townhouse and flats (2004/0675/ET) and the refusal for the construction of a cold store (2006/0840/ST). Bath Street, located to the south west of the site, has been the subject of numerous planning consents for engineering operations, relating to the removal of culverting beneath the car park to create a open watercourse, new culvert and footbridge (2004/1287/ET and 2004/0955/ET).

In addition to the above, an outline application was received for the demolition of the existing brewery buildings (located to the south of the site) and construction of new buildings to provide B1 offices, Hotel and apartments (2003/1334/ET). The Homes and Communities Agency (formerly English Partnerships), the Government's regeneration agency have recently acquired the site and all of the buildings have been demolished.

KEY CONCLUSIONS TO THE POLICY ANALYSIS

It is evident that the redevelopment of the site for mixed use development would be the most appropriate option in terms of satisfying the aims of national planning policy. The site presents an opportunity to make the best and most efficient use of previously developed land in a truly sustainable location. Through a commitment to good design the development proposals can be successfully integrated with their surrounds.

Mansfield has been identified as an area that will experience significant growth up until 2026 and the town centre will play a key role in the economic regeneration of the Sub-Region. The site offers the opportunity to provide a jobs, homes and leisure facilities in a sustainable location, in order to satisfy the levels of growth identified in the East Midlands Plan. The development of the site would also assist MDC in achieving the target set for development on previously developed land and would avoid the early release of alternate Greenfield sites.

In addition, the re-development of the site could provide for land uses that have an identified local need. New employment premises would provide spaces for the expansion of smaller firms, which in turn will allow the release of existing premises for new businesses. The introduction of housing upon the site would provide a limited number of affordable units and will contribute to the demand in Mansfield. The Council are actively looking to increase the number hotels in the district and given its sustainable location, in close proximity to the town centre and major road network, the site could provide a suitable site for this use.

The Council have also identified a need for additional car parking, it has been suggested that the expansion of the Church Lane car park could provide an additional 500 spaces, thus providing a significant contribution to the Council's identified need.

Finally, the re-development of the site could address the future needs of the District through the significant provision of jobs, homes and leisure facilities, which would all be located on previously developed land in a truly sustainable location.

3.4

SITE DESIGN ANALYSIS

Design analysis has been undertaken to explain the key characteristics of the site and hence establish key principles that can be incorporated into the masterplan optioneering process.

Key features explained are as follows:

- Site topography and natural features;
- Site character;
- Ease of Movement;
- Quality of public realm;
- Continuity and Enclosure;
- Legibility; and
- Adaptability.

This section is then concluded by a summary of key issues and opportunities.

SITE TOPOGRAPHY & NATURAL FEATURES

The principal features of the site and its immediate context is that it lies within the valley floor around the River Maun with land rising westwards towards the town centre and eastwards to adjoining residential areas. This level change is a key part of the site character and contributes to the visual characteristics and the ability to have significant views into and out of the site.

Key elements include:

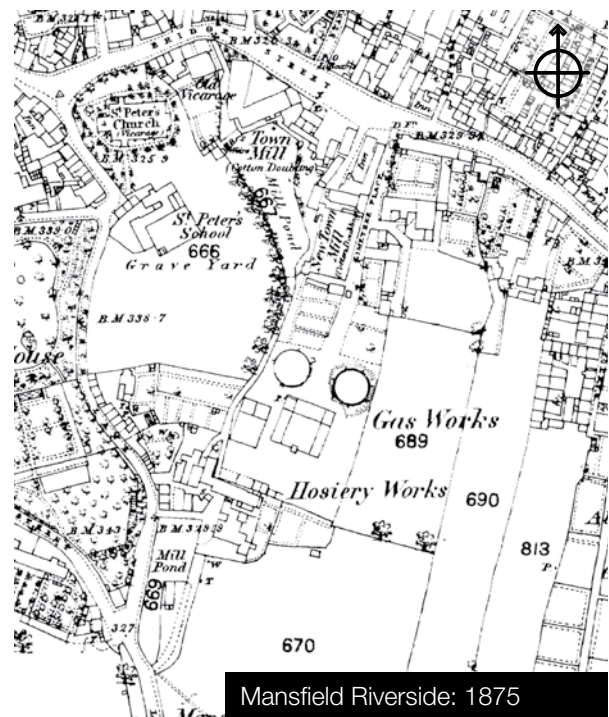
- A level change of approximately 6 to 8m from the River Maun to the eastern and western boundary.
- The largely hidden nature of the River Maun which has been culverted in places or is in deep engineered channels and hidden by metal palisade fencing.
- The river flows south to north along a shallow river bed. In summer water levels can be particularly low.
- The potential of the river as a positive asset can be seen in the adjoining Titchfield Park, which is located to the south west of the site. Here, the river is clearly visible and is a central feature to the park with a mix of edge treatments and bridge structures.
- Built development has over the years altered the natural topography around the river. To the east a series of terraced platforms has been formed that steps the site up to Great Central Road in the location of the Police Headquarters.
- To the west the natural topography has been altered by the construction of the Ring Road which sits at a level above the site and also the Bridge Street Conservation Area within the town centre. This further reinforces the sense of separation between the site and the town centre.
- A prominent group of trees is located adjoining the Ring Road within the site boundary. These provide a strongly green character that is also linked to the well-treed area around St Peter's Church in the Bridge Street Conservation Area.

URBAN MORPHOLOGY: HISTORIC CONTEXT

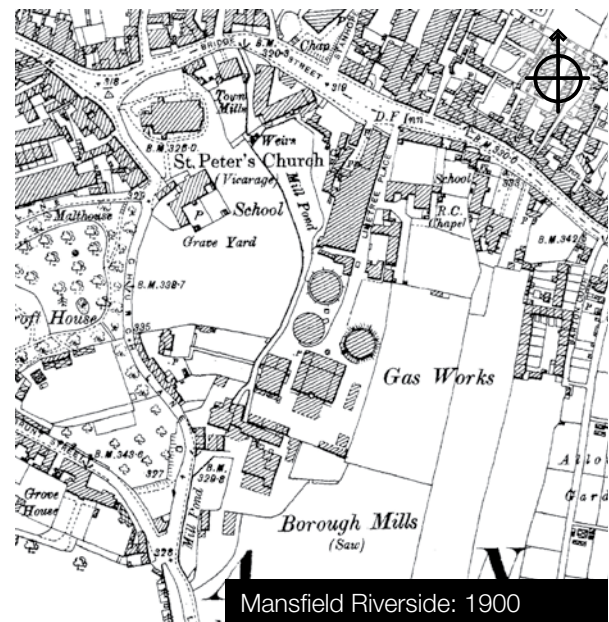
From a study of historic maps, it is clear that until the construction of the Ring Road in the 1970s the site was connected to the town centre and, in fact, formed a seamless connection to the St Peter's Church area of the town. From the church and the adjoining school the ground sloped downwards towards the river along the graveyard, later known as the Festival Gardens.

The historic maps reveal the following stages in the evolution of the site layout.

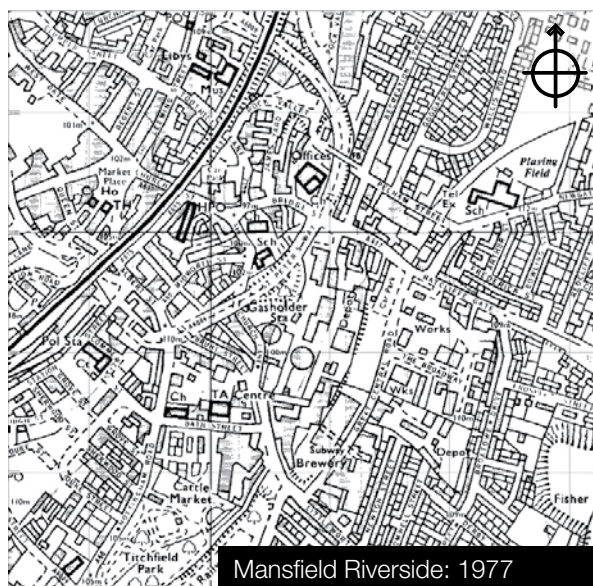
- From the late 19th century the River Maun marked the boundary between the town centre and church environs to more industrial land uses such as a gas works, hosiery works and mills of various types as well as a brewery.
- This industrial land use east of the river extended up to Central Station which was located just west of Great Central Road, close to the location of the current Police Headquarters.
- The site has traditionally contrasted with the fine grain urban character of Mansfield town centre which is typified by an intimate pattern of streets and alleyways.
- By contrast the site has had a coarser grain of development marked by the gas works and other industrial uses, and quite significantly no discernable street pattern.
- The existing site is typified by a disparate mix of medium to large building forms in commercial and retail use surrounded by open car parking areas.



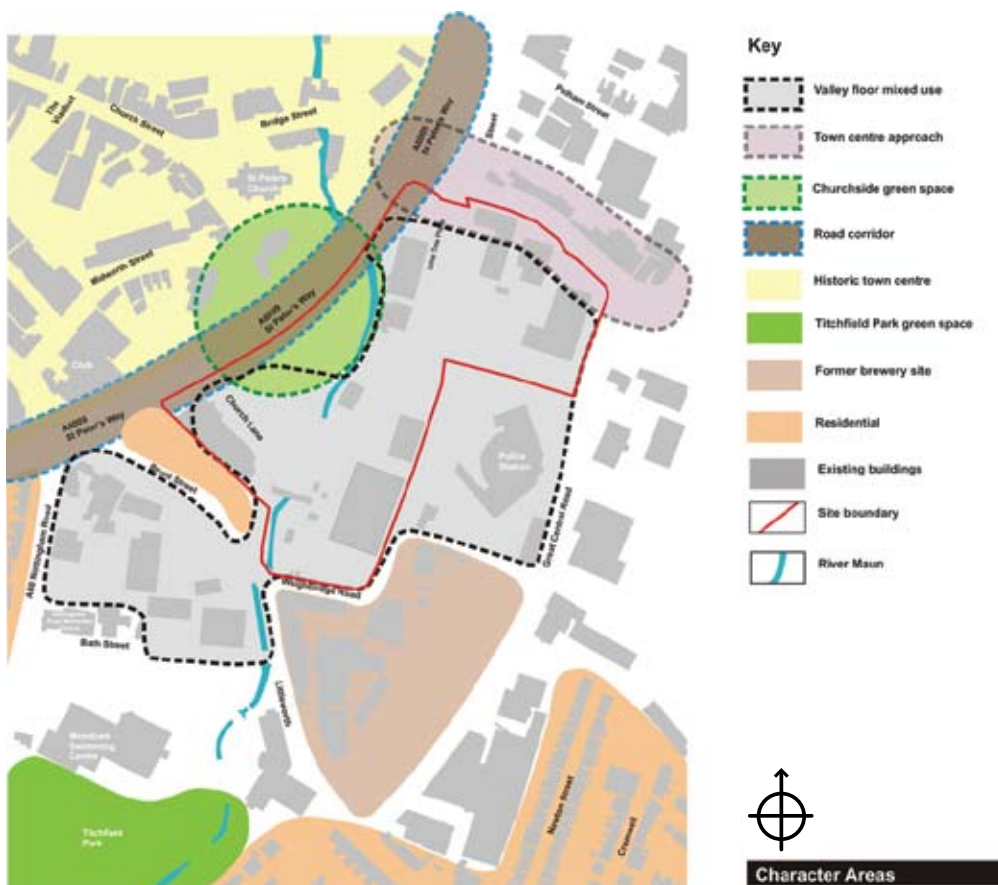
Mansfield Riverside: 1875



Mansfield Riverside: 1900



CHARACTER AREAS



In terms of character three distinct character areas have been identified within and around the site. These are as follows:

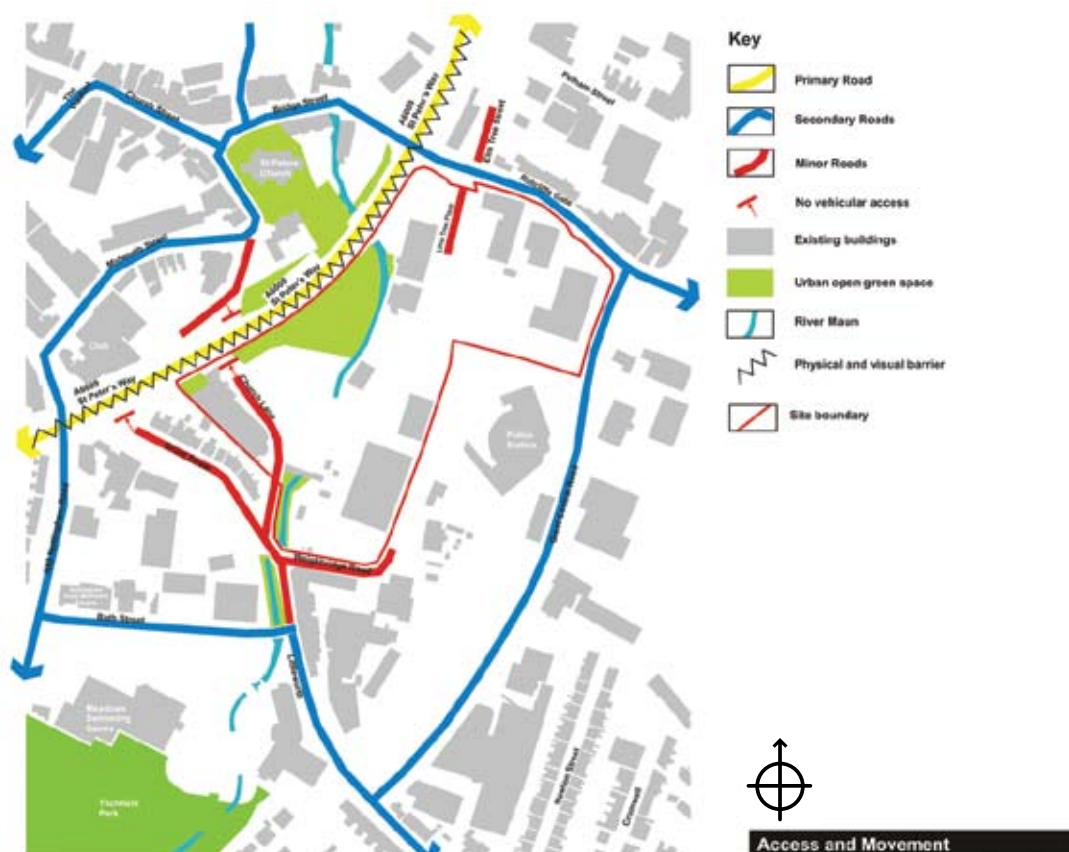
- Valley floor mixed use area;
- Ratcliffe Gate town centre approach; and
- Church side green open space.

The valley floor occupies the majority of the study area. The character of this area is dominated by a number of large commercial and office buildings and associated car parks. Compared to the fine grain urban character of the town centre, most of the buildings in this area have larger floor plates and are monolith blocks of little visual character. Large open areas of car parks and redundant land surround these buildings of very poor architectural character. The main land use is commercial, office or semi-industrial with buildings varying from one to four storeys in height.

The Ratcliffe Gate town centre approach character area lies to the north of the core of the site and was historically part of the town centre prior to the construction of the Ring Road. This area consists of a medieval street with some surviving examples of seventeenth, eighteenth and nineteenth century buildings. The street gently rises towards the junction with the Ring road and offers long distance views towards the viaduct and the St Peters' Church. Two to four storey buildings in traditional materials set in fine grain urban form are reminders of the rich and varied historic legacy. Though most buildings are in a state of neglect and in need of repair, they do have the potential for regeneration.

Church side green space is reminiscent of the former Festival Gardens that were destroyed by building of the ring road. The road has cut the gardens off in two parts and separated the church and its surroundings from the green space within the study area. Densely planted large, matured trees give a feel of an oasis within the open, deserted character of the rest of the site. Marked by the river on one side and the ring road on the other, this triangular green space needs to be enhanced and reconnected with its counterpart on the other side of the road.

EASE OF MOVEMENT



Movement towards and across the site is one of the key issues in terms of its connectivity to adjoining areas, in particular the town centre. The principle features are as follows:

- Movement towards and across the site is one of the key issues in terms of its connectivity to adjoining areas, in particular the town centre. The principle features are as follows:
- Access to the site is primarily from Ratcliffe Gate (A6191) to the east and from St Peter's Way (Ring Road) to the north.
- There is a lack of vehicular connections from the south, and this is the site's main weakness in relation to the local movement network.
- The key nodes where important routes come together are concentrated along the St Peter's Way/Ring Road axis, e.g. Ratcliffe Gate and Nottingham Road.
- Secondary distributor roads branch off Ratcliffe Gate (A6191), e.g. Great Central Road providing access to the Police Station and housing areas to the south.

- Great Central Road distributes traffic through the area to the west through Littleworth Road, Bath Street and Church Lane. Brunt Street to the west of the site is a quiet residential street with no through access.
- Church Lane and Weighbridge Road are minor access roads to commercial/ office sites and their car parks but have no through access.
- The site is within 10-20 minutes walking radius of the town centre. However, ease of movement within Mansfield Riverside is relatively poor due to the non-permeable urban structure.
- The study area has been physically disconnected from the town centre by the Ring Road. A visual barrier is created by the change in level of the road that blocks views from both sides.
- The road sits above the site and the adjoining town centre.
- Apart from some minor access roads to commercial buildings, the study area is mainly devoid of a legible network of streets.

- There are currently a limited number of pedestrian crossing points on the Ring Road. The existing subway link to the town centre core from Church Lane offers an extremely poor pedestrian connection. The concrete structured underpass is adorned with graffiti, and gives the feel of insecurity and discourages people from using it. The pedestrian crossing at the Ring Road and Ratcliffe Gate Junction needs to be improved to create better links with the town centre.
- There is no direct access to the site from the Ring Road despite having a long frontage. Better pedestrian connections and enhanced physical and visual links from the town centre are needed to draw people into the site.
- A strong hierarchy of streets needs to be created to achieve a permeable urban structure with appropriate street frontages. In order to achieve this consideration needs to be given to:-
 - Walkable Areas
 - Breaking down barriers to movement
 - Enhancing connections
 - Reinforcing key pedestrian routes.

QUALITY OF PUBLIC REALM

The site is marked by its lack of public realm areas and furthermore by poor quality of the limited areas that do exist. In particular the following points are noted:

- The most significant route into the site is via Church Lane as it passes through a subway beneath the Ring Road into the site. This is a potentially threatening environment that represents a poor quality approach into the site.
- A further key access to the site from the town centre is from Bridge Street across the Ring Road at the intersection with Ratcliffe Gate. Here pedestrians have to negotiate a busy main road junction and as pedestrians are treated in a secondary role to vehicular traffic. Pedestrian guard railing dominates this junction with staggered pedestrian crossing arrangements.
- Surfacing materials, street furniture, signage and lighting within the site are generally of a poor quality and provide little sense of character or identity.
- Local material in the form of the golden coloured local sandstone is occasionally seen in walling. e.g. adjacent to the River Maun on Church Lane. These locations are extremely valuable and contribute to the town's character and identity.
- Public realm areas in and around the site are mainly limited to peripheral roads such as Ratcliffe Gate, Church Lane, St Peter's Way and Great Central Road. There are routes that do not match the quality of the public realm in the recently improved town centre.
- Lime Tree Place is the only public realm route that provides access into the site. This area is only open parking facilities adjoining the Police headquarters.
- Urban green space is provided by the wooded landscape space adjoining St Peter's Way. However, this cannot properly be termed as public realm as it has no formal routes through it and is essentially an area of highway landscape planting. It does however provide a setting and screening element to the site.

CONTINUITY & ENCLOSURE

In analysing the continuity and enclosure of the development of the site, the following key issues were identified. Consideration has been given to both positive and weak frontages, lack of enclosure and leakage of space and enclosure ratios within the study area.

- In general terms, Mansfield town centre contains a good sense of enclosure along the traditional street pattern. This is due to the ratio of building heights to street width, and continuous active frontage. The variety in building styles and heights create a varied and diverse character.
- By contrast, Mansfield Riverside has poor and inactive frontages. A high quantity of inactive edges is found particularly within the industrial area of the Valley Floor Mixed use character area. A low sense of enclosure is experienced, due to the proportion of low rise units, to wide roads. The site also contains a large quantity of unbuilt space such as car parking and wide roads alongside inactive edges.
- The sense of enclosure is reinforced due to the lack of street network. Loose, random arrangements of large building blocks fail to create continuous frontages. Set back industrial units of 1-2 storey heights result in a lack of continuity of building lines. The abrupt setbacks create a fragmented edge with a low sense of enclosure.
- The northern side of the Ratcliffe Gate however, does from a relatively cohesive, continuous frontage although the shop fronts are of varying quality.
- The Ring Road has no positive building frontages and reads more as a green corridor.
- On the southern edge of the site, the junction of Weighbridge Road and Brunt Street lacks frontage definition and misses out an opportunity to create a sense of enclosure.
- Brunt Street, outside the southern edge of the site is a quiet, predominantly residential street with a strong continuous frontage on the eastern side.
- Great Central Road to the east of the site has a relatively low sense of enclosure.

- The proportion of unused space, blank facades and under-used gaps between buildings is very high in this site.
- A lack of well defined streets, lead to the lack of continuity of frontages resulting in an absence of sense of enclosure throughout the site.

LEGIBILITY (EASE OF UNDERSTANDING)

In terms of legibility i.e. how people easily identify the layout of the area and find their way round, key points have been identified. These include gateways, landmarks, views and vistas, to determine how legible the area is.

- The immediate first impression of the site is that of an 'out of town' area with a poor sense of vibrancy and identity. The busy Ring Road, inactive edges, commercial/office buildings, car parks and poor pedestrian connections do not give a positive first impression of the area.
- Approaching from the north and from the town centre, the Ring Road/Ratcliffe Gate junction is a potential major gateway. This gateway however, provides a poor first impression, as a traffic dominated junction.
- The site lacks any clear landmark buildings apart from the Police Headquarters which lies just outside the site to the east.
- Approaching from the south, the junction of Weighbridge Road and Brunt Street is particularly poor, offering no sense of enclosure to signify a key arrival point. There is an opportunity to reinforce this node by a complementary frontage on the south side of the road and possibly by the introduction of a landmark building.
- A minor node is identified at the junction of the Church Lane and the Ring Road. Improvements in the pedestrian connectivity at this junction and introduction of a new landmark structure could help to establish a new nodal point.
- There are two landmark buildings outside the site boundary with distinctive features that help define views and vistas. St Peters Church and the former brewery tower are two significant landmarks that are visible from numerous locations from the site.

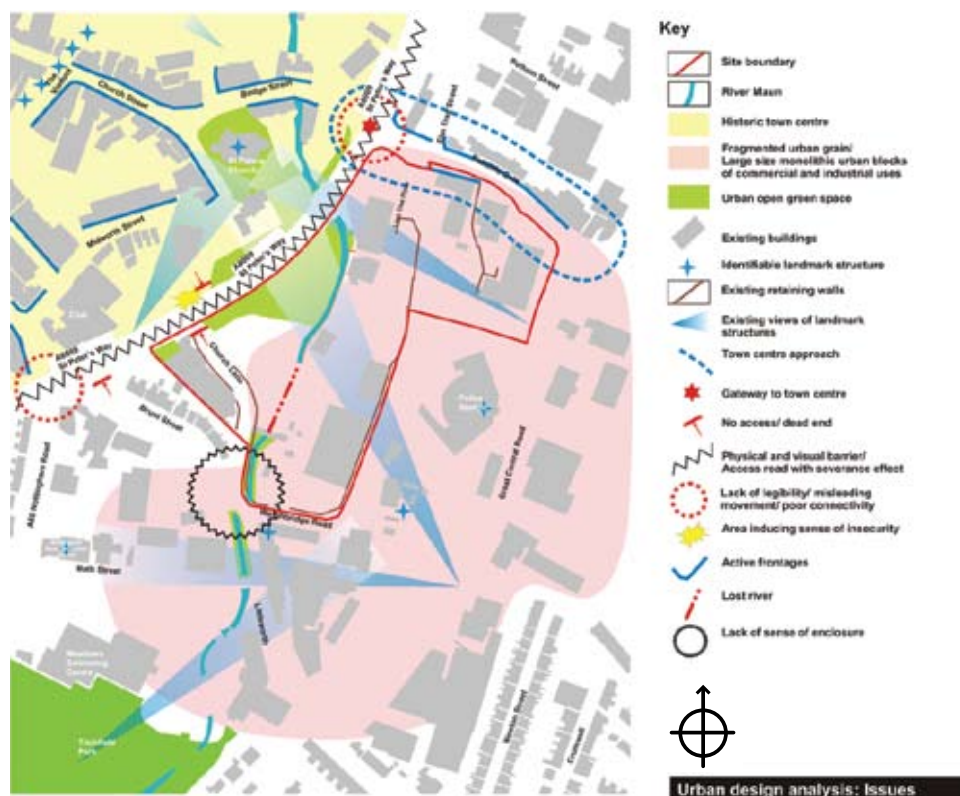
- Views towards the Church and the brewery tower are significant and should potentially be explored to enhance the visual connection with the town centre as well as create a sense of identity and legibility in the area.
- As well as views within the site itself, longer views also exist to areas outside the site boundary, including the Nottingham Road Methodist Church and the iconic railway viaduct in the town centre.
- The gently curving Ratcliffe Gate provides long distance views towards the railway viaduct and St Peters Church within the town centre.

ADAPTABILITY

Analysis of adaptability examines how buildings and features within the site can adapt to changing circumstances for a range of activities and uses. Development that provides flexible layouts and robust building forms will allow for the greatest variety of possible land uses to be accommodated. This section therefore looks at how building and public spaces on the site can be adapted.

- Within the study area there is the opportunity to introduce a new network of streets with well defined hierarchy, clear building lines, defined enclosures and better pedestrian connections.
- The historic street pattern in Mansfield town centre has adapted relatively well to the changing needs over the years. Such precedent can be used as an example to transform the Ratcliffe Gate part of this site as a key town centre approach.
- The large commercial and industrial blocks unfortunately provide limited opportunity for adaptability, particularly into alternative uses, without major redevelopment. Some of the larger buildings have some potential for re-cladding to suit the architectural language of new development in the area.
- Whilst the Ring Road has created a barrier to movement, with careful consideration of traffic management and public realm improvements, it could be transformed into a more friendly and attractive environment.
- The lack of any distinctive existing architectural character provides freedom for new architectural expression to suit the development philosophy.
- As the urban fabric of the site is not dense, there are several opportunities for the creation of exemplar new development sites.
- The Church side Green Space character area with its large mature trees can potentially be integrated with the site and hence link with Titchfield Park to the south of the study area.
- A public realm vocabulary can be established that is adaptable to a flexible range of uses and layouts

KEY CONCLUSIONS TO THE SITE DESIGN ANALYSES

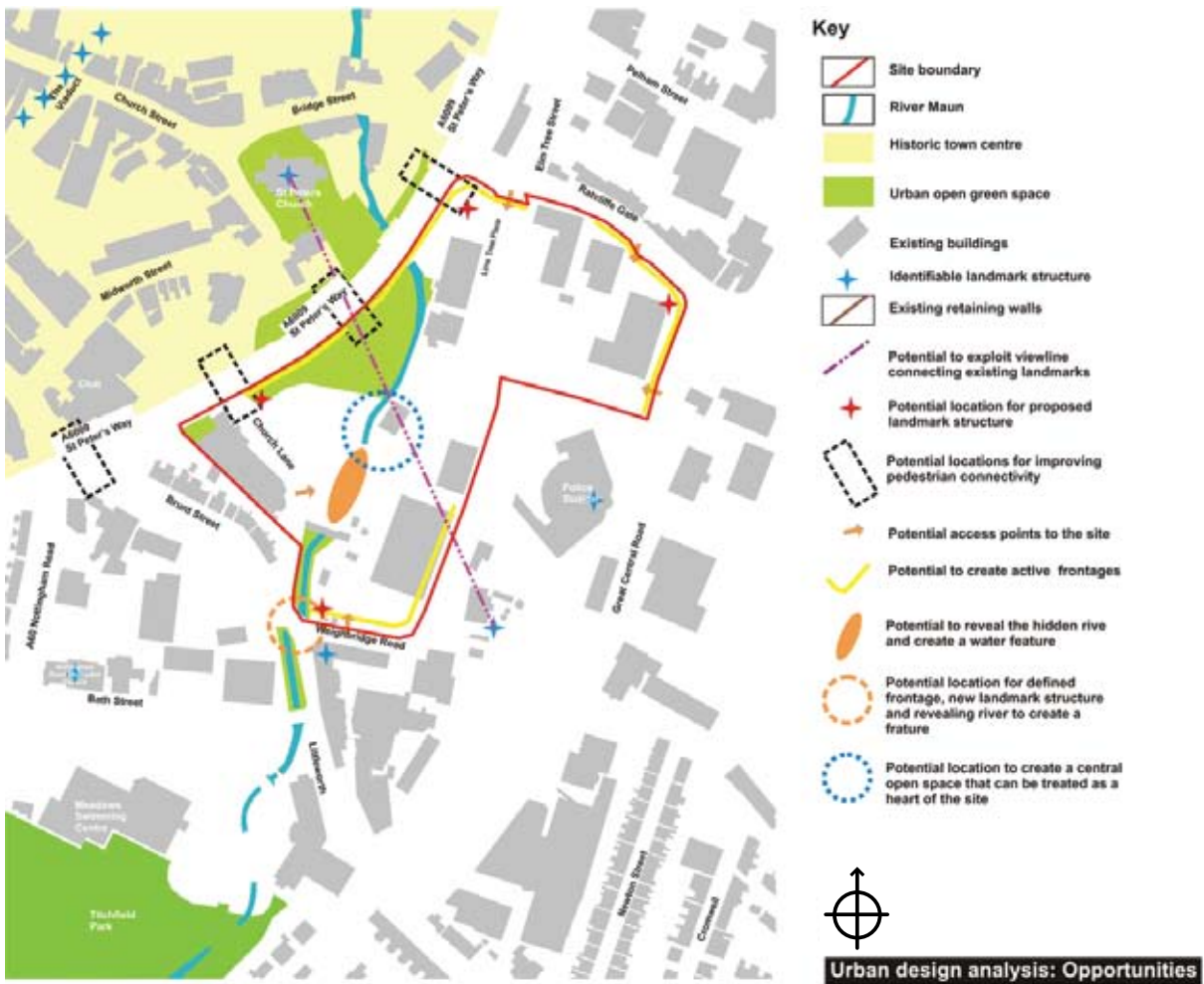


In conclusion, therefore, the following key issues and opportunities will need to be taken into consideration in order to enhance and transform the character of the Mansfield Riverside site and create a high quality environment that is consistent with key urban design principles.

Key Issues

- The dominance of the Ring Road and car parks as structuring elements of the site's urban structure.
- The Ring Road and Ratcliffe Gate as main access points to the site from the north and from Mansfield town centre.
- The poor quality of the underpass from Church Lane as an essential pedestrian link across the Ring Road to the town centre.
- The green corridor character along the Ring Road.
- The Ratcliffe Gate junction on the Ring Road as an important gateway both to the town core and to the site
- The continuous street frontage of Ratcliffe Gate.

- The mix of industrial and commercial blocks with large footprints coupled with large open car parks, resulting generally in blank and inactive frontages, lacking permeability.
- The quantity and visual dominance of car parks spread throughout the site.
- The proximity of the town centre within a walkable distance of the site.
- The Ring Road acting as a barrier, causing the site to be disengaged from the town centre.
- The lack of a clear, established street network
- The proximity of residential areas close to the site.



- A series of pedestrian connections need be established to overcome the severing effect of the Ring Road
- There is potential to create active frontages along the Ring Road and Ratcliffe Gate
- The opportunity to exploit the view corridors between the existing landmarks of St Peters Church and the former brewery tower
- The potential to reveal the hidden river and create a riverside park that becomes the heart of the development
- The opportunity to open up the river and create a new landmark structure at the Brunt Street/ Weighbridge Road junction
- The creation of vehicular access to the site directly from the Ring Road
- The establishment of a new network of streets linking with the town centre and the former Brewery site to the south.

3.5

HIGHWAYS & TRANSPORTATION

Existing Situation

The development site is located at the intersection of the A6009 St Peters Way and the A6191 Ratcliffe Gate, on the major highway network. Access to the site is via Ratcliffe Gate to the north and Littleworth/Church Lane to the south. Electronic gates do restrict access to the site from the Littleworth access point. Access to the secure Police Station car park is also gained through the site from Lime Tree Place, although the car park is not included within the development site. Two individual retail units located to the north east of the site, fronting Ratcliffe Gate have separate accesses onto Ratcliffe Gate and Great Central Road. Other routes linking the site with the major highway network include Great Central Road and Nottingham Road which border the site.

Discussions with Highway Authority Officers revealed that the existing highway network works well, with no capacity issues at the junctions of St Peters Way and Ratcliffe Gate or at St Peters Way and Nottingham Road (each of which are 4-way signalised junctions close to the site and both have pedestrian crossing facilities). Highway Authority Officers also confirmed that there are no particular barriers to prevent the implementation of new or improvements to existing vehicular and cycle/pedestrian accesses into the site.

Opportunities for pedestrians and cyclists to access the site are relatively poor if travelling from the Market Place direction and involve crossing St Peters Way at either the junctions with Ratcliffe Gate or Nottingham Road or using one of two subways; one being at the Ratcliffe Road junction and the other, which links Church Street and Littleworth Street, beneath St Peters Way. Whilst the subway between Church Street and Littleworth Street does offer a direct and vehicle free route to the site, it is considered that more pedestrian friendly alternatives could be provided including the possibility of dedicated cycle routes. Pedestrian and cycle travel from the south utilises the existing footway and road network which is considered to be of standard design.

In terms of accidents on the highway network, there have been circa 20 reported injury accidents on the highway network in the vicinity of the site in the last 5 years, predominantly on Ratcliffe Gate and at junctions with St Peters Way. Four of these involved pedestrians and three involved pedal cyclists.

It is considered that the presence of St Peters Way does little to encourage alternative travel modes to the site, which is in close proximity to Mansfield Town Centre and that the creation of at-grade pedestrian crossing facilities would be advantageous in opening up travel opportunities to the site.

Access Issues

Lime Tree Place, to the north-east of the site accommodates the majority of existing 2-way traffic movements to the site, in particular vehicles to and from the police station car park and the commercial warehouse building on the corner of St Peter's Way and Ratcliffe Gate. Lime Tree Place joins Ratcliffe Gate some 15m south of the stop line for the Ratcliffe Gate approach to the signalised junction. At this point Ratcliffe Gate is split into 3 lanes and is also subject to the restrictions of a box keep clear marking adjacent to Lime Tree Place.

From site observations, Ratcliffe Gate is congested in the PM peak with queues of up to 30 vehicles being observed on the approach to the Ratcliffe Gate/St Peter's Way junction. It is considered undesirable for potential development traffic predicted at 250 vehicles in the PM peak, to use Lime Tree Place as the main access point to the development site considering the proximity of the access to the signalised junction and the existing congestion on Ratcliffe Gate.

The second access point to the site is via Littleworth to the south west of the site. Littleworth currently serves as a vehicular route to the site, via Weighbridge Road (although this is restricted due to the placement of automatic gates), a small pay and display car park on Church Lane and residential properties located on Brunt Street. It is understood that Littleworth is part of the 'blue route' for emergency vehicles exiting the police station.

From observations, a short length of Littleworth is used as part of a 'rat run' between Nottingham Road and Ratcliffe Gate, via Great Central Road. Rat running vehicles use Bath Street, Littleworth and Great Central Road.

To access the development site via Littleworth/Bath Street/Baums Lane would involve using relatively narrow roads with narrow footways in places and on street parking. It would also involve convoluted routes to reach the strategic network. For example, those wishing to reach St Peter's Way from the site would have to travel along Littleworth, Bath Street, Nottingham Road and Portland Street or use Littleworth, Great Central Road and Ratcliffe Gate which is already congested. It is considered that increasing traffic onto Ratcliffe Gate would be undesirable taking into account the existing congestion that currently occurs.

Engineering judgement would lead to the conclusion that due to the convoluted routes required to access the site via Littleworth and the increased pressure on the junctions connecting to Littleworth in the vicinity of the site it is considered unsuitable to design the development around the existing access points of Littleworth and Ratcliffe Gate and that an alternative access point should be considered.

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3.6

GROUND CONTAMINATION

An initial review was undertaken based on documents provided by National Grid and Mansfield District Council, to identify constraints and abnormalities at the site that may affect its redevelopment. In general terms, the development site is not believed to lie within an area of risk from shallow mining and a report issued by the Coal Authority confirms this. The report also confirms that there are no mineshafts within 20m of the sites boundaries. The Environment Agency's Flood Maps have confirmed that the site lies within an area at risk from flooding (Zone 2 and 3) and therefore it is anticipated that ground levels may have to be raised as part of the development proposals. The River Maun runs through the centre of the site and is currently classified as River Quality E 'Poor'. The site is located within a Zone I/II and III Source Protection Zone as classified by the Environment Agency. Subject to the completion of decommissioning works within the former Brewery Site, the Zone I and II classification would no longer apply.

For review purposes the site was divided into eight separate areas based on land use and ownership, these have then been grouped into areas for discussion purposes based on current and future land use.

Areas 1 -3 have been grouped together and comprise an area of 0.9 ha. No ground contamination information is available for this part of the site. The historical data indicates that the area was previously occupied by urban development and a railway embankment. Later development of this area comprised a number of industrial buildings. Aerial photographs and topographical information have identified a number of level changes across the area and existing structures maybe at least partially retaining. It is concluded that the ground related abnormalities within this part of the site are likely to be driven by the depth to the bedrock and the possible need for clean capping materials.

A ground investigation is required to establish ground conditions in this area. It is also advised that obstructions and services may be present in this area.

Areas 4, 6 and 8 comprise approximately 1.78 hectares. The area has previously been occupied by a gas works, saw mill, hosiery works, town hall, public house and sports centre. Two mill ponds were also shown to exist within this area however these have been filled historically and may present a source of contamination.

The former gas works and other former land uses have been identified as sources of contamination. Whilst limited remediation works have taken place, potentially significant soil and groundwater contamination may remain on site and could be impacting the River Maun and the aquifer. Further work is required to determine the remaining sources and levels of contamination within the soils, groundwater and the River.

Significant below ground structures may still be present in this area which could constrain redevelopment of the site. Furthermore, the removal of the culvert and the opening up of the river is likely to result in excess contaminated soils that require off site disposal. It is recommended that the design of the proposed development limits any excavations and hence the volume of materials requiring off site disposal.

Finally, it is concluded that the third grouping of areas, 5 and 7 may contain contamination from the made ground, which is likely within this part of the site. It is unlikely that this would pose a significant constraint to the redevelopment of the site, subject to ground investigation.

Further to the above, other possible surveys/actions that may be required to highlight other abnormalities which could affect the site's development include:

- Structural surveys of retaining structures;
- Asbestos surveys, asbestos removal and demolition of existing buildings;
- Clearance of hard standings and vegetation;
- Service disconnection/diversion;
- Removal and replacement of culvert;
- Provision of vapour membranes under proposed buildings;
- Upgrade of concrete and pipe works; and
- The treatment/removal of Japanese Knotweed.

A plan of the areas discussed above is attached at Appendix 3.

3.7

ECOLOGY

A Phase 1 Ecological Assessment has been undertaken to assess the potential impacts of the proposed development upon the ecology of the site and the surrounding area. The study comprised a desk based assessment of the site to obtain records of protected species and designated sites within the site or adjacent areas. In addition, an 'Extended Phase 1' walk over survey was completed.

The initial results of the Survey have identified that there are three buildings, which are suitable for use by roosting bats (Appendix 4). Prior to any re-development, the extent of which these buildings are utilised by roosting bats would need to be determined. Consequently, a series of Bat Surveys is recommended. In order to comply with Good Practice Guidelines at least two surveys will be required during the peak maternity roost season (end of May to early July). An additional general activity survey of the site is also recommended after each Emergence Survey to discover any important foraging areas or commuting routes.

In addition to the site's suitability for roosting bats, White-Clawed Crayfish were identified up-stream of the site in the River Maun. However, no records occurred within the immediate vicinity of the site.

With regard to Flora and Fauna, two small stands of Japanese Knotweed were noted in a small tree lined/grassed area along St Peter's Way. Japanese Knotweed is an invasive species and it is illegal to cause the spread of this species. It is strongly recommended that a control programme to eradicate the knotweed should be implemented as soon as possible to avoid the spread of this species particularly during the demolition and construction works.

It is also recommended that additional surveys will be required in the year preceding any future planning application in order to determine whether any bat roosts are present, and to refine the recommended mitigation to suit the situation on site. Any bat roost found on the site will require mitigation and compensation. This is likely to include exclusion from roost sites in buildings and replacement roosting habitat in the form of bat boxes being installed on site. It is important to acknowledge that any damage to or destruction of bat roosts will require a licence from Natural England.

Any vegetation clearance, or the demolition of buildings/structures in which birds are nesting, should be undertaken outside of the bird breeding season. If this is not possible surveys for nesting birds will be carried out a minimum of 48 hours prior to commencement of works. Nests in use or being built during this survey may need to be left in-situ.

Having due regard to the issues raised, there are numerous implications for consideration in the master plan. The report recommends that any landscape plan should include the retention of trees and the hedgerow where possible. If these features can not be retained as part of the development proposals, then they should be replaced with native species.

As major re-landscaping in the area is an integral part of the Riverside Renaissance project, the assessment recommends that there is an opportunity to enhance the nature conservation value of the site in the long term by undertaking the following:

- New planting and green areas in the design should be planted with native plant species, where possible of local provenance;
- Where possible new planting is more effective when it forms a contiguous link between habitats e.g. a hedgerow linking a wooded area to a river would be of greater value to wildlife than a hedgerow with no feature at one end;
- Planting of the river banks with native species can increase the value of the water course to invertebrates and consequently the value of the site for species of fish and birds;
- Areas of land surrounding the river and the woodland could be left unmanaged and inaccessible to the public. This buffering of features can have a manifold effect of linking habitats, adding to the mosaic of habitats and perhaps most importantly protecting the more highly valuable habitats of the woodland and running water from incidental harm;
- The River Maun could be improved as a habitat for white-clawed crayfish if the substrate was stonier, which could be achieved through the addition of low level gabion baskets into the stream and the banks constructed of mud or lined with coir instead of concrete. Creation of pools through meanders within the river would also increase the suitability of the river at this point; and
- The inclusion of bird or bat boxes on retained or planted trees and new buildings can provide nesting/roosting habitat in more urban environments. These may be of value on this site where the river and adjacent habitats are likely to support a variety of invertebrates providing potential foraging habitat for bird and bat species.

3.8

THE MARKET & LAND VALUES

OFFICE

Current Market Conditions

There has been a lack of new office development within the town centre. The majority of office development has taken place within an area defined as the Mansfield-Ashfield Regeneration Route to the south of the town, which links the A1 and M1.

The most recent purpose built offices within the town centre are at Lancaster House and Arrival Square; both of these have been recently constructed.

Internet based database (Focus) was employed to establish the level of availability of office property within Mansfield as of July 2008. The investigation revealed that there are 25 different properties being advertised, comprising a total of just under 90,000 sq.ft. (8,361 m²). It was noted that the vast majority of the properties available comprise properties in the size range of 500 to 2,499 sq. ft. Those that were provided over this range supplied either total accommodation of the whole building or multiple split spaces. A large proportion of these properties are mainly let on a leasehold basis, with limited availability of freehold opportunities.

In the town centre, rents range between £4.50 and £12.50 per sq.ft, whilst rental levels on the outer lying business parks range between £9.00 per sq.ft. to £16.00 per sq.ft respectively.

Supply

The current weaknesses within the office market relates to limited availability and poor office stock within the Town Centre. Considerable office development has and is being undertaken on business park schemes outside of the Town Centre whilst the office stock in the centre tends to be above ground floor retail space, secondary in nature and of an age that is generally unsuitable for the requirements of modern businesses.

The analysis has revealed two properties which have recently been developed in the Town Centre these are known as Lancaster Square and Arrival House. Modern office accommodation tends to be located to the south and east of the town centre in business park locations.

Demand

The Alliance SSP Tracktivity has revealed that Mansfield District Council has the highest level of enquires for office accommodation across the north Nottinghamshire sub region. In the period April 2007 to August 2008 enquiries relating to office accommodation in the area amounted to approximately one third of all enquiries. This shows a minimum requirement of office space over the seventeen month period of 1,068,500 sq. ft. (equivalent to c. 62,000 sq. ft. per month) can be identified. Demand for 470,500 sq. ft. of serviced/ managed office space was also identified equating to c. 27,500 sq. ft. per month. Of this we note that for general office space, 75% of all enquiries related to requirements of less than 5,000 sq. ft. and approximately half of all enquiries related to size requirements of less than 2,500 sq. ft.

In respect of the available supply identified above, it can be concluded that overall demand and supply are relatively evenly matched. However, more detailed analysis shows that the size of accommodation available does not meet occupiers' needs. As a result, a shortfall of adequate supply can be identified. The appraisal concludes that a lack of suitable office supply within Mansfield could further undermine the office market.

Competition

There are two specific developments within close proximity to the Town Centre that could compete with Mansfield Riverside. The first is the development of the Oakham Business Park, a Greenfield site with planning permission for B1 and B2 uses located just 2 miles south west of the Town Centre. Both phases on this site have been completed and sold. There are a number of office units available on this site from time to time which will offer some competition to the subject scheme.

Secondly, Millennium Business Park has proven to be a highly attractive location for inward investment, particularly attracting a number of major European operations. The site is located 1.75 miles to the east of the Town Centre and extends to a 45 acre (18.2 hectare) Greenfield site. It has planning permission for B1, B2 and B8 use and all land on this scheme has also been sold. There is office accommodation available on this site in the Evans Business Centre, which may potentially compete with the subject site depending on availability at the time when any development at Mansfield Riverside has completed.

In addition, Acorn Business Park is another facility which could potentially compete with development on Mansfield Riverside, the development fronts onto St. Peters Way and Portland Street forming part of Mansfield's inner ring road.

Lancaster House and Arrival Square both present competition from Town Centre locations. Lancaster House comprises 20,000 sq ft of open plan office space which is split over two floors into 4 office suites. Each office has its own dedicated parking space. Asking rents for the property are at £11 per sq.ft. Arrival Square comprises 12,000 sq.ft. again with dedicated parking spaces, although floor plates from 2,000 sq.ft. upwards are advertised as being available. Asking rentals for Arrival Square are £12.50 per sq.ft.

Ransom Wood Business Park is located approximately 3 miles south east of Mansfield and comprises a gross site of 70 acres being the former NUM Hospital. The site has been subject to refurbishment and new build development for offices since 1997 and around 110,000sq.ft has been completed on site to date. Although there are no buildings currently available on site, it is proposed to undertake around 20,000sq.ft development/refurbishment per annum on a bespoke and speculative basis, with a likely supply of offices on this site for next 10 year period. This scheme will compete with the subject site, with the exception of any occupiers with a specific requirement for a town centre location.

Sherwood Oaks Business Park is located on Southwell Road to the east of the Town Centre and comprises a part developed site in the ownership of the Council. There are currently two office buildings available on site of 5,000sq.ft and 6,000sq.ft respectively and a further 6 acres of land for future office development. Given the timescales for the development of the remaining land, this site may also offer some competition to the subject site.

Site Characteristics

At present, Mansfield Riverside is not an established office location, albeit Nottinghamshire Police occupies a large proportion of the site with their offices. The land is currently characterised by low density mixed of use development. The site is visible from St Peter's Way however, this could be improved with the provision of a landmark building. Pedestrian access to/from the town centre is poor this needs to be improved through the provision of new interconnected routes and signage.

The site does not benefit from direct access onto St Peter's Way, which has been identified as an unpleasant environment. The route would benefit from the active frontages created by the proposed development.

Anticipated Floor Space

As a result, it is considered that the development of office units on the subject site will provide much needed good quality, office accommodation with good access to the town centre. A range of unit sizes could be promoted, with an emphasis on unit sizes of up to 5,000 sq.ft.

RESIDENTIAL

Current Market Conditions

The Market Appraisal suggests that residential accommodation in Mansfield is predominantly semi-detached properties comprising around 47.1% of all stock, although a high proportion of properties are detached homes. Both of these sectors are provided in proportions that are higher than the national average. Conversely however, the proportion of accommodation provided in flats/apartment accommodation is lower than the national average at around 5.8% of all stock. Similarly there are high levels of owner occupation, with 69.5% of all properties falling within this category.

Information from property website, mouseprice.com, showed that between February and April 2009, average property prices had continued to fall in accordance with national trends, with the average property price in April 2009 for the District as a whole being £110,739.

New developments have taken place in Mansfield over recent times, with gross number of new completions for 2008-2009 of 247 units.

Supply & Competition

The Appraisal has identified the following schemes which are currently advertised/under construction:

- Indigo, Strata Homes;
- Kings Court, Gladedale Homes;
- The Park, Gladedale; and
- Sandhurst Gardens, Miller Homes.

The value of apartments within these developments The value of apartments within these developments ranges from £144 per sq ft to £198 per sq ft. Whilst the value of houses ranges from £138 per sq ft to £185 per sq ft dependent upon the floor space provided.

Contact with Estate Agents advised that prior to the credit crunch, sales for new build properties were progressing well, although mixed views were received in relation to the current position. Specifically, it is noted that on the larger schemes, (Kings Court and Sandhurst Gardens), interest for the larger four bedroom properties had dropped in favour of smaller two and three bedroom properties. This was attributed to lower valuations being achieved on existing properties, and nervousness regarding potential drop in values on the basis of on-going housing market concerns.

In relation to apartments, it is noted that there has been healthy demand. In particular, at Indigo, dropping prices to just below £100,000 has triggered strong interest in the properties. The Gladedale scheme at The Park resulted in all the new build apartments being sold, with those that were subject to conversion of existing property not selling well. We note this scheme is within a prestigious area of Mansfield and is likely to command higher prices than for other apartment schemes evidenced elsewhere. However given the limited take up of these dwellings, prices for these units may be too high in this instance, thus deterring potential buyers.

It is clear from this that the current economic climate is having an inevitable impact upon demand, particularly for larger, more expensive properties. This can be attributed to existing properties being subject to lower valuations and fear that the falling market will result in negative equity situations. However, despite the current market, and economic outlook, interest from particularly first time buyers remains strong, particularly for smaller properties.

Site Characteristics

The re-development of the Mansfield Brewery site presents an opportunity to provide residential development upon the Riverside Site particularly at the western end. The proposed river frontage and parkland would also create an attractive setting for residential development. As the development moves eastward other uses would be more appropriate. Ratcliffe Gate would also provide an appropriate setting for residential development given its residential nature.

Anticipated Floor Space

Thomas Lister considers that provision of smaller family houses (i.e. 2 and 3 bed) and apartments within the proposed development of the site would be successful. Aiming at a target market of young professionals and families could be considered to be attractive, given the sites proximity to the town centre facilities and the type of property proposed.

It is acknowledged that the extent of apartment development within major cities such as Manchester, Birmingham and Nottingham over recent times, where high land values coupled with expansion of occupation by young people and investors has led to high levels of demand. However, each of these cities is now experiencing problems of “over-supply”, with an excess of unsold units remaining on the market. We therefore consider that the extent of any apartment development on the subject site should be treated with caution and limited to no more than 15% of the total residential units.

RETAIL & LEISURE

Current Market Conditions

Mansfield Town Centre provides a range of retail outlets appropriate to its sub-regional centre status. The main shopping provision in the town centre is located in two shopping outlets, the Four Seasons Shopping Centre, which comprises 54 retail outlets, and the Rosemary Centre, adjacent the town's main bus station. Prime Zone A rents was reported in June 2007 to be £125 per sq.ft.

In addition, there are a number of out of town retail outlets which have developed along the edge of the ring road, particularly St. Peters Retail Park, which comprises a number of comparison goods outlets including Next, TK Maxx, Carphone Warehouse, Boots, Peacocks and Au Naturelle. Secondly, Portland Retail Park, adjacent Mansfield Town Football Club accommodates outlets such as Lidl, Matalan, Poundstretcher, Allied Carpets, Carpetright, Comet, JJB Sports, Pets at Home and Staples. Along the A38, closer to the M1, Macarthur Glen has developed a Designer Outlet Village, which also provides high quality designer retail outlets at discount prices.

With regard to leisure facilities, there is currently a good supply of bars, restaurants and health and fitness operators within the Town Centre and on the edge of the Town Centre. The existing leisure offer is considered to be adequate for a Town the size of Mansfield, which would not generally be expected to attract big name brands. We are aware however there are a number of leisure enquiries for facilities in the town, primarily being from two pub and hotel operator and coffee outlet.

The development site is located to the south of The Water Meadows Complex and the Making It Centre to the north, between these two key attractions and the town centre.

An opportunity also presents itself to link the sites with Titchfield Park via the route of the River Maun, consideration needs to be given to a range of leisure uses which will assist with providing key attractions on a through route between the town centre and Titchfield Park, in addition to providing potential attractions which would assist in supporting the vitality and viability of the town centre.

In terms of retail capacity, we have reviewed the Retail Capacity Study completed on behalf of the Council in April 2005. The conclusions of the study are as follows:

- Retailer demand has fallen consistently demonstrating the need for the Town to address weaknesses and provide new opportunities in the light of improving centres in the wider catchment.
- Food store and convenience goods provision is weak.
- Capacity projections estimate a requirement for a further 187,000sq.ft new floorspace by 2016. If Mansfield's market share was to increase so to would the requirement for additional retail space.
- New development should be concentrated in the core central area, which requires to be extended.
- Stockwell Gate is identified as the key opportunity for the expansion of the central core area.

Major retail development is clearly therefore inappropriate for the subject site; however ancillary retail use to support development on the site should be acceptable.

Demand

The Alliance Tractivity Database suggests demand existed in the period April 2007 to August 2008 for requirements totalling 1.6 million sq.ft. equating to an average requirement of c. 95,000 sq. ft. per month, with 30% of this requirement being in unit sizes up to 5,000 sq.ft. Our analysis of the Focus database has revealed fifteen transactions took place in relation to retail property in the town centre since July 2007. Only two of the transactions recorded took place outside of the town centre.

Whilst Thomas Lister's searches have revealed that there is significant demand for retail space, the planning policies pertaining to the development site would not permit large amounts of retail floor space outside of the primary shopping area.

Given the broad nature of the leisure activities that could be considered for this site, it is difficult to accurately assess the level of demand for space of this type of provision. However, Thomas Lister has identified a requirement from Whitbread for their Premier Inn brand, which would comprise a pub/restaurant of circa. 8,000 sq.ft together with a 40+ bedroom block and associated car parking on a site of approximately 1.5 acres.

Another alternative identified by Whitbread is for the development of the Premier Solus brand, providing an 80 bedroom hotel with an integrated food/beverage offer. Such a requirement would require up to 65,000 sq.ft. although car parking would be dependent upon the availability of nearby space.

Following comparisons made, Thomas Lister estimate that a capital value rental room rate of £3,500 per annum and yields assumed at 3.5% are achievable upon the development site.

In addition, the following range of leisure/food and drink requirements by operators which could be considered for the redevelopment of the Riverside Renaissance area have been identified:

- Marstons Plc;
- Costa Coffee; and
- Toby Carvery.

Supply & Competition

Analysis of the Focus database has revealed that there are a number of units within the town centre that are available for retail uses. However, the overall level of space currently available is insufficient in volume to meet existing levels of demand in the market. This demonstrates a considerable gap in market supply of retail space which support the findings of the aforementioned retail study.

Consideration has therefore been given for the Riverside Renaissance site to be developed for significant retail use. This option has been discounted on the basis that national and local planning policy requires investment to concentrate in town centre areas, in order to sustain their vitality and viability. Major residential development on the subject site would also not accord with findings of the retail study and in any event, the nature and requirements of retailers suggest that these are more suited to prime town centre locations.

Site Characteristics

The sites prominent location, adjacent to St Peter's Way (a main arterial route through Mansfield) makes it an ideal position for a hotel. The creation of a river frontage and associated park land as part of the development proposals would also improve the setting and attractiveness of the area. Ratcliffe Gate also provides a suitable location for retail development however development would be limited to the catchment population due to the sites out of town location and the physical barrier of St Peter's Way.

Anticipated Floor Space

As a result of the analysis, it is not considered that this site is appropriate for significant levels of retail development; however mixed use including a small retail element, such as a Spar, Sainsbury's Extra or Tesco Metro with an anticipated floor space of 1,000 – 2,000 sq.ft would be acceptable. It is suggested that rental levels for such a scheme would range from £5 - £7 per sq ft.

It would be appropriate to consider facilities such as hotel, pub/restaurant and/or coffee bar within the development proposals for the site. These uses would provide a key attraction between the Town Centre and other leisure activities on the edge of the centre, particularly The Water Meadows Centre and Titchfield Park. However, should a bar/restaurant be provided as part of the hotel development there would be no further need for a facility to be provided by either Marstons or Toby Carvery in this location.

CAR PARK

The District Council have also been contacted by the Clegg Group, a local agent, who provide construction services to a range of public and private sector clients. The Group have confirmed that there are a number of hotel operators who are interested in providing a hotel within the area. In addition, the Clegg Group have also confirmed that they have retained the involvement of a car parking operator who expressed an interest in providing a car park in Mansfield.

KEY CONCLUSION OF THE MARKET & LAND VALUES ASSESSMENT

Following an investigation into the sites characteristics, location and market conditions it is considered that the site would suit a mix of uses comprising residential, hotel with associated bar/restaurant, offices, a coffee shop, a multi storey car park and a small retail element.

In order to maximise value it is proposed that the hotel accommodation and coffee bar are located off St Peter's Way, in order to benefit both from the activity along this route and the river setting. It is proposed that the residential and office development also fronts onto the river. The small retail element would be best located to the north-eastern corner of the site at the junction between St Peter's Way and Ratcliffe Gate.

3.9

SUMMARY OF CONSTRAINTS & OPPORTUNITIES ARISING FROM THE BASELINE ASSESSMENT

The baseline review highlighted a number of constraints and opportunities, which need to be considered within the design process when formulating options for the redevelopment of the site. These include:

- The close proximity of the site to St Peter's Church and the views towards this major landmark;
- The reinstatement of the historical streetscape along Ratcliffe Gate;
- The site's location adjacent to the ring road (St Peter's Way);
- The potential to provide improved pedestrian connectivity between the site and the town centre;
- The location of Japanese Knotweed;
- The potential high risk of on and off site sources of contaminated land;
- The opportunity to reduce the risk of flooding to the site and surrounding areas;
- The opportunity to enhance the biodiversity along the River Maun; and
- The potential opportunity to deliver the redevelopment of the site with the redevelopment proposals for Mansfield Brewery;

**MASTERPLAN
OPTIONS &
VIABILITY
APPRAISALS**

4.1

INITIAL SCHEMES

Based on the information obtained from the baseline review, 4 initial development options were formulated for the site. The fundamental aspiration of the regeneration scheme is to achieve a redevelopment proposal that is of a high design quality and provides a mix of viable uses on the site. Each of the proposed 4 options represents an innovative design solution for the site.

4.2

OPTION 1: OFFICE LED WITH LINEAR PARK

Option 1 would provide a linear park, which runs through the centre of the site forming an open waterway which would create a central feature to the development. The disposition and layout of uses have been carefully considered to provide an attractive setting to the park and promote its use as a functional green space.

A multi-storey car park with wrap around hotel would be located within the north-western corner of the site, providing a landmark building along St Peter's Way and a frontage to the park. The hotel would consist of approximately two storeys (80 beds), which would sit on top of a three/four storey multi-storey car park. The hotel entrance and central core would be situated on the ground floor, additional hotel uses would also be located on the ground floor to provide an active frontage to the park and adjacent pedestrian route. Access to the hotel and car park would be derived directly from St Peter's Way, this would allow direct access to these uses and would also avoid rat-running through the new development and its surrounds. In addition, a café/restaurant is proposed adjacent to the hotel; this would complement the hotel and other uses that are proposed to the south of the river Maun.

To the south, the park would be fronted by six commercial office units, with a further three units to the rear. The units would be approximately three storeys in height and be orientated to create a formal backdrop to the riverside park, terminating the views from the park to the south. The commercial office units would also enclose the new access route, which bisects the site from east to west. Access to the office units would be taken directly from St Peter's Way. Care and consideration needs to be given to the detailed design of these spaces to address how active frontages can be achieved along the proposed street and the Riverside Park.

The land within the eastern part of the site would comprise of mixed use development, which would front onto Ratcliffe Gate. Holmes House would also be retained and refurbished. An additional building would be provided along Ratcliffe Gate to provide a replacement for the existing accommodation in Phoenix House and enable the future expansion of the Police facilities. These units would be no more than three storeys in height. The redevelopment of the Police accommodation would also include the expansion of the existing car park to provide a secure, decked facility.

Pedestrian movement across the site would be greatly enhanced by the development proposals. A Riverside Walk would be provided which would terminate in the north western part of the site, where there would be two 'at grade' pedestrian crossing in order to facilitate pedestrian movement across St Peter's Way. In addition, it is proposed that a number of pedestrian footbridges are constructed across the River Maun to provide direct access from the commercial development to the hotel and cafe/restaurant facility.

KEY

-  Offices
-  Mixed Use Residential / Office / Retail
-  New & Retained Police Accommodation
-  Cafe / restaurant
-  Hotel with Multi-Storey below
-  Potential Future Development
-  Potential Gateway Building
-  New Vehicular & Pedestrian access
-  Enhanced Pedestrian Priority



OPTION 1

4.3

OPTION 2: OFFICE LED WITH LARGER LINEAR PARK

Option 2 has been based on the concept of creating a larger central park, which involves the de-culverting of the River Maun to form an open waterway. The disposition of uses across the site would create distinct character areas, all of which would be focused around the riverside park. The layout of uses is similar to that described in Option 1. However, the amount of commercial office units upon the site is lower, thus resulting in a larger Riverside Park. Again, the area to the north of the River Maun would comprise a multi-storey car park with a hotel on the upper floors and adjacent café/restaurant facility to the east. The land to the south of the River would encompass commercial office development. The office units would front onto the River Maun, enclosing the space and terminating the views from the park to the south. The layout of units would also enclose the new access road at the eastern and western ends.

The area to the east of the site would comprise mixed use development and the Nottinghamshire Police Buildings with their secure car parking facility. These units would provide a frontage onto Ratcliffe Gate, St Peters Way and Great Central Avenue (as suggested by the Urban Design Compendium). The appropriate mix of uses and detailed design of the buildings would enhance the vitality of the area. The new units in this area would range from two to four storeys and could comprise a mix of residential, retail, leisure and offices uses.

As aforementioned, this option includes the retention of the Police Station in its existing location, fronting onto Great Central Road. As part of the re-development proposals the building would be refurbished with an additional building being provided within the developable area for the replacement of Phoenix House. The current car park would be retained and decked to provide additional secure parking for the Police.

The proposed hotel would overlook the Riverside Park, providing 80 rooms over a maximum of two storeys. In addition, a multi-storey car park would be provided in this location, the car park would be fronted by the hotel in order to create active frontages along the ground floor. Care and consideration has been given to the location of the hotel so that it does not detract from the views to/from St Peter's Church. The hotel would be accessed via a new access off St Peter's Way this would also serve the proposed commercial office space.

The commercial office units would provide an active frontage along the riverside park. The units would comprise of no more than three storeys and be separated by green wedges, which lead to the park. Car parking would be provided to the rear of the units and on the street, thus creating areas of activity.

The main component of the redevelopment is the creation of the Riverside Park, this will be the dominant land use across the northern section of the site. The re-development proposals would include the remodelling of the river bank to mitigate the identified flood issues. A series of holding ponds would be created to hold surface water from the new development. The Riverside Park would not only create a new leisure facility and green space for Mansfield but will also provide a biodiversity feature in this location. Pedestrian footbridges would also be provided over the River Maun in order to facilitate pedestrian movement.

In addition to the proposals outlined above, pedestrian movement between the site and Mansfield Town Centre would be greatly improved through the provision of controlled pedestrian crossings along St Peter's Way. The controlled surface crossings would provide an attractive and pedestrian friendly alternative to using the underpass. The redevelopment of the White Hart Area could also enhance the environment along St Peter's Way by replacing the blank facades with an active frontage.

KEY

-  Offices
-  Mixed Use Residential / Office / Retail
-  New & Retained Police Accommodation
-  Cafe / restaurant
-  Hotel with Multi-Storey below
-  Potential Future Development
-  Potential Gateway Building
-  New Vehicular & Pedestrian access
-  Enhanced Pedestrian Priority



OPTION 2

4.4

OPTION 3: INTRODUCTION OF A RESIDENTIAL ELEMENT

This option replicates the built form of Option 2, however the disposition of land uses has been altered. The option provides for an alternative location for the hotel at the junction of St Peter's Way and Ratcliffe Gate to create a landmark building in this prominent location. The multi-storey car park would remain in the same location as in the previous options. However, it would be wrapped with office development as opposed to the hotel, therefore increasing the amount of commercial floor space across the site. In addition, a residential element is also proposed to the south west of the site; it is intended that this would create a smooth transition of uses between the site and the development proposals for the former Mansfield Brewery. The residential element would also front onto the River Maun and parkland area. The introduction of residential uses within the site would enhance the vitality and security of the western part of the site ensuring that there is an element of activity 24 hours a day.

The Police buildings would be retained on site, however Holmes House would be redeveloped as part of the proposals and a new building would be provided to adjacent to the commercial development to accommodate this loss.

Mixed use development, comprising a mix of office/retail and residential would be located within the south eastern part of the site as proposed within Option 1 and 2. Again the mixed use development would provide an attractive frontage to Ratcliffe Gate and Great Central Road.

KEY

-  Offices
-  Offices with Multi-Storey below
-  Mixed Use Residential / Office / Retail
-  New & Retained Police Accommodation
-  Cafe / restaurant
-  Hotel
-  Residential
-  Potential Future Development
-  Potential Gateway Building
-  New Vehicular & Pedestrian access
-  Enhanced Pedestrian Priority



OPTION 3

4.5

OPTION 4: OFFICE LED WITH LINEAR PARK (INCLUDING THE BREWERY SITE & RELOCATION OF POLICE ACCOMMODATION)

With regard to the disposition of land uses, this option replicates Option 3 and provides for a large central park. Again, office development is wrapped around the multi-storey car park as opposed to the hotel and an element of residential is included to the south west of the site, again to create a transition between the development proposals for the former Mansfield Brewery Site and the site.

In addition, the Nottinghamshire Police buildings are relocated to the south of the site adjacent to the Police Station on Mansfield Brewery land to create one secure unit for Nottinghamshire Police. As part of the development proposals the secure car park would be retained in its current location and decked as per the previous options. The existing Police building would be refurbished into mixed use buildings providing space for commercial/retail and residential development. This option for Nottinghamshire Police would result in a more coherent built form, allowing the Police to secure their site as necessary. The new element of mixed use introduced by this option would complement that proposed in the previous options and create a 24 hour environment to the eastern part of the site.

Furthermore, the former Mansfield Brewery site is also included within this option. As part of the development proposals the Brewery Site would comprise residential led development consisting of a mix of terraced housing and apartments, the apartments would be no higher than three storeys and would be arranged around semi private squares. An additional office unit would also be provided to the north of the Mansfield Brewery Site to provide a seamless transition from the existing industrial development to the north into the new residential element.

Access into the Mansfield Brewery Site would be derived from Great Central Road, whereby pedestrian's cyclists and vehicles will be able to access the residential and office development. Clear pedestrian routes are proposed to link the two sites and provide access to the town centre.

KEY

-  Offices
-  Offices with Multi-Storey below
-  Mixed Use Residential / Office / Retail
-  New & Retained Police Accommodation
-  Cafe / restaurant
-  Hotel
-  Residential
-  Potential Future Development
-  Potential Gateway Building
-  New Vehicular & Pedestrian access
-  Enhanced Pedestrian Priority



OPTION 4



4.6

QUANTUM OF FLOOR SPACE/USES

Table 1 below provides a summary of floor spaces proposed for each use in each of the 4 options. Table 2 provides a summary of the amount of car parking which would be provided as a result of each option.

Table 1: Summary of Option Floorspace – Land Use Type

Description	Option 1	Option 2	Option 3	Option 4
Scheme ft² (m²)				
Offices Type 1/ Self Contained	58,127 (5,400)	58,127 (5,400)	58,127 (5,400)	58,127 (5,400)
Offices Type 2/ Mid Size	43,595 (4,050)	34,446 (3,200)	17,223 (1,600)	17,223 (1,600)
Offices Type Above Car Park	-	-	81,593 (7,580)	81,593 (7,580)
Hotel	80 Beds	80 Beds	80 Beds	80 Beds
Café/Restaurant	8,073 (750)	8,073 (750)	8,073 (750)	8,073 (750)
Mixed Use	67,557 (6,276)	67,557 (6,276)	43,272 (4,040)	88,515 (8,223)
New & Retained Police Accommodation	43,057 (4,000)	43,057 (4,000)	43,810 (4,070)	67,815 (6,300)
Residential Type 1	-	-	14,531 (1,350)	14,531 (1,350)
Residential Type 2	-	-	17,222 (1,600)	17,222 (1,600)
Brewery Site Residential Terraced	-	-	-	90,420 (8,400)
Brewery Site Residential Apartment	-	-	-	38,751 (3,600)
Brewery Site Commercial Office	-	-	-	17,438 (1,620)
Total	254,846 (23,676)	245,018 (22,763)	318,288 (29,570)	534,137 (49,623)
Riverside Site	-	-	-	244,490 (22,713)
Brewery Site	-	-	-	214,424 (19,920)

Table 2: Summary of Option Car Parking Provision

Description	Option 1	Option 2	Option 3	Option 4
Scheme ft ² (m ²)				
Multi Storey Car Park	90,675 (8,424)	90,675 (8,424)	90,675 (8,424)	90,675 (8,424)
Police Secure Car Park	61,031 (5,670)	61,031 (5,670)	61,031 (5,670)	61,031 (5,670)
Office Car Parking	90 + 30 on Street	90 + 30 on street	90 + 30 on street	90 + 30 on street
Total	97,779 (14,094)	97,779 (14,094)	97,779 (14,094)	97,779 (14,094)

4.7

VIABILITY

Development appraisals were undertaken for each of the 4 development options. The overall deficit of the scheme is shown in table 3 overleaf. The deficit ranges from minus £29.68 million for Option 2 to minus £40.28 million for Option 4. It is therefore concluded that an element of public subsidy would be required to ensure that the re-development of the site can progress. When considering public subsidy, the wider regeneration potential and the future prospects of Mansfield Town Centre, should be acknowledged. The redevelopment of the site would significantly contribute to the regeneration of Mansfield, providing an attractive mixed use site, which restores the parkland setting of the River Maun and provides a strategic green link and facilities for town centre users.

It is likely that the development of the residential and office elements would be phased, thereby enabling the disposal of early phases to assist with the funding of the later phases of development. Having due regard to phasing, adjustments made to the appraisals should assist with the overall viability of the scheme. However, given the level of deficit generated and the comments relating to acquisition and site assembly, it is clear that some element of public subsidy will be required.

It is also noted that there may be a variety of sources of funding which could assist with the viability issues on this site including funding via National Grid towards remediation costs, Land Remediation Funding to assist with other site conditions, Gap Funding on the commercial space and Housing Gap Funding for the residential units. These would all need to be explored in further detail at the appropriate time with the various funding authorities.

Table 3: Option Appraisal Summaries

Description	Option 1	Option 2	Option 3	Option 4
Scheme	3.65 ha	3.65 ha	3.65 ha	3.65 ha
Residential Units	35	34	64	232
Commercial Space	21,584 m ²	20,734 m ²	25,280 m ²	31,932 m ²
Community Parkland	14,094 m ²	14,094 m ²	14,094 m ²	14,094 m ²
Total m²	37,770	36,857	43,664	63,717
Private Sector Investment	£33,961,675	£32,690,498	£40,909,149	£72,578,872
Residual Land Value	-£18,264,382	-£17,842,408	-£21,571,140	-£21,724,373
Existing Site Acq Costs	£11,832,240	£11,832,240	£11,832,240	£7,111,440
Cost/Value Balance	-£30,096,622	-£29,674,648	-£33,403,380	-£40,267,969

As suggested above, the viability appraisals undertaken for the four options demonstrate that the costs of construction for the type and quality of the development could not be supported in terms of value generated by each of the proposed uses.

The reasons for the viability issues are outlined below:

- Undertaking the assembly of development sites, particularly where there are a number of freehold and leasehold/occupational interests in place, is expensive due to the market value being paid for existing development sites along with acquiring any leasehold interests. In addition, compensation is also required to be paid in relation to disturbance or extinguishment of any businesses on site. Due to the relatively high number of individual businesses and landowners within the development site the combined costs of acquisition and compensation for the redevelopment would be relatively high.
- There are a number of major works required in order to be able to bring forward the redevelopment of this site, particularly relating to remediation and abnormal construction costs along with major new infrastructure provision to create a new access to the site. It is anticipated that significant works would be required in order to remediate the contamination on the former gas works site. This would be required in all four options to allow the development of the commercial office space and Riverside Park. Further investigation regarding the type and extent of contamination would provide more detailed information on the costs for remediation. However, it is acknowledged that due to the past uses on the site, the costs of remediation and abnormal construction costs would be high on a relatively small development site.
- The initial Market Appraisal has demonstrated that values for property in Mansfield are generally low, giving rise to market failure as low values achievable coupled with the usual cost of development often make the schemes non-viable. The private sector is therefore unable to undertake development of this kind, despite there being good levels of demand. This situation has been exacerbated further, given recent economic conditions and recessionary times.
- The appraisals assume that the site is assembled and that redevelopment of the entire site commences at day one. In reality and practical terms, this is unlikely to be undertaken as development would be phased on site with the potential for early disposals, for example the hotel site may generate an early capital receipt. This may assist either in terms of land receipt or from the disposal of a completed building, therefore improving cash flows and overall viability.

It should be acknowledged that the above appraisal summaries all illustrate a deficit on the basis that the land would be acquired and redeveloped as a single development site, as is identified in the residual land value.

Added to the project deficit is the existing site acquisition costs, which assumes that all of the relevant interests are acquired at market value with the support of Compulsory Purchase Powers.

■ 4.8

CONSULTATION

Each of the development options were presented to Stakeholders at a Design Workshop 26th September 2008. Following this workshop each option underwent an informal 2 week period of public consultation which was directed toward the local residents on Brunt Street. Following the responses received a final preferred option was developed this was presented to stakeholders and interested parties on 5th March 2009.

JUNCTION FEASIBILITY

5.1

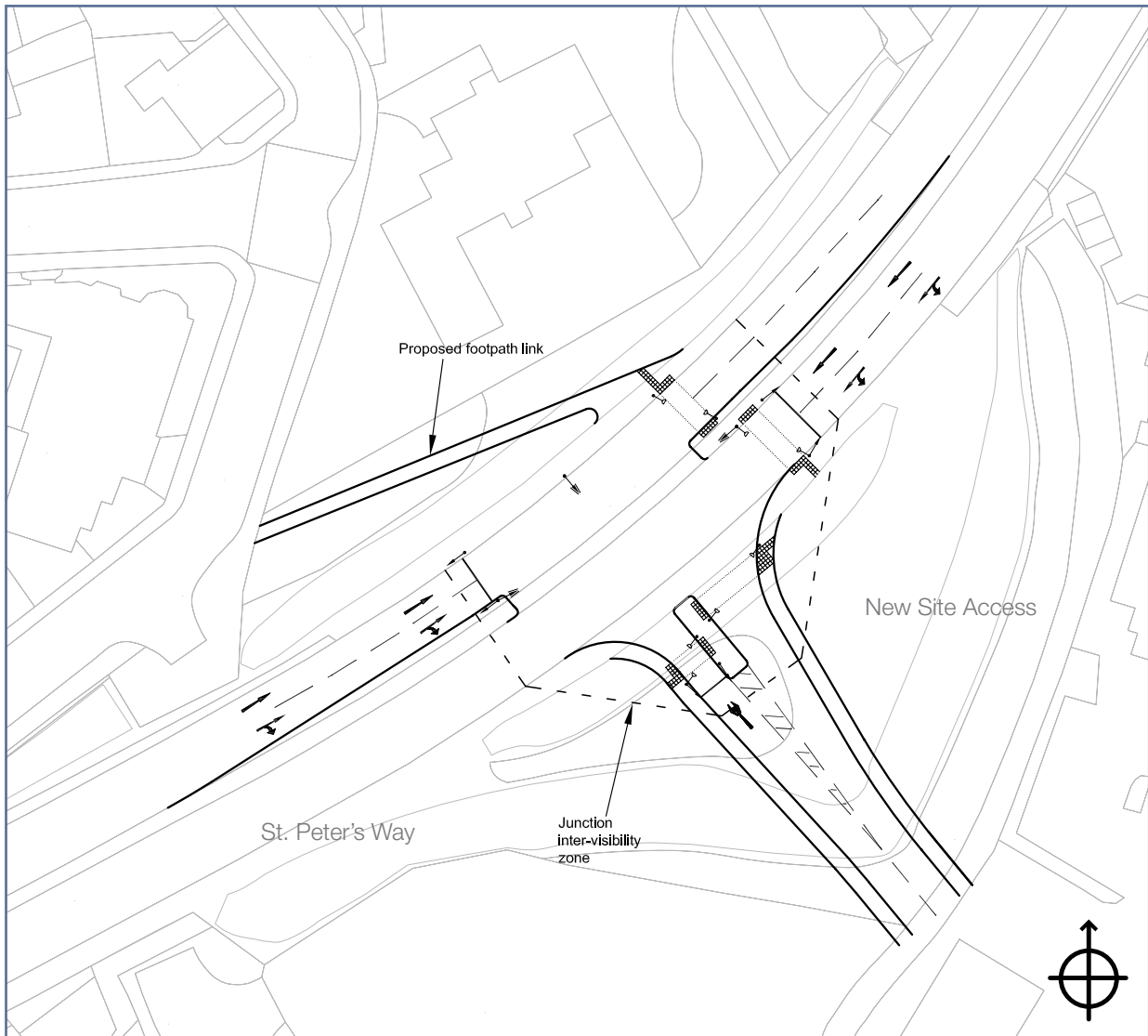
Following the baseline analysis and presentation of the options further work has been undertaken to assess the potential new access off St Peter's Way. The additional work is detailed below and provides evidence that the new access route proposed within the options is feasible in highway terms.

ASSESSMENT OF POTENTIAL NEW ACCESS – METHODOLOGY

As a result of the baseline analysis and option development it has been concluded that designing the development around the existing access points of Lime Tree Place and Littleworth would have an undesired effect on the safe and efficient operation of the existing highway network. Therefore the implementation of a new access off St Peter's Way is proposed.

A layout for the proposed new junction off St Peter's Way to serve the site has been designed. This is shown below.

Proposed New Junction



In order to assess the potential of a new access point into the site the trip generation and traffic impact of the proposed development has been assessed using a methodology agreed with Nottinghamshire County Council. In order to inform the assessment, the current traffic movements at four junctions has been calculated. The four junctions are:

The proposed new access into the site;

- St Peter's Way/Nottingham Road/ Albert Street;
- St Peter's Way/Ratcliffe Gate/ Bridge Street; and
- Ratcliffe Gate/ Great Central Road/ New Gate Lane.

The proposed site access off St Peters Way would include a formal pedestrian crossing across both the access and St Peters Way. The development of the site with the access in this location would also provide improved pedestrian facilities.

The assessment has made the following assumptions with regard to the development parameters:

- The development using the proposed access of St Peter's Way would serve the:
 - 80 bed hotel;
 - 9000m² of B1 office development (10 Individual Units)
 - Café (750m²). Costa Coffee or similar and it is assumed that the café would not generate additional trips on the highway network as the café would cater for passing trade and internal users.
 - Multi-storey car park with 416 Spaces. It is assumed that one deck of the car park (104 spaces) will be designated for hotel parking and to supplement the office parking as insufficient space for the office development parking will be available on site. Therefore it is assumed that 312 spaces will be available for public use

Developments using the existing DIY shop accesses off Ratcliffe Gate and Great Central Road:

- New mixed use blocks assumed for the purposes of this assessment would incorporate: 44 residential flats (1/2 bed); 2,616m² of B1 office; and 540m² of retail units.

■ Developments using Lime Tree Place access:

- DIY Shop on corner of St Peter's Way/ Ratcliffe Gate
- Police Accommodation and car park.

5.2

ASSESSMENT OF POTENTIAL NEW ACCESS – RESULTS & CONCLUSIONS

The assessment illustrates that the existing road network is predicted to operate within the theoretical levels (TRANST traffic modelling system) of capacity with the development scenario but with large queues on some of the major arms. A similar level of queuing was seen to exist on the major arms during a site visit although these queues were also observed to clear very quickly during the relevant green stage of the signals.

It was also concluded that the proposed road network, which includes a signalled access from the site being located directly onto St Peters Way, is predicted to operate within practical levels of capacity on all arms and all assessed junctions with the development scenario.

The introduction of the development traffic and the proposed access off St Peters Way is predicted to increase queuing levels on some of the arms of the remaining junctions. The overall increase in queuing levels on the assessed highway network as a whole is considered to be minimal.

It should be noted that the existing road network is currently controlled by Split Cycle Offset Optimisation Technique (SCOOT), which would give additional capacity to the network compared with the predicted TRANST modelling software.

The assessment has concluded that there is the possibility that the Highway Authority may require additional work to be carried out to determine a more detailed impact assessment of this development proposal. These additions could include:

- An assessment of the proposals beyond 2009 (the assessment year), once the likely opening year of the site is determined, may be requested (for example background traffic growth may need to be taken into account);
- A sensitivity analysis may be requested where a number of additional scenarios are tested (these scenarios could include variations trip generation and distribution); and
- Traffic from other local developments which have had planning approval may need to be included to test the likely future year impact.

However, overall, it is considered that the assessment carried out indicates that the creation of a new access onto St Peter's Way would serve the development site satisfactorily and would not have a detrimental impact on the existing highway network.

5.3

NOTTINGHAMSHIRE COUNTY COUNCIL RESPONSE

A technical note setting out the assessment and findings of the potential new access assessment was submitted to Nottinghamshire County Council as the Highways Authority by Atkins in February 2009. The Council made the following comments with regard to the access proposals suggested in the technical note on 2nd March 2009:

- The Highways Authority questioned the provision of a new vehicular access into the town centre and also questioned how the severance of St Peter's Way would be reduced following the implementation of the new access;
- Issues are also raised regarding the scheme's consideration to the County Council's improvement scheme for Ratcliffe Gate and how the preferred approach could complement the County Council's proposals;
- The Highway's Authority highlight that a full Transport Assessment would be required in support of any planning application for the scheme and should consider an area wide approach and reassess future impact assessments, a revised traffic count would also be required in a neutral month to represent typical traffic flows. Detailed/sophisticated trip rates are also required for the land uses on site;

Concerns were raised regarding the Transyt modelling included with the Technical Note. The Highway's Authority conclude that there are a number of issues that need resolving with regards to the modelling, before it can be considered acceptable. The Highway's Authority also states that the conclusions drawn from the modelling are incorrect, especially with regard to the perceived queuing on Ratcliffe Gate.

5.4

ATKINS RESPONSE

Following receipt of the Highway Authority's comments on 2nd March 2009, the Transyt Model was revised to take account of the comments raised by the Highway Authority's Traffic Control Team. This revised model shows that the proposed development is predicted to have a minimal impact on the highway network. The proposed network layout reduces the level of queuing on some of the existing arms, whilst allowing all other arms enough green time to clear the associated queue within the relevant green period.

In addition, the potential improvement scheme to Ratcliffe Gate will create more capacity on the highway network and therefore reduce the predicted queuing levels.

It can therefore be concluded that the overall benefits of the proposed development outweigh the minimal negative traffic impact created by the development. The overall benefits of the development and proposed new network layout include:

- The new development will provide a hotel, permanent accommodation, employment opportunities, retail type use, and a multi storey car park that are all needed within the Mansfield area.
- Providing more than one access will benefit those individual users of the proposed mixed development, whilst also removing the need to link the two separate elements of the development site;
- The new access will provide improved pedestrian and cycle links into Mansfield Town Centre by removing the severance created by St Peters Way;
- Providing one single access onto Ratcliffe Gate will have a significant impact onto the queuing capacity along Ratcliffe Gate; and
- The provision of an access via Littleworth would create convoluted routes for vehicles trying to access the site and increased pressure on the links connecting to Littleworth.

The revised modelling and further comments were submitted to the Highway's Authority in April 2009. At the time of writing this report, no further response had been received.

FLOOD RISK

6.1

GENERAL

Following the production of the initial development options, it was established that a Site Specific Flood Risk Assessment (SSFRA) was required to establish the extent of flooding on Mansfield Riverside and to evaluate how potential alleviation methods could reduce the overall impact of flooding upon the site. The SSFRA was produced by White Young Green (WYG). The objectives of the SSFRA were to:

- To determine the potential flood risk to the proposed development.
- To determine whether the proposed development is likely to increase flood risk elsewhere.
- To influence the emerging masterplan through matching the vulnerability classification of proposed land uses with sites within the masterplan area in accordance with Planning Policy Statement 25 'Development & Flood Risk' (2006)(PPS25).
- To appraise measures to mitigate against the impact of flooding to the proposed development using both on-site and off-site options and assess the potential to gain multiple benefits such as utilising downstream Local Nature Reserves and green spaces for floodwater storage.
- To determine, if appropriate, whether the site is suitable for the proposed development in accordance with the Exception Test in PPS 25.

In order to examine the impacts of the proposed development upon the River Maun, WYG utilised the Environment Agency's (EA) existing approved model of the river. However, it has been noted that there are discrepancies between the EA model and the latest Strategic Flood Risk Assessment which has been produced by RPS.

During preparation of this report and assessment of the model, a number of issues have been identified as follows:-

i) Model Base Flow

The River Maun Modelling report prepared by JBA details some instability issues associated with the inflow from Kings Mill Reservoir which resulted in a baseflow input to the model in the region of 4m³/s. This is considered high and has potential to be reduced pending more detailed assessment of the arrangements at Kings Mill Reservoir. For the purposes of this report it has been agreed that the approved EA model should be utilised.

ii) Model Ground Levels

Upon review of the approved ISIS model, it has been identified that whilst the left bank levels in the vicinity of the site tie in very well with the topographic data supplied, the right bank levels do not and are significantly different. In the comparison tables below, both ISIS levels and actual site levels through the site have been identified. Due to the discrepancies, WYG have also reviewed LIDAR data which has confirmed the accuracy of the topographic

data. Whilst it has been agreed that the EA model should be utilised, it is suggested that these issues should be reviewed in more detail since there is potential that the agreed model, in the vicinity of the site may not be representative of actual site levels and result in flood levels being misinterpreted. It should be noted from the table below that the existing 1 in 100 year flood levels are reported in the model as being in the region of 100.2m AOD, which in turn results in on-site depths in the region of 1.6m.

These levels are considered very conservative and may be a function of both the potential overestimation of base flows into the model and misrepresentation of sections. Historic assessment of past flood events at the site has not highlighted flooding to such extents and as noted in Section 3.3.16 of the Strategic Flood Risk Assessment, the calculated levels are considered to be particularly conservative and that a lower peak flood level should be considered. The SFRA then goes on to state that where the EA approved model predicts 100m (at the front downstream node – 30212) then the actual 1 in 100 year level should be considered to be circa 97.75m AOD which is similar to the 5 year level in the ISIS model. The SFRA advises that at this level, the area immediately upstream of 30212 (between Bridge Street and St. Peter's Way) is considered protected against fluvial flooding.

Clearly such a level difference, if applied throughout the site area, makes a significant difference and with a minimum bank height (existing) through the site of 98.4m AOD, it could be argued that none of the site falls within Flood Risk Zone 3.

As part of the conclusions of this report, there is a recommendation that this matter is raised with the Agency.

6.2

HYDRAULIC MODELLING & SOLUTIONS TESTING

As part of the development process a series of alterations are to be made to the channel within the development boundary. These have been simulated in the initial modelling phase, in order to identify a residual volume of flooding on-site which needs to be compensated for.

The stages reviewed are:

- Removal of existing culvert;
- Profiling channel section;
- Review of off-site storage potential;
- Review of on-site storage potential; and
- Review of Rock Valley Way culvert.

It is important to note that in accordance with PPS 25, the effects of climate change have been considered within the hydraulic model.

6.3

CULVERT REMOVAL

The culvert which runs through the site extends for 61m; this is to be opened up as part of the development proposals to create the parkland setting. From the modelling undertaken by WYG, the removal of the culvert causes water levels to be reduced on site by up to 0.38m. The reduction in water levels is most apparent at the upstream end of the development site, and high depths remain within the majority of the site.

6.4

SECTION RE-PROFILING

The existing channel running through the site is known as a box profile and does not represent a natural channel form. The development proposals would involve the re-profiling of the river to provide a more natural form. The proposals involve the relaxation of the box profile to create a wider channel which would provide for additional water volume. As a result of the removal of the culvert on site and the river re-profiling, levels would subsequently reduce.

6.5

OFF-SITE STORAGE

In conjunction with MDC, WYG have identified two areas that have the potential to provide for off- site flood storage, these are:

- Tichfield Park; and
- Bleak Hills Storage Area.
- Tichfield Park

Tichfield Park

Tichfield Park is a 200m long recreational area situated 250m upstream of the development site. It forms the floodplain for larger return period flood events. However, the results of a mapping exercise indicate that additional floodplain storage in this area may be limited.

The modelling exercise has revealed that whilst Tichfield Park could provide additional storage, the additional storage is not sufficient to mitigate the residual flood risk on the development site. The results of the modelling indicate that the culvert removal, channel re-profiling and increased flood storage area at Tichfield Park would only marginally reduce the depth of the River and therefore the benefit of the works required to create additional flood storage is small.

Bleak Hills Storage Area

Bleak Hills provides a length of over 400m over which additional flood plain storage could be created. The current model suggests that flooding is extensive across the site and therefore the levels at Bleak Hills storage site would need to be reduced in order to increase the flood storage potential. The results of the WYG modelling exercise indicate that the Bleak Hills area alone does not provide for a significant reduction in water levels.

6.6

ON-SITE STORAGE

The model sections have been re-profiled in order to provide greater channel capacity to assess the proposals for on site storage. The testing has demonstrated that this option is more beneficial than exploring off site storage up stream, and the depths recorded are lower than the other options explored. WYG confirm that this option is feasible, assuming that the development plans are phased so that the areas above calculated water levels are developed first.

6.7

COMBINATION OF ON-SITE & OFF-SITE STORAGE

WYG have undertaken a test model run to examine the combined effects of on-site and off-site storage using Titchfield Park. The model demonstrated that flood plain levels through on site storage can be further reduced if the storage potential of Titchfield Park is utilised.

6.8

ROCK VALLEY CULVERT

Initial tests have been undertaken on the compound effects of water if the on-site and off-site storage option is utilised in conjunction with upsizing Rock Valley Way culvert. This has shown that by making the culvert a uniform 3m² throughout its length, water levels can be further reduced.

WYG recommend that further more detailed work is undertaken to demonstrate how the upsizing of Rock Valley Way culvert, in conjunction with increasing the onsite channel capacity, and using available storage in Titchfield Park, will reduce water levels sufficiently so that frequent flooding in Mansfield is avoided and town centre sites can be re-developed

6.9

FLOOD RISK ASSESSMENT

WYG confirm within their preliminary assessment that the site is not at risk from flooding from tidal flood risk or overland flow, flooding from groundwater is also considered to be low. Furthermore there is no posed risk of flooding from combined sewers within the site nor are there any sources of artificial sources of flooding.

Having full regard to PPS 25, the preliminary Flood Risk Assessment has utilised the model data to determine the range of uses that would be acceptable upon the development site. Based on the model data used, the site remains largely within Zone 3.

The flood risk zones are:

- Zone 1 – probability of flooding less than 1 in 1000 (<0.1%);
- Zone 2 – probability of flooding between 1 in 100 and 1 in 1000;
- Zone 3a – probability of flooding greater than 1 in 1000; and
- Zone 3b – functional floodplain probability greater than 1 in 20 (5%).

The proposed classifications of uses proposed for the site are in accordance with PPS25 Table D2.

- Police Station – Highly vulnerable
- Hotel/Restaurant & Residential – More vulnerable (can be utilised in Zones 1 & 2, exception test required for Zone 3a)
- Offices & Retail – Less vulnerable (can be utilised in Zones 1, 2 & 3A, but not Zone 3B functional floodplain)

WYG suggest that areas can be developed in line with these recommendations and that a dry access for development would be required.

It is proposed as a first stage, that the SSFRA recommendations with regard to flood levels are discussed with the EA to gain a full and clear understanding of actual flood levels likely to be experienced.

6.10

SITE DRAINAGE

The design of the new development would adopt measures to reduce the impact of surface water run-off through the use of sustainable drainage techniques. The assessment of the use of drainage systems will use the hierarchy of techniques required by the EA, which are:

- Use of green roofs, rainwater harvesting and grey water re-use within new developments.
- Surface water drainage attenuated through the use of infiltration methods such as soakaways unless ground conditions are proven to be inappropriate due to insufficient porosity or if gross contamination is present.
- Surface water drainage attenuated through the use of above ground sustainable drainage techniques such as swales, attenuation ponds, green detention areas and/or areas of permeable paving.
- If the above cannot contain the full attenuation volumes required, then consideration will be given to their use in a combined system with other attenuation storage techniques.

WYG confirm that infiltration does not appear to be a feasible method for the disposal of surface water, due to the anticipated contamination of the former gas works. Therefore the most feasible option would be to discharge surface water directly into the River Maun. The majority of the existing site is impermeable so the redevelopment should achieve a 20% reduction in run-off, as required by the EA for Brownfield sites. Attenuation storage may be required and, in addition to any source control techniques, the proposed water features could be used for storage of excess run-off.

6.11

CONCLUSIONS & RECOMMENDATIONS

It has been determined that under the existing situation and based on the approved EA model, the site is shown to lie predominantly within Flood Risk Zone 3 and that significant depths of water could be expected on the site under the 1 in 100 year flood event. Research has identified that there are no historic records of such large depths of flooding and that the SFRA recommends a level of 97.75m AOD is adopted as the 1 in 100 year flood level. Whilst the approved model is considered conservative, various scenarios have been incorporated into the model to determine effects on calculated flood depth. It has been found that whilst these measures result in reduced flood levels to the site, the effectiveness of upstream storage is limited due to the steepness of the catchment and has a nominal effect on reducing flood levels.

The modelling assessment has highlighted that based on the approved model; the main generator of flood risk across the development site is the restriction into the 270m Rock Valley Way culvert downstream. Initial modelling assessment of this has been undertaken and it has been demonstrated that removing this culvert restriction along with on-site channel improvements etc does have the effect of reducing flood levels to permit development on a greater area of the site. It is however recommended that further assessment of the culvert removal is undertaken to ensure that flood risk issues are not being transferred downstream to other locations and also to review the difference in levels between EA the model and those identified in the SFRA.

**PREFERRED
MASTERPLAN,
VISION &
DEVELOPMENT
PROPOSALS**

7.1

GENERAL

The initial 4 masterplan options were presented to MDC, stakeholders and landowners on 26th September 2008. An explanation of each of the options and their financial development viability was provided. Following a public consultation period of 2 weeks ending on 7th November 2008, it was concluded that Option 2 represented the most robust development option for the site in terms of financial viability and compliance with policy and therefore should be taken forward and developed as the preferred option for the site.

7.2

THE VISION FOR THE RIVERSIDE

In developing the preferred option, a vision for the Riverside site has also been developed in order to drive the proposals forward and to create an achievable aspiration for the site. The vision for Mansfield Riverside is as follows:

"Mansfield Riverside is an exciting opportunity to create a high quality mixed use Enterprise Village set in an attractive river corridor that will reconnect Titchfield Park, the 'Making It' Discovery Centre, Littleworth, and the former Brewery Site with the Church Street and White Hart Street areas of the Town Centre.

The Enterprise Village will be a centre for business growth and development, enabled by the availability of first class information technology systems that can be shared with learning and research and development institutions. The Village will attract new and growing businesses in environmental and information technologies.

The Riverside will include complimentary land uses including new homes, a hotel with associated riverside café, bar and restaurant. This mixture of uses will encourage night time as well as day time activity providing natural surveillance and a safe place to visit. A strategic town centre car park will sit below the hotel providing for town centre shoppers and visitors as well as some long stay car parking for the Village.

A new access from St Peter's Way will provide a 'front door' to the Village for vehicular movement. The 'front door' will include a high quality surface crossing creating an attractive and safe environment for pedestrians. This crossing will be critical in reconnecting the Riverside area with the Town Centre. Additional pedestrian crossings at the junctions with Ratcliffe Gate and Victoria Street will provide clear and safe routes between the Enterprise Village and the Town Centre.

Mansfield Riverside will provide a substantial asset in the region providing a key economic driver locally for the Town Centre and in particular the regeneration of the Church Street and White Hart Street areas."



7.3

DEVELOPMENT OF THE PREFERRED OPTION

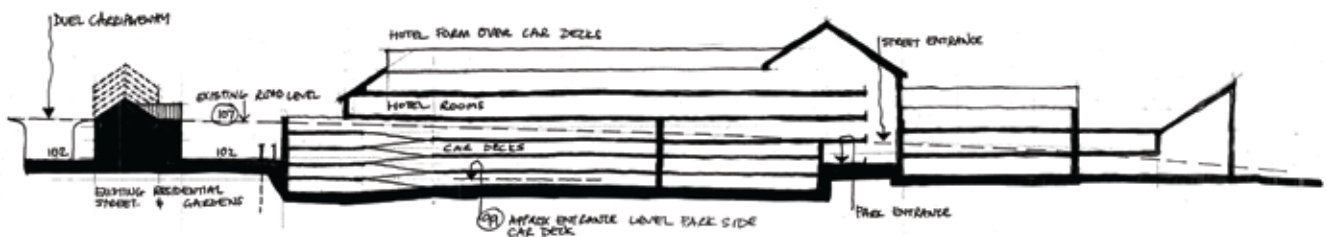
In developing the preferred option, improvements to viability were sought by increasing the amount of floor space upon the site and where possible reviewing abnormal costs. The proposals sought to create a development that could be delivered in distinct phases to allow for flexibility in intervention. For example, there are a large number of land owners within the site and acquisition of the entire site as a whole would not be achievable or financially viable. The distribution of land uses therefore allows the preferred option to be split into 3 distinct areas which could be easily phased over a long term period, therefore taking advantage of market changes.

The distribution of land uses remains the same as in the original Option 2, whereby the hotel is wrapped around the multi-storey car park located next to St Peter's Way and a small café is proposed to the north of the hotel. A landmark building would be situated on the corner of Ratcliffe Gate and St Peter's Way providing a new gateway feature within this part of the town. The land to the south of the River Maun continues to be the location for commercial office space.

10 office developments would be provided creating 9,000m² of floor space in total. These would be situated to create an attractive back drop to the riverside park, it is envisaged that the small floor plate used would allow the offices to look like small pavilions, rather than having larger buildings which would dominate the parkland.

Similar to Option 2, a larger central park has been provided and this would be the focal point of the development, providing an attractive setting for a variety of uses and a functional river walk which links Tichfield Park to the Town Centre. The area to the east of the site would comprise mixed use development and the Nottinghamshire Police Buildings (if they decide to remain on site). An element of flexibility has been designed into this part of the scheme to allow the police to expand within/adjacent to their existing accommodation if they require or they can move off site. The mixed use units would provide a frontage onto Ratcliffe Gate, St Peters Way and Great Central Road. The appropriate mix of uses and detailed design of the buildings would enhance the activity and vitality of the area. The new units in this area would range from two to four storeys and would comprise a mix of residential, retail, leisure and offices uses.

South-North Section demonstrating the relationship of the proposed Hotel to St Peter's Way and the residential properties on Brunt Street



Preferred Option





Again, the main component of the preferred scheme would be the Riverside Park, which would dominate the land use across the northern section of the site. The re-development proposals would include the remodelling of the river bank to mitigate the flood issues as identified by WYG. A series of on site holding ponds would be created to hold surface water from the new development; these would be fully integrated into the design of the scheme and would be located between the office pavilions, thus contributing to the design quality of the scheme. Pedestrian footbridges would also be provided over the River Maun in order to facilitate pedestrian movement.

In addition to the proposals outlined above, pedestrian movement between the site and Mansfield Town Centre would be greatly improved through the provision of controlled pedestrian crossings along St Peter's Way. The controlled surface crossings would provide an attractive and pedestrian friendly alternative to using the underpass. The preferred approach has been designed to reflect the comments raised by Nottinghamshire County Council Highways Department and the modelling undertaken by Atkins Transport Planners. The preferred approach provides for a new access into the off St Peter's Way. Upon entering the site limited vehicular access would be permitted along the internal roads within the development to avoid rat running. The vehicular access would provide a direct route for users of the multi storey car park, which will be one of the two main car parks within the site; it would also allow direct access to the hotel element of the scheme.

The key scheme outputs are summarised in Table 4 below:

Use Type	Floorspace in ft ²	Floorspace in m ²
Offices	96,876	9,000
Hotel	80 Beds (34,445)	80 Beds (3,200)
Café/Restaurant	8,073	750
Mixed Use	104,755	9,732
New Police Accommodation	35,908	3,336
Multi Storey Car Park	500 Spaces (145,314)	13,500
Secure Decked Car Park	270 spaces (61,031)	5,670
Additional On-Street Parking	120 Spaces	-
Totals	486,402	45,188

Table 4: Summary of Preferred Option Floorspace – Land Use Type

The proposed breakdown for the mix of uses upon the site would be split so that where appropriate, retail development would be located on the ground floor (the level of retail within the site would be limited as not to compete with the town centre), offices could occupy both the ground and first floors and residential uses would occupy the second, third and fourth floors. However, this would be dependent upon the demand for such uses within this area.



Proposed view of St Peter's Way looking towards the new hotel



Proposed view of the parkland, river and office pavilions

7.4

VIABILITY OF PREFERRED OPTION

Table 5 below summaries the viability of the preferred option, as with the previous options, a significant element of public intervention is required to assist in the redevelopment of the site. The preferred option has been chosen as the form, nature and extent of development, provides the optimum level of uses on site and can be accommodated in a layout which optimises physical features present including access, vistas, site conditions, proximity and context to surrounding uses and density of development.

The proposed development within the preferred option also accords with the findings of the market assessment in terms of providing the appropriate nature, extent and type of floorspace in order to meet current gaps in the market within Mansfield.

Description	Preferred Option
Scheme	2.71 ha
Residential Units	0
Commercial Space	20,690 m ²
Parking Space	19,170 m ²
Total m²	
Private Sector Investment	£29,327,985
Residual Land Value	-£21,724,373
Existing Site Acq Costs	£7,111,440
Costs/Value Balance	-£28,835,813

Table 5: Preferred Option Appraisal Summary

In taking forward the preferred option, there is the ability to seek to considerably improve viability through incorporating the solutions listed in part 4.7 of this report, for example incorporating the appropriate phasing strategy and the potential early disposal of the hotel to generate income to assist with cash flow and thus overall viability.

7.5

PHASING OF DEVELOPMENT

The preferred option has been designed so that it can be phased in a logical manner. This is beneficial as it:

- Minimises financial and commercial exposure to the public sector and allows for a rolling programme of investment utilising receipts from initial phases;
- Allows for continuous review of strategy and commitment to later phases;
- Potentially minimises investment by the public sector as initial investments in infrastructure improves investor confidence in the masterplan thereby encouraging the early involvement of developers; and
- Allows for an initial demonstrator project which secures the multi-storey car park and hotel which provide wider benefits for the town centre as well as creating confidence in the Riverside development.

It is envisaged that there would be two to three key stages of development. The Hotel, Multi Storey Car Park and Café would be developed as the first phase which will identify the development and set the stage for future phases. Importantly it will create the 'front door' access from St Peter's Way and the 'shop window'. A high quality of design will be critical in setting the tone and example for future developments.

The second phase would create the 'Enterprise Village' and Riverside Park. An early and key action within this phase would be the provision of alternative accommodation for Phoenix House.

The third phase would be the redevelopment of the land on the corner of Ratcliffe Gate and St Peter's Way including the construction of a landmark building.

The redevelopment of property between Ratcliffe Gate and Great Central Road would be the final phase and dependant upon market conditions and the willingness of land owners to co-operate.

The first two phases represent the key developments and core of the project. Although the latter phases are recommended and desirable.

The proposed phasing of the site to achieve the masterplan proposals is shown opposite



DELIVERY **OPTIONS**

8.1

GENERAL

There are a number of actions which need to be undertaken in order to move forward from the existing position, where the preferred development scheme has been identified for the site, to the realisation and delivery of the development on the ground. A number of Delivery Options have been developed for Mansfield Riverside which set out and explain the different levels of public intervention required to assemble the site and deliver the preferred masterplan successfully. An option is also included whereby the landowners work together to achieve the masterplan proposals.

In all cases it is assumed that the District Council will be the lead public sector organisation supported potentially by the County Council as part landowner and key consultee, and other regeneration agencies that can assist through the provision of public sector funding. It is expected that East Midlands Development Agency (emda) could be a key partner given that the project is employment creation and business development driven. The County Council's Economic Regeneration Service is now taking responsibility for key economic development functions within the County absorbing functions from existing partnership organisations including the Alliance SSP. The County will be supported with funding devolved from emda. If the former Mansfield Brewery site was to be included within the wider regeneration project then there would be potential for the involvement of the Homes and Communities Agency (HCA) as the scheme on that land would deliver substantial housing outputs.

There are a number of potential delivery options which have been explored in order to deliver the Preferred Option. These are listed and discussed in more detail below:

- Option A – Do Nothing;
- Option B – Public Sector Assemble, Remediate and Dispose of the Site;
- Option C – Public Sector Assemble and Dispose of the Site;
- Option D – Public Sector Assemble with Developer Partners Contributing to Acquisition Costs;
- Options E – Public and Private Developer Assemble the Site, and;
- Option F – Public Sector Working in Partnership with Landowners

8.2

OPTION A - DO NOTHING

Under this option the public sector would not undertake the site assembly and would not invest any funds to facilitate the redevelopment of the site. This would result in the redevelopment of the site on a piecemeal basis given the fragmented ownership of the site, and it is likely that the development would not accord with the masterplan proposals.

Given the site constraints and the lack of public sector intervention, it is unlikely that the site would undergo significant redevelopment and is likely to remain in its current condition for the foreseeable future.

It is therefore concluded that public intervention is required to redevelop the site and achieve the regeneration potential identified within this study.

Options B, C, D, E and F present a range of alternative delivery opportunities for the redevelopment of Mansfield Riverside.

8.3

OPTION B - THE PUBLIC SECTOR ASSEMBLE, REMEDIATE AND DISPOSE OF THE SITE.

This option would result in the public sector administering and funding the site assembly exercise. It is also assumed that the public sector would clear the site of all existing buildings, undertake the site reclamation identified within the baseline analysis and any subsequent reclamation requirements such as the decontamination of the site and the provision new infrastructure to the site.

Once the reclamation and infrastructure works were complete the site would then be subject to a developer competition and the site disposed of once a preferred bidder has been selected. Once the preferred developer has been selected, the site could be disposed of by way of a developer agreement, whereby the land could be drawn down in phases following satisfactory completion of a previous phase of development.

This option would therefore involve significant levels of funding from the public sector in the early stages of the project, although this may negate any future requirement for public sector funding, as abnormal works and associated issues would have been addressed at the commencement of the project.

If it transpired that funding were required this may be by way of gap funding where cost value gap is identified, gap funding could then be drawn down against qualifying expenditure over the life of the project.

The advantages and disadvantages of this delivery option are summarised in the table below:

Advantages	Disadvantages
The public sector will maintain control over the site assembly process and undertake site reclamation and infrastructure. This would remove much of the risk and uncertainty from the project thereby assisting with delivery by the developer.	Considerable time and investment would be required by the public sector. This approach may also exclude private sector investment when there may be the ability to lever in private resources to contribute towards these costs. This may not therefore be the most cost efficient option of the site.
There would be the potential for the early exit of the public sector from the project once the site has been disposed of to a preferred developer, subject only to ongoing monitoring requirements and clawback/overage provisions.	The reclamation works undertaken on site may not be appropriate for the project proposed by a preferred developer, resulting in additional works required to be undertaken.
The disposal of the site should be relatively straight forward to administer as the preparation and evaluation of tenders should be less complex than if consideration if reclamation works were to be included.	The private sector may be able to propose more innovative and cost effective solutions for the reclamation of the site, as opposed to the works that were undertaken by the public sector.

Table 8.3 - Advantages and Disadvantages of Delivery Option 2

It is considered that this option may go beyond the role required of the public sector for the delivery of the project and that their involvement would be reduced to assembling the site. This delivery option may also result in the loss of opportunity to lever in private sector investment and to procure more creative and innovative solutions of the site.

The main risk associated with this option is the cost involved for the public sector to undertake reclamation works, which may be undertaken more efficiently and effectively by the private sector.

8.4

OPTION C – THE PUBLIC SECTOR ASSEMBLE AND DISPOSE OF THE SITE.

The public sector's role under this option would be to undertake the site assembly process and then to dispose of the site in its existing condition. They would not be responsible for reclaiming the site.

The cost of reclaiming the site would fall on the preferred developer they would also be responsible for identifying an appropriate scheme for the reclamation works and preparing a detailed masterplan for approval by the public sector partners. The developer would be required to provide a detailed appraisal for the project, with a deduction made for abnormal works from the headline land price offered for the site.

If there is a deficit on the project, the site may be disposed of by way of a development and funding agreement. The public sector would be required to invest resources by way of gap funding, which is drawn down over the life of the project against qualifying expenditure.

The advantages and disadvantages of delivery option three are outlined in the table below:

Advantages	Disadvantages
The requirement for public sector resources is kept to a minimum, whilst the potential for private sector investment is maximised through the contribution to reclamation works.	There is greater risk and uncertainty for the developer in delivering the project due to unknown site conditions. This may deter some developers from bidding for the site or for risk to be reflected within tenders through a lower offer for the site and/or higher costs and contingency provision.
The involvement of the private sector for the reclamation of the site may enable more innovative, cost efficient reclamation solutions to be identified. The reclamation works would be required to be prepared and appraised on an open book process so that any savings are identified and either increase the land value or reduce the total funding requirement.	Timescales for preparing a programme of reclamation works will be to some extent at the behest of the developer. This may result in delays in delivering the project. Issues arise in the delivery of the reclamation works on site and potentially delay the delivery of the development of the site
	The public sector may not agree with the proposals and or costs prepared by the developer in respect of reclamation works.

Table 8.4 – Advantages and Disadvantages of Option 3

This option is more likely to be cost effective than that discussed in option two, provided that the developer has an appropriately experienced team in place to prepare the scheme of reclamation. The reclamation works would be subject to appraisal and agreement of costs on an Open Book basis to ensure all costs are fair and reasonable.

The selection of an appropriately experienced developer to procure and deliver the project should minimise the potential risk. The main risk with this option is that due to the present market conditions and the high costs of development, the project remains undeliverable by the private sector even when the site has been full assembled.

There is a further risk to delay with this delivery option if the private sector does not perform in terms of preparing a reclamation works contract or costs cannot be agreed.

8.5

OPTION D – THE PUBLIC SECTOR ASSEMBLE WITH DEVELOPER PARTNERS CONTRIBUTING TO ACQUISITION COSTS

This option would involve the public sector undertaking the assembly exercise utilising Compulsory Purchase Powers (CPO). A private sector developer would be selected much earlier on in the process and there would be an agreement that the private sector will contribute funding towards the acquisition costs.

The public sector would own the entire site, though the developer is likely to require a charge over the site to secure their investment. The site would be disposed of by way of development agreement at market value, less the value of any acquisitions funded by the developer. The developer would then be required to develop out the site in accordance with an agreed scheme.

A full appraisal of the project would be required to be prepared by the developer and if it could be demonstrated that a deficit exists, public investment could be utilised by way of gap funding to address this issue. As previously noted, funding would be drawn periodically throughout the life of the project against qualifying expenditure.

The advantages and disadvantages of option D are outlined in table 8.5 below.

Advantages	Disadvantages
Public sector resources are potentially minimised through the private sector contributing to the acquisition costs.	For the private sector to invest in the assembly process, they are likely to require their costs to be underwritten by the public sector, and for any finance costs to be a recoverable cost. This may increase the level of deficit on the project.
The earlier involvement of the private sector within the project will enable them to become more familiar with the site and potentially assist with the preparation of detailed masterplan.	The involvement of the developer in the assembly process may frustrate matters if the acquisition process involves an additional party or if for example the private developer and public sector cannot agree on values.
The investment of resources by the private sector at an early stage may incentivise the developer to deliver the project as efficiently as possible, to seek to recover their investment and reduce costs in a shorter period of time thereby maximising profits.	

Table 8.5 – Advantages and Disadvantages

The option would result in the potential involvement of the private sector at an earlier stage of the project compared to the other options described previously. This may appear attractive in maximising private sector leverage. However, it may also result in a false economy if there is a deficit on the project, a greater public sector subsidiary may be required to meet developer finance costs of the project.

The other main risk is that the involvement of the private sector in the acquisition process may simply serve to frustrate the acquisition process.

8.6

OPTIONS E – PUBLIC AND PRIVATE DEVELOPER ASSEMBLE THE SITE

This option would involve the public sector assembling sites that could not be acquired by negotiation utilising CPO, and the developer partner acquiring as many interests as possible by negotiation. The developer would need to be selected at an early stage in the overall project to ensure the most appropriate developer were selected, if possible, in advance of the CPO administered.

The developer would then own the interests acquired by the private treaty. The sites acquired by the public sector would be disposed of by way of development agreement at market value to the developer. The site would be developed out in accordance with an agreed scheme.

A full appraisal of the project, prepared by the developer, would be required and if the appraisal demonstrates that a deficit exists on the project, public funds could be invested by way of gap funding to address this issue. As previously noted, funding would be drawn down periodically throughout the life of the project against qualifying expenditure.

Advantages	Disadvantages
Public sector resources are potentially minimised through the private sector directly funding part of the site acquisition costs.	The involvement of the developer and the public sector in the assembly process may frustrate matters, if terms and values cannot be agreed.
The earlier involvement of the private sector within the project would enable greater familiarity with the site at an early stage - potentially resulting in the preparation of detailed scheme proposals on a more informed basis.	For the private sector to invest in the assembly process, they are likely to require their costs to be underwritten by the public sector and for any finance costs incurred to be refundable costs and included within the appraisal of the project.
The investment of resources by the private sector at an early stage of the project may incentivise the developer to deliver the project as efficiently as possible, to enable their investment to be recovered in a shorter period of time, thereby maximising profits.	The private developer may acquire interests at a cost higher than market value to complete the site assembly process. The developer would include acquisition costs of this level of value within the appraisal and seek a return on this basis. This may simply serve to increase the overall deficit on the project for which public funding will be required. A higher level of investment would thus be required from the public sector. This may lead to dispute between the public and private partners and frustrate the delivery of the project.
	There will potentially be dilution of control from the public sector in the assembly process which may give rise to issues in terms of co-ordinating acquisitions, agreeing compensation and preparing the case to seek approval to the CPO.

Table 8.6 –Advantages and Disadvantages

The potential involvement of the private sector at an earlier stage of the project may appear attractive in maximising private sector leverage. However, this may be a false economy as the private sector will seek to recover their costs including finance costs incurred in acquiring any sites. There is also the risk that the terms and values may not be agreed between the public and private partners for the acquisition of any sites, which may frustrate the assembly process.

8.7

OPTION F – PUBLIC SECTOR WORKING IN PARTNERSHIP WITH LANDOWNERS

This option would involve the public sector (in this case the District Council) working with existing landowners to realise the masterplan aspirations. This could be achieved by way of a Joint Venture development agreement which would normally reflect the value of existing property and the proposed investment by each landowner in the provision of new infrastructure and reclamation works. The Joint Venture would agree in advance roles and responsibilities, existing land values and the proportionate sharing of receipts from the future sale of land benefiting from reclamation and infrastructure works. It is probable that the public sector would lead the redevelopment proposals.

It is possible that a developer partner could be brought on board at a later stage to lead the project.

The advantages and disadvantages of option F are discussed in table 8.7 below.

Advantages	Disadvantages
Reduces capital cost of project by eliminating the requirement to acquire land which would remain within the control of existing landowners	Negotiations across a number of landowners can be complex and time consuming. It requires a consensus of purpose and commitment which is not typical.
Reduces long term liability and risk for the public sector associated with a much larger investment required to acquire and hold land until infrastructure and other works are completed and serviced land is sold which is subject to market conditions.	It provides for complications with regard to the investment of public money in physical works on potentially land that is in private ownership. In this situation issues of State Aid have to be addressed.
Approach would be welcomed as a partnership approach requiring less direct intervention and reducing the burden upon public sector resources.	During the project landowners circumstances can change and even ownerships can change. This can lead to change in direction and commitment from one or more parties which can stall, delay or kill the development and implementation of a project.

Table 8.7 – Advantages and Disadvantages

For Riverside, a Joint Venture of existing landowners would involve two private landowners, the District Council and the County Council. This in theory would be manageable if the vision and approach was shared by all parties. Critically for this approach to work there has to be financial reward in excess of the current position or alternatives options to landowners to provide a primary incentive for partnership. In simple terms, land has to be more valuable post redevelopment whilst taking into account the redevelopment costs. It is possible that public investment in the redevelopment of the site could be achieved without contravening State Aid rules but remains a significant constraint.

RECOMMENDED REGENERATION & DEVELOPMENT STRATEGY

9.1

WORKING WITH LANDOWNERS

We would recommend that Option F is first considered. This will require detailed discussions with existing landowners to ascertain their appetite for the masterplan proposals and willingness to partner with the public sector in delivering the projects. There are some clear advantages to this approach in terms of minimising the capital investment required to deliver the proposals. However, it is only going to be attractive if there is significant financial gain for landowners from the delivery of the masterplan proposals.

The masterplan (as discussed in 7.5) can be split into a number of phases. Phase 1 delivery of the multi-storey car park, hotel and café would involve the District Council, County Council, Mr. M. Flint and Birch Sites Ltd. This phase could be taken forward as a Joint Venture between these parties.

Phase 2 would involve the District Council, Birch Sites Ltd and National Grid Gas Ltd. Again this Phase could be taken as a separate Joint Venture or the interest could be combined with Phase 1 providing for a larger Joint Venture.

Phases 3 would involve Mr. J. Woolster Ltd and the District Council and could again be taken forward as a separate Joint Venture. It is anticipated that Phase 4 would be taken forward by current landowners responding to market conditions and opportunities. Alternatively the public sector could play a part in an enabling role. However, Phases 3 and particularly Phase 4 are desirable but not considered essential or 'core' to the regeneration of the Riverside area.

Our estimations of value of land following reclamation and infrastructure works may not prove sufficiently attractive to bring current land owners on board. If this proves the case following discussion and negotiation we would recommend that Delivery Option B is pursued. This would involve the public sector assembling the site, undertaking the abnormal works and disposal of the site to a private developer(s) in a condition for immediate development.

If land can not be acquired by negotiation, based upon valuations of existing use and/or alternative use value then the public sector could pursue acquisition through its powers to compulsory purchase land and property. For successful Compulsory Purchase Order (CPO) action there are some key considerations:

- The promoter has exhausted the opportunity to acquire through negotiation;
- The promoter has identified measures and the means to deliver the project proposals, and;
- The planning policy position is clear and consistent with the promoter's proposals for the land, an appropriate planning consent is recommended.

9.2

A PHASED DEVELOPMENT STRATEGY

We would recommend that the Council and its prospective partners take forward and promote what we have termed 'the Core Project' which would deliver Phases 1 and 2 below and potentially Phase 3. Combining phases would allow for the delivery of infrastructure and other site redevelopment works in a more cost effective manner thereby delivering improved value for money. It would also enable a more efficient CPO if that process is found necessary. Phases 4 and possibly 3 although desirable are not considered essential to the Regeneration Project. We later in this Chapter set out an Implementation Plan that identifies the key tasks that would need to be undertaken and their cost implications. These are provided on the basis of combining Phases 1 and 2. Despite the above we have set out an approach over 4 phases that would allow the Council if necessary to take a staged approach as a result of funding or other constraints.

Phase 1 – Development of Land to provide Multi-Storey Car Park and Hotel

The preferred scheme has included a hotel as the preferred land use combined with the multi-storey car park on the basis that it would provide a high value use for which there is greater certainty with respect to market demand. Additionally, a hotel provides the opportunity to create a landmark and high quality development at the outset of the project thereby setting the benchmark in terms of design and environment. Furthermore, it would help create the 'shop window' for the wider project. Both the hotel and multi-storey car park represent strategic requirements for the future development of the town centre.

The disposal to a hotel developer/operator could be undertaken on the basis that there are known requirements for a hotel, café and pub at this time. Historically, hotel operators have acquired land and commissioned bespoke schemes of development with assets and have then held them on a freehold basis.

However, in more recent times, hotel operators have taken an alternative approach to securing sites by way of procuring developers to undertake schemes on a pre-let basis, where the hotel operators occupy completed bespoke buildings by way of leasehold interests usually for a term of 25 years. Such projects are then subject to investment disposals, although we note that these are not taking place in the current climate. However, they may be subject to future investment disposals upon improvements within the economy and property market.

As has been stated earlier, the multi-storey car park will be a key land use in successfully developing the wider masterplan area and indeed helping reinvigorate the Church Street and White Hart Street areas of the town centre by drawing footfall through these areas to the Riverside area. To help this strategic car park succeed a comprehensive parking strategy for the town centre requires development and implementation. For instance, the town centre has a number of small town centre car parks close to the main shopping areas. These would probably need to be closed to encourage use of the proposed strategic car parks including the one at Riverside. If they remain then clearly they would continued to be preferred given their central location. They would also perpetuate the in centre traffic arising from parking at these locations.

This development area includes two private and two public land ownerships. If development by negotiation proves impossible then acquisition by use of the Council's powers for Compulsory Purchase Order (CPO) will be required to take the project forward (probably utilising Section 228 of the Town and Country Planning Act 1990). If CPO is the only way forward then it would be recommended to promote a CPO that covers the land required to implement Phases 1 and 2 at least. This would prove more cost effective than promoting a CPO for each phase. It would also improve the case for CPO by delivering a comprehensive scheme that is of strategic importance to the future of the town. If required it is anticipated that this process would take up to two years to complete.

We would advise that an Outline Planning Application is submitted for at least Phases 1 to 3 inclusive. This will serve to focus minds as well as providing prospective developers with a degree of certainty and demonstrating the public sector commitment to the development of the site. At the same time the Outline Planning Application should aim to allow for some flexibility in terms of distribution of land uses so that it is able to respond to changing market conditions.

Once land is assembled key infrastructure works can be delivered. As a minimum this would include the construction of site access from St Peter's Way and incorporating a substantial pedestrian crossing that clearly gives pedestrian movements profile and priority. This can be achieved through careful design and use of materials which may include a slightly raised crossing.

An internal access road would be required for the hotel, car park and café uses. Site clearance works would be recommended to reduce potential physical constraints and to make it clear that the land is available for development. Works would include filling and closure of the subway and demolition of the derelict property on Church Street. Substantial remodelling of site levels would be better left until detailed proposals for the site are confirmed. Closure of the subway will require a Public Rights of Way diversion order to be promoted.

As the site is being assembled and infrastructure works underway site marketing activity can take place to find a developer for the project. This will need to incorporate the European Union procurement rules with advertisement in the Official Journal of the European Union.

The capital receipt received from the sale of the project would be retained and reinvested into future phases. This is estimated at £500,000 for the hotel element only assuming that the Council takes long term revenue from the car parking rather than a capital receipt from the sale of land. This approach would further encourage the 'developer' of the site by improving the project's cash flow.

The estimated cost of the proposed on site works for this phase is £500,000 - £600,000.

The predevelopment activity in terms of planning application, detailed ground investigations, land negotiations, funding applications and promotion of the CPO if required would entail a minimum of two years but more likely to be three years if CPO is required and is contested at Inquiry.

The up front infrastructure and other works would require up to one year to implement allowing for detailed design and procurement to be undertaken as part of the pre-development activity i.e. the initial two to three years.

Assuming that demand for the hotel and car park exists then we would expect that the construction would take up to two years. Overall Phase 1 would therefore take five to six years to complete with CPO accounting for an additional year within the programme.

Phase 2 – Enterprise Village

This phase would deliver the office park or ‘Enterprise Village’. Land acquisition would be via negotiation or via CPO action as part of Phase 1. This Phase would require:

- Substantial reclamation works arising out of the historical development and use of the site;
- Significant works to the River Maun to create flood risk capacity and to create the Riverside Parkland setting;
- Internal access road including river crossing; and,
- Provision of alternative accommodation for the occupants of Phoenix House (offices and car parking).

The estimated costs for reclamation and infrastructure works are £1.6 million.

In terms of programme (assuming that the predevelopment activity is undertaken as part of Phase 1) we would allow 18 months to 2 years for the reclamation and infrastructure works. The build programme including relocation of Phoenix House would be very much dependant upon market conditions and belief in the project. Although there could be an overlap with the build programme on Phase 1 as it includes complimentary rather than competing uses, Phase 2 would take anything between 5 and 10 years to complete. It is anticipated that the land for office development would generate a receipt of £450,000 for 1.2 hectares of land.

Phase 3 – Landmark Development c/o Ratcliffe Gate and St Peter’s Way

This Phase has the potential to create a mixed use development in excess of 4,000 m² (retail and offices) on a key gateway site in the town. Given this site has its own access off Ratcliffe Gate/Lime Tree Place we believe that the site could be developed in isolation and without the need for public intervention. It would be important to define in detail some design guidance that would ensure that the project produces a development that befits its gateway positioning within the town. It would be beneficial to consider and promote the site in the context of the wider regeneration project. If redevelopment is not economic then the landowner/developer can seek ‘gap funding’ from regeneration agencies such as the County Council and emda.

Phase 4 – Mixed Use Development

We expect that this element would form the final phase of development on site, and would comprise mixed use office, residential and retail development. Current land uses would make for high acquisition costs and the justification for any compulsory acquisition relatively weak. Furthermore, we do not believe the redevelopment of Ratcliffe Gate to be a priority and therefore recommend that the area is left to a market response within the guiding framework of the masterplan and approved design guidance.

Mansfield Brewery

As previously noted, the Mansfield Brewery is currently in the hands of Receivers. Health and Safety works have been completed on site involving largely the demolition of the existing buildings.

The Brewery site’s close proximity will have considerable influence and impact over the potential redevelopment of the Riverside Regeneration project in terms of compatibility and complementary mix of uses. The quality of development undertaken on the Brewery site may also set the tone for the quality of future development undertaken in this location.

If the Mansfield Brewery site and Mansfield Riverside sites are dealt with in isolation, there is the potential that these two sites may compete in terms of end uses. Given the quantum of land coming forward for development in this location, it would therefore be sensible to seek to work with the owners of the Brewery site in terms of agreeing planning and development briefs for each of the sites to seek to maximise development options and compatibility of uses.

We would recommend that the principal land use for the former Brewery is residential with limited employment uses to the rear of Chadburn House. This will ensure that the site does not compete with the Riverside site for employment uses. Additionally housing on the Brewery site with employment uses on the Phase 2 area of the Riverside site and then town centre uses on the Riverside site adjoining St Peter’s Way, makes for a natural transition of land uses between the residential areas of Littleworth and the Town Centre along the route of the River Maun.

The quality of development is also of key importance. If redevelopment on the Brewery is of a relatively low standard, it may prove difficult to deliver higher quality development on the Riverside site, as the potential increases in value generated are likely to be constrained by the neighbouring development.

We have considered the possibility of the Council and/or public sector partner acquiring the Brewery site. Clearly this approach would have certain advantages:

- Enable the joint planning of the two sites as one large regeneration project;
- Allow a controlled release of development opportunities that are complimentary rather than competing developments;
- Create the opportunity to recycle capital receipts from the disposal of development plots on the former Brewery site for investment in infrastructure and other works on the Riverside site; and
- Value for money and outputs provided may significantly increase.

The principal disadvantage of this strategy is that it will add substantially to the costs of public intervention. Added justification would perhaps be required to demonstrate market failure and the need for public intervention despite the site being in the hands of Receivers.

However, without direct intervention the ability to influence the development of the site beyond the planning application process is limited. The Receiver will be under a duty to seek to complete the disposal of the site as quickly as possible to ensure payment to all required parties including creditors.

If acquisition of the Brewery site by the public sector can not be achieved then we would suggest the following approach as an alternative:

- I The Council engage with the Receiver in terms of keeping updated on the proposals and progress for the disposal of the Brewery site. The Council can also seek to agree with the Receiver a potential development and design brief for the marketing and disposal of the site identifying potential linkages which may be exploited between the two projects.
- II Develop and clarify planning policy for the Brewery and Riverside sites through the development of an updated Supplementary Planning Document which will clearly set the guidelines for design and land use.
- III The Council liaise with the HCA in terms of identifying any potential funding which may be available to a developer in bringing forward this site if there are viability issues or in seeking to achieve a high quality development.

- IV Establish working relationships with the acquiring developer in terms of preparing proposals for the Brewery site to ensure that proposals are complementary and any potential linkages between the two schemes are exploited. The Council may also provide support in terms of any preparation of a funding application for example to the HCA should there be viability issues with this scheme.
- V Seek S106 financial contributions through the planning application process. These contributions being invested into a central S106 'funding pool' that can be reinvested by the Council into other regeneration projects including the Riverside site.

9.3

IMPLEMENTATION PLAN

Based upon a strategy to deliver Phases 1 and 2 as one Regeneration Project we would propose a series of actions as set out below based upon the assumption that the Council will drive the project forward securing funding to enable acquisition of the land and property and undertaking the ground and infrastructure works that will effectively create serviced development land. The strategy is based upon removing physical constraints and abnormal development costs and thereby reducing risk and creating certainty for developers and investors.

Stage 1 Establishing Support for the Project

This is an initial stage to determine the extent of support for this project and the potential availability of public sector funding. It may also identify additional feasibility work required by them to consider applications for financial and technical support.

Discuss Strategy with Funding Agencies

Initial discussions with the County Council in its new role as Economic Regeneration Agency and emda would be a priority, utilising the findings and information provided by this report. The aim would be to receive initial feedback and assess their ability and appetite to engage with the Council on this project. If a positive response is received then an Outline Business Case and Funding Application could be prepared. This report will provide a good basis for the OBC given that a number of options have been explored. It may require additional information to provide more certainty in terms of abnormal development costs and the implications of the Flood Risk Assessment.

The costs associated with the acquisition of land in private ownership to deliver Phases 1 and 2 are estimated at £5.5 million plus legal and agents fees (assumes acquired by negotiation, CPO costs need to be added if action required). Consideration will also need to be given to the acquisition of the County Council land if they are not an active Joint Venture partner. However, given that the Development Appraisals for all development options show substantial negative land values more detailed work need to be undertaken to ascertain what in reality could be developed by individual land owners on the their land in isolation. This may result in revised land valuations.

The estimated cost of reclamation and infrastructure provision is £2.2 million plus detailed feasibility and design fees. More work is required to define development costs based upon preliminary infrastructure designs, ground investigations and additional survey. Funding could be sought to assist with this detailed feasibility.

Overall there would seem to be a public sector investment in the order of £7.7 million to enable the development of Phases 1 and 2. This would be reduced over time with capital receipts of an estimated £1.1million leaving a net capital investment of £6.6 million. This is clearly a substantial investment but the scheme would create in the order of 600 jobs from the office scheme, hotel, café and related uses. This equates to a cost per job of £11,000 which represents below average costs for large scale physical regeneration projects and good value for money. Undoubtedly public funding would require a detailed economic appraisal to assess the justification for intervention and the value for money to be obtained. On the face of it, it would appear that despite the heavy public sector costs of intervention the reward and value for money appears reasonably sound.

Furthermore, the impact of this project upon the wider regeneration of the town centre should be fully taken into account. When consideration is given to the importance of the project in a strategic context the justification for intervention becomes more apparent. We would also recommend that the potential of a regeneration strategy for the River Maun is considered taking on board the opportunities provided by the Riverside site, the Brewery and possible redevelopment of Rock Valley (former 'Metal Box' site currently occupied by Crown Speciality Packaging) and, possibly regeneration around Field Mill. These potential developments would create a long term regeneration strategy that would offer major impacts and outputs for the Town Centre and District as a whole. They would require a multi-agency approach involving at least the District and County Councils', HCA and emda. However, there is current move towards the latter agencies working together to deliver large scale projects that have the potential to deliver a wide range of outputs. In relative terms these sites offer real potential to deliver substantial outputs in the short to medium term given that the Brewery and Rock Valley sites are each in single ownership and, for the Riverside site the Council's have key landholdings to assist in enabling development.

For the Riverside site applications for funding should major on the strategic dimensions of the project and be reflected in any future Economics Appraisal. Initial funding could be sought to cover project development and feasibility costs.

Landowner Engagement

Building upon stakeholder workshops carried out as part of this study we would suggest face to face meetings with landowners to discuss the findings and issues that this study highlights. It would be an opportunity to discuss how a potential Joint Venture with the Council and possibly other parties might operate.

Statutory Consultees

Further detailed discussions are required at a high level within the Environment Agency and Highway Authority to discuss key physical constraints and how these will be addressed.

Stage 2 – Further Feasibility and Funding Applications Site Investigations and Further Study

Provided there is support from prospective public sector partners and funding to take forward the project through the next stage of feasibility, we would recommend that the following work is undertaken to provide clarification on abnormal development costs and design solutions. This would include:

- Flood Risk Assessment/Modelling – to assess and quantify further flood capacity requirements within the site. White Young Green have advised on additional technical work with regard to assessing impacts down stream of culvert works within the Riverside and Rock Valley sites and appraisal of EA baseline modelling data
- Ground Investigation – to confirm nature and extent of residual contamination, define a suitable reclamation strategy and estimate cost of works including general earthworks to create development plots and incorporating works to the river corridor
- Car Parking – to determine strategy for future provision in the town centre including pricing strategy and proposals for existing town centre car parks, this will help define the requirements for the multi-storey on the Riverside site

Revisions to Masterplan and Development Strategy

Following the above studies and investigations including consultations with the Environment Agency the masterplan will require review and possibly amendment. The approach to delivery can also be developed following consultations with landowners and potential funding partners.

As part of the review we would suggest some ‘soft market testing’ to provide a check on viability, demand and ‘buildability’ issues. This would be undertaken with a small number of appropriate developers. This will help ensure that current market conditions are taken board and ensure that the proposals are physically and economically robust.

The Council could take forward the proposals in the form of a Development Brief or Interim Planning Guidance with the aim of clarifying land use policy and provision of design guidance. This information can be utilised to promote the project and guide interested parties including potential planning applications.

Funding Applications

Utilising the detailed work provided above and supported with an Economics Appraisal, funding applications could be submitted to appropriate regeneration agencies.

Stage 3 Project Development Planning Application

Assuming that funding applications are successful this would give the green light to scheme development. This would involve preparation of an outline planning application including supporting evidence. Key requirements would include:

- Environmental Statement – we expect the project will require an Environmental Impact Assessment but this would need to be verified through submission of a ‘Screening Opinion’;
- Transport Assessment – following the feasibility work undertaken to date’
- Design and Access Statement;
- Flood Risk Assessment including proposals for works on and off site to the River Maun to address flood capacity and compensation issues; and
- Reclamation Strategy supported by comprehensive ground investigation.

Land Negotiations

Negotiations would need to establish the willingness of land owners to either sell by negotiation their property interests or be a partner with the Council in a Joint Venture arrangement. If they are not willing to co-operate then the Council can consider use of its powers to compulsory purchase land. In this scenario we would recommend that the whole of the site (Phases 1 and 2) are included in a proposed CPO.

Detailed Design

Ground and infrastructure works would require detailed design including site access from St Peter's Way, the principal estate roads, utilities provision and works to create the river parkland. A procurement strategy will need to be formulated and tender packages created.

Detailed Funding Applications

These would be prepared following confirmation of the development strategy and development costs to support the costs of the actual physical works.

Site & Masterplan Promotion

We would recommend that the opportunities provided by the site are marketed when an outline planning consent has been obtained. Earlier 'soft market testing' will have brought the opportunity to the attention of the market. This stage would enable comprehensive marketing of the opportunity. The Council may wish to develop its own marketing strategy or it could seek the assistance of an appropriate commercial agent. If a developer partner is to be sought then the opportunity will require advertisement through the OJEU process.

Stage 4: Project Implementation

Upon completion of land acquisition through negotiation and CPO, confirmation of funding and discharge of planning conditions for the implementation of the infrastructure works, works contracts can be awarded and implemented on site.

A project programme has been devised and is provided overleaf to demonstrate the timeframes and tasks required to complete each stage as identified above. It is important to note that for the purposes of this programme Atkins has assumed that CPO would not be required. If CPO is required then the timeframes would need to be extended by approximately 18 months - two years.

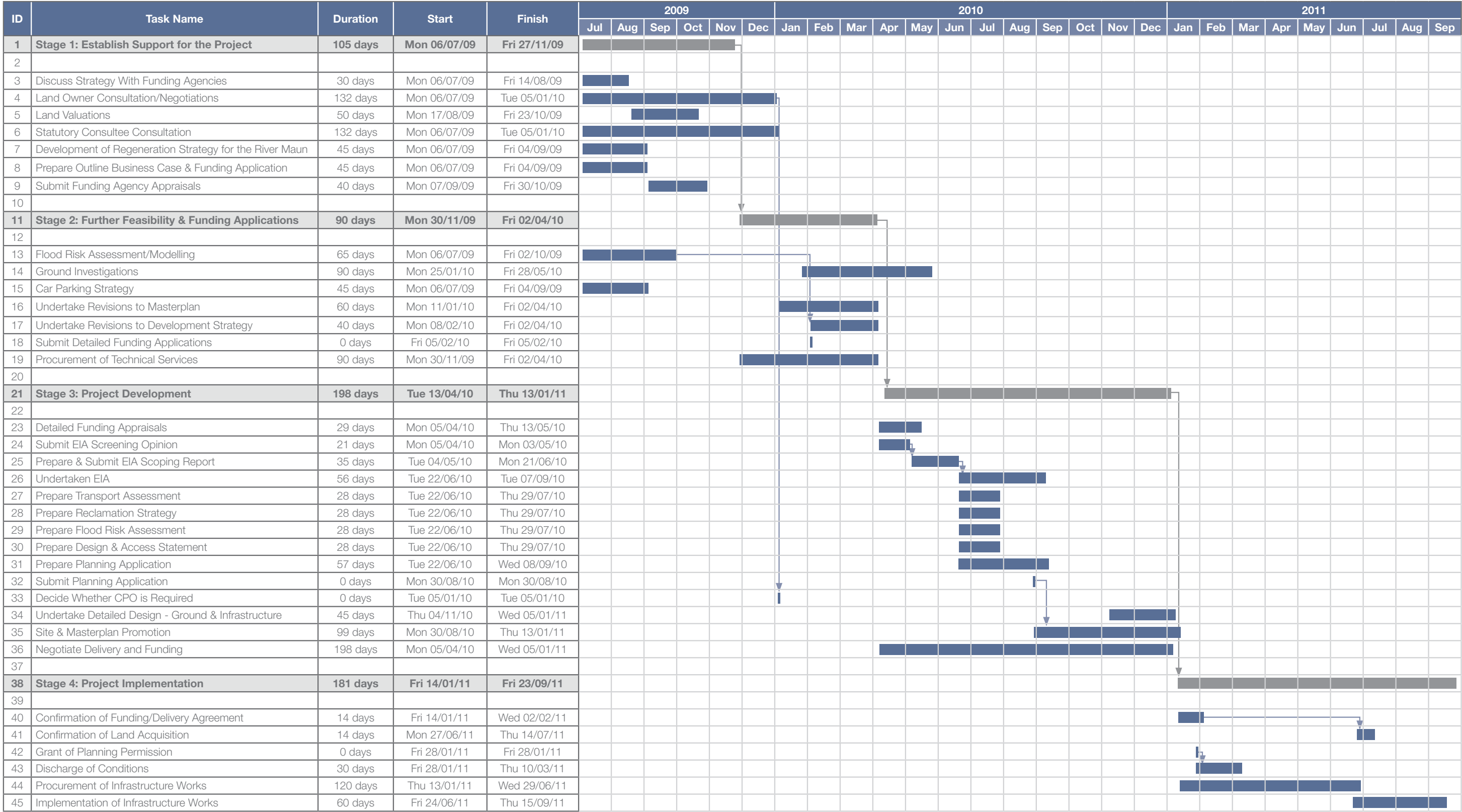
9.4

RESOURCES

We have not specified the costs of professional services to support the development and implementation of the project. This would very much depend upon the level of resources to be applied by the Council and how much external consultancy support they will require. If consultancy support was provided for all of the following tasks then we would estimate the value of fees would be in the order of £800,000:

- Funding applications including Economic Appraisal;
- Planning application including supporting evidence;
- Land acquisition including CPO process;
- Site investigations;
- Marketing and sales;
- Masterplan development and Development Brief;
- Detailed design and supervision of infrastructure works; and
- Project management.

We would recommend that a suitable project champion is selected supported by a technical team including consultancy support as required. This team needs to comprise a core of team leaders with clear responsibilities for delivering elements of work throughout the project and committed to delivering resources in a consistent manner allowing for continuity.



CONCLUSIONS & RECOMMENDATIONS

The report provides a thorough analysis of the financial viability of implementing the regeneration proposals for Mansfield Riverside. The key conclusions are:

- A new site access that would allow vehicles to directly access the site via St Peter's Way is a key requirement in promoting development at the site. This would provide an appropriate development profile and a 'front door' to the site. Initial transport feasibility concludes that this can be achieved with negligible impact upon local highway capacity.
- Site access from St Peter's Way should provide an attractive high quality pedestrian route between the site and the town centre and so reconnect the site back into the town centre.
- A hotel in combination with a strategic town centre car park (up to 500 spaces) would provide an initial phase of redevelopment adjacent to St Peter's Way. These uses would represent a catalyst for future phases of redevelopment and create significant footfall between the site and the town centre.
- The preferred approach presents a mix of land uses appropriate to the local market that includes: an 80 bed hotel, a multi-storey car park (up to 500 spaces), a café/restaurant, 9,000m² of commercial office space, a mixed use landmark development in access of 4,000m² on the corner of Ratcliffe Gate and St Peter's Way, 4,000m² replacement accommodation for Phoenix House and, a long term aspiration for a further 9,732m² of mixed use development along Ratcliffe Gate.
- The former Brewery Site should be developed predominantly for residential uses with limited employment development to the rear of Chadburn House. This will allow an appropriate progression of land uses between Littleworth and the town centre. Additionally it will ensure that the Mansfield Riverside and former Brewery sites do not compete with each other for land uses.
- Viability appraisals demonstrate that public intervention is required in all development options considered due to relative low land values combined with high abnormal development costs.
- The feasibility study recommends that the development is undertaken in a number of phases. The hotel and multi-storey being the first phase followed by the creation of an Enterprise Village following the relocation of the Phoenix House accommodation. These two phases are considered to be essential to the regeneration project. Phase 3 (landmark/gateway site corner of Ratcliffe Gate and St Peter's Way) could be delivered in isolation possibly without public intervention. Phase 4 involving redevelopment of Ratcliffe Gate for mixed use development is considered a long term aspiration given that current land uses and ownerships would make for problematic delivery and involve costly acquisitions.
- Delivery options have been assessed. This concludes that Phase 1 (Hotel and multi-storey car park) and Phase 2 (Enterprise Village) should be considered as one strategic package to be delivered by negotiation with landowners through Joint Venture Agreements and supported by 'gap funding'. If delivery through partnership with landowners is found to be unachievable then the public sector (led by the District Council) should intervene directly including the use of powers to compulsory purchase land as necessary.
- It is estimated that public funding in the order of £6.6 million (net of capital receipts) would be required to assemble land and prepare serviced development plots that would be offered to the market. This investment would create an estimated 600 jobs representing a public investment of £11,000 per job created which is considered to be 'good value for money' and especially so for town centre brownfield regeneration projects.

- It is recommended that the regeneration potential of the site should additionally be considered in terms of its wider benefit to the town centre and its ability to stimulate other town centre regeneration including the Church Street and White Hart Street areas of the town centre.
- Consideration should be given to the development of a regeneration strategy for the River Maun that takes into account the potential of other brownfield and under utilised sites including Rock Valley, the former Brewery site and Field Mill.

From our analysis we set out below our key recommendations:

Further detailed appraisals should be undertaken:

- Ground Conditions/Investigations;
- Demolition, Reclamation and Infrastructure Costs;
- Ecological Constraints;
- Flood Risk; and
- Economics Appraisal.
- The policy position with respect to the Riverside site and the former Brewery should be reviewed reflecting the recommendations of this study and embodied in the preparation of a Supplementary Planning Document incorporating detailed design guidance.
- Funding opportunities should be sought from emda, the HCA and the County Council (in its new role as the local Economic Regeneration Agency) to support the further development of the Riverside project and the wider regeneration opportunities along the River Maun including the former Brewery site.
- The District Council should adopt the Riverside site as a location for a town centre strategic car park.
- The Council should engage with landowners and regeneration agencies to discuss taking the project forward with the Council.

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