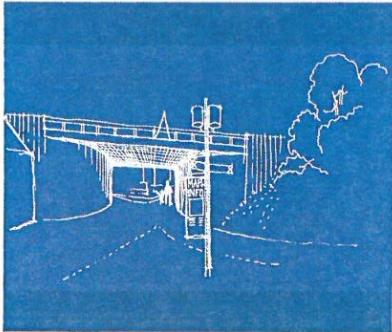
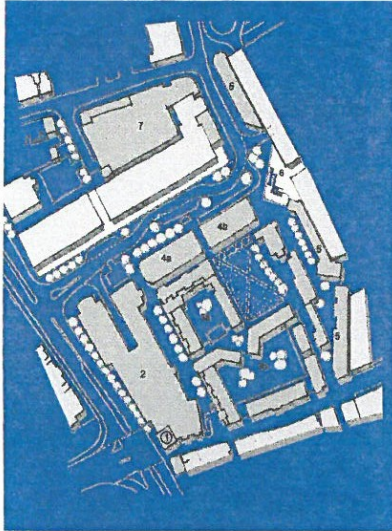
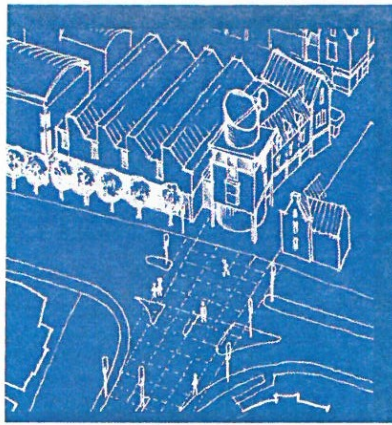
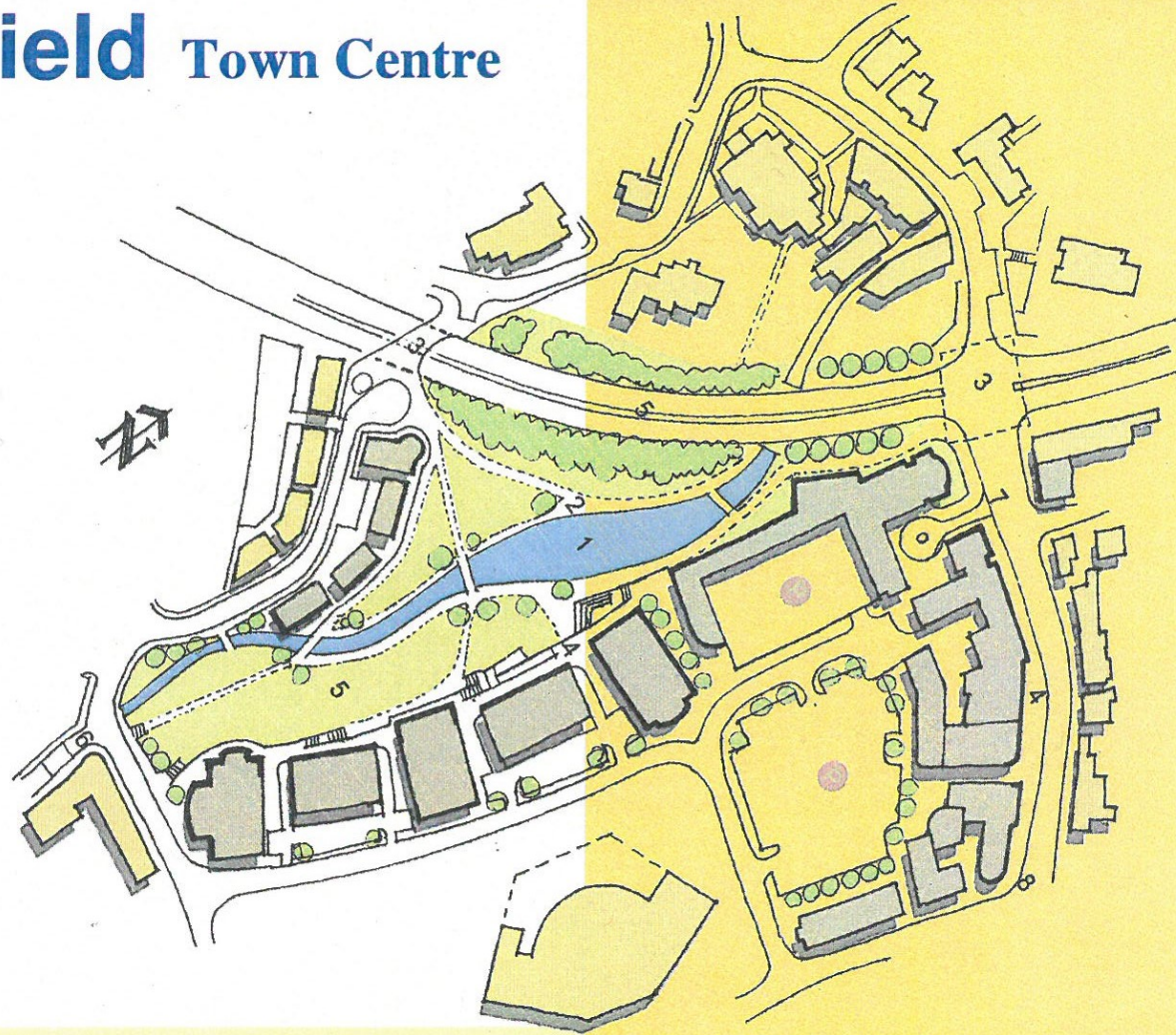


Urban Design Compendium

Mansfield Town Centre



Mansfield District Council

Creating a District where People can Succeed

Produced for Mansfield District Council
By Baker Associates, Context 4D
and Forum Heritage Services July 2007

context⁴D

FORUM
Heritage
Services

BAKER
associates
planning consultants



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Chapter 1. Introduction

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The importance of urban design

The places where we live, work and spend our leisure time provide the setting for our daily lives, and can affect us in many ways, both as individuals and collectively. New development, alterations to existing buildings and the management of spaces between buildings all have an impact on places and the way they are perceived by residents and visitors alike.

Mansfield District Council places the highest priority on achieving good quality design. Urban design has an important role to play in contributing to the sustainable regeneration and prosperity of the town and its image, as well as the health, well-being and vitality of the local community.

Mansfield town centre contains a rich and varied townscape, reflecting the legacy of development through different historic periods. The Council recognises the importance of this legacy in contributing to the character and identity of the town, and is committed to building positively on this for the future.

During the latter half of the twentieth century some additions in and around the town centre have detracted from the quality of the built environment, rather than enhancing it. However, new opportunities for change are emerging, and the Council believes that all new development in the town centre should make a positive contribution, enhancing areas of existing high quality townscape, and improving those areas which are more challenging. Urban design has a key role to

play in this process.

Government policy fully endorses this approach, and recent guidance places urban design at the heart of the planning process. Planning Policy Statement 1 (PPS1) in particular is unequivocal about the importance of good urban design. It emphasises its role in ensuring that we achieve sustainable development, quality and local distinctiveness in our built environment.

Purpose of the Compendium

The Mansfield Urban Design compendium has been produced for Mansfield District Council in order to emphasise the high standards that the Council requires for all new development in and around the town centre, and to ensure that all those involved in the development process are clear about what the Council means by high quality urban design. Future development should live up to the best of previous generations, reflecting the principles of sustainable urban design to provide an environment of the highest quality for the future.

More specifically the compendium will:

- set out the Council's vision and aspirations for urban design in the town centre (see panel);
- clarify what the Council expects in terms of the design process;
- highlight what the council expects in terms of the content and quality of design and access statements;
- provide a summary of the character and context of the town centre in order to assist

“Good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning”

*Planning Policy Statement 1
Delivering sustainable development.*

“The Government’s key objective for town centres is to promote their vitality and viability”, and

wider policy objectives include “to promote high quality and inclusive design, improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres, provide a sense of place and focus for the community and for civic activity and ensure that town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents.”

*Planning Policy Statement 6.
Planning for Town Centres*

“Good design is fundamental to the development of high quality new housing, which contributes to the creation of sustainable, mixed communities”

*Planning Policy Statement 3.
Housing*

- with site appraisal - an important stage of the design process;
- set out the issues which will be taken into consideration during the process of determining planning applications;
 - set out a design strategy for the town centre, with objectives and design principles which should be taken forward in all new development;
 - set out a strategy and approach to public realm design; and
 - provide design guidelines for development throughout the town centre and for specific locations, including a palette of suitable materials.

The guidance is intended to assist developers, landowners, designers, planners, and councillors in putting together and making decisions about schemes for new developments, alterations to existing buildings, or changes to the public realm.

Status of the document

Design guidance provides a tool through which to influence the design quality of all development. The Urban Design Compendium does not stand alone, but sits within a wider policy and development context for Mansfield town centre. The status and progress of other projects and strategies in the town has therefore had an influence on the status and scope of the document.

The document will be published during a period of transition from the Local Plan (adopted

1998) to the emerging documents in the Local Development Framework (LDF), including the Central Area Action Plan (AAP). Further information on the policy context within which the compendium sits can be found on pages 16-17

Since the document has been produced in advance of the AAP it will not be possible at this stage to produce the document as a Supplementary Planning Document (SPD). It is envisaged however that this document will make a significant contribution towards the AAP's design evidence base. Following the adoption of the AAP, the compendium will contribute towards future SPD. In the meantime, elements of the document are likely to be taken forward as Interim Planning Guidance documents (IPG's). Conservation Area Appraisal's and Management Plans also provide a source of valuable design-related information.

The compendium was produced by Baker Associates, Context 4D and Forum Heritage Services for Mansfield District council. It results from a process of field survey and desk study which included scoping the document and its position in the wider planning policy framework for Mansfield. Options for the design strategy and principles were developed and tested through discussions and meetings with Council Members, Officers and local stakeholders.

A vision for Urban Design in Mansfield

Mansfield is a historic market town, looking firmly towards the future, but with a strong sense of identity and individuality drawn from its rich and varied historic legacy. Mansfield District Council believes that the people of Mansfield deserve a built environment of the highest quality, providing the setting for a dynamic, healthy and sustainable town, confident and ambitious about its future.

The urban design compendium will ensure that our contribution to the buildings and spaces in and around Mansfield town centre reflect these aspirations, and the highest standards of urban design, embracing contemporary architecture where appropriate, and ensuring that designs draw on and respect local character and distinctiveness. Additions to the built environment in and around the town centre should draw upon its essentially positive character, and contribute towards the creation of attractive, safe and inclusive places that are commercially viable. Any change should promote ease of movement in and around the centre, particularly for pedestrians and cyclists.

Our aim is to encourage creative yet elegant and responsive design so that today's new development becomes the valued heritage of the future.

National good practice guidance

- PPS 1: Delivering sustainable development.
- Design and Access Statements, how to write, read and use them, CABE 2006.
- By Design - urban design in the planning system: towards better practice, DTLR / CABE 2000.
- Better places to live by design: a companion guide to PPG3, DTLR / CABE 2001.
- Urban Design Compendium. Llewelyn Davies, English Partnerships, Housing corporation, 2000.
- Places Streets and Movement (companion guide to design bulletin 32) DETR 1998.
- Manual for Streets, DfT 2007.
- Biodiversity by design: a guide for sustainable communities, TCPA 2004.
- Safer places - the planning system and crime prevention, ODPM / The Home Office 2004.
- Planning and access for disabled people: a good practice guide, ODPM 2003.
- The principles of Inclusive design. CABE 2006.
- Guidance on tall buildings, CABE, English Heritage (July 2007).
- Building in context - new development in historic areas, CABE, English Heritage, 2001.
- Paving the way - how we can achieve clean, safe and attractive streets. CABE, ODPM, 2002.

Regional and local good practice guidance

- Streets for all - East Midlands, English Heritage, 2005.

What does good urban design mean?

There are now a number of sources of good practice advice for urban design. Some give general advice, and others focus on specific areas such as biodiversity, safety, or street design. The panel (left) gives a list of sources.

Good urban design is not simply a matter of aesthetics. The way places function is equally important. Urban design includes consideration of issues such as:

- local character and context;
- 'sense of place' and 'local distinctiveness';
- creating the space for thriving public life;
- quality of life and well-being;
- vitality, variety and mix of uses;
- economic viability;
- movement, access and connectivity between places;
- community safety;
- addressing inequality and promoting inclusivity;
- direct and indirect impacts on the natural environment;
- stakeholder and community views; and
- the wider planning and regeneration context.

The starting point for urban design must always be a good understanding of the site and the character and context of the area within which it is located.

This document therefore takes a character based approach, and emphasises the importance of responding to context, whether the design solution be contemporary or otherwise.

This includes understanding the importance of placing urban design within the context of other policies and initiatives. An integrated approach to urban design, conservation and regeneration can increase both the design quality and the success of regeneration initiatives.

A process to achieve good design

Achieving high quality design depends on a sound design process. The diagram sets out a recommended process.

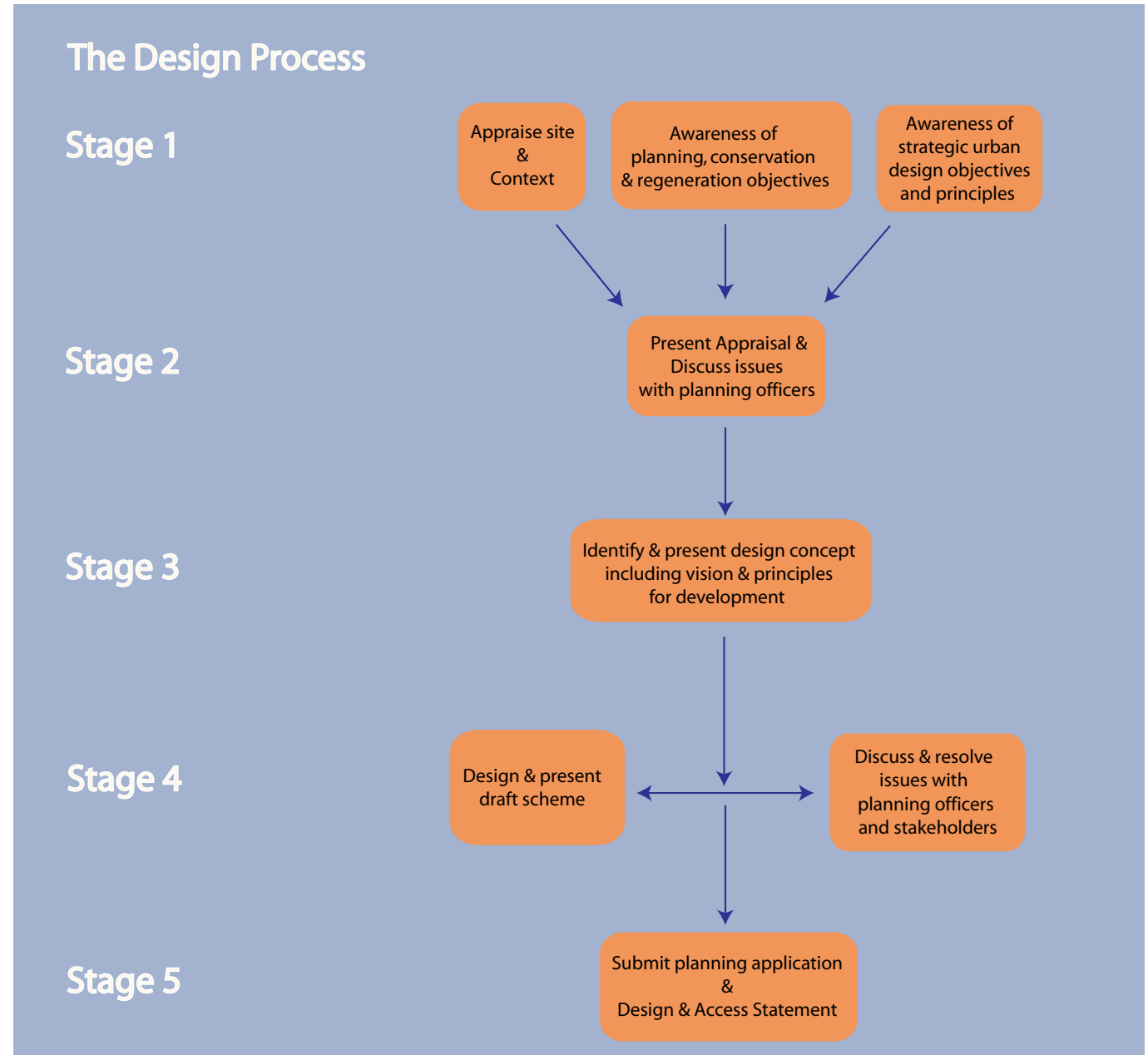
Stage 1. emphasises the importance of preparing the foundations. The design approach in and around Mansfield town centre should:

- be rooted in a thorough appraisal of the character and context of the site, responding to challenges and taking opportunities for enhancement and improvement;
- contribute to achieving wider policy and management aims within the town centre; taking opportunities to make links between urban design, regeneration and conservation; and
- take forward the design strategy for the town centre and reflect the key design objectives and principles.

It may also involve discussions with stakeholders and the local community in order to better understand local needs, and hence the potential of the site.

Stage 2. will involve requesting pre-application discussions with planning and perhaps highways officers in order to clarify objectives and understand more clearly what the specific requirements for the site will be. It will be helpful if the results of the appraisal process are available graphically at this stage.

Following these early discussions, stage 3. should identify design principles for development which



Design and Access Statements

Design and Access statements are now required to accompany most planning applications (but not householder applications). Their purpose is to set out the design considerations taken into account in putting together proposals for new development. They should include information on the following: use, amount of development, layout, scale, landscaping, appearance and access. They should also describe the process through which the design was developed.

Advice on how to produce a statement can be found in the document: 'Design and Access Statements - How to write, read and use them' (CABE 2006). The document provides the following clarification on content:

'Statements should include a written description and justification of the planning application. Sometimes photos, maps and drawings may be needed to further illustrate the points made.....It is important that they are written specifically for the application they accompany. They do not need to be very long, but the amount of detail they contain should reflect how complex the application is. So, a statement for a major development is likely to be much longer than for a single building'.

If you are unclear whether a Design and Access Statement is required for your planning application, you should contact the development control team at Mansfield District Council (see page 97 for contact details)



respond to the opportunities and challenges identified in Stages 1 and 2. These principles should be set out in the form of a concept plan and supporting text. Depending on the size of the scheme, this may include several options for consultation.

Stage 4. will involve designing a draft scheme and discussing this with planning and highways officers. It may also involve a pre-application consultation with local people. The responses to these discussions will form the basis for a refined scheme.

Stage 5. Submit the planning application and (for most schemes) a Design and Access Statement (DAS). The DAS should include information on the site and context appraisal and provide evidence that a sound design process has been followed in developing the scheme.

As well as other considerations, the Council will assess applications for planning permission against the principles set out in the compendium. The aim is to 'raise the game' in the design of new development in and around the town centre. The Council will not ask 'is it bad enough to refuse' but 'is it good enough to approve'.

How to use this document

The remainder of this document is intended to assist with different parts of the design process set out in the diagram on page 9:

Chapter 2. Understanding Context & Character

This chapter provides a summary of some of the key characteristics of Mansfield town centre, highlighting key assets, challenges and opportunities. It should not be considered merely as background information, but will provide a starting point for stage 1 of the design process. It will still be important to carry out site and context appraisal for every new proposal, and to develop a good understanding of how a site can contribute to planning, conservation and regeneration objectives

Chapter 3. Strategic guidance

This chapter presents objectives and key principles which make up the urban design strategy for the whole town centre. This chapter should be used to assist in thinking about how proposals for new development contribute to the urban design strategy, and in developing a design concept (stages 1 and 3)

Chapter 4. Areas of intervention

This chapter presents more detailed design advice and principles in relation to specific areas around the town centre. It should be used for stages 3 (design concept / principles) and 4 (detailed scheme). Proposals for development within any of these areas should address the design principles set out. **The designs shown are indicative and represent just one of a variety of solutions to the design challenges in each area.**

Chapter 5. Public realm

This chapter presents a public realm strategy and design guidelines focusing on streetscapes (stages 3 and 4). It will be most relevant for those schemes which cover large areas including a number of streets, and to guide the local authority in its own public realm schemes.

Chapter 6. Implementation

This chapter contains information for the council to assist in implementing the strategy.



Chapter 2. Understanding Character and Context

Contents

Introduction

Location

Policy context

Historic evolution and the importance of grain

Historic buildings and Conservation

Townscape elements

Movement and connectivity

Community and activity

Natural assets

Review of character areas

Aspirations and commitments

Summary: Key assets and challenges



Introduction

Purpose of chapter 2.

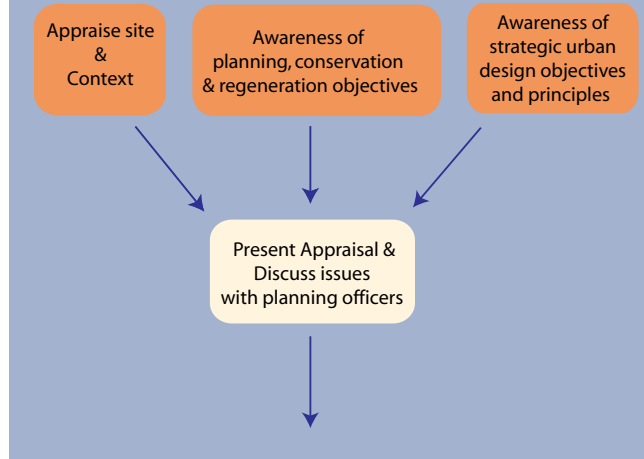
- to provide the starting point for stage 1 of the design process.
- to assist with site and context appraisal by providing a summary of the characteristics of Mansfield town centre and highlighting key issues that schemes need to address.
- to set out the policy context for design in Mansfield town centre, with links to planning, conservation and regeneration policy.

The appraisal of the character and context of a site and its surroundings provides the foundation for the design process (stage 1 in the diagram). Appraisals should cover a range of issues. In Mansfield town centre the following will be particularly important:

- Policy context
- Historic evolution and Conservation
- Townscape elements
- Movement and connectivity
- Community and activity
- Natural assets
- Character areas and local distinctiveness
- Existing aspirations and commitments

The following pages explore these issues in more detail.

The Design Process Stage 1



Appraisals should identify assets to be retained or enhanced and challenges that need to be addressed. In some areas, the focus will be on responding to the historic character and identity of the surroundings. In other areas where townscape has broken down, a different approach will be required - one which is informed by the historic context of the site, with the aim of creating or reinforcing identity and sense of place.

Design and Access Statements - How to write, read and use them (CABE 2006) provides advice on the appraisal or 'assessment' process:

'You should demonstrate that you have looked at the context of the site and its surroundings. The size of the surrounding area to be surveyed and the detail with which this is done will depend on the sensitivity and scale of the development. Local context includes the

Key documents to assist in the appraisal and assessment process:

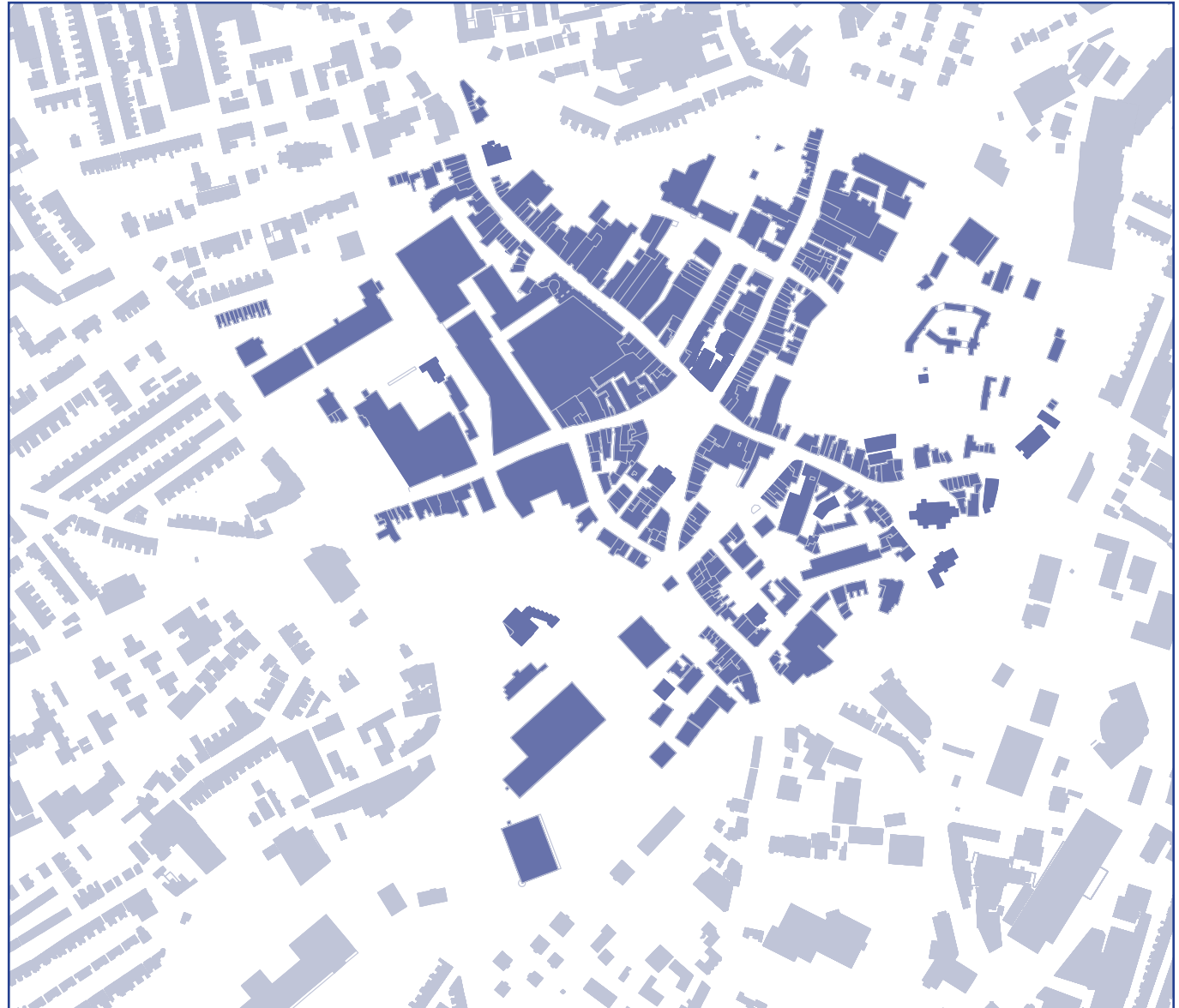
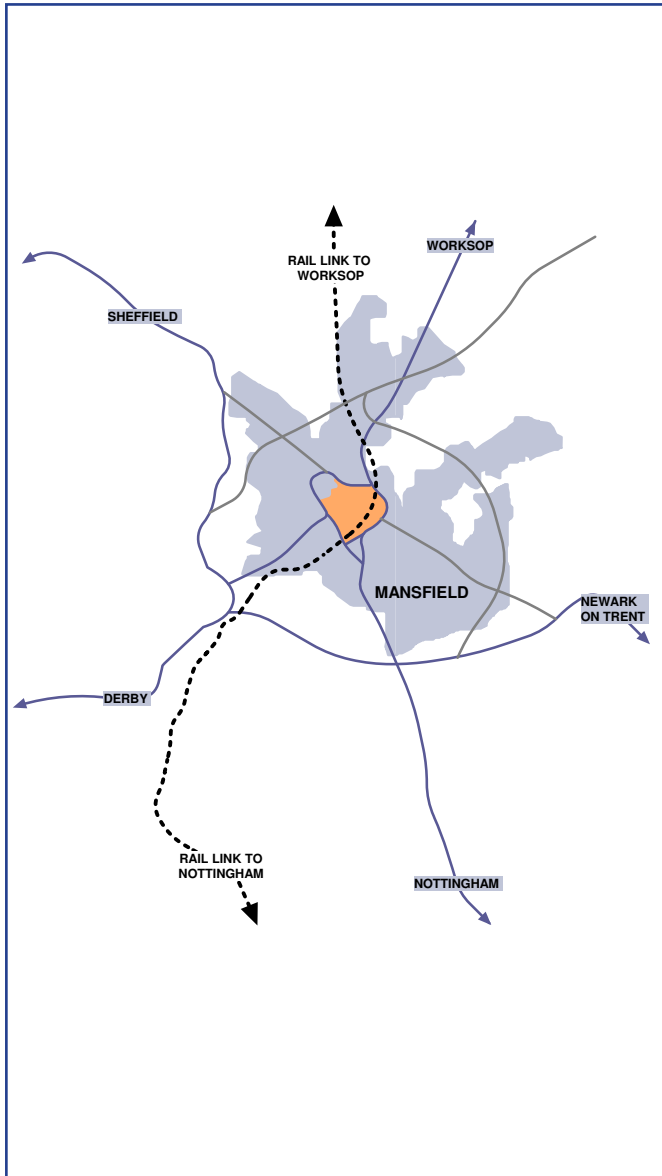
- Urban Design Compendium. Llewelyn-Davies, English Partnerships, Housing corporation, 2000.
- Design and Access Statements - How to write, read and use them. CABE (2006).
- Guidance on Conservation Area appraisals, English Heritage, 2005
- By Design, Urban Design in the planning system. Detr / CABE, 2000.
- Places, Streets and Movement - a companion guide to DB32. Detr, 1998

physical, social and economic characteristics of the site and surroundings as well as any existing planning policies.'

It is important that the Design and Access Statement (DAS) shows how the design has emerged from the site and context appraisal. The appraisal should never be 'retrofitted' after the design has been developed.

This chapter is intended to provide a starting point for the appraisal process (Stage 1)

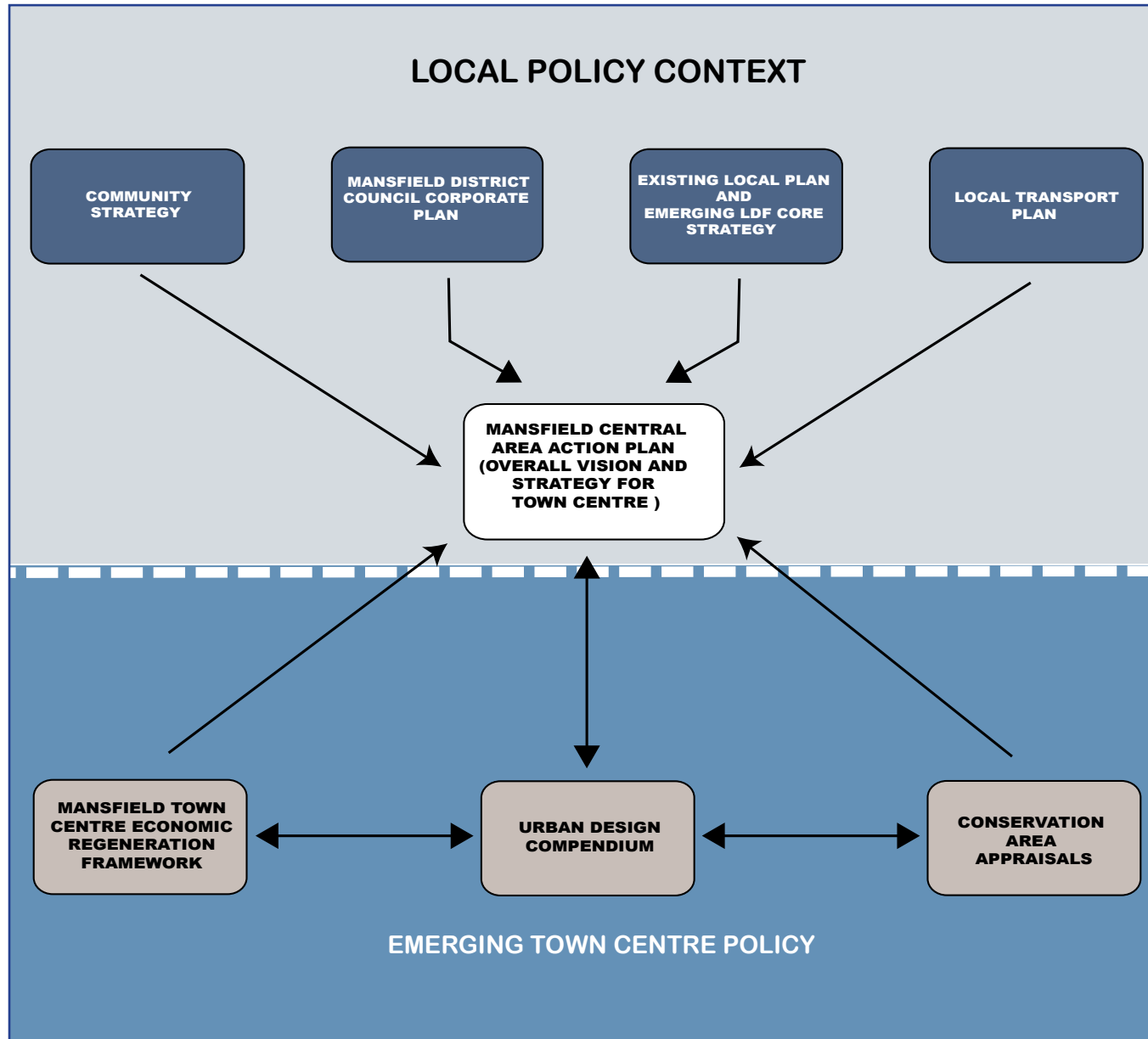
Location



The location of Mansfield and its town centre in relation to key transport routes and neighbouring towns.

Figure ground plan showing the built form of Mansfield town centre and surrounding area. Town centre functions have historically been contained largely within the ring road (darker area) although this is now changing.

Policy context



Existing and emerging policy documents that provide context for the urban design compendium.

The design process needs to take account of the wider policy context at national, regional and local level. This applies both during the appraisal of site and context, and during the development of design principles and schemes.

National Policy Context

National planning policy is set out in a series of Planning Policy Statements (PPS) and circulars. A number of these statements will provide relevant policy context for sites within Mansfield town centre. They can be viewed on the website of Communities and Local Government (www.communities.gov.uk/). Key statements are:

- PPS 1 Delivering sustainable development
- PPS 6 Planning for town centres
- PPS 15 Planning and the Historic Environment

Regional Policy Context

Regional planning policy is contained within the East Midlands Regional Spatial Strategy (RSS8). The plan is currently being revised and the draft RSS will be the subject of an Examination in public in Summer 2007.

Local Policy Context

The diagram sets out the main policy documents which relate to planning and design decisions within and around Mansfield town centre. The key document will be the forthcoming Central Area Action Plan (see below). Existing and emerging policy documents will feed into this.

Community Strategy (The big picture)

The Community strategy is produced by the Mansfield Area Strategic Partnership (MASP). It sets out a vision and objectives for the future of Mansfield. Its ideas will be taken forward via the LDF Core Strategy, but it also has a direct relationship with the forthcoming Central Area Action Plan since one of the eight priority areas is the town centre. The objectives for the town centre are identified as:

- Town centre development - improving business mix and regeneration through investment.
- Town centre accessibility - improving all aspects of accessibility.
- Town centre; attractive and safe environment - improving safety, security, environmental quality and cleanliness.
- Town centre events and marketing - marketing and promote the town centre to shoppers, visitors and potential investors, developing a shared positive image.
- Transport facilities and access - including the creation of a high quality transport interchange.
- The market - revitalising the market place with general and speciality markets for the 21st century.
- Town centre culture and tourism - improving the range of leisure, culture and tourism activities based in the Town Centre.

The urban design compendium has a role to play in helping to achieve all of these.

Corporate Plan (2005 - 2015)

The Plan sets out the Council's corporate vision and priorities over a ten year period. Urban design

is an important tool in delivering the Council's aspirations and is integral to the Council's vision and 4 of the 5 priorities, namely:

- reduce crime and disorder;
- ensure decent homes for all;
- revitalise our district, town centres and neighbourhoods; and
- develop a high quality, clean and pleasant environment.

North Nottinghamshire Local Transport Plan

The plan contains an overall vision and strategy for transport across North Nottinghamshire, rather than specifically for Mansfield or its town centre. Whilst it provides background for the urban design compendium, it does not currently provide much scope to integrate urban design and transport objectives as set out in the 'Manual for streets'. However the compendium could provide an added impetus to link these two areas of work through its objectives for improving movement and connectivity.

Local Plan / LDF Core Strategy

The local plan (1998) currently encompasses planning policy for Mansfield and its town centre. This will be replaced by the Local Development Framework (LDF) which will:

- set out the vision, strategic objectives and spatial strategy for the district as a whole;
- include a Core Strategy and Central Area Action Plan (AAP) which is of significant importance to this document;
- link to the Council's Corporate Plan, and the Community Strategy; and
- provide the overall planning policy context for

the urban design compendium.

Central Area Action plan (AAP)

The AAP for Mansfield town centre is likely to be developed in 2007 and beyond. When it emerges, the plan will crystallise the spatial strategy for the town centre, integrating regeneration, conservation and design principles. It is likely and desirable that future versions of the urban design compendium will be published as SPD to this plan. In the meantime, emerging town centre strategy and policy will be encompassed in a series of documents including the urban design compendium, the Town Centre Economic Regeneration Framework, and the Conservation Area appraisals and management plans.

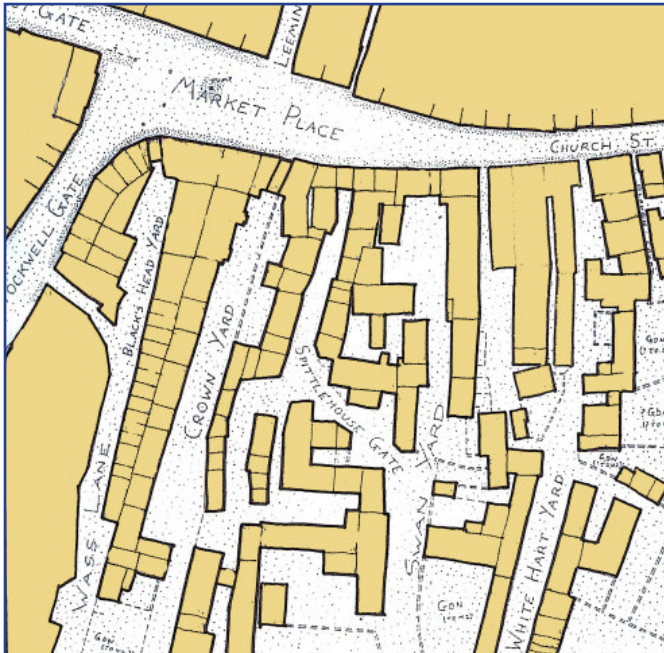
Along with these other documents, the compendium pre-empt the AAP. It sets out a vision and aspirations for design in the town centre (chapter 1) as well as a design strategy, key design principles and suggestions which can potentially be taken forward and endorsed as part of that plan.

Historic evolution and the importance of grain

From archaeological and documentary evidence, Mansfield is likely to have hosted a market from the twelfth century onwards, and there is evidence of settlement from the Roman Conquest.

In the post-medieval period Mansfield was transformed into the industrial town seen today by five primary industries: **brewing, quarrying, coal mining, Iron founding and textiles**. No single industry dominated (unlike many other towns), although brewing was prolific throughout the town.

Mansfield malt was particularly sought after due to its high quality as a result of the coal and coke used in the drying kilns. In the eighteenth century



1823 Map of Mansfield town centre illustrating the richness of the grain and the original context of the Market Place.

there were 36 maltings. Today only one remains on Midworth Street (c1740) part of the White Hart area.

Quarrying of the distinctive varieties of Mansfield sandstone and limestone was a key industry from the fourteenth century to the nineteenth century with the stone being selected for Nottingham Castle (1315-16) and the Houses of Parliament (1833). Close to the town centre, Rock Valley displays a legacy of quarrying.

Stone quarrying and the coal mining of the nineteenth century provided the incentive to bring the railway to Mansfield. The subsequent extension to Worksop (1871) necessitated the building of the stone viaduct which has such a profound effect on the character of the town to this day. The railway meant that coal and stone could reach a far wider market than previously.

As well as the supply of stone there was a good supply of sand which led to the presence of a number of successful Iron Foundries. By the late nineteenth century there were over ten foundries.

The River Maun was always important to the town's fortunes. A domesday mill was believed to be in the vicinity of the present town mill and in 1443 three water mills were recorded. A number of textile mills were strung along the river in the eighteenth century. In addition to the mills, there were some 40 framework knitters recorded in the town producing stockings, cotton and silk gloves.

It is the survival of this often multi layered industrial

legacy combined with its medieval origins that has shaped the urban form of the town today. The presence of the medieval street pattern with its long narrow plots; shops and houses at the front and workshops to the rear overlaid with the developed yards and courts of this period onwards, combined with the large footprint industrial buildings of the eighteenth and nineteenth centuries provides us with the fine, medium and coarse grain of the town and it is this juxtaposition and survival that is so important to Mansfield's grain, scale and sense of place.

Appraisals should take account of these changes, paying particular attention to the following:

Assets

- Survival of the medieval street pattern including alleys, yards and plot boundaries.
- Subsequent overlaying of industrial buildings up to the nineteenth century creating medium and coarse grain elements.
- Individual buildings of merit including maltings, mills and the viaduct (Page 19 identifies listed buildings).

Challenges

- Finding the right balance between conservation and regeneration; conservation led regeneration can help ensure the continued survival of areas of finer historic grain.
- Schemes should enhance rather than compromise the resource they seek to exploit
- Accommodating modern uses whilst avoiding the introduction of modern large floorplate buildings in areas of finer grain.

Historic buildings and Conservation

Key assets from different periods are:

Twelfth Century onwards

- church of St Peters (various periods)

Sixteenth / Seventeenth Century

Two groups survive following fires

- adjacent to St Peter's Church
- northern end of Westgate

Eighteenth Century

- better represented throughout the town with sporadic survivals and small groups

Nineteenth Century

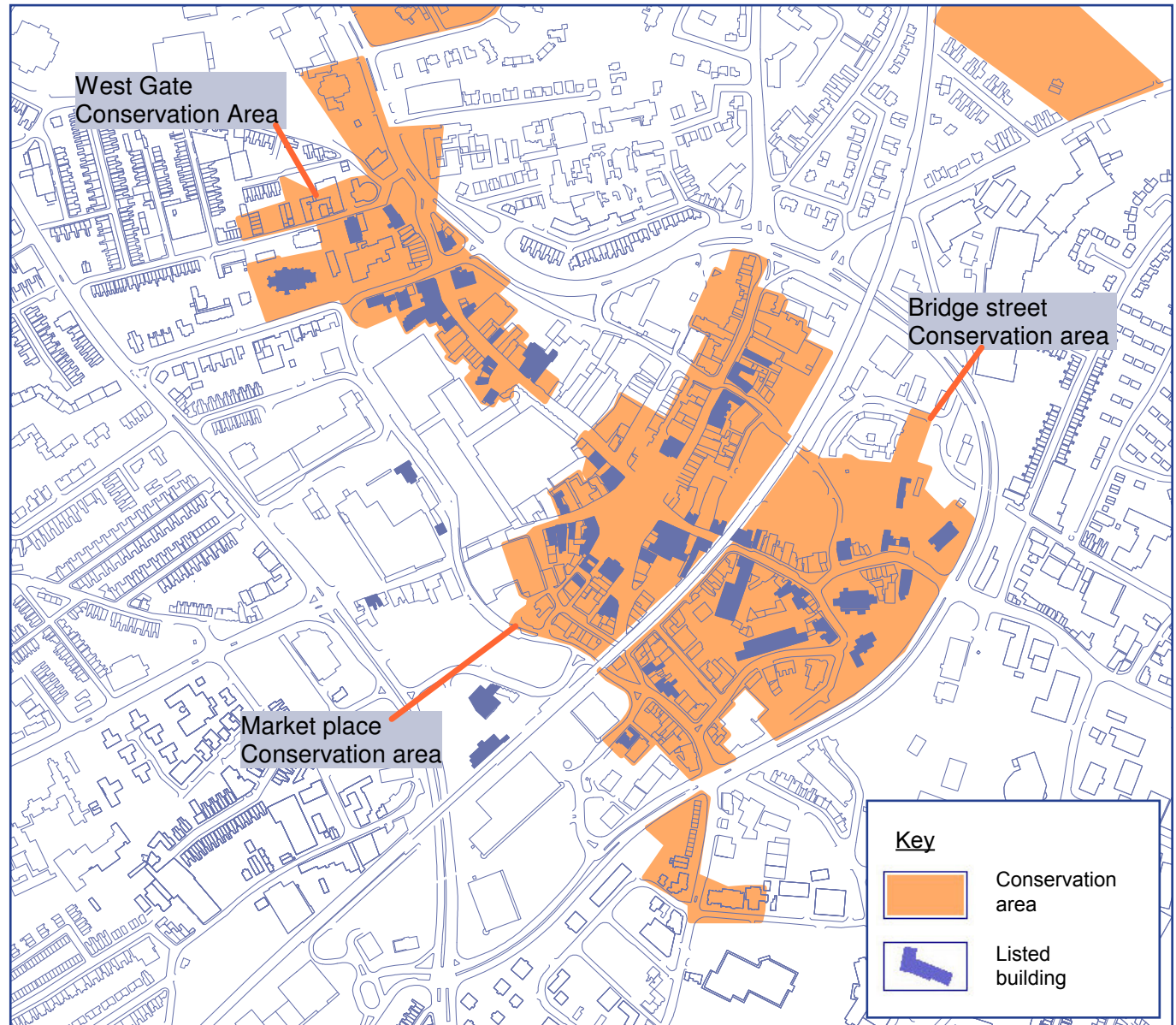
- best represented; the major part of Market Square

Twentieth Century

- art Deco Co-op building to Stockwell Gate
- set piece townscape of Regent Street with underplayed Beaux Arts styling.

The range of building types includes small workers cottages (some with the strip windows of former textiles workshops), large non-conformist churches and chapels, and maltings, mills and factories.

The seventeenth century groups are distinctive (though not unique) in their use of the local stone. These can be broadly categorised into three types; White freestone (seen at Mansfield Town Hall). Red Sandstone (quarried in Rock Valley) and Lower Magnesium Limestone (from Mansfield Woodhouse area). The seventeenth and early eighteenth century houses often have projecting plain architraves to window openings which are usually timber sashes. There is some survival (and revival) of stone cruciform mullion windows.



The boundaries of Conservation Areas and Listed Buildings within the town centre.

Townscape elements



Mansfield Town Hall



Quaker meeting house



Viaduct & St Peter's church

There are a number of townscape elements that contribute to the distinctive character and identity of Mansfield. Many of these make a positive contribution, but there are others which represent challenges for the future. Appraisals should identify key townscape elements. The following are of particular note:

Assets

- The quality of **historic buildings** throughout the town centre, and the variation in grain (see previous pages).
- The **viaduct** and its impact on the town, as a distinctive historic building in its own right, (providing a unifying element to the town) and as a setting for other historic buildings (e.g. framing the view from Market Place towards St Peter's Church).
- The **Market Places** as important focal points.
- The **warmth of materials** and textures and in particular the golden colour of the local stone (see page 27).
- The **topography** that provides regular views across the town and enhances the setting of key buildings and groups of buildings.

Challenges

- The **setting of some historic buildings** has been compromised by more recent additions - in particular the Unitarians Old Meeting House of 1702 which sits between Quaker Way and the Tesco building could be better integrated into future development. (see photograph).
- The impact of several **large floorplate** additions in the twentieth century - in particular the Four Seasons Shopping Centre, and

the Tesco building, which tend to dominate the townscape, and can restrict movement choices.

- The presence of several **'blank' frontages** around the town, where pedestrian presence diminishes - opportunities to replace these with active frontages should be pursued.
- The **continuity and enclosure** of the traditional street frontages in the town centre has been lost in places. This is often due to the demolition of buildings which occurred as a result of the construction of the viaduct. These sites are often used as small car parks. Whilst car parking is convenient, the effect is both unsightly and disruptive to the continuity of the shopping frontages, often having a deadening effect on the street. This presents a number of opportunities for infill development which could make a positive contribution to street enclosure.

Movement and connectivity

An accessible town centre

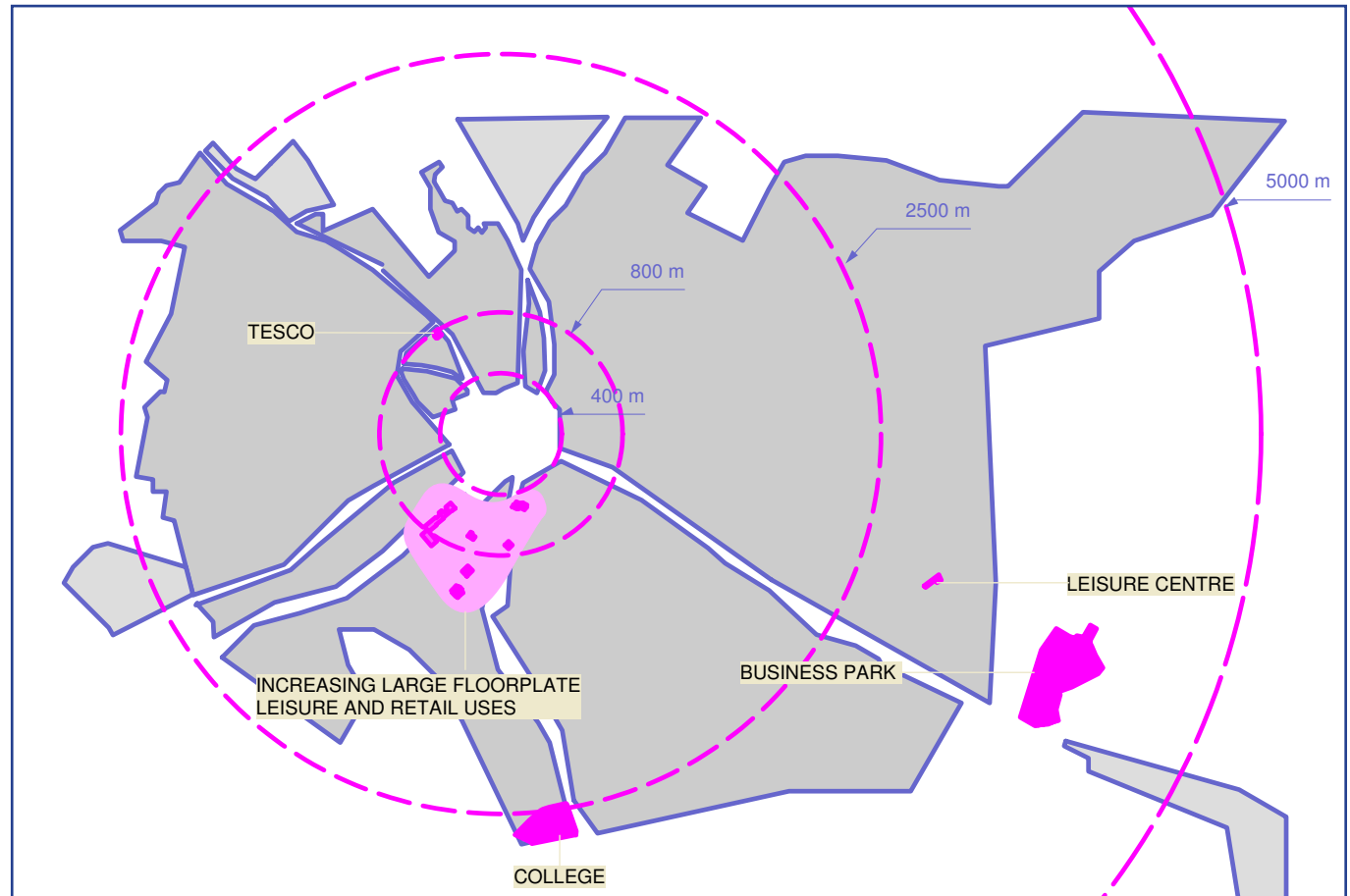
A vital and thriving town centre should be easily accessible by a variety of transport modes. Although Mansfield is a sub-regional centre, it is relatively small in size. Vehicular access is good, but there is scope to improve local connectivity between the centre and the surroundings, especially by walking and cycling. This potential should be explored at the appraisal stage.

Potential

- Much of the town lies within walking and cycling distance of the town centre (provided safe routes are available).
- 30% of the Households in the District have no access to a car; the need and opportunity for using public transport, cycling and walking are relatively high.
- Only 1% of residents cycle to work, compared with 4% across the East Midlands.

Challenges

- A number of uses that fulfil town centre functions have been re-located beyond the edge of the main town centre, sometimes close to the centre itself, but increasingly further out.
- This extends the function of the town centre beyond its natural 'walkable' area, and disperses key trip-generating uses, encouraging car-dependent travel.
- There is a need to retain trip generating uses as close to the town centre as possible, whilst improving the linkages between the centre and the surrounding areas.



Large parts of Mansfield lie within easy walking and cycling distance of the town centre. Whilst the town is very 'walkable', the location of key trip generating uses at increasing distances from the centre promote car use.

Reasonable walking and cycling distances

Cycling:

- 2.4 km - approx. 15 minutes
 - 5 km - approx. 30 - 40 minutes
- (Average length of a cycle trip = 2.9 km)

Walking

- 800m - approx. 10 minutes
 - 2.5 km - approx. 30 - 40 minutes
- (Average length of walking trip = 1.1 km)



The current alignment of the ring road and Quaker way superimposed onto a 1956 map of the town centre.

Barriers to connectivity; the legacy of the ring road and Quaker Way

Accessibility between Mansfield town centre and its surrounding areas is compromised by the presence of a ring road which creates a sense of separation and acts as a physical, social and psychological barrier to pedestrians and cyclists. There is a sense that the town centre is hidden away, behind this barrier. The presence of a second 'inner ring road' (Quaker Way) presents a second barrier and accentuates these problems.

The severance effect created with the introduction of the ring road and Quaker Way into the existing townscape varies at different points along the road:

- There has been significant impact to the east. Here there has been great change; St Peter's Way and Portland Street cut through the town, severing historic routes, cutting through the festival gardens, and removing parts of terraced streets.
- The introduction of Quaker way, and associated changes to the urban fabric has been significant; the historic grain has been replaced by larger footplate buildings which turn away from the road.
- Impact is more limited where the road follows pre-existing routes along Rosemary St, Belvedere St, and Chesterfield Rd to the west. this area accommodates broadly similar traffic levels to the rest of the ring road but creates much less severance.

Key characteristics of the ring road at different

locations are summarised in the diagram (right). In places, the level of the road is significantly different to that of the surrounding area, and this adds to the barrier effect.

Challenges and future potential

A number of potential development sites exist close to and adjacent the ring road and Quaker Way. They will provide opportunities to address the following negative characteristics associated with the ring road, and appraisals should consider these:

- crossing points where routes are indirect due to physical barriers;
- dead frontages or backland sites facing onto the ring road, reinforcing the idea that this is not a place to spend time;
- areas where the road is unnecessarily wide, reinforcing the sense of visual separation from that which lies beyond - especially at arrival or gateway points; and
- deep cuttings and high blank walls reinforcing physical severance.

The effect of Quaker Way, and the outer ring road together has combined to create an area between the two roads with a somewhat neglected appearance. This area (north and south of Stockwell Gate) now has significant development potential, and proposals are emerging for its transformation. These provide an excellent opportunity for sustainable development which would re-connect the town centre with its surroundings, perhaps even closing parts of the road.

Pages 40-43 set out the strategy for reducing the impact of the ring road and Quaker Way, and Chapter 4 provides more detail on how this could be achieved.

Movement within the central area

Permeability (the amount and variety of choices for pedestrian routes) is fairly good within the town centre. However, most pedestrian traffic is concentrated in a very small area in and around the four seasons shopping centre and the bus station. This contributes to a vicious circle compromising vitality elsewhere. Appraisals should assess the potential for increasing vitality and enhancing use of routes elsewhere in the town centre. The following are key issues to consider:

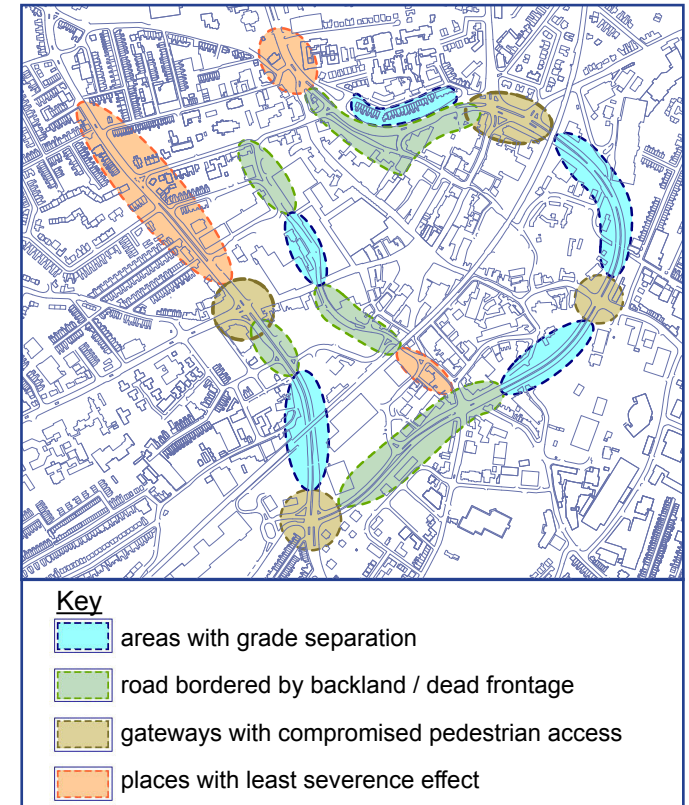
Assets

- In the historic core, the fine grain, yards and alleyways provide a high level of permeability which should be retained and enhanced.

Challenges

- larger floorplate buildings provide fewer options for pedestrians.
- level changes around Stockwell gate (associated with Quaker Way) compromise permeability in this area.
- New development around Stockwell gate should take opportunities to increase permeability (see pages 68 - 73).

key routes and opportunities for future enhancement of the pedestrian network are identified on page 40.



Characteristics of the ring road and Quaker way



Quaker way - a barrier for pedestrians to negotiate.....

Community and activity



West Gate - looking towards Market Square



West Gate - looking towards St John Street

Use and Diversity

Mansfield has a busy and bustling town centre. Survey's of District residents indicate that the town is well used: 20% visit almost every day and 50% visit once per week. The core retail offer is strong, but there is potential to improve variety and diversity. Leisure, commercial, and residential uses are all important in attracting people at different times of the day and week. Key assets and challenges to consider in the appraisal process are identified below:

Assets

- Strong retail offer in the primary shopping area.
- 54% of citizens panel respondents felt the shopping facilities had recently improved.
- Markets provide an alternative to the standard retail offer.
- A thriving night time economy; Mansfield is seen locally as a place for 'a good night out'.

Challenges

- The retail offer lacks variety; local people feel that the range of retailers could be improved.
- Large new retail units on the edge of the town centre sit within their own car parking. This has not added to diversity, but creates competition, as there is little footfall between these sites.
- The quality and range of goods available at the markets is limited.
- Local people would like to see better restaurants, cafe's and shops, more quality stores, key retailers and quality foodstores.
- Only 7% of residents work in the town centre, and only 10% use leisure facilities.

- Leisure uses and leisure shopping are limited.
- Many leisure opportunities in the town are located beyond the ring road and do little to increase the diversity of the core area. This includes the cinema which is the most popular leisure attraction.
- The *Town Centre Economic Regeneration framework* notes a continuation of this trend, with leisure centre and college both moving - the latter is likely to have an impact on the diversity of town centre customers and uses.
- The night time economy is dominated by pubs & clubs; most night time visitors are young people.
- The theatre provides an alternative, but there are few restaurants and even fewer hotels to bring in different age groups.
- Office accommodation is also limited. A new addition is planned at Mansfield Station, but more commercial use would increase the variety of town centre users at lunchtimes.
- There is very little residential accommodation in the town centre, and this contributes to the lack of diversity in the evening economy.

In summary, a balance will need to be struck between:

- diversifying and improving retailing so as to attract a wider range of customers, including those higher spending customers who currently shop elsewhere; and
- increasing the presence of other uses in the area in order to create a more vital and diverse core that thrives at different times of the day.

Community Safety

As the focus for public life, crime and community safety are of particular concern in the town centre. 18% of crime in the town is committed here, and there are a number of security projects which target the area, as well as a dedicated police team. Design principles to improve safety are contained within the IPG: 'Community Safety by Design'.

Challenges

Challenges for community safety include:

- Addressing problems associated with the night-time economy.
- Addressing fear of drunkenness and alcohol-related violence (especially at night).
- Crossing the ring road; this represents a traffic dominated environment unwelcoming to pedestrians.
- The key will be to increase the variety and diversity of evening uses, and provide networks of key streets with concentrations of evening activity.

The following locations are of particular concern. They include areas of low night time activity or with poor surveillance:

- Walkden St and the area around the Rosemary centre leading into the Quaker gardens - hotspots for drug and alcohol abuse.
- The area from Midworth St to White Hart St, and in particular the Maltings - a hotspot for drug abuse.
- Subways are often graffitied - particularly near the bus station.
- Alleyways lack natural surveillance at night.

Inclusivity

Inclusive design is important in any town centre; it is not just about designing for disabled access, but about providing choice and flexibility so that a wide range of people can use and access the town centre, and its buildings.

Inclusivity is about designing for people of all ages: for older people, those with lower mobility, people with wheelchairs and buggies, and those with toddlers and small children. Although not only for disabled people, this group is particularly important in Mansfield. Here 8% of the population is registered disabled, compared with 5% nationally.

Challenges:

The main issues to consider at the appraisal stage include the varied topography, steep slopes and steps, barriers that inhibit direct movement, and places where pavements are narrow. The following places present particular challenges:

- The topography combined with narrow pavements on Toothill Lane, and in the Rock Valley area generally.
- Access to the train station which sits on one of the highest points in the town centre, with a series of steps as a main gateway to the town centre.
- The frequent changes in level which are confusing as well as impractical in the Stockwell Gate area.
- The ring road, the limited number of crossing points, and the nature of these crossing points; level changes, bridges, subways, and barriers which inhibit direct movement.

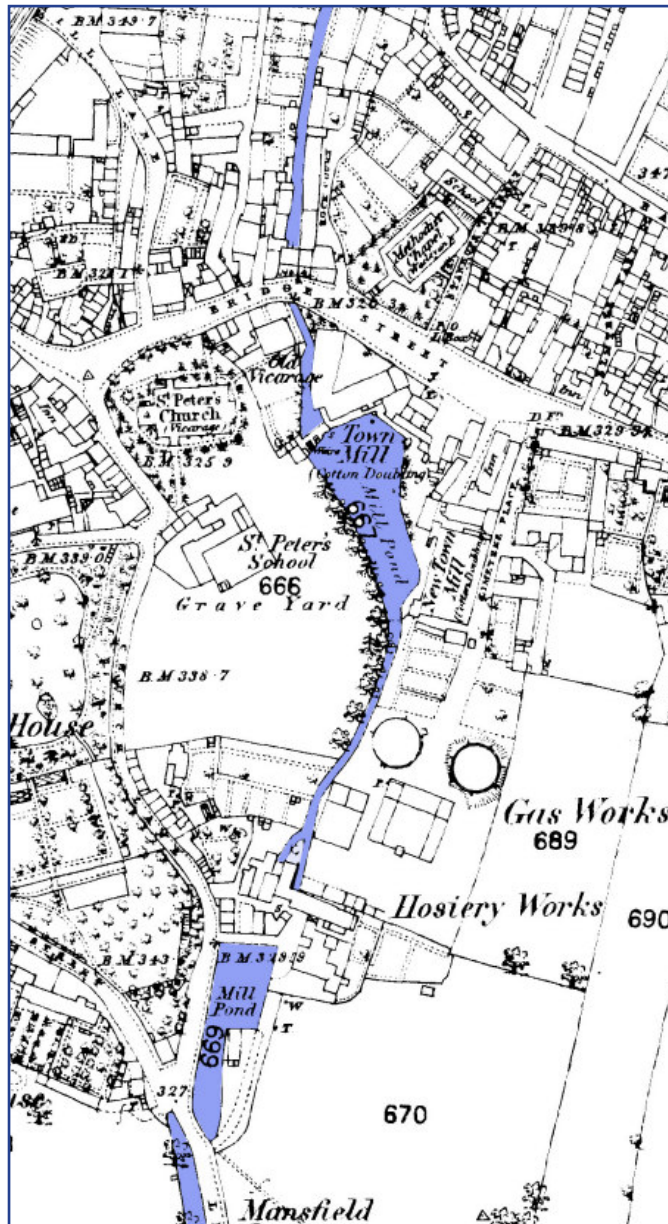


Narrow alley off West Gate



Church Street

Natural assets



1875 Map showing former route of River Maun

The natural resources of Mansfield have made a fundamental contribution to the character and local distinctiveness of the town. Where these resources occur within a site or where they influence its setting, they should be identified in the site and context appraisal and should influence the design concept or principles.

The major natural resources of Mansfield town centre are the River Maun, the topography, the local stone and the trees within the town centre. The potential for energy efficiency and renewable energy generation should also be considered.

The River

The River Maun runs through the eastern side of Mansfield town centre. In places it provides a positive setting (e.g. for the Town Mill), but elsewhere it is almost invisible. It is either culverted, or hemmed in by development, the engineered banks of flood protection, and high fences.

Opportunities

Historic maps of the town provide an indication of the potential of the river. In 1875 it opened out to provide several mill ponds in the area, one either side of the current route of St Peter's Way, and another north of the brewery.

There is significant potential for opening up the culverted river and enhancing its banks to provide:

- a linear park and pedestrian route;
- significant biodiversity benefits;
- an improved setting for historic buildings (e.g.

- in Rock Valley, where a car park detracts from the overall appearance of the area);
- a source of liveliness, movement and enjoyment; and
- socio-economic benefits from increased activity alongside the river (development fronting onto rivers commands premium values).

Topography

The viaduct, striding across the town centre testifies to the considerable change of level that exists in the bowl like situation of Mansfield. The topography provides:

- regular views across the town, with varied roofscapes providing a distinctive feature;
- views up or down streets give emphasis to the way buildings are arranged along streets and the way they step up and down the gradients;
- variations on eaves and parapet lines help accentuate the rhythm of the plots (for example those stepping down into the Market Place).

Challenges

there are wide variations in topography across the town centre, including:

- abrupt changes in level with 'inland cliffs' in several areas; and
- elsewhere more stepped or terraced changes
- finally, graded or gentle slopes.

These features can strongly influence the layout of buildings. Designing 'in section' rather than purely by plan will often be an essential measure to ensure optimum utilisation of the site. The use of cut and fill to virtually eliminate contours should be avoided.

Local Materials

The creamy, golden local sandstone has been used widely in Mansfield, giving the town a visual and textural unity and a sense of warmth. The programme of cleaning the stone is almost complete, revealing its positive colour effects.

Opportunities

- It is essential that no stone is lost through redevelopment.
- Where appropriate (see character areas on pages 28 - 33), new development should use local or complementary stone wherever possible.
- Remnant areas of local paving stone are rare and virtually irreplaceable. The aim should be to retain local and other traditional paving materials in situ wherever possible.

Trees and Green spaces

Mansfield's early industrial heritage, and the fine grain of much of the town centre, means that there have historically been few green spaces within the area. Those that remain include:

- the garden next to the Quaker meeting house;
- the grounds of St Peter's and St John's church;
- the area either side of St Peter's way that forms the remnants of the old festival gardens.

Beyond the town centre there are other larger green spaces, including Titchfield park and Carr Bank memorial park. However, the presence of the ring road creates a barrier to pedestrian movement between the historic core, and these spaces.

There are well established street trees around the central shopping streets in limited pockets, and these are a precious resource. They provide aesthetic, microclimatic and some ecological benefits to the town centre. Elsewhere there are few trees, giving a hard urban character.

Opportunities

- Site and context appraisals should note the presence of street trees and green spaces, and seek to retain these wherever possible as well as identify the potential to add to this valuable legacy (see page 93 for advice).
- In some historic areas with a strong industrial character, additions may be inappropriate.
- There may be potential to increase tree planting and biodiversity alongside the river as part of schemes which aim to reclaim and open up this resource (see pages 64-67).

Energy efficiency and renewable energy generation

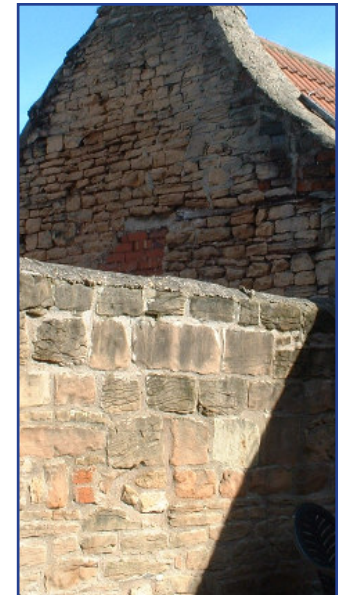
Every site and context appraisal should consider the potential for energy efficiency and on-site renewable energy generation.

Opportunities:

- The varied topography may provide enhanced opportunities, especially in association with water and solar energy.
- Extreme care should be taken in conservation areas or in listed buildings, to ensure that any external design features respond to the context.

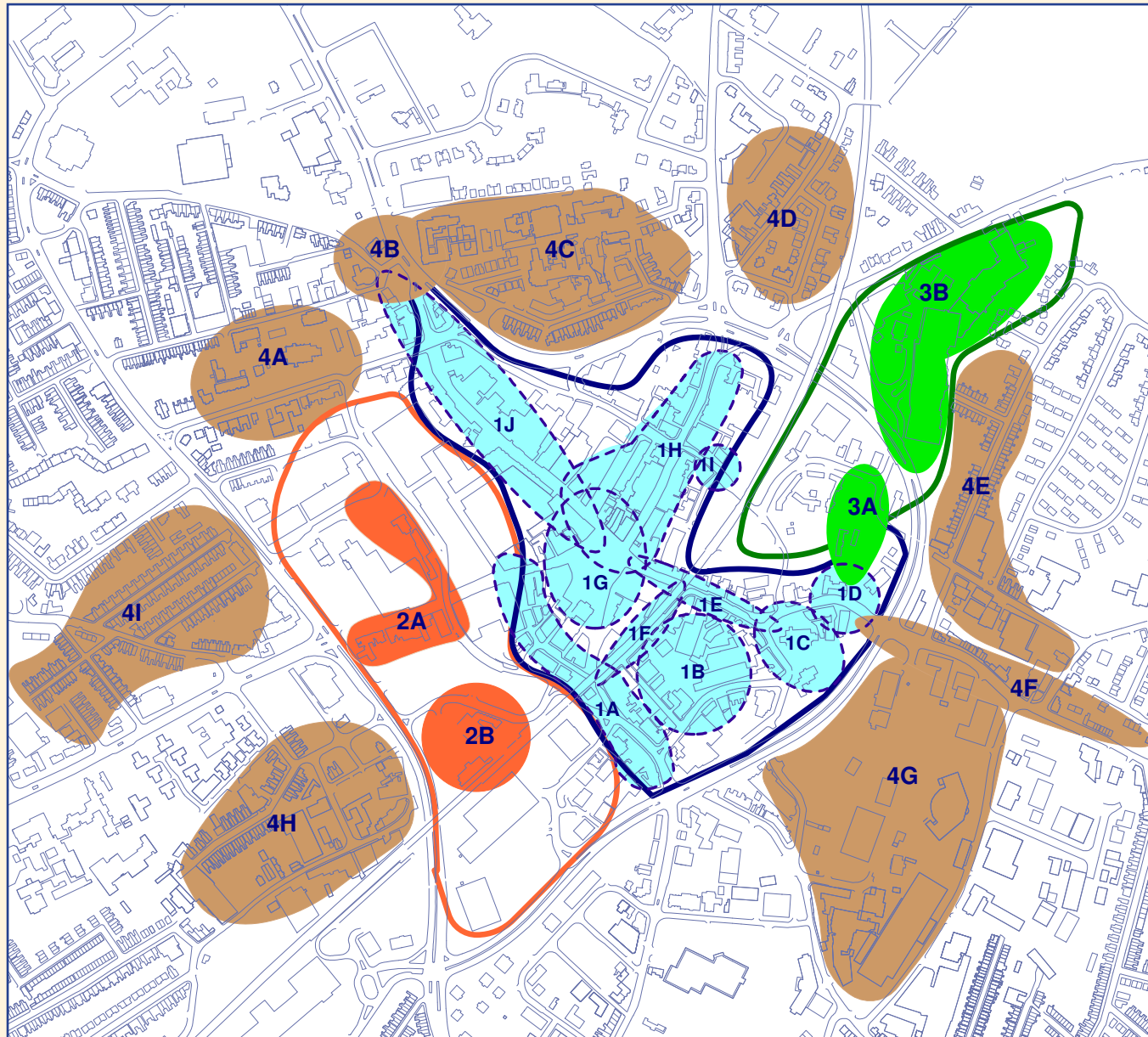


Views of the river Maun - north and south of St Peter's Way



White Lion Yard (left) and Local stone in the White Hart area

Review of character areas



Character areas within and adjacent to the town centre.

The compendium develops and reinforces the character areas identified in the emerging Conservation Area Appraisal of the Market and Bridge Street Conservation Areas. There are three broad areas of distinct character, and a number of sub-areas within each. Additional character areas beyond the ring road are identified but not described in detail. Site and context appraisals should make reference to the key characteristics of each area, identifying assets, challenges and opportunities. The character areas are as follows:

1. The Historic Core

- A. Albert & Queen Street
- B. White Hart environs
- C. St Peters Church environs
- D. Bridge Street
- E. Church Street
- F. White Hart Street
- G. Market Place
- H. Leeming Street and Regent Street
- I. Loothill Lane
- J. West Gate

2. Quaker Way environs

- A. Four Seasons and Rosemary Centre, Stockwell Gate & Quaker meeting house
- B. Railway station environs

3. Rock Valley

- A. Riverside
- B. Stanton Mill works, Bath Lane

4. Beyond (outside) the ring road

- A. St Johns Church environs
- B. West end of West Gate

- C. Hospital (West Hill Drive) and College
- D. Watson Avenue, Rufford Avenue and Terrace Road
- E. Recreation Street & Pelham Street
- F. Ratcliffe Gate
- G. Brewery and Lime Tree Place
- H. Victoria Street and Dallas Street
- I. Goldsmith & Chaucer Street environs

1. The Historic Core

A. Albert & Queen Street

The area is defined by traditional two and three storey buildings, mixed use, a tight historic urban grain and continuous frontages. Materials vary from ashlar stonework (some painted) to brick and painted brick. The focal point for the area is the intersection with the **viaduct** giving framed views down to the Market Square.

B. White Hart Environs

The buildings in this area are almost entirely two storey, with storeys taking advantage of the level change on Dame Flogan Street. The former industrial uses have characterised the predominantly brick buildings; large openings, long deep pitched spans. The grain is fine in areas particularly the former tannery buildings, but on larger footplates than the medieval core. Street frontages to Dame Flogan Street are broken by gaps. A characteristic of the remaining area is the informality of groups of small and large buildings forming alleys, courts and yards. Stone and brick is seen with natural slate. **The malthouse** is an imposing historic building which reflects its original industrial use and dominates the area.

C. St Peters Church Environs

The church is set up off the road and dominates the space created by the dividing of the two ancient routes to its north. The surrounding three storey buildings comfortably enclose the space and create well defined townscape. The fine grained street frontage is continuous. There are commercial uses to the ground floors (mainly A1) which makes this an active area by day but quiet at night. Most buildings are constructed of white sandstone, some unfortunately have been painted. **The church** with its squat spire plays a very important role as a landmark historic building of considerable quality. The setting of the church is enhanced as a result of the survival of some fine mature trees which also figure prominently in views of the church and give the surrounding spaces an almost 'village green' feel. This provides one of a very few green spaces in the town centre.

D. Bridge Street

This character area is dominated by the **town mill**; a prominent landmark historic building on the edge of the town centre which helps to define the course of the River Maun. The remaining elements of Bridge Street are very varied. The short run of late nineteenth century brick built shops to the south side help define the street line but the north side is more broken and is notable for well defined stone gables seen with natural slate roofs projecting into the street. The scale slowly builds as one approaches the junction with Church Street. There is a fine to medium grain to this part of the town and its mix of uses make it an interesting and potentially vibrant part of the town.



Albert & Queen St



White hart Environs



St Peter's church environs



Bridge Street



Church Street



White Hart Street



Market Place



Leeming Street & Regent Street

E. Church Street

This character area comprises one of the finest and most historically intact streets of the town, the street contains continuous frontage of 3 to 4 storey buildings ranging from the sixteenth to the twentieth century, a number of which are listed. Variations in roofline, with gables and parapets and pitch roofs mixed together adds to the high quality of the townscape. **The viaduct** intersects the street and forms a magnificent frame for a view down to the church and correspondingly up into the Market Place. There is a real variety of materials from stone, through to render and some brick.

F. White Hart Street

This area was created by the building of the **viaduct** and is defined by its scale. It is also a very attractive shopping street of a robust Victorian character. Three storey buildings are varied and well articulated and there is a diversity of materials not seen in other parts of the town. The survival of a first floor shop front is particularly striking. The rhythm of shop fronts and changes in materials gives the appearance of a fine grain despite the consistent eaves line to the eastern end. **The corner of White Hart Street and Church Street** is particularly pleasing in architectural terms with the double height pilasters strongly defining the corner and leading the eye around.

G. Market Place

The scale of buildings fronting this large space is predominantly three storey. Roof pitches behind parapets add to the height as most buildings on the market can be seen from a distance.

Roofscape, chimneys, parapets and the variation in styles are important to the character of this space. It has a true sense of being at the heart of Mansfield. The uses of the surrounding buildings and the market place itself are complementary and make a vibrant and interesting place by day. The fine grain is reflected in the subtle changes of materials around the Market Place. The consistent use of the traditional sash repeated in classical bay divisions provide an homogeneity and rhythm which defines the built form and creates very attractive townscape. Corners are important as is a consistent building line within the groups.

H. Leeming Street and Regent Street

Buildings are three to four storeys (or the equivalent height) and almost consistent in building line along their length. They form important commercial 'arms' flowing from the hub of the market. Leeming Street has a very attractive curve to the building line which combined with the stepping up of the street makes for a pleasing rhythm of varied frontages in groups creating good robust late Victorian townscape. The later Regent Street has an air of formality which sets it apart from other areas of Mansfield but it is nonetheless a comfortable street with some interesting early twentieth century buildings. Regent Street is enhanced by a number of street trees. This area sees the use of more non-indigenous materials – non-local stock bricks and reinforced concrete.

I. Toothill lane

This small area has its own distinct character based on its **intimate scale**. Buildings are 2-2½ storeys but with mature street trees helping to

soften their impact and providing a human scale very different to the adjacent Leeming Street. Materials are a combination of traditional stone, brick (some painted) and faux timber framing.

J. West Gate

This area is dominated by **radical twentieth century interventions**. However, it has a comfortable scale which is more domestic than the commercial core of the town. It has a good survival of historic plot pattern, historic alleyways and yards. These remain popular pedestrian routes and make an important contribution to the character of this area. There are some very good historic buildings including a group of fine seventeenth century houses (now partially converted) towards the north-western end. A good amount of the historic stone is seen in this area as well as brick and render.

2. Quaker Way environs

A. Four Seasons Centre and Rosemary Centre

The scale of these two complexes is not seen elsewhere within the town centre. The Four Seasons shopping centre has a central access road running the length of its roof. The shops are wide modern units and give the area a course grain in distinct contrast to its immediate neighbours. Along Stockwell Gate important street building lines and continuity have been retained.

B. Stockwell Gate & Quaker Meeting House

This small section of historic townscape is a valuable survival and reminder of the historic scale of this key route into the town. The scale is

two storey and a modest traditional three storey in places. A small group of stone faced listed buildings date from the early nineteenth century. Others are painted brick and render. Alleyways and the medium to fine grain of the historic core are still legible. The Quaker meeting house and hall face onto a small but historic and potentially attractive open space to the south west.

C. Railway station environs

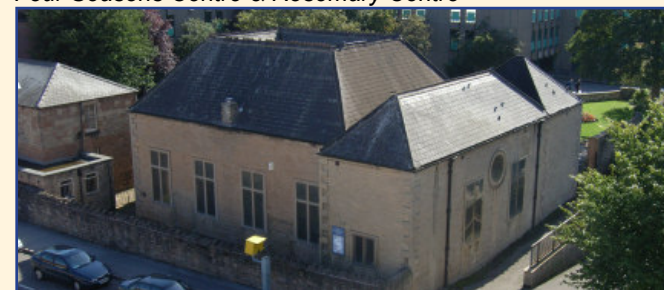
The railway station is an elegant stone building set high up above the town on what was once a sweeping approach into the heart of Mansfield. The present station and hotel now sit in isolation over the town and have lost much of their setting and sense of arrival. This once formal grouping of buildings has been compromised by the 1970's extension to the hotel which has blocked the former visual connection the station had with the town. An important survival is the historic cobble paving to the front of the station and Midland Hotel.



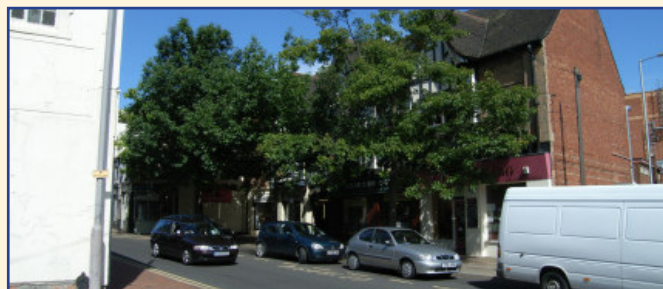
West Gate



Four Seasons Centre & Rosemary Centre



Stockwell Gate & Quaker Meeting House



Toothill Lane



Railway Station environs



Riverside



Bath Lane Works



St John's Church environs



West end of West Gate

3. Rock Valley

A. Riverside

The partially developed riverside with pedestrian walkway is a forgotten part of Mansfield away from the main arterial routes into and out of town. The combination of traditional materials and built form, views towards St Peter's church and physical proximity of the river make this a potentially attractive area with opportunities for high quality development taking advantage of the river frontage.

B. Stanton Mill & Bath Lane Works

The imposing scale of the industrial buildings lining the valley, with the large domed cupola to the five storey factory, dominate this area. There is a real sense of place derived from the solidity of the red brick buildings and the utilitarian, robust and well detailed character of the complex which is still in use as a print works.



Hospital (West Hill Drive) and College complex

4. Beyond (outside) the ring road

A. St Johns Church environs

This area defines the immediate setting to St John's church. The prominent **stone spire of the church** is a notable landmark and sits within a tree lined churchyard. There are a number of surviving villa type houses of higher status than nearby terraces.

B. West end of West Gate

This area has a distinct character. The recently completed public realm improvements combined with a number of good quality buildings, notably the stripped classical elevations to the principal **entrance building of the college**, combine to create an important 'gateway' to the town.

C. Hospital (West Hill Drive) and College

The institutional nature of these two sites gives them a common character. The college site is notable for its eclectic mix of historic buildings ranging from the Late Georgian to Beaux Arts and hints of the International Modern. There are some buildings of real architectural quality in this group. The hospital complex comprises a very good range of late Victorian/Edwardian buildings which front West Hill Drive. These buildings and the large terraced houses opposite combine to create good historic townscape. The houses are very well detailed with timber bracketed eaves, moulded terracotta string courses, projecting bays and porches.

D. Watson Ave, Rufford Ave and Terrace Rd

This area comprises a small group of tree lined

streets with some very well considered Arts and Crafts influenced semi-detached and detached houses set in small gardens. The survival of original detailing particularly windows and doors is of a high quality. The houses are carefully planned so as to close vistas and appear within sylvan settings. In Terrace Road there is a fine Grade II listed late Georgian Terrace. The use of ashlar stonework for the façades is particularly notable.

E. Recreation Street & Pelham Street

This character area reflects a valuable survival of the scale and grain of nineteenth century industrial Mansfield. The terraced artisan housing is located adjacent to the small part stone built factories and warehouses which form a tight grid of medium scale 2½ storey brick buildings.

F. Ratcliffe Gate

The gently rising street curves southwards from the ring road and is lined with the survival of the medieval street pattern supplanted with buildings from the seventeenth, eighteenth and nineteenth centuries. Poor quality shop fronts and replacements of traditional windows have eroded the quality of this group, nonetheless the group is cohesive, consistent in scale and sweeps around the curve of the road creating memorable and robust townscape.

G. Brewery and Lime Tree Place

The historic brewery buildings and the warehouse adjacent to Church Lane are the only buildings of note in this area. The remaining space is occupied by car parks, redundant land and buildings and modern offices (generally on large floorplates).

The topography plays an important part in emphasising some buildings over others (e.g the Police Station). This area has the potential to become a place which emphasises the river.

H. Victoria Street and Dallas Street

An area of warehouses and factories interspersed with modest two storey terraced houses. Similar to Recreation Street & Pelham Street, this area is a survival of the industrial past where factories formed part of the street scene rather than being set apart on industrial estates.

I. Goldsmith & Chaucer Street environs

A cohesive area of terraced brick houses. Artisan dwellings for the many people of Mansfield who worked at the factories and warehouses which were stitched into the fabric of the town.



Ratcliffe Gate



Brewery & Lime Tree Place



Watson Avenue, Rufford Avenue & Terrace Road



Victoria Street & Dallas Street

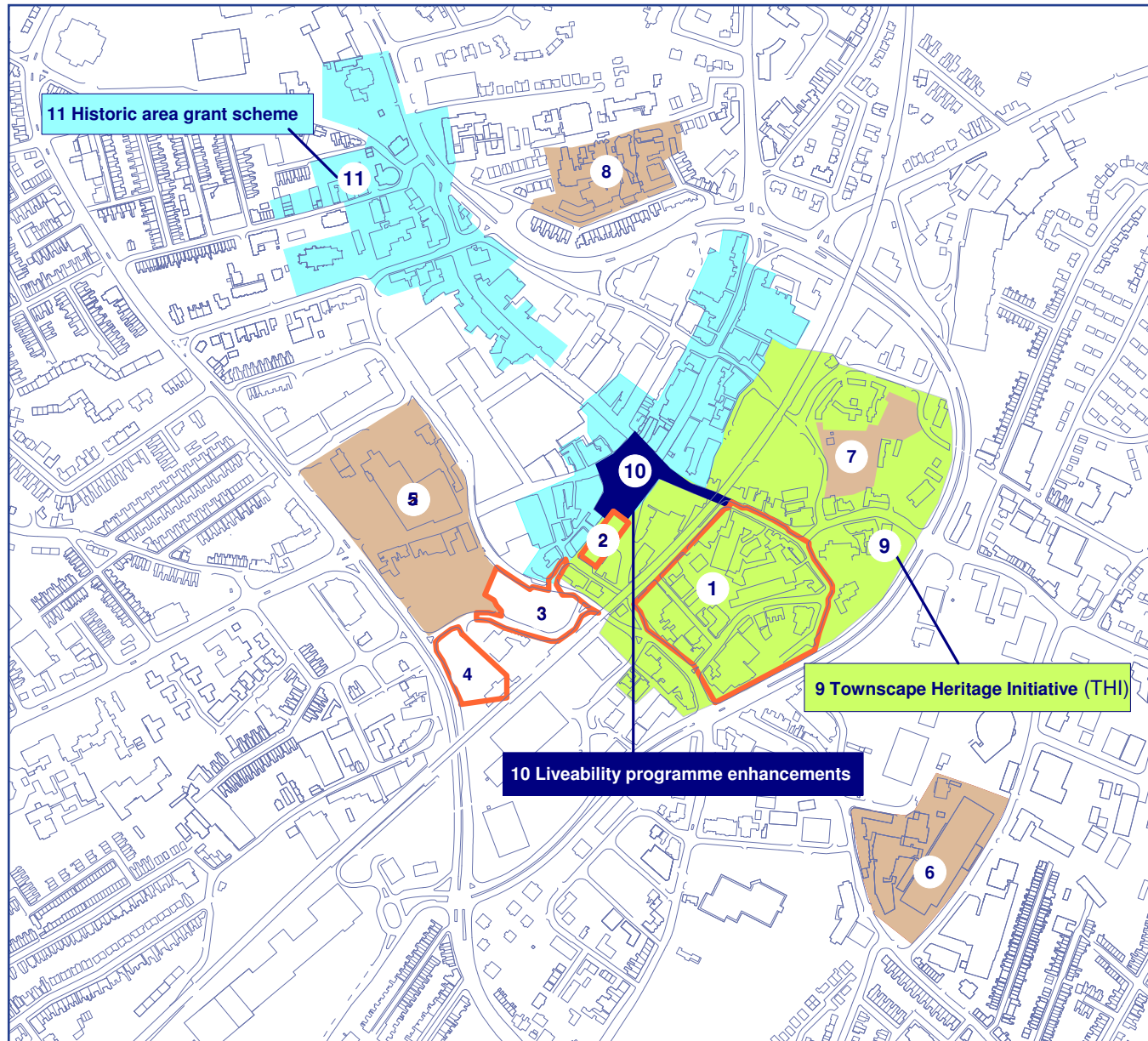


Recreation Street & Pelham Street



Goldsmith & Chaucer Street environs

Aspirations and commitments



Existing Aspirations and commitments at June 2007

Regeneration initiatives and development projects come forward on a continuous basis. The urban design compendium does not exist in isolation, but has emerged in an environment where a number of aspirations and commitments already exist. These should be considered as part of the appraisal process.

These aspirations and commitments fall into the following categories:

- development sites and areas where schemes are being promoted or supported by Mansfield District Council / or have planning permission;
- development sites where schemes are likely to emerge in the future; and
- wider policy and regeneration initiatives.

The map shows a number of sites and areas.

Promoted / supported schemes:

1. White Hart mixed use development
2. Old Town Hall development
3. Mansfield Transport interchange (bus station)
4. Arrival square office accommodation

Development sites - future / emerging schemes

5. Stockwell gate area (including former bus station, Tesco and courtaulds sites)
6. Mansfield Brewery
7. Rock valley
8. General Hospital redevelopment

Other policy / regeneration initiatives

9. Townscape Heritage Initiative (THI)
10. Liveability programme enhancements
11. Historic area grant scheme

Summary of Character and context: key assets and challenges

There is currently a climate of optimism and change in Mansfield, that, if harnessed in a positive way, could provide a once in a lifetime opportunity to make changes of real value, enhancing the existing urban fabric and vitality of the town centre and strengthening its role in the regional economy. The key assets and challenges that need to be taken into account as part of any appraisal of development sites and their context are as follows:

Existing assets / potential

- Remnants of the medieval town in the street pattern, yards and alleyways.
- The multi-layered industrial legacy of fine, medium and coarse grain buildings.
- Individual historic buildings of quality and their role in the town, especially the viaduct, churches and Unitarians Meeting House.
- The two market places.
- The warmth of the local stone.
- Varied topography enhancing townscape and views, and drawing attention to individual buildings and roofscapes.
- The limited size of the town giving good potential for cycling and walking and a potentially highly accessible town centre.
- A high level of permeability within the central area.
- A strong and improving retail offer.
- The sense of bustle and activity in the town and the continued presence of a large market.
- A thriving night time economy
- The presence of the river and opportunities for enhancing the appearance, biodiversity, use and enjoyment of the river bank.

- A number of trees and green spaces.
- A series of definable 'character areas' with the potential for enhancement of their character. These are centred on the Historic Core, Quaker Way and Stockwell Gate, Rock Valley and the Riverside, and the ring road and beyond.

Challenges to address

- The legacy of the ring road and Quaker Way. In particular the way in which the ring road hides the town centre, and severs its connection to the rest of the town.
- The need to find the correct balance between Conservation and Regeneration, with regeneration schemes being careful not to compromise the historic legacy they seek to exploit.
- Accommodating modern uses in areas of finer grain townscape.
- The setting of historic buildings, particularly those which currently sit in compromised surroundings.
- The presence of a number of blank or dead frontages and infill or gap sites used as small incidental car parks.
- The increasing tendency for trip generating uses to locate outside the ring road.
- The lack of variety and quality in the retail offer.
- The lack of diversity in use in the central area, in particular in relation to leisure, culture, residential and office accommodation.
- The perception of a lack of safety and anti-social behaviour in the town centre at night, with particular locations highlighted.
- Varied natural topography and man-made level

changes present challenges for inclusivity.

- The presence of a number of large floorplate buildings that compromise permeability.
- The area north and south of Stockwell Gate and west of Quaker Way is particularly compromised, and presents a real opportunity to improve permeability, inclusivity and community safety
- Limited green space linked to the industrial heritage and density of development.
- The external impact of measures to improve energy efficiency within Conservation Areas or on Listed Buildings needs to be carefully considered.
- The need to respond to the emerging policy context which is subject to continuous change.
- The need to respond to emerging and changing aspirations and commitments.

This represents a summary of the key assets and challenges that schemes within and around Mansfield town centre will need to address. Chapter 3 takes these issues forward in the form of strategic guidance for the town centre.



Chapter 3. Strategic guidance

Contents

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Strategic priorities

Enhancing movement and connectivity

Celebrating character

Development control guidelines

Conservation Area guidelines

Contemporary design in historic areas

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Improving facades of post-war buildings

Spatial priorities



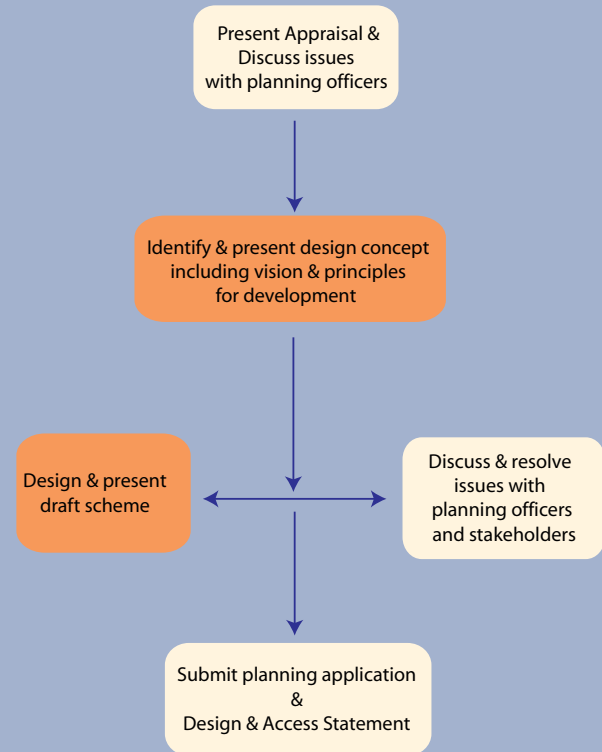
Introduction

Purpose of chapter 3.

This chapter has two main roles:

- It sets out a design strategy and a series of general design principles which apply across the town centre
- It provides guidance for stages 3 (design concept) and 4 (draft scheme) of the design process (see below)

The Design Process: Stages 3 & 4



Developing a Design Concept

Chapter 1 sets out a recommended process for developing designs which respond to the context within which they sit, and to the Council's design priorities and objectives for the town centre.

Stage 3 of this process highlights the importance of identifying a **design concept: a vision and series of design objectives for the development.**

The design concept can be illustrated by a clear and concise concept plan submitted as part of the Design and Access Statement. This plan should identify a range of objectives in relation to the following:

- a hierarchy of streets and places;
- the character of areas and spaces;
- movement and connectivity;
- enclosure and continuity in the street scene;
- heights and views to retain or enhance;
- expected uses and focal points for activity; and
- the proposed landscaping strategy.

This chapter is intended to assist with the development of the design concept by setting out a design strategy in the form of broad aims and design principles / objectives for the whole town centre. Chapter 4 provides further advice relevant to specific locations

Developing a detailed scheme design

The detailed design scheme and its layout (stage 4) should emerge from taking forward the vision and objectives set out in the concept (stage 3).

The design scheme should include information on all those elements that are required to be covered by a design and access statement, namely:

- use
- amount
- layout
- scale
- landscaping
- appearance
- access.

This chapter is intended to assist in developing scheme designs by taking forward the aims and objectives opposite and providing general guidelines for development throughout the town centre. Chapter 4 provides further locationally specific advice.

Strategic priorities

The broad aims, and design objectives set out in this chapter represent the strategic priorities for urban design in Mansfield town centre. They have emerged from:

- The vision and design aspirations (page 7);
- The objectives for the town centre set out in the Community Strategy (page 17); and
- The appraisal set out in Chapter 2 and the assets and challenges that need to be addressed (page 35).

Advice is provided on ways to take forward a number of these objectives in the subsequent pages.

The aims and objectives have implications for town centre policy, and should be revisited during the Central Area Action Planning process.

Broad town centre design aims

Changes to the built environment should:

- Make the area more welcoming.
- Increase accessibility and connections with outlying areas.
- Celebrate character and heritage.
- Integrate contemporary design as appropriate and respect historic context.
- Promote vitality and strengthen the centre as the heart of the town.
- Increase actual and perceived safety promote inclusivity and increased mobility.
- Promote biodiversity, energy efficiency, and renewable energy generation.

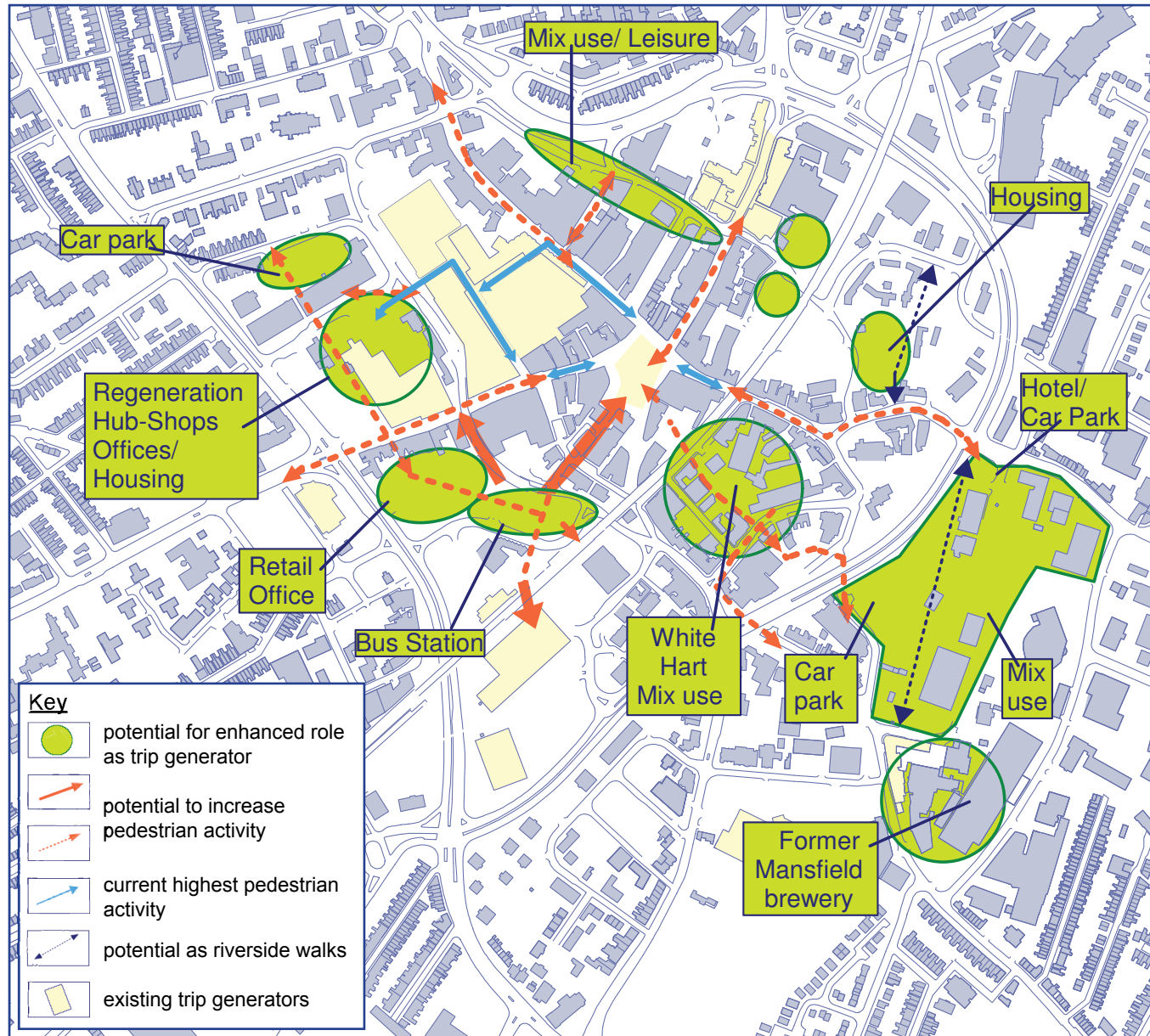
Town centre wide design objectives

The following design objectives apply across the town centre. All new development should seek to:

- Ensure that key trip generating uses are located in the town centre wherever possible.
- Promote diversity, variety and quality in the uses within the town centre, including at night.
- Retain and enhance connectivity and permeability within the central area.
- Break down the barriers created by the ring road and Quaker Way and enhance crossings to ease movement between the centre and suburbs.
- Enhance character and distinctiveness and respond to the surrounding 'grain' of development.
- Enhance the setting of historic buildings and structures.
- Respond to topography - creating and enhancing views to key buildings, and ensuring the heights of new buildings complement the existing roofscape.
- Improve street continuity and sense of place and reduce the street level impact of informal car parks (informal car parking will be replaced beyond the ring-road where possible).
- Increase natural surveillance and variety of use in areas where there are particular problems with community safety.
- Re-discover lost natural assets and use them to enhance the appearance of the area.
- Consider the care and management of existing trees and greenspaces, and where appropriate, include proposals for new trees and greenspaces.
- Enhance streetscapes and public realm, contributing to the delivery of the public realm strategy (see chapter 5).
- Use high quality energy efficient materials, preferably of local origin.
- Promote energy efficiency and where possible include measures for renewable energy generation.

The council encourages a contemporary approach to the design of new development, especially outside Conservation Areas and in areas suitable for comprehensive redevelopment. In these areas there is scope for creative new design of the highest quality. Whatever the location contemporary design should still respond to the existing character of the town centre, and nearby historic remnants.

Enhancing movement and connectivity



Opportunities to improve permeability and pedestrian connections within and around the town centre.

Permeability within the central area

The level of movement and permeability within the town centre is reviewed briefly in Chapter 2, as part of the town centre context appraisal (page 23).

The map provides a summary of existing well used pedestrian routes and ‘trip generators’. New development should seek to enhance the appearance, use and vitality of routes elsewhere around the town centre.

The map identifies sites with a potential increased role as an origin or destination for pedestrians as a result of future developments. Opportunities for enhancement of the pedestrian network and future key routes in association with town centre developments are also identified.

Areas with specific potential include:

- the fine grain area of the White Hart;
- alleyways - in particular eclipse yard;
- creating new connections in the area north and south of Stockwell Gate; and
- new development beyond the ring road (and in particular the re-location of large car parks), (This is explored further in the following pages).

Principles and suggestions for the enhancement of these areas are set out in Chapter 4.

Chapter 5 sets out a strategy and guidelines for enhancements to the public realm.

Reducing the impact of the ring road and Quaker Way

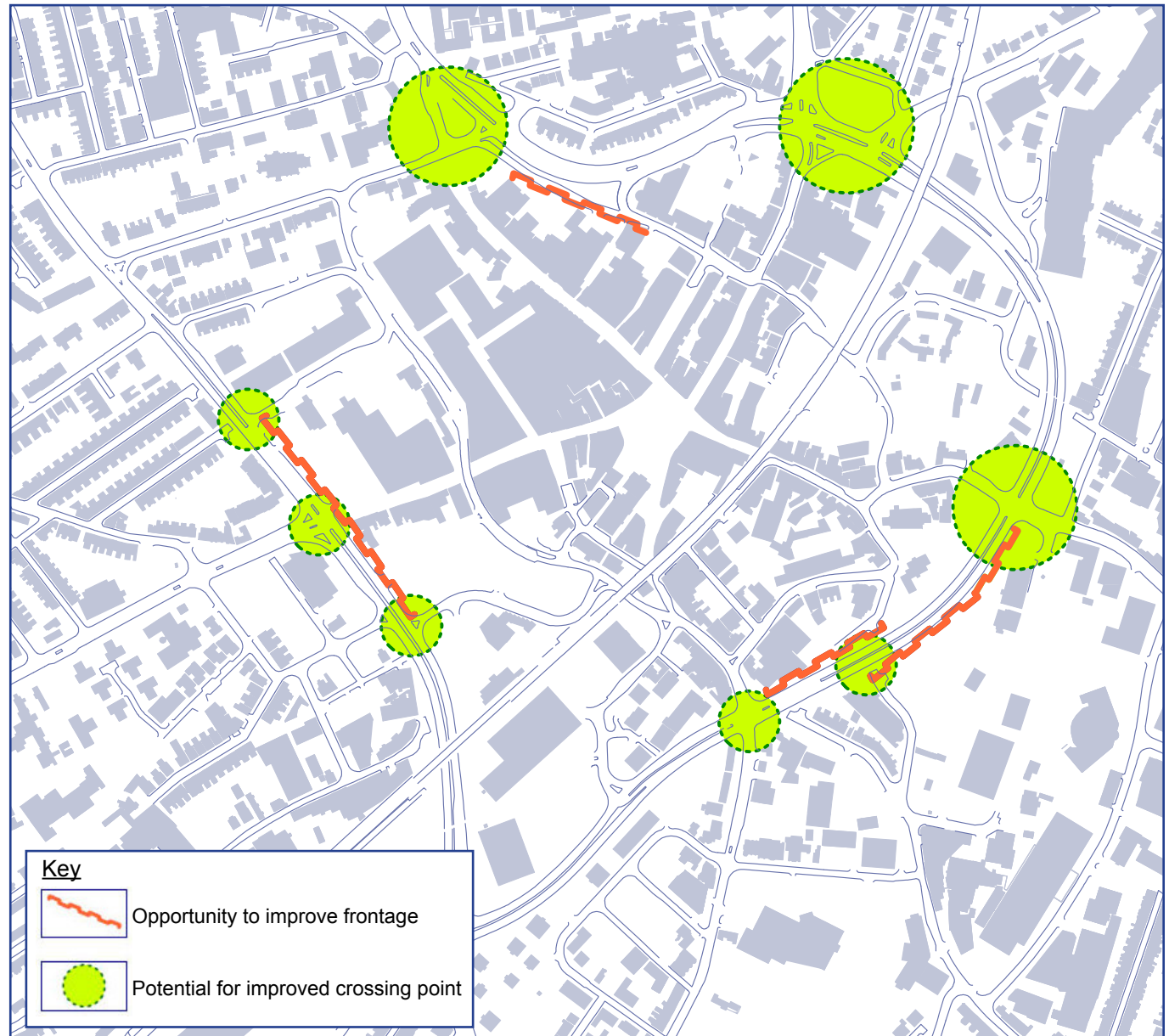
Breaking down the barriers created by the ring road and Quaker Way could make a significant difference to the town centre.

Chapter 2 provides an appraisal of the character and challenges presented by the two roads. This chapter puts forward possible solutions to reduce the dominance of the ring road. Chapter 4 puts forward suggestions for Quaker Way.

The aim is to break down the physical and psychological barrier of the ring road and enhance linkages between the centre and the remainder of the town. Three possible approaches are:

- Enhance crossing points and increase pedestrian traffic to emphasise the bisecting linear rather than the Ring Road.
- Improve the environment alongside the road by increasing active frontage and enhancing gateway points.
- Investigate whether the road has excess capacity that could be used in a different way (either now or in the future). In relation to Quaker way, the future need for the road should be re-appraised as part of emerging proposals for the Stockwell gate area.

These options are inter-related and can be pursued in combination. The first two are explored further below.



Opportunities to improve crossing points and frontages onto the ring road

Crossings with enhancement potential



St Peter's Way, Ratcliffe Gate, Bridge Street junction



St Peter's Way, Church Lane junction



Quaker Way

Enhancing crossing points

The first step should be to identify appropriate locations and sites, including priority sites which can be used to test the approach.

Priority sites should be

- Places where pedestrian traffic is highest (actual and potential) - this is linked to uses beyond the ring road (see previous section).
- Places where the ring road is at grade with surrounding development (see chapter 2).
- Places where vehicular junctions are less busy.
- Places where new frontage onto the ring road could enhance the crossing (see chapter 2).

Locations with potential to enhance crossing points are identified on the map.

The palette of solutions to enhance crossings will include:

- Ensure crossings are directly on desire lines so that pedestrians do not have to 'zig zag' and take detours.
- Remove subways and replace with at-grade crossings, or widen them to form bridges.
- Remove all metal barriers and replace (if necessary) with very low walls.
- Use tree planting to emphasise the bisect.
- Use opportunity sites just outside the ring road as magnets to draw people across or provide an 'origin' for destinations within the ring road (e.g. by placing car parking here).
- The treatment of crossings can be a different colour and texture from the road and possibly match adjacent pavements (mark linear strips across the road).

- Consider raising the level of the crossing as a 'table top' or platform.
- At locations where road junctions need more than one crossing, consider merging crossings so that pedestrian movements in all directions are possible at once.
- When crossing raised sections of road use wide cascades of steps to link to street level rather than small hidden steps; incorporate inclusivity principles.

Improving sites adjacent to the ring road

Opportunities to improve frontage sites are identified on the map on page 41.

Priority sites should be

- Places where there is already a development opportunity identified.
- Places where there are gaps in the built fabric presenting infill opportunities.
- Places where backs of buildings or blank walls face onto the ring road and where there is physical space for re-modelling.

The palette of solutions will include

- Set back frontages to minimise negative traffic impacts.
- Create more visual connection with the road.
- Active frontages where appropriate, with the means of interaction with the ring road defined (e.g. cars cannot pull in for short stops).
- consider appropriate uses alongside the road.

Chapter 4. explores these ideas in more detail through indicative design solutions for specific areas.

Celebrating character

Chapter 2. identifies a series of character areas in and around Mansfield town centre. It also summarises the key elements of the character of Mansfield which should be carefully considered when putting forward proposals for change in the area (page 35).

The town centre design objectives (page 39) emphasise the need to enhance character and distinctiveness. New development should seek to achieve the following:

- Retain and where possible / appropriate reinstate the historic grain and medieval street pattern of the core area: this should be the driver for any development.
- The tree lined setting of the Church of St Peter and its axial relationship with Church Street is an integral part of the historic character of the town; this should be retained and nearby development should seek to enhance views and relationships.
- Historic plot boundaries, alleyways and yards are all important elements of the historic character of the town; they should be retained and enhanced where possible through adjacent developments.
- The architectural rhythm of the streets should be respected and reinforced. This is defined by the classical bay, the medieval plot and the change in levels with stepping up/down of buildings.
- The variation and diversity of architectural style and materials is to be celebrated and reinforced where appropriate. The presence of the local stones is particularly important to the sense of local distinctiveness.

- The roofscape of the core is very clearly seen from the edges of the town centre. The informal nature of these roofs, chimneys and dormers juxtaposed with the rigidity of the viaduct is an important reminder of the overall scale of historic Mansfield. Consideration should be given to how new development sits within this roofscape setting - not just in plan form. It should enhance this character.
- The juxtaposition of pre and post industrial areas of the town and historic and post war redeveloped sections is at times dramatic, particularly in relation to the change in scale. In most cases the historic scale of development should be the starting point for additions.
- The Market Place is a grand civic space of Victorian construct and acts as a hub with the spokes of routes radiating out. Its character is defined by the active uses to which the space is put and the compatible uses to ground floors providing active frontages throughout the day and into the evening. The promotion of uses for the space; markets, fairs etc should continue as well as ensuring a mix of uses fronting the market.
- The walkable nature of the town centre is an important part of its character; everything is accessible by foot with multiple routes possible. New development should seek to increase the use of quieter routes (see page 40).
- The river which played such an important part in the early development of Mansfield is a understated asset and has the potential to produce a very attractive sequence of spaces and enhance quality of life (see chapter 4).



Buildings stepping up the hill help define the character



Townscape of Church St enhances the view to St Peter's



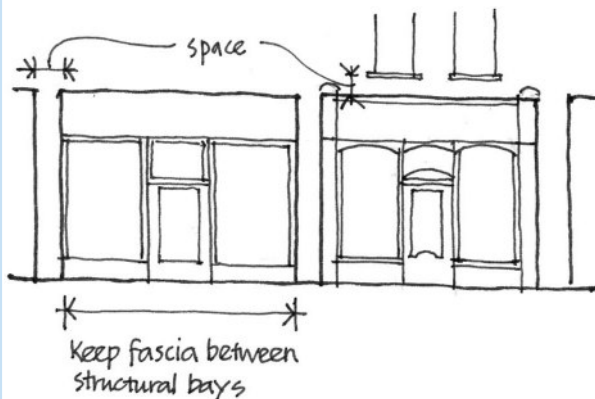
long views across roofscapes are key aspects of character



active uses enhance the market place

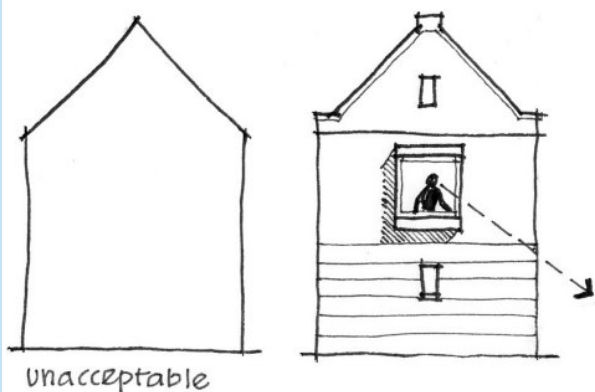
Development control guidelines

Shop fronts



The interim Planning Guidance document "Shopfront design and security" provides further guidance on shop fronts.

Gable ends



Enhancing townscape

The design of development should make a positive contribution to the quality of the town centre. (see PPS1). A good understanding of context (see chapter 2) helps to achieve this. The following pages provide guidance on the townscape issues that will be considered in assessing Design and Access Statements.

Proposed development should:

- Follow existing/historic street frontage alignments (usually back edge of footpath).
- On curving frontages buildings should generally follow the street curvature, not change direction in right angled steps.
- All frontages should be 'active' i.e. building entrances should be from the street and there should be ground floor windows (blank walls should be avoided).
- Respond to important corners through positive massing.
- Elevational design should be 'balanced' with a slight emphasis on vertical proportions, (strong horizontals should be avoided). Structural bays of about 5 - 6.5 metres should be expressed.
- Building heights and roofspace should be considered within the context of the established roofline features. Whilst false chimneys are not necessary – skyline interest could be provided through for example natural ventilation cowls and micro wind generators. Roofs should normally be pitched or possibly barrel vaulted. Flat roofs will generally only be accepted if they have sedum ('green') roofs or incorporate roof terraces.

- On sloping sites, designing 'in section' rather than purely by plan will ensure optimum utilisation of the site. The use of 'cut and fill' to eliminate contours should be avoided.
- Gable ends facing the public realm should have windows to provide positive surveillance.
- Generally, frontage facing main streets and spaces should be articulated with reveals and projections of about 100 -150 mm. More contemporary flush surfaces are appropriate on ring road or car park locations.
- Vehicular accessways to sites should be as low and narrow as tracking requirements allow. Generally site splays of about 2 metres should be adequate. Openings in buildings should normally be no higher than 4 metres, to maintain the appropriate scale of the street. Access should be via crossover, rather than a kerb edged carriageway, except for the larger, high traffic generation developments.
- All pedestrian entrances should be wheelchair accessible, normally minimising the need for ramps and lifts.

Additional advice on skylines, building frontages and infill development is set out below. The Conservation Area guidelines set out specific requirements in those areas.

It is strongly recommended that prospective applicants enter into pre-application discussions with the Council's Planning Officers. This can help to ensure designs of the highest quality, and saves time for both applicants and Council staff.

Elevational design



Well proportioned windows expressing different room functions contribute to a lively elevation.



Town centre housing. The vertically proportioned elevations complement traditional street scenes. Note how quite subtle modelling of recession and projection can give an animated street frontage. Occasional oriel windows and balconettes increase the opportunities for passive surveillance of the street.



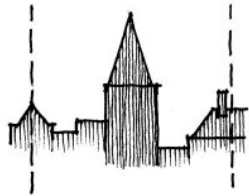
Elevations can be designed to increase scale and modelling in prominent urban locations through the subtle recession and projection of elements.



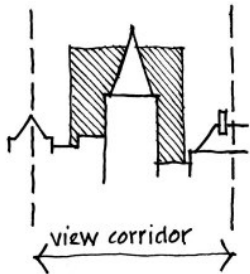
A modern interpretation of the traditional grouping of windows in an elevation, imparting a rhythm to the facade and avoiding the repetitive nature of modern facades. The tendency to have over-deep spandrels between the windows on each floor is addressed to some extent by the use of string courses.



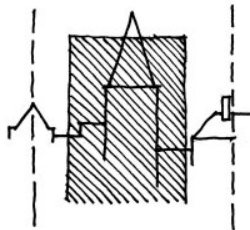
Higher buildings and views



It is a key objective to retain the silhouette of landmark buildings as seen from important vantage points in the town.



Care should be taken to avoid buildings detracting from the town silhouette in the view corridor



Tall buildings should be avoided where they would prevent seeing key landmarks.

Skylines, heights and views

Due to its location in a bowl-like setting, most of the views in Mansfield town centre are quite constricted. Moreover, skyline features are, with exceptions, relatively modest. Therefore it is important to identify and maintain views to local landmarks in order to reinforce the signature and identity of the town.

The town centre has a relatively low skyline profile, with hardly any buildings over five storeys. This has ensured that the two main spires in the town and the viaduct have maintained their prominent position as key skyline features.

Secondary skyline features are:

- the squat Art Deco tower of the Co-op department store;
- the cupola on the former Mill building in Rock Valley; and
- the 'saw-tooth' roof profile of the Rosemary Centre.

The Monument and the buildings fronting the Market Place all add interest at closer range.

The map opposite identifies skyline features and landmarks in the town centre. It also pinpoints critical views and view corridors. The major views include those of the spire of St Peter's church, especially those framed by the viaduct.

The view corridors assist in identifying areas where the heights of proposed buildings are particularly sensitive. Within a view corridor proposals must ensure that:

- the landmark or feature should not be obscured by the height of a development; and
- they do not interrupt the skyline silhouette of the landmark.

The dotted line on the map delineates the area where historic buildings predominate and to which proposed building heights should conform. Buildings over 12 metres in height inside the area of critical heights must have special regard to the view corridors and to possible intrusion onto the historic skyline viewed from the public realm within the area.

Generally, taller buildings will be considered on their merit and their location. Outside the areas of critical heights, buildings higher than the existing may be permitted on their merits, especially if











- they make a positive contribution to the skyline;
- they do not cause loss of privacy and daylight to their neighbours; and
- they do not disrupt street continuity / enclosure.

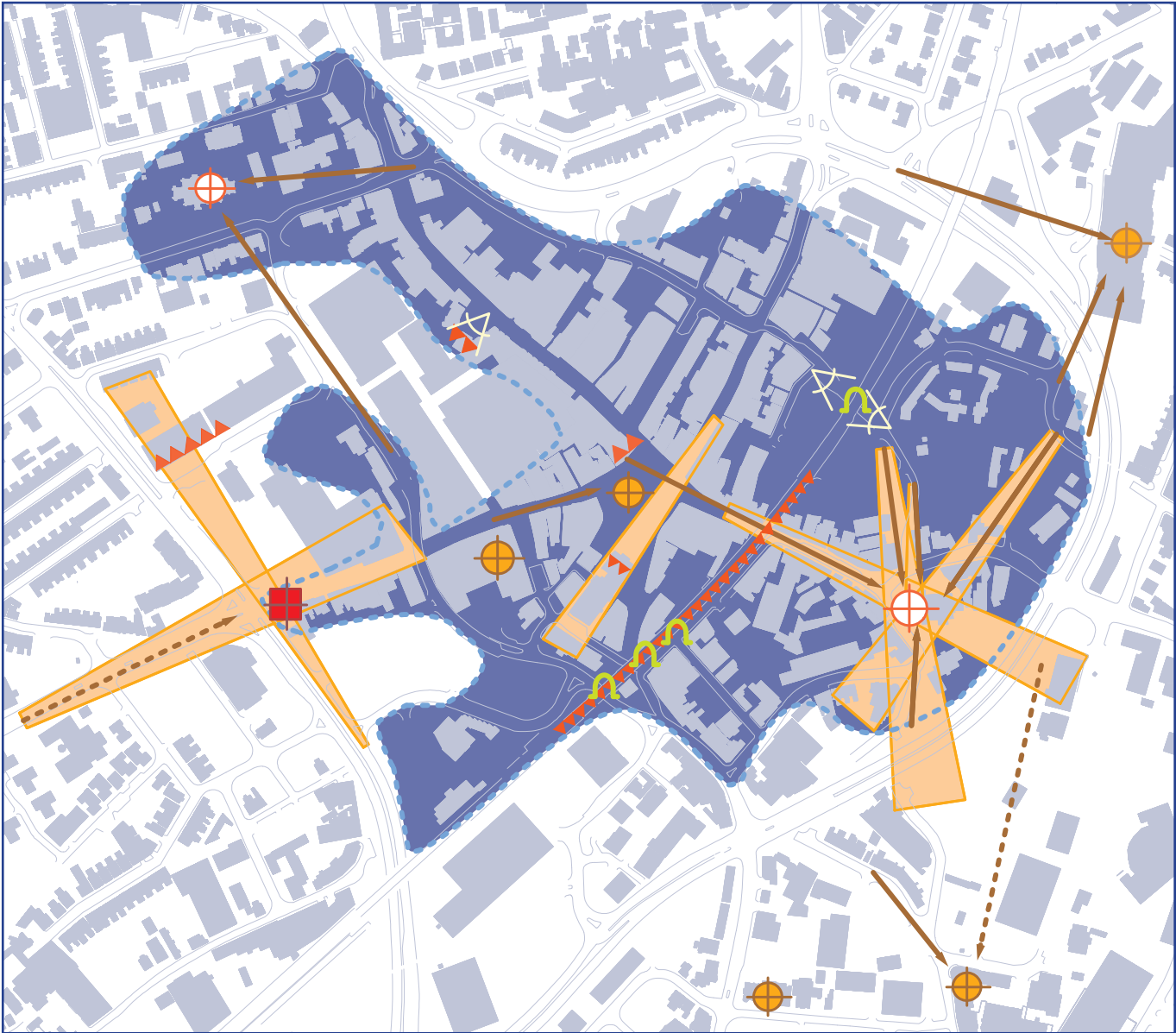
There could be some potential for buildings of a modest increase over 12 metres in the following areas:

- the northern gateway to the town centre
- in the redevelopment area to the north and south of Stockwell Gate.

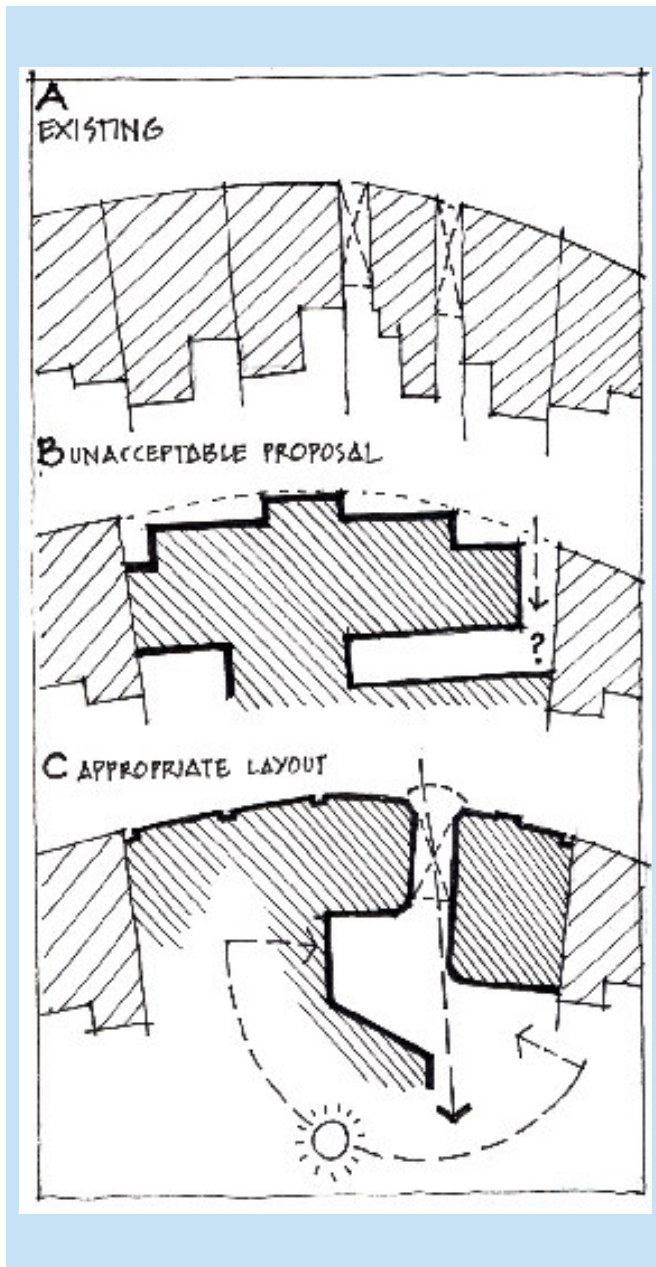
It is proposed that a landmark building should terminate the view along the western end of Stockwell Gate on the approach to the town centre. This should be approximately 15metres high and will be the subject of its own view corridors to ensure its focal position.

Key

-  Landmark minor
-  Landmark major
-  Important skyline interest
-  Framed views through viaduct arches
-  Direct view to landmark
-  Safeguard potential view
-  Proposed landmark building
-  Area of critical building heights (12 metres)
-  View corridor
-  View of building of skyline importance



Applicants should consider existing and potential landmark buildings, view corridors and the critical heights zone in development design concepts and schemes.



Street Frontages: enhancing continuity and enclosure

The character of much of the public realm in the town centre is enhanced by the large proportion of historic street frontages which remain. These are shown in the diagram opposite.

Elsewhere, the diagram indicates where street frontages have been removed or replaced by intrusive or inappropriate additions. The importance of street frontages and the negative impact on the character of the townscape where these have been lost is noted in chapter 2 (page 18).

Where they remain, it is essential that historic street frontages are retained in any redevelopment.

Where there are gaps in frontages, these can be reinstated by sensitive infilling, creating active street frontages. Where this necessitates the loss of small and unsightly infill car parks, their capacity will be replaced elsewhere in the town centre. This may include new car parking beyond the ring road (page 42).

Where there are opportunities to replace or enhance existing intrusive, 'dead' or inappropriate frontages, these should be taken. New development in the Stockwell Gate area provides a particularly good opportunity to change the environment around Quaker Way (see chapter 4).

Active frontages will be encouraged in new development.

Infilling in an Established Street Frontage

Opportunities for infilling may arise from existing gaps in street frontage, or from demolition of poor quality buildings.

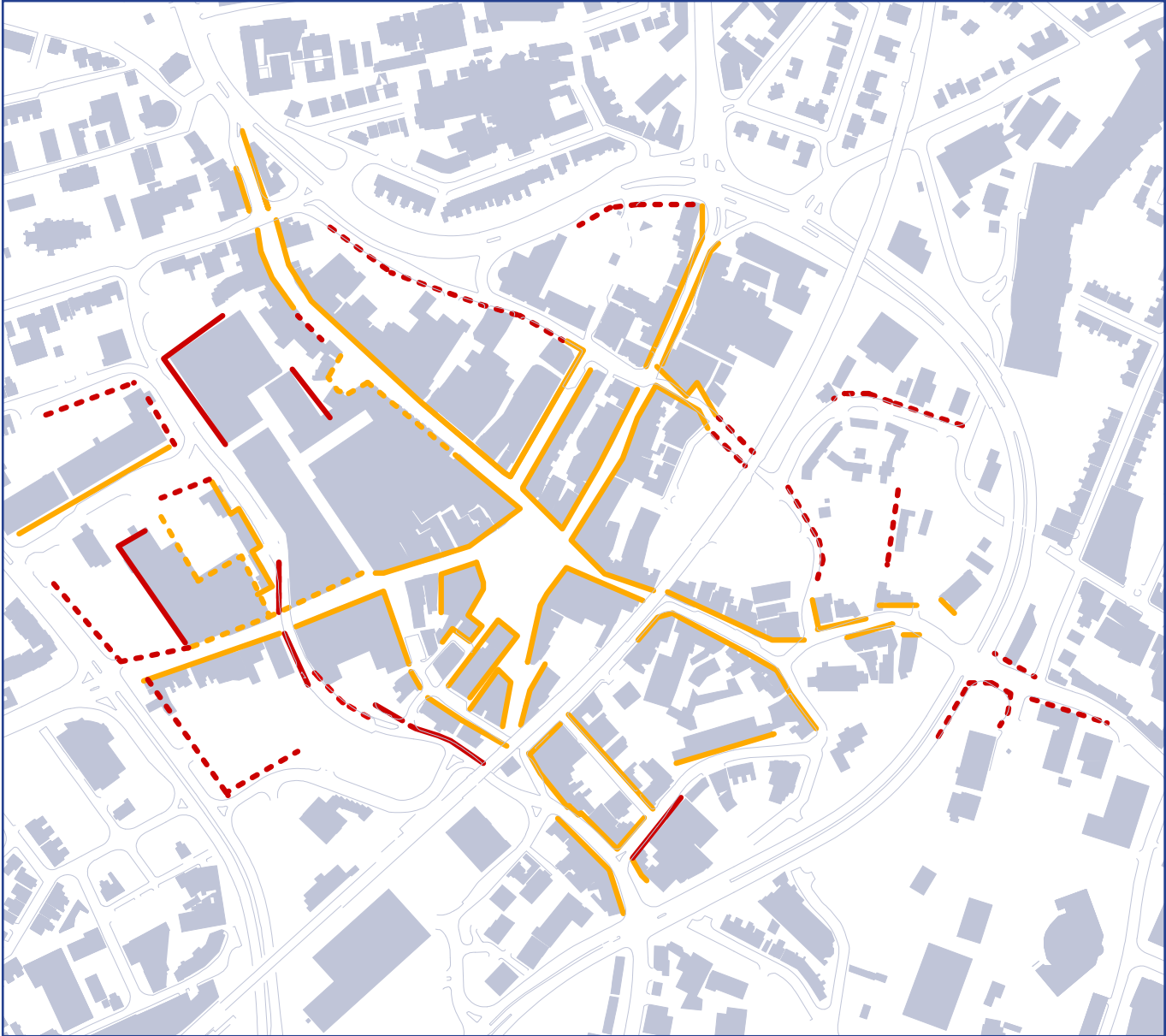
The principles for successful infilling that responds to context are outlined below. Where infill development is proposed on a site with an historic street frontage, it is essential that the new building follows the street alignment, especially its characteristic subtle changes of direction.

The diagram shows (B) an insensitive scheme which follows the alignment in a series of right angle steps, disrupting the street scene. It also creates a shady dead end courtyard, unlikely to be attractive, safe or commercially viable.

An appropriate approach (C), follows the original street alignment. Its bay widths are expressed, and reflect the original plot widths. An attractive alleyway offers a view to a sunny courtyard and a glimpse of a route through the development.

Key

-  Key historic street frontage intact
-  Recent development approximately following historic frontage
-  Intrusive / inappropriate frontage
-  Historic street frontage requiring reinstatement



Key frontages to retain and enhance around the town centre

Conservation area guidelines



Shopfronts create active, vibrant and interesting frontage



Historic paving should be retained, repaired and supplemented with appropriate materials



Remnant historic buildings are important survivals

Planning applications which fall within conservation areas, adjacent to conservation areas or forming the setting of listed buildings should be full applications. Any new development should have regard to the compendium particularly the character areas identified and the local authority's Conservation Areas, and the recommendations made in the management plan.

The following points are intended as a checklist for prospective developers. They supplement and work alongside the Council's recently published Conservation Area Appraisal and Management Plan for the Market and Bridge Street area of the town centre:

- Establish a baseline for the character of the site referring to the character areas in the compendium. What are the design cues for the site based on its context?
- The scale and grain of historic Mansfield is sensitive to change and needs to be carefully considered in any new development.
- There should be a presumption in favour of retaining traditional buildings relating to historic uses. If this is not possible, the footprint and scale of the existing buildings should be carefully considered in new development
- Materials should respond to the established character of the part of Mansfield under consideration. Where there is a departure from these, a detailed statement will be required justifying this and mitigating any potential impact on the character and appearance of the Conservation Area or its setting.
- Historic surface materials; paving, cobbled yards, crossovers should be maintained in situ

and complemented by traditional materials.

- In the commercial streets of the town active frontages should be retained and reintroduced wherever possible.
- Shopfronts should respond positively to their host building, be of a high material quality and design and be in harmony with adjacent buildings. Traditional shopfronts should be based on historic evidence. When upgrading or re-designing shopfronts, reference should be made to the Interim Planning Guidance 'Shopfront design and security'.
- Signage should be restrained and respond to the scale and architectural style of the host building. Corporate users should expect to provide bespoke designs for rebranding rather than the 'standard' approach. No internally illuminated signs will be permitted.
- There should be an emphasis on the reuse of vacant historic buildings. Owners should be encouraged (through the use of Urgent Works or Repairs Notices) to market their properties realistically rather than let them fall into disrepair. Grant schemes are available to enhance upper storeys.
- The redevelopment of gap sites in sensitive historic areas can contribute to their revitalisation with the opportunity for good quality contemporary design.
- The introduction of alleys and yards as key historic 'places' should be championed and where possible repeated to create new spaces. This will maintain the essence of the grain of Mansfield as well as attract people and businesses to a well designed series of spaces.

Contemporary design in historic areas

“Sensitivity to context and the use of traditional materials are not incompatible with contemporary architecture”

Building in Context
English Heritage / CABE

The Council is of the view that high quality and inclusive design can be delivered through a contemporary approach, both outside and within Conservation Areas. However, only design solutions of the highest quality will be accepted.

This document emphasises the importance of a design process that has a strong understanding of character and context as its foundation. The success of contemporary design in historic areas is even more dependent on this foundation.

The design concept should clearly demonstrate how the scheme has evolved from a rigorous site and context appraisal. In developing a design concept for the site (stage 3 of the design process) particular consideration should be given to the role that the development will play in relation to areas of different character and/or age. Questions to consider include:

- Is this a gateway or other edge development (e.g. outside but adjacent to a historic area with a particular identity)?
- Is it a focal point - a development terminating a view or providing a skyline?
- Is the site at a pivotal point in the townscape (i.e. on the border between character areas)?
- Does it have potential to re-build the

townscape around historic remnants, or frame particular buildings?

In taking forward design schemes a sensitive approach is required. The following principles can help to achieve a scheme which is both modern in its appearance, and appropriate in its context:

- **layout** - consider the existing pattern and ‘grain’ of surrounding development, movement patterns between this and surrounding sites, and the potential to retain or reinstate historic routes. (Finer grain increases permeability.)
- **Height and Rhythm** - particular attention should be paid to existing skylines, and views (page 46). Consider the Rhythm of buildings and rooflines, especially where streets step up or down hillsides. Is there potential to create new views or vistas?
- **Scale and massing** should respect neighbouring buildings.
- **Density** - designs should respond to the density of surrounding development.
- **Existing assets** - consider how to incorporate historic remnants such as walls, or natural features such as trees and slopes.
- **Proportions** - In the town centre, buildings should generally have a vertical rather than a horizontal emphasis.
- **Design detail** - window proportions, roofscapes, projections and recessions, and materials should derive from the character of the setting.
- **Materials** - quality should be as high as those used in existing buildings - materials should create a sense of robustness and substance.



Victoria Hall, Stoke on Trent. Image credit: www.thepotteries.org

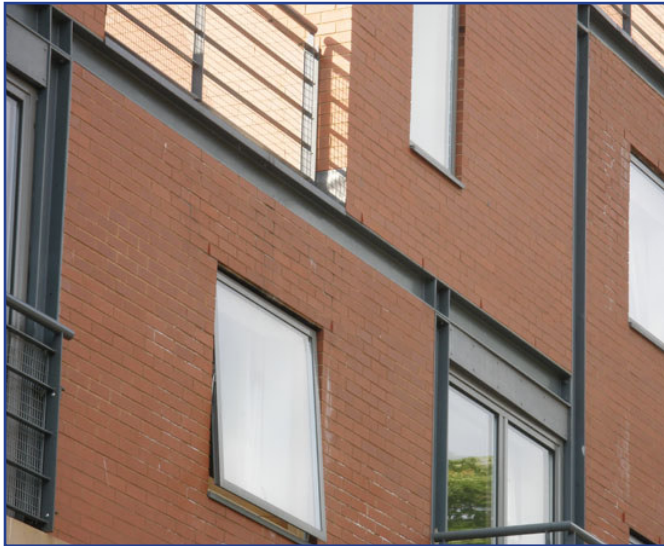


Tesco Supermarket, Ludlow. Image credit: CABE

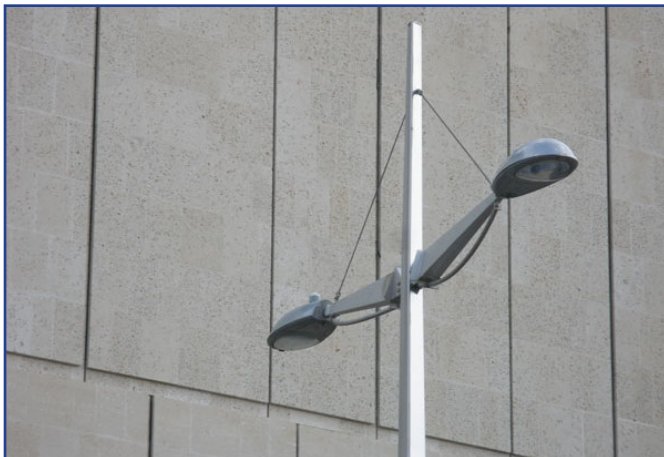
“.....the right approach is to be found in examining the context for any proposed development in great detail and relating the new building to its surroundings through an informed character appraisal..... as soon as the application of a simple formula is attempted a project is likely to fail, whether that formula consists of ‘fitting in’ or ‘contrasting the new with the old’.”

Building in Context
English Heritage / CABE

Building Materials



A lively elevation of red engineering-type brick with exposed steel frame and lintels. Windows are also steel.



*Precast panels of small stone units should only be used if:
a) stone colour complements the local stone coloration;
b) panel units are vertically proportioned and there is a strongly recessed joint detail;
c) the panel size is no larger than traditional storey heights;
and d) glazing is an integral part of the elevation.*

The character of Mansfield is defined to a significant extent by the homogeneity of the palette of materials employed in its buildings. This homogenous and robust character should not be eroded by the random application of a wide variety of materials and colours on individual buildings or on groups of buildings.

The materials used should respect the context of the site, but this does not prevent the use of modern materials. In Conservation Areas modern materials may be acceptable, provided that they are of exceptionally high quality, and conform to the principles set out below. When selecting contemporary materials, care should be taken to exercise restraint in using the wide variety of materials available. The established colour and texture range provides a baseline for new additions.

The following types of materials are likely to be considered appropriate, but applicants should consult with the Council in relation to what might be appropriate for each individual situation:

Walls

Traditional materials:

Cream-buff sandstone can be sourced and should be used where new buildings are located in streets where this material is predominant. This material can be used with modern forms of expression, and could be supplemented by one or two other materials for certain elements of the facades such as brick arches or quoins. Local bricks vary across the spectrum of red/orange engineering bricks.

Contemporary Materials:

Cladding panels of pedestrian scale (e.g. largest dimension approx. 2.5m max) could be used in areas and buildings where contrast to the traditional forms would be appropriate. Steel 'I' section beams and stanchions are often appropriate for lintels and columns. Terracotta cladding units could be used as an effective foil to local stone.

Colour

The imaginative use of colour in terms of renders and paint can enliven a building and provide a real focal point particularly for civic and community uses such as schools, libraries and health facilities.

Not recommended:

- Cedar boarding: this is not a robust urban cladding.
- PVCu: especially in conjunction with natural/traditional materials.

Glazing:

Within the Conservation Area, plate glass should primarily be used for shopfronts, concourse or atrium areas and possibly to link buildings of differing character. Extensive areas of glazed elevations with widely spaced mullions can erode the intricate character of the town centre.

Outside the Conservation Area, glazed elevations could be used more widely, although considerations of glare, heat gain and loss and the possibility of users of buildings placing furniture against windows, eroding designer's intentions, should guide the use of large areas of glass.

Normally the use of dark tinted or mirror glass would not be approved as these can have the effect of producing a dead frontage.

Roofs

Traditional materials:

Within the Conservation Area traditional roofing materials and forms of pitched roof will normally be required. Hence for repairs, alterations and extensions, the use of clay pantiles and slate (or resin bond slate) is likely to be required unless the choice of an alternative material can be shown to enhance or preserve the character of the Conservation Area.

Contemporary materials:

Raised seam sheet material, for example using high levels of recycled aluminium, or sedum rooves will often be appropriate on more irregularly shaped roofs. The general principles set out above in relation to contemporary materials apply.

Not recommended:

- The use of colour coated profiled sheet metal roof cladding would not be appropriate within the town centre. It normally has a short life and imparts a large and industrial scale to a place.

Energy Efficiency

given the move towards zero carbon emissions by 2016, every opportunity should be taken to use materials which are energy efficient, both in their thermal performance and in their sourcing (embedded energy).



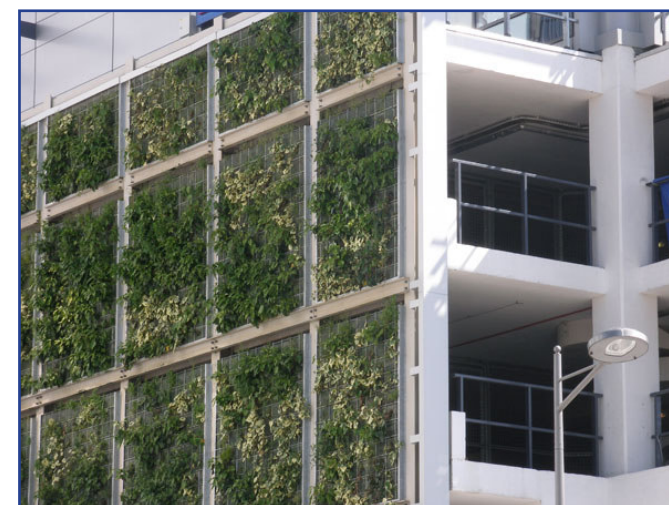
Contemporary interpretations of the traditional use of stone for cladding the lower storeys of buildings. A dense hard stone is advised, especially up to 600mm above the pavement surface, in order to resist the effects of impact, damage, splashback and salting and gritting of pavements or roads



The interplay of a rendered elevation with a sunscreen can produce a lively facade. The well proportioned windows are separated by a metal half recessed downpipe, fully integrated into the elevational design.



Well articulated and proportioned powder coated steel windows on a rendered elevation. Cedar boarding however is considered inappropriate in an urban location.



Green cladding can be considered in retro-fitting multi-storey car parks.

Improving facades of post war buildings



Four Seasons Centre - Northern elevation to Old Market Place



Eclipse yard



Four Seasons Centre - Southern elevation to Quaker Way



Examples of buildings with 'retro-fitted' active frontages at ground floor level



Left: new frontage being fitted around existing frame. Right: New hotel built onto the front of existing building.

The elevations of Many mid twentieth century buildings were based on a stark expression of the structural frame of the building. thus facades of this period tend to be a stark grid-like appearance often with bands of horizontal windows and plain infill panels below, with the columns standing as light vertical members.

In addition, there are a number of buildings around the town from this period with blank or dead frontages.

These buildings are often seen to be at odds with established street frontages of buildings of all periods prior to that date. Thus whilst these buildings represent a built resource which can be re-used, opportunities should be taken to re-clad these using the following principles:

- use an elevational approach which emphasises vertical dimensions,
- include active frontages wherever possible
- use a predominance of 'hole in the wall' fenestration patterns.

These buildings are often set back from the established building line, and the opportunity should be taken to add built form to re-establish lost building lines (see Chapter 4.)

Development to the north of Stockwell gate, along with the re-configuring of Quaker Way, provides an excellent opportunity to retrofit well designed and active frontage onto the blank elevations of the four seasons centre and the adjacent car park. This is explored further on pages 68 - 71

Spatial priorities

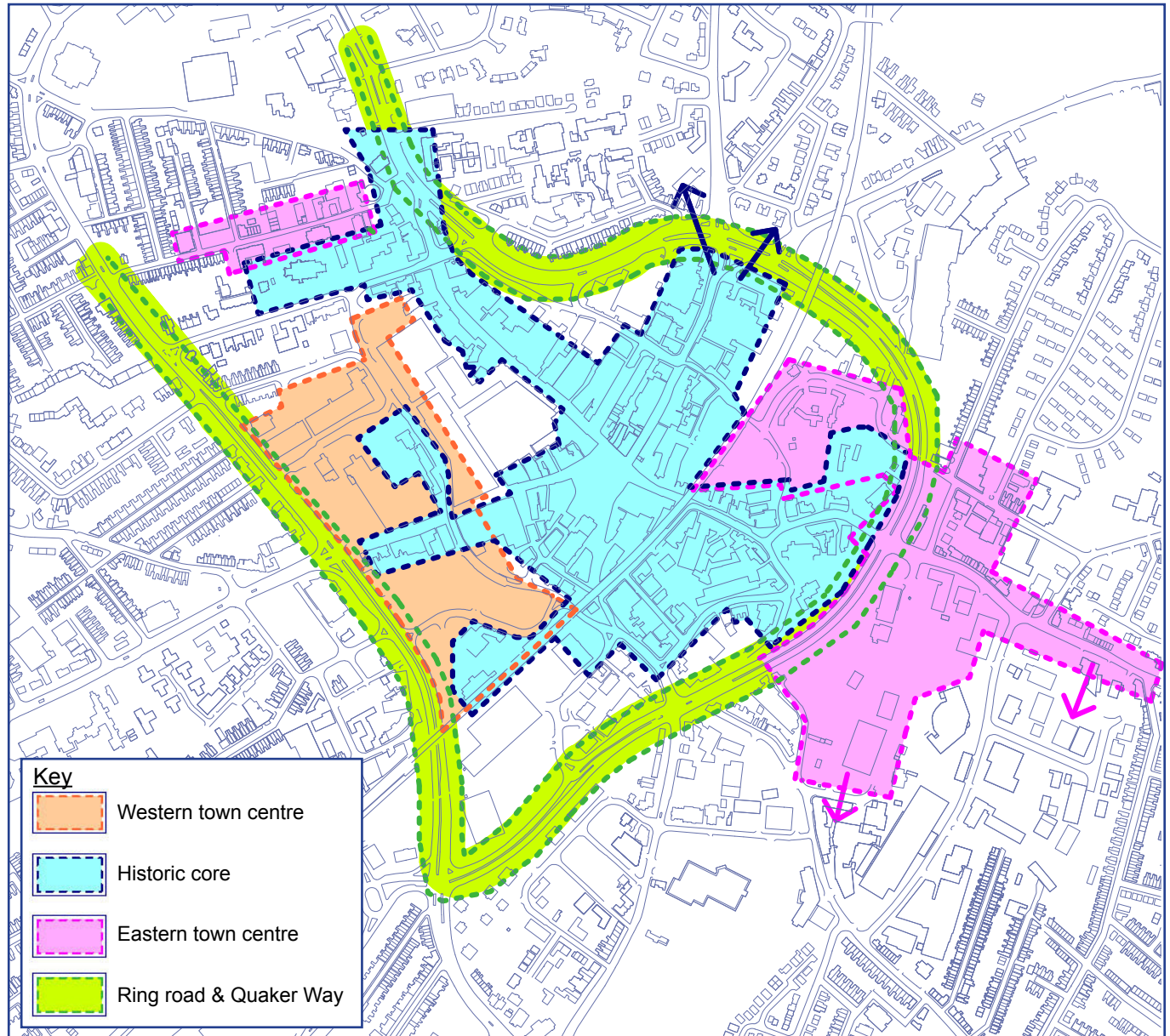
The analysis of the town centre set out in Chapter 2 has revealed a series of areas which have similar characteristics or qualities. Within each of these 'character areas' the emphasis in taking forward the town centre wide objectives will be slightly different.

The spatial priorities for urban design in the town centre are based on four broad areas which take forward the character areas. The approach for each of these areas will be as follows:

- Historic core - interventions should focus mainly on conservation and infill.
- Eastern town centre - interventions should focus mainly on regeneration and infill, with some larger scale re-development.
- Western town centre - Here there is scope for more comprehensive re-development.
- Town centre ring road and Quaker Way - areas where pedestrian connections should be improved.

Within each of the broad strategy areas, several smaller 'areas for intervention' are identified. Here the spatial priorities are taken forward through more detailed design principles, supported by indicative design sketches. The sketches illustrate just one way in which these principles could be taken forward.

The likely timescale for each of these interventions varies, but each area has scope for short, medium and longer term interventions.



Areas with different spatial priorities for change.



Chapter 4. Areas for intervention

Contents

Introduction

Historic core

Eastern town centre

Western town centre

Ring road



Introduction

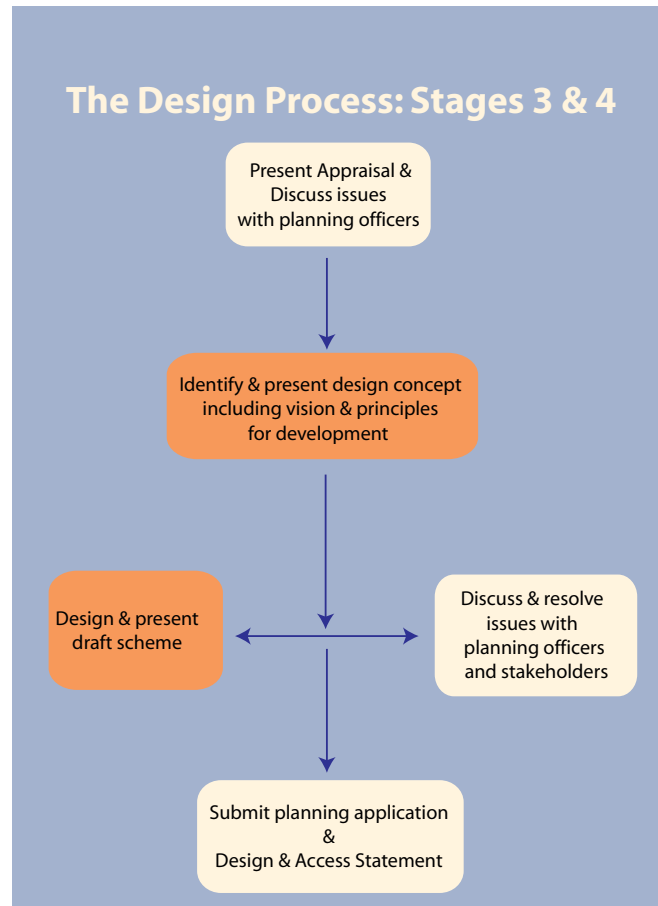
The previous chapter provides guidance on developing a design concept and detailed scheme (see page 38). It gives guidance which applies generically across the town centre, and identifies spatial priorities. (identified on page 55).

Chapter 4 takes forward the objectives and spatial priorities through guiding principles for a series of areas for intervention. It provides additional, locationally specific information to assist in stages 3 and 4 of the design process.

Purpose of chapter 4.

This chapter takes forward more detailed proposals for each of the 'areas of intervention' identified in chapter 3. It provides:

- an appraisal of the area, building on chapter 2 (stage 1 of the design process)
- design principles (to assist in stages 3 and 4 of the design process)
- an indicative design scheme (to assist in stage 4)



Areas for intervention

Each of the four spatial priorities identified on page 55 contains several areas where interventions following the broad strategic approach could be taken forward to improve the urban fabric. These 'areas for intervention' are identified opposite.

For each 'area of intervention', the following is presented:

- an appraisal of the area as existing
- Identification of design principles for the area
- an indicative scheme illustrating how the design principles can be taken forward.

Although indicative design solutions are provided, the emphasis is on guiding principles rather than detailed design.

It should be noted that the indicative design solutions are intended to illustrate one possible solution for taking forward the design principles. They are by no means prescriptive - on the contrary - designers are encouraged to carry out their own more detailed site and context appraisals, and to develop their own design response.

The Council is also developing a series of Interim Planning Guidance Documents (IPG's) for specific areas of intervention within the town centre (including Stockwell Gate North and Stockwell Gate South). Developers are advised to refer to these when designing schemes.

Key

Historic core

-  Alleyways
-  White Hart

Eastern town centre

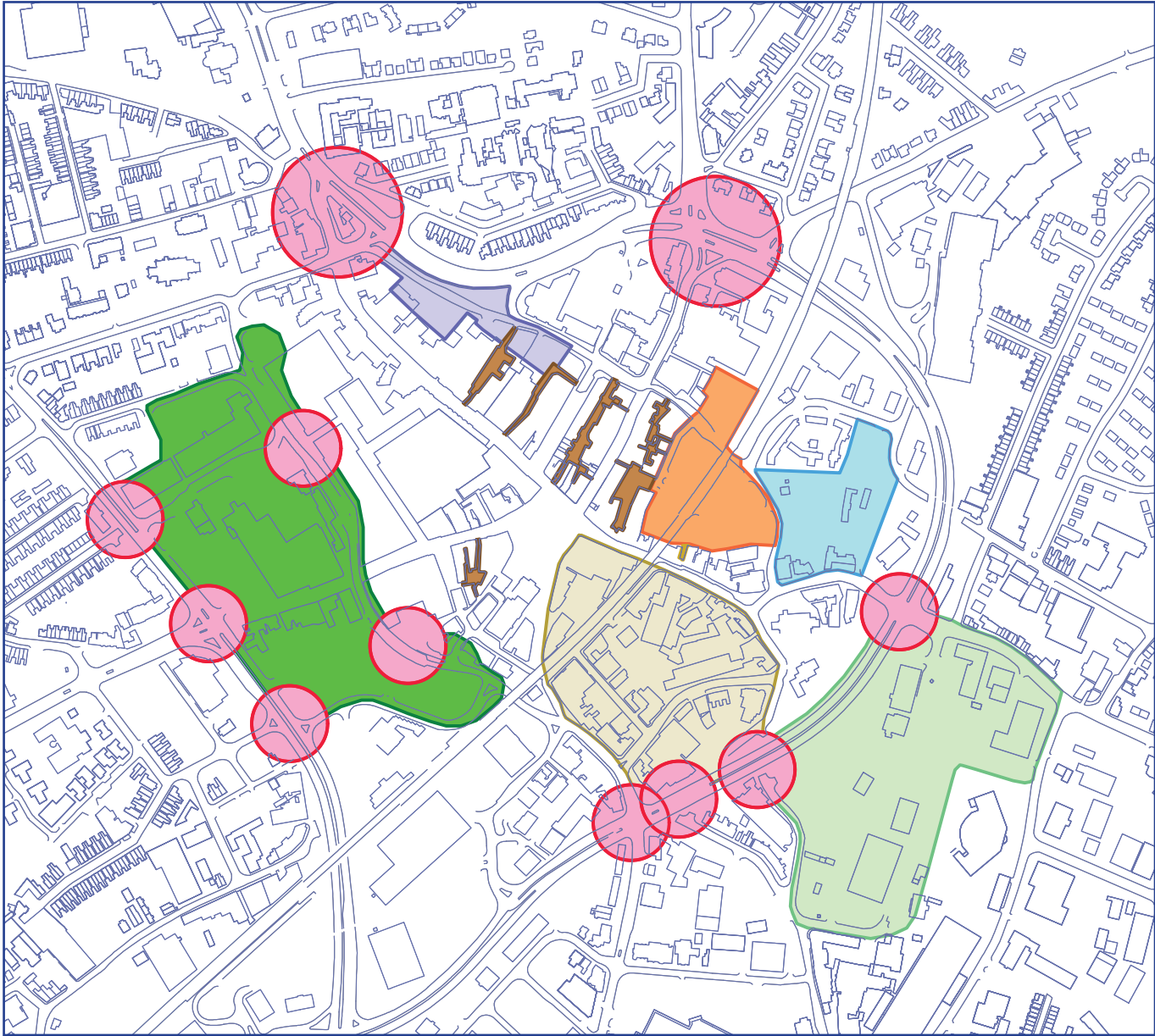
-  Infill sites
-  Rock Valley
-  Riverside

Western town centre

-  Area north and south of Stockwell Gate

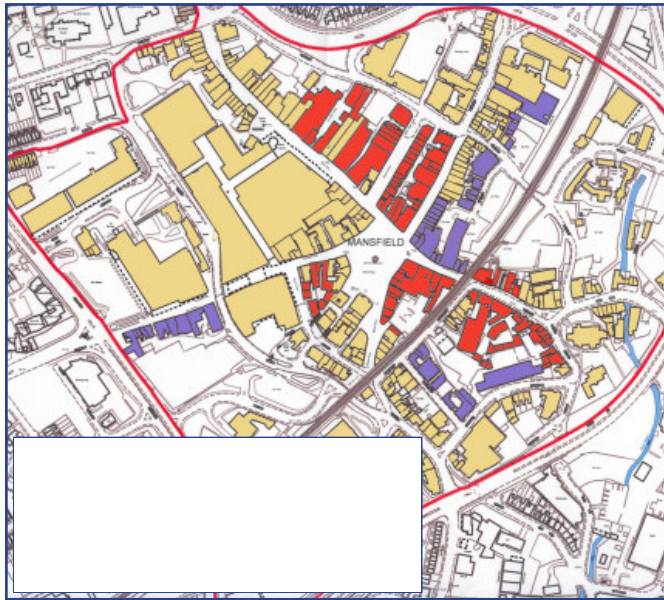
Ring Road

-  Crossing the ring road
-  Enhancing sites adjacent to the ring road (example)

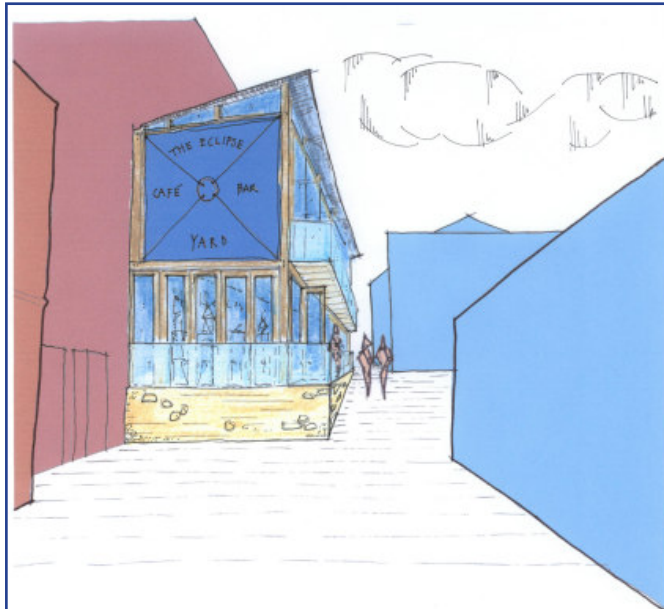


Areas for Intervention

Historic core



Existing alleyways in Mansfield town centre



Indicative sketch showing how Eclipse Yard might look.

Alleyways

Appraisal

Successful urban spaces in towns include both large civic spaces and tight intimate or ‘off the beaten track’ spaces which provide good enclosure, comfortable overlooked space, interest and diversity. Good examples of smaller intricate spaces can be found around the country. These include: York – The Shambles, Brighton – The Lanes, Winchester – The Square and on a town scale; Lymington and Alton in Hampshire. All have celebrated their historic assets of tight urban plots with alleyways often linking car parks to the main high street as both commercial and residential opportunities.

The alleyways and yards of Mansfield are a valuable survival which once dominated and defined the complex town plan of the eighteenth and nineteenth centuries (and possibly earlier). These historic routes are still used today to navigate around the town and some, such as Eclipse Yard, are still very popular links.

Mansfield should celebrate these historic routes, including complementary and interesting break-out spaces. Encouraging their use and establishing new links where appropriate (e.g. through the White Hart) will help to enhance permeability and vitality within the town centre (see page 40). This type of town planning and working with the grain creates a real sense of place which can generate the type of cohesion along with the right mix of uses needed to establish a so called ‘quarter’.

In addition, the alleyways retain elements of historic fabric relating to earlier buildings which flanked these routes giving them a real sense of connectivity to the old town of Mansfield, and hence helping to reinforce local distinctiveness.

Principles and potential

Applicants are encouraged to consider the potential for schemes to include enhancement and/or creation of interesting and active alleyways. When enhancing and redefining the alleyways of Mansfield, the following should be considered:

- Potential development within the alleys/yards which would provide an active frontage onto the alley and thus make the space more inviting and self policing. This might include uses at either end of the alley which turn the corner and ‘spill out’ (see page 77 and sketch below).
- Establishing a ‘new traditional’ paving material for all the alleyways to provide a consistent visual cue that these are potential routes (see chapter 5).
- Improve lighting – this could include uplighters, lighted bollards (see chapter 5).
- Introduce CCTV to specifically cover the alleyways reassuring potential users.
- Establish a generic signage demarcating the alleyways and their destinations.
- Employ local artists and groups to ‘theme’ the alleys possibly based on historic events/ records or the industrial legacy of Mansfield.
- Celebrate the historic names of the alleys.

White Hart

Appraisal and design principles.

The White Hart area provides an excellent opportunity to enhance the potential of the alleyways and yards in the town centre, using the principles identified on page 60.

This extract from the White Hart Supplementary Planning Document should be carefully considered when assessing the potential redevelopment of this sensitive historic area.

Para 7.13:

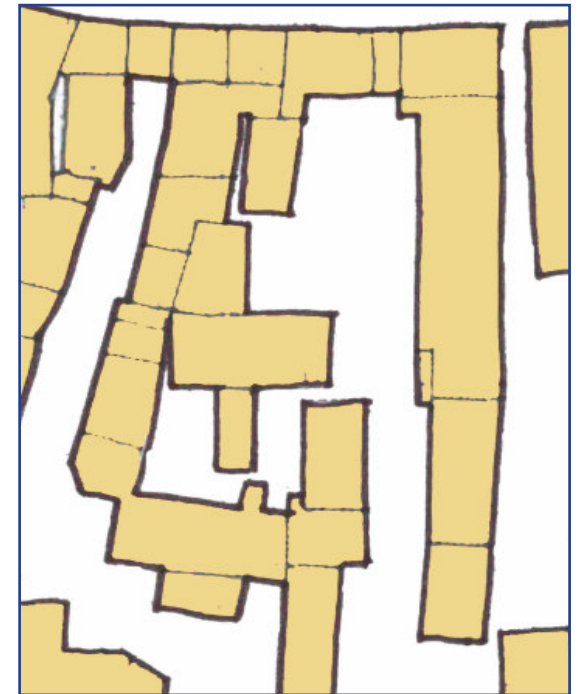
'Proposals should show how development, including re-use of existing buildings and new build would lock in to the surviving historic form and character of this part of Mansfield in order to enrich, reinforce and recover the character of the area.'

Proposals for new development will be assessed according to the following:

- The present built form reflects a complex mix of many periods of industrial and residential use. The buildings footprints and relative significance should be carefully considered and any departure or removal justified and mitigated.
- The present scale of the White Hart Area is very sensitive to change. Development out of scale with White Hart Street and the rear of Church Street would compromise the setting of these historic buildings, impact on the character of the roofscape in the area and potentially compromise views of the spire of St

Peters – presently the dominant landmark in views north-east.

- The established grain is tight and intimate to the rear of Church Street and more formal and defined to Dame Flogan Street. Any new development should respond to surviving historic grain and respond with appropriately sized spaces of an informal (rear of Church Street) and formal (Dame Flogan Street) character.
- Dame Flogan Street should attain continuous frontage (with alleys connecting to the areas behind). Parking should be accommodated in parking courts accessed via small carriageway arches.
- White Hart Street should have continuous frontage with modest gaps to rear yards.
- The existing alleyway from the Market Place to the rear of the Swan should be reinstated. This alleyway should be highlighted and signposted from the Market Place.
- Buildings should seek to enclose potential small spaces to create yards and alleys but these should be well policed with active uses and residential units providing 24 hour overlooking.
- Buildings should reflect the robust architecture (in form and materials) of the warehouses and factories to Dame Flogan Street but at the same time pay regard to the scale and local materials of the buildings to the rear of Church Street.
- The maltings should not be provided with a formal setting and should not be set in soft landscaping. This building is a robust industrial structure which needs to be bedded in its

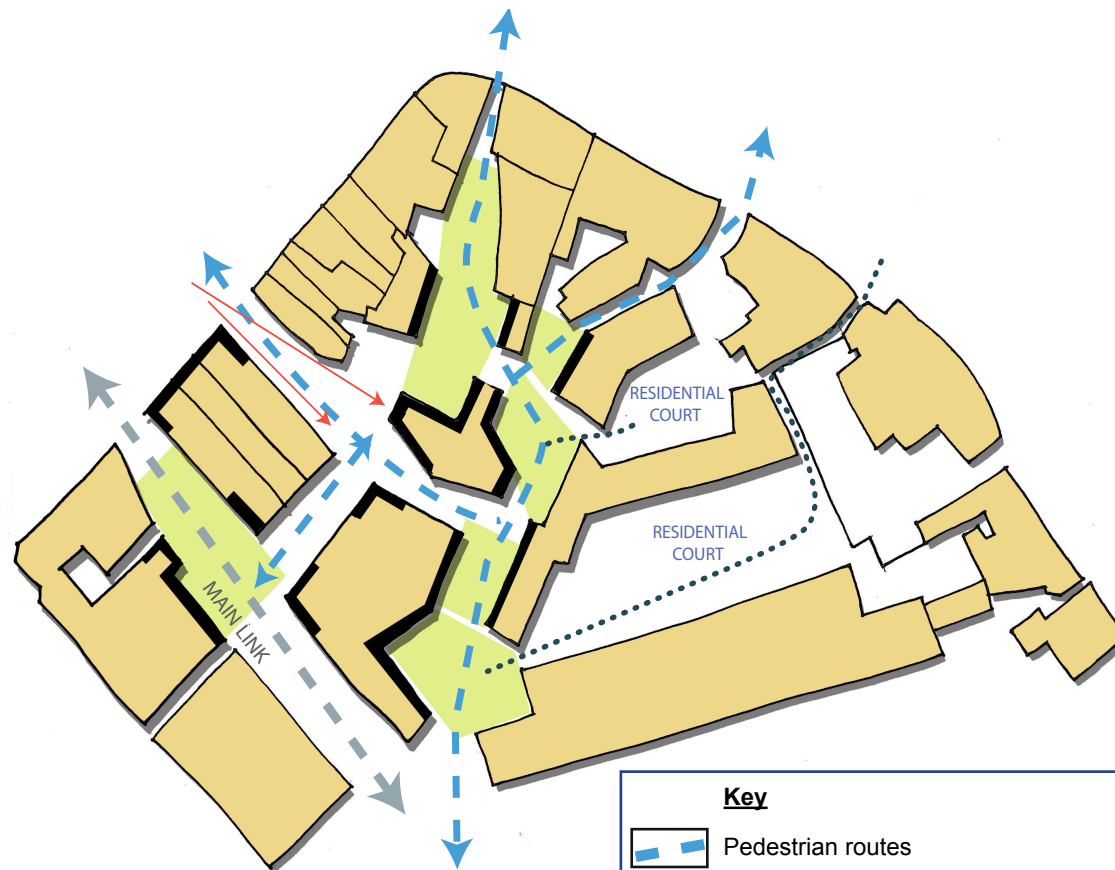


Swan Yard C1823 (taken from lost Mansfield map)



Survival of yards & alleys in the White Hart area

White Hart area: possible configuration of new buildings (indicative)



INGREDIENTS FOR A QUARTER

- INTIMACY
- VIBRANCY
- ACTIVITY
- INTRIGUE
- EXPLORATION
- NICHE

Key

-  Pedestrian routes
-  Sequence of spaces providing intimacy & enclosure
-  Potential active frontages
-  Main pedestrian link
-  minor pedestrian routes
-  Active frontages encourage exploration

urban context and provided with a setting which is suitably robust.

- Proposals for multi storey car parking should be located outside the historic White Hart area – preferably beyond the ring road to the south-east. This will assist in the key objective of breaking down the barrier created by the ring road, as well as retaining the character of the White Hart area.
- All alleyways should be appropriately signed and paved with traditional materials. They should be carefully lit so as to minimise the potential for crime and improve permeability into the proposed development.



Kingly Court, Regent Street, London. An good example of the re-use and redevelopment of former industrial areas

White Hart: the aim is to create spaces that respond positively to the character of the existing site.

Eastern town centre

Infill sites: Toothill Lane

There are a number of infill or gap sites in the town (see chapter 2). These could accommodate frontage development to increase the continuity and enclosure of the street scene. Toothill Lane provides an example, and the principles identified below will also provide a guide for similar sites.

Appraisal

The map summarises several key points:

- The street has been fractured following demolition to accommodate the viaduct - the result is 'accidental' open sites.
- Street frontages have been replaced by car parking and an open, eroded character.
- The early 20th century 'arcade' to the north is dark and its 'dead end' character deters foot traffic.
- To the west, the historic buildings and street setting have a pleasant character.

Design principles and indicative scheme

- Create frontage north and south of Toothill lane (2.5 storeys are suggested as appropriate).
- include retail / commercial frontage at street level and residential accommodation above.
- retain car parking spaces to the rear - this scheme allows for about 30 spaces.
- Further development to the south (residential or commercial, 2 storeys) in line with the existing, would form a southerly edge and contribute to passive surveillance.
- refurbish the arcade and increase its use and vitality - this could be achieved by creating a widened toplit area at the junction of the

two footways. It could also be extended east into an open courtyard, possibly with a restaurant, visible from the arcade and from Toothill Lane. This could become an attractive 'Mews' development situated behind frontage development north of Toothill Lane.

- The existing trees could be extended up to the railway bridge.

Indicative design scheme



Guiding principles illustrated in an indicative scheme

Appraisal map



Appraisal notation

- Trees of townscape significance
- Historic building or frontage
- Street frontage should be reinstated
- Area of potential high character
- Lack of enclosure - space 'leaks' out
- intrusive / unsightly frontage
- Sense of disorientation / lack of legibility
- Gentle slope (arrows to lowest point)
- Key view should be terminated



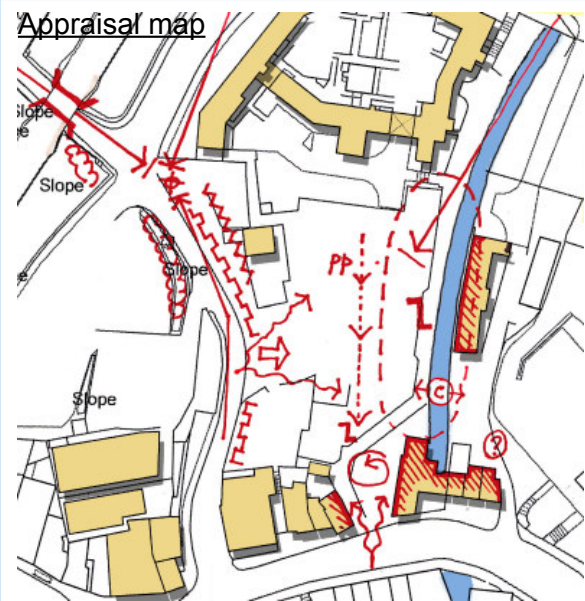
View looking north from Bridge Street



View looking north with adjacent historic buildings to east



View looking north across the site



Appraisal notation

- Trees of townscape significance
- Historic building or frontage
- Street frontage should be reinstated
- Area of potential high character
- Lack of enclosure - space 'leaks' out
- Sense of disorientation / lack of legibility
- Gentle slope (arrows to lowest point)
- Key view should be terminated
- Change of level (abrupt)
- Entry to site (vehicular)
- 'Pinch point' framing views
- Area is quiet / secluded
- Potential landmark
- potential to improve pedestrian connectivity
- Area and buildings require improved setting

Rock Valley

The area is currently under-used and provides an excellent opportunity to fulfill a number of objectives including contributing to diversity in the town centre, re-discovering the riverside, increasing connectivity and enhancing the setting of historic buildings.

Appraisal

The appraisal map demonstrates the lack of definition and unrealised potential of the site. The following should be considered in site / context appraisals and development schemes:

- There are dramatic changes of level either side of a deeply channelled River. The sloping and terraced nature of the site provides opportunities for bold massing solutions for the development.
- This is an historic area; a number of the buildings are remnants of Mansfield's water-based industrial heritage.
- much of the space between buildings has either been given over to short term car parks or is rather ill defined.
- Development could repair the discontinuous street frontage addressing Toothill Lane, the frontage to the river, and create an enclosed informal square where the site borders Bridge Street
- The potential attractiveness of the area and its relatively quiet central location makes it ideal for medium density housing, catering for a range of household types and tenures.

- There is great potential to create a focal point to this disparate area by creating a termination of the view from the town centre framed by the railway bridge.
- A pedestrian crossing of the river could make the area much more permeable.
- The Mansfield trails strategy could provide a vehicle through which to enhance the riverside walkway.
- Much of the area is difficult to develop, due to the need for maintenance access to the river bank and to the requirements for easements along the line of the main sewer (north south) and a culvert (east west), much of the area is virtually sterilised regarding development sites.

Design principles and potential

This area would benefit from a design brief to reconcile and perhaps minimise the easement areas required by the various utilities and Environment Agency. It should establish layout and massing principles, key frontages and the standards required for vehicular access.

Notwithstanding the requirements for access and easements for flood prevention and for utilities, it is essential that a creative compromise is achieved to prevent the site becoming sterilised or blighted by the various constraints.

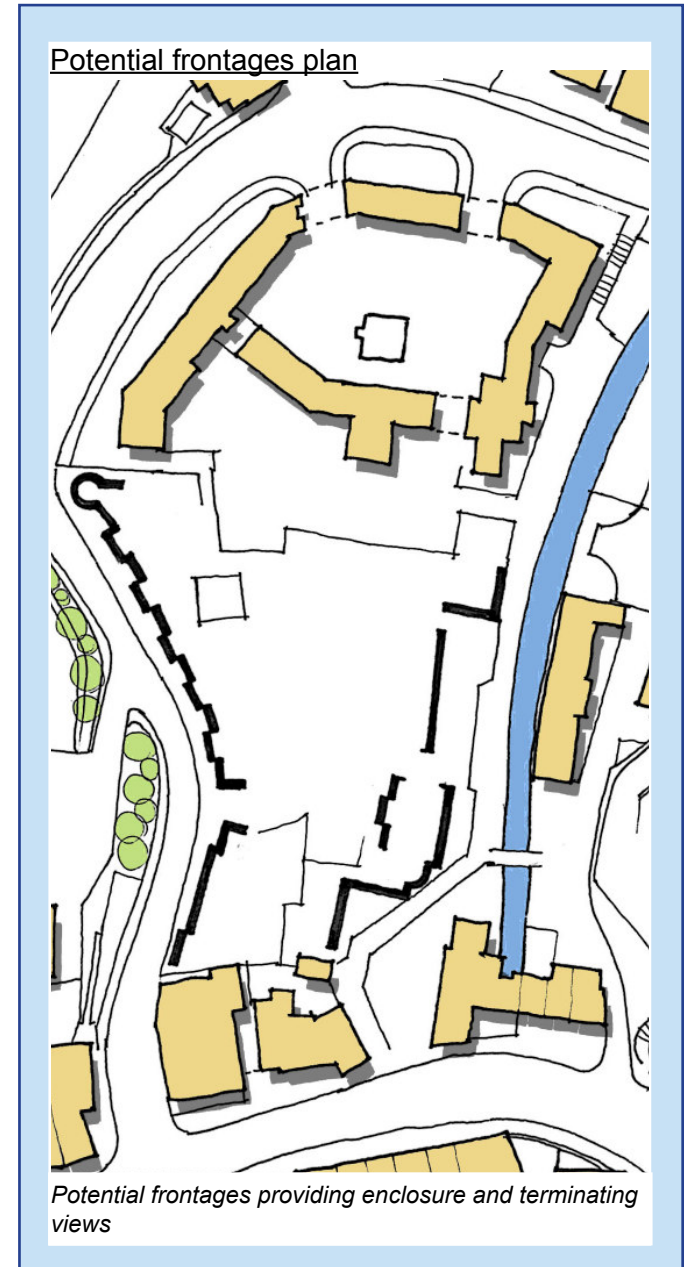
The potential frontages plan indicates the preferred alignment of frontages for any development. Whilst it may not be possible to achieve the totality of the frontages shown, it is considered essential that main frontages should be set out as close as possible to those shown.

The alignment of built frontage should aim to achieve:

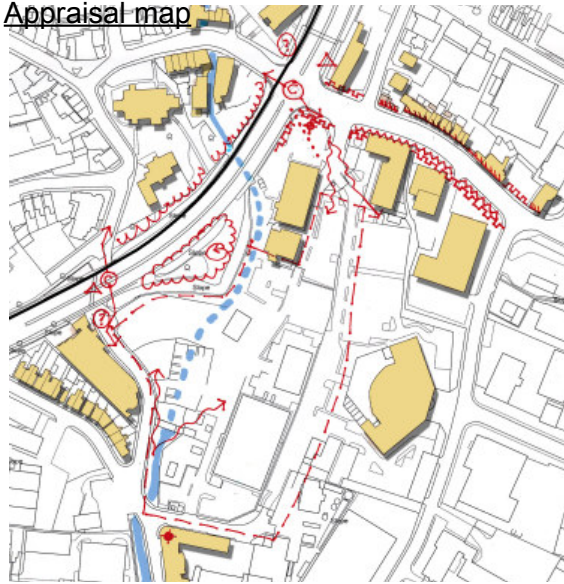
- A coherent and continuous frontage to Toothill Lane with a pivotal point at its most northerly point. The frontage should follow the subtle curvature of the Street, without recourse to a staggered or stepped plan.
- Development which encloses the 'Square' to the south and creates a sunlit backdrop to a sociable place.
- A semi-continuous and indented frontage to the River. This is on land which slopes in two directions. Development would extend in a semi-continuous line from north to south, creating a 'place' bisected by the River and which complements the existing historic buildings.
- It is important that the view on entry to the site is satisfactorily terminated.

The following should also be considered:
















- Shared surfaces and enclosed vehicular courts would be appropriate to the character of the area.
- The potential to integrate trees and soft landscaping as part of the riverside walkway should be considered.
- There is potential for limited active uses on the ground floor adjacent the riverside walkway and around the southern square (adjacent Bridge Street) - taking advantage of the waterside location.



Appraisal map



Appraisal notation

-  Trees of townscape significance
-  Historic building line existing
-  Street frontage should be reinstated
-  Potential area of positive quality
-  Lack of enclosure - space 'leaks' out
-  Sense of disorientation / lack of legibility
-  Need for landmark / strong corner
-  Existing landmark
-  Vacant, underused or derelict land/buildings
-  Intrusive / unsightly frontage
-  Hazard / sense of insecurity
-  poor pedestrian connectivity
-  pedestrian desire line
-  River Maun visible
-  River Maun culverted (approx line)

Riverside

The area lies immediately to the east of the town centre ring road. Much of it is under used, and it contains a number of larger floorplate industrial and commercial buildings, many of which are rather dated.

The area has considerable potential as a Riverside Park fronted by new commercial and residential development.

Appraisal

The appraisal map highlights several key constraints and opportunities. Site and context appraisals should include consideration of the following:

- Much of the area adjacent to the ring road was formerly part of the Festival Gardens. The introduction of the road carved up this area (see page 22) and destroyed the gardens.
- The river has been culverted in places, and in others it follows deep engineered channels surrounded by metal palisade fencing.
- The area has an open, under-used character with a legacy of disused and neglected industrial and commercial buildings, with potential for large scale change, retaining the commercial focus and increasing the level of office and commercial development within the town centre.
- Connections to the town centre are interrupted by the ring road. Ratcliffe Gate presents the best opportunity, but there is also potential to improve the existing subway link to the White Hart area from Church Lane.

- Ratcliffe Gate contains remnants of historic frontage of quality, and this could be complemented by new frontage development to the south.
- The old Mansfield Brewery building at the corner of Church lane and Weighbridge road provides a landmark and potential focal point / terminating view for new development.

Design Objectives

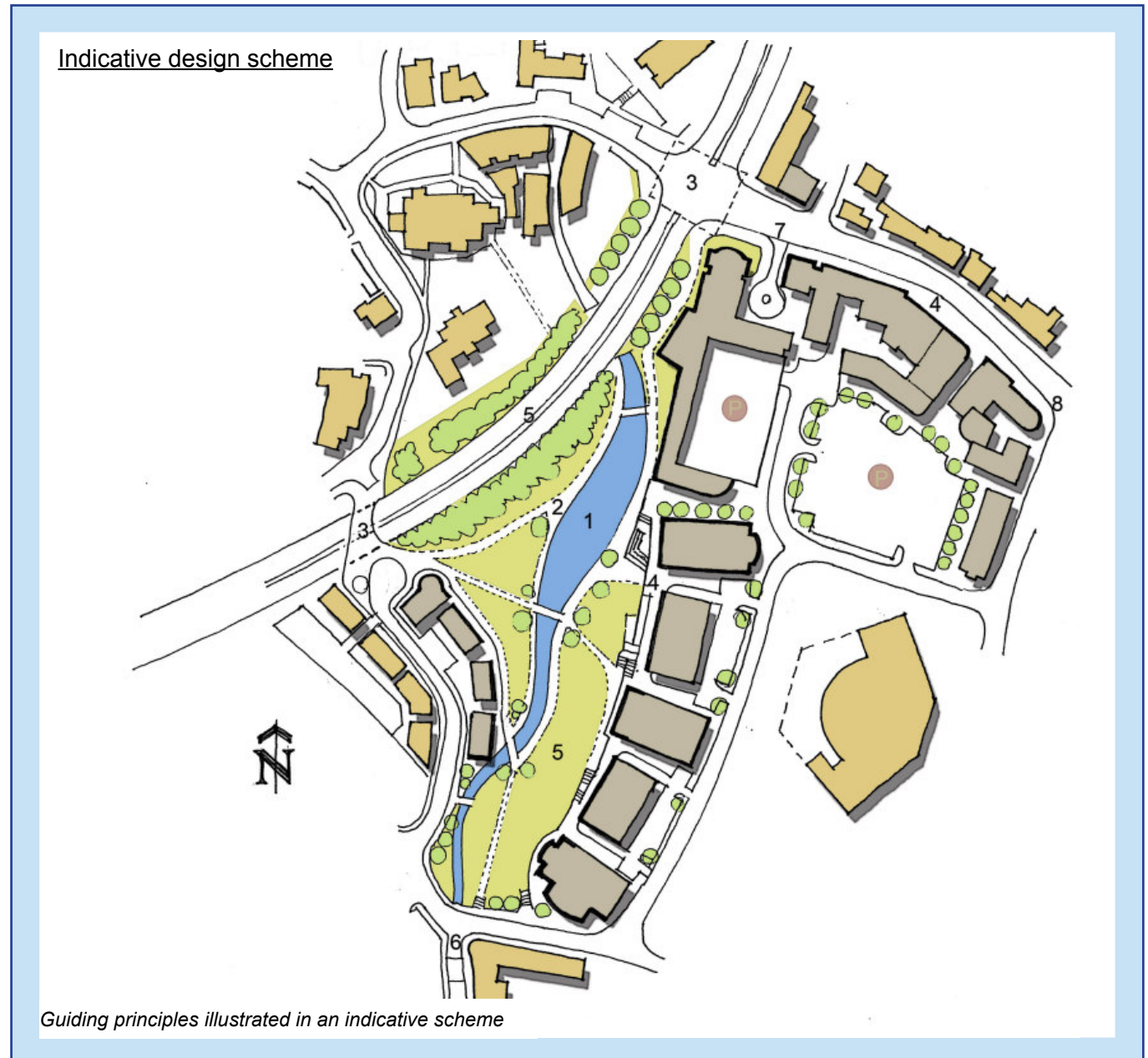
- Take opportunities to re-discover natural assets by enhancing the riverside and creating a new parkland setting for the river to replace the festival gardens - a town-centre park.
- Create a linear walkway along the riverside / through the park and link this back to the river north of the ring road and the town centre.
- Ensure easier pedestrian priority links to the town centre.
- Increase the diversity of use in and adjacent to the town centre by providing a quality setting for new commercial development as a credible alternative to edge or out of town sites.
- Provide a green setting to St Peter's Way and to new commercial development.
- Enhance the setting and legibility of the 'Making It' Centre.
- Encourage regeneration and increased activity along Ratcliffe Gate to enhance its vitality.
- Reinstate active street frontages along the southern side of Ratcliffe Gate.
- Take opportunities to locate car parking in this area (outside the ring road). This would replace any spaces lost as a result of infill development elsewhere, and increase pedestrian traffic across the ring road (see pages 40 - 42).

Indicative scheme

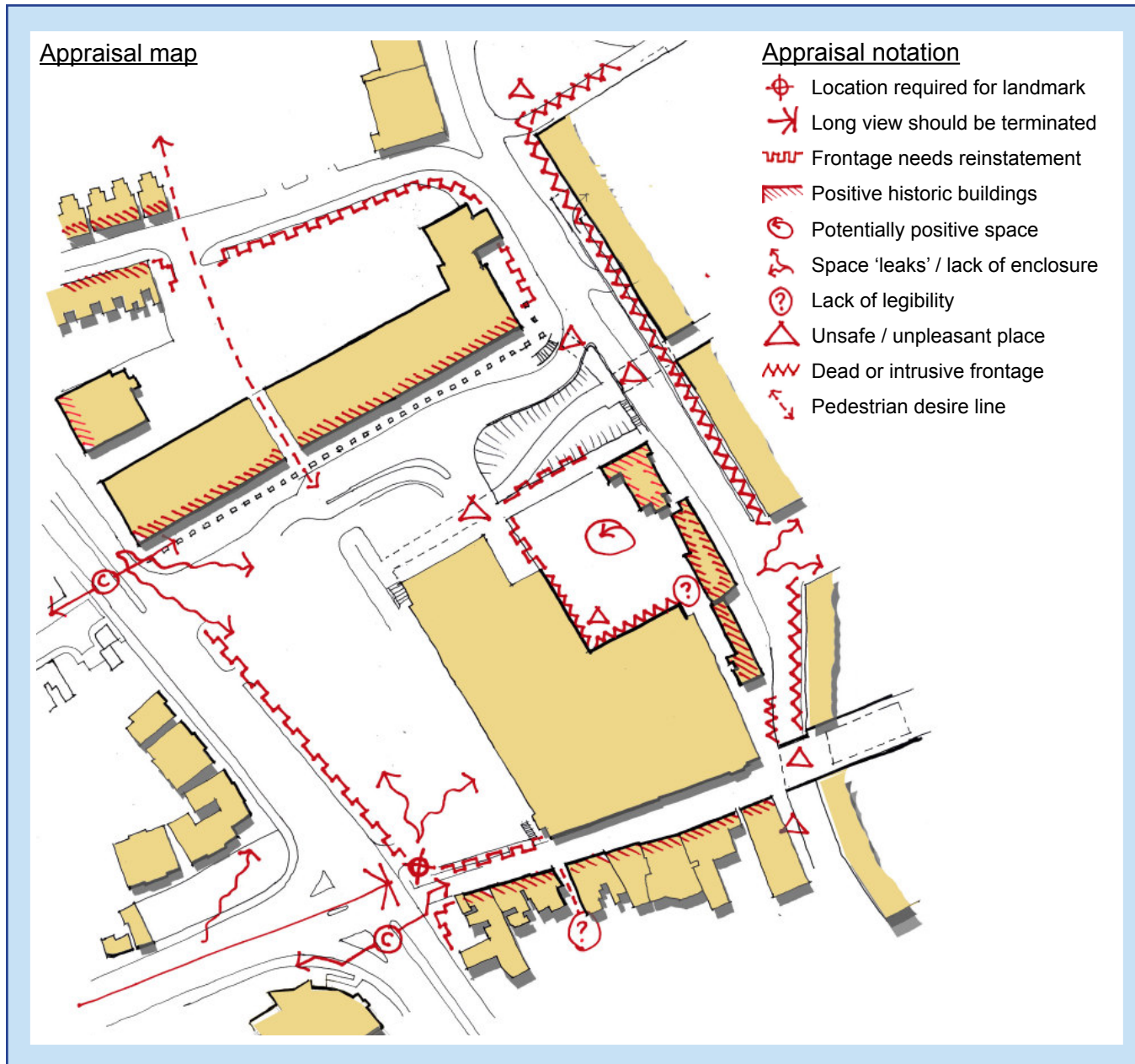
The suggestion provides one possible solution, indicating how the design principles identified above can be taken forward.

Suggestions include:-

- Decontamination of areas requiring this treatment.
- Removal of the concrete capping of the river.
- Landscaping of the park, including the design of the river bank to mitigate flooding problems.
- Construction of a Hotel at the junction of Ratcliffe gate and St Peter's Way - to include active ground floor uses, drawing people into the park.
- Multistorey car park fronted by the Hotel (to provide hotel parking and some additional spaces).
- Further car parking spaces behind frontage development to the east - to replace space lost elsewhere in the town.
- Development of a campus style business development on the eastern side of the park, including active frontage to the park. Requirements for car parking to be considered in the light of a wider transport strategy for the town - undercroft car parking as necessary.
- Development of housing on the south western side of the park.
- Enhancement and widening of the underpass to Church Lane, and improvement of the Ratcliffe Gate / St Peter's Way junction (see page 75).



Western town centre



Stockwell Gate North

The area between Rosemary Street and the Four Seasons centre is an important gateway site into the town. However its character and appearance currently does little to entice the visitor, providing a poor pedestrian experience, and eroding the setting of the remaining historic buildings.

With the planned re-location of the bus station, the supermarket and the multi-storey car park, there are opportunities to transform the area, increasing its vitality, variety and community safety. The *Mansfield Town Centre Economic Regeneration Framework* identifies the area as a potential 'regeneration hub', with retail uses on the ground floor and Government / educational functions above.

Development here and to the south of Stockwell Gate (see pages 72 - 73) also provides the opportunity to review the role and configuration of Quaker Way (see chapters 2 and 3 on movement and connectivity).

Appraisal

The appraisal map highlights key constraints and potential. Site and context appraisals should include consideration of the following:

- Rosemary Street between Stockwell Gate and the Rosemary Centre on the town centre side presents a bleak, open, 'back yard' first impression of the town centre. There is potential for retail and/or commercial frontages onto Rosemary Street
- Stockwell Gate west from Quaker Way has

been severely degraded through poorly designed development dating from the 1960's and 70's. It is essential to reinstate a sense of enclosure and continuity of active frontages on its northern side, to complement the remaining historic frontages on the southern side and revitalise the retail economy of the street.

- The opportunity exists to replace the dated street surface scheme on Stockwell Gate. This is in poor condition and is surfaced in materials which lack local distinctiveness.
- Quaker Way has a significant visual impact on the area; Facing onto the rather wide road are a series of blank walls, backs of buildings and service areas. It also creates a low, gloomy deck over Stockwell Gate. - this is not a place to be.
- Quaker way creates a pedestrian barrier into the town centre. It takes only limited traffic, and its continued need should be critically reviewed. There is potential to re-connect this area with the main town centre and reconfigure the road as a service access way and series of linked spaces.
- Existing pedestrian traffic is 'funnelled' into the subway and 'hole in the ground' between the bus station and the Four seasons centre. This presents an unattractive approach to the major retail destination of the town centre, and can feel unsafe at times.
- New development should take the opportunity to increase permeability in the area, including north-south links and links into the historic core.
- The 'Meeting House Square' area is an underused green space lacking appropriate

frontages on three sides and with little passive surveillance. It tends to attract anti social activities. New development provides an opportunity to redefine and enhance the space and the setting of the listed buildings.

- The Rosemary Centre is somewhat isolated and underutilised, yet its arcaded frontage and semi industrial robust architecture give it the potential to provide an architectural heritage anchor to the northern part of the area.
- The gateway to the town centre from the A38 could be significantly improved by the addition of a landmark building terminating the view.

Design Principles

- Establish a landmark corner on the north side of the junction of Stockwell Gate and Rosemary Street (1). The building on this corner should also be bold enough to terminate the long view from Stockwell Gate (A38), announce the town centre, and change the scale from the vehicular dominated spaces of the ring road to the pedestrian scale and enclosure of Stockwell Gate. The building should have an enduring quality and robustness of materials and expression to outlast the short term changes in adjoining retail premises.
- Establish retail / commercial frontage of up to 8 – 10 metres in height on Rosemary Street. Street trees would provide shade, colour and softness at this very hard urban location (2).
- All subways and low level spaces should be removed, and the entrance to the Four Seasons replaced by an attractive Atrium



Sunken entrance to Four Seasons centre



Stockwell Gate and bus station



Quaker Way

Indicative design scheme



Guiding principles illustrated in an indicative scheme

entrance at grade. A bank of escalators, lifts and stairs would link the street level to the existing entrance level (6).

- At the 'meeting house square' active frontage development should be introduced on three sides of the Square, retaining the historic line. The scale, height and grain should complement the Listed Buildings on the eastern side (3 & 4).
- Opportunities to 'retrofit' frontage development onto blank frontages at Quaker Way should be explored (5). Ground floor commercial / retail development could link to units within the shopping centre. Residential development above would increase 24hour surveillance of the area.
- Quaker Way itself could be re-configured to provide a series of pedestrian priority spaces, whilst retaining service access to the Four Seasons Centre, and access to the car park (via a new spiral ramp on its northern side)
- The Rosemary Centre should become a lively mixed use complex over the retail ground floor. A multi - storey car park on its northern side. would ensure vitality, replacing the capacity of the Tesco car park (7). Activity levels would also be enhanced by the location of some bus stops along its arcaded frontage.
- Walkden St should become a shared surface route with access only to residential and retail developments to the south, and limited bus access. This provides the opportunity to enhance the connection from the Rosemary Centre to the new entrance to the Four Seasons Centre.
- It is essential that the scale, grain, height and

modelling of the frontages facing Stockwell Gate, the Meeting Houses and Meeting House Square specifically address the established pattern of the historic buildings.

Indicative Scheme

The scheme illustrates how the design principles for the area could be delivered. The suggestions include distribution and mix of land uses, a range of streets and places for pedestrians, vehicles and servicing, key frontages and the handling of levels. New development is shown grey and includes:

- New landmark building.
- Large and medium floorplate development with active retail / commercial frontages to Rosemary Street and a new pedestrian street on its eastern side. The complex would be 8 – 10 metres high and serviced from a basement area accessed by a ramp incorporated into the development (2).
- Two perimeter blocks of 2-2½ storey residential development (3a & 3b) with retail frontages to Stockwell Gate and, at a higher level to the new foot streets on its western and northern sides (see section diagram for levels). The frontages to Meeting House Square would be residential terraces accessed by foot from the Square. Parking would be located below and accessed via ramp from Walkden Street.
- Two blocks creating a southern frontage to Walkden Street (4a & 4b) and a foot street leading to a new entrance to the Four Seasons Centre. Block 4a would be a retail store (up to 2 storeys), block 4b would have ground floor retail units with offices above (3 storeys). This would provide an elegant elevation to the north

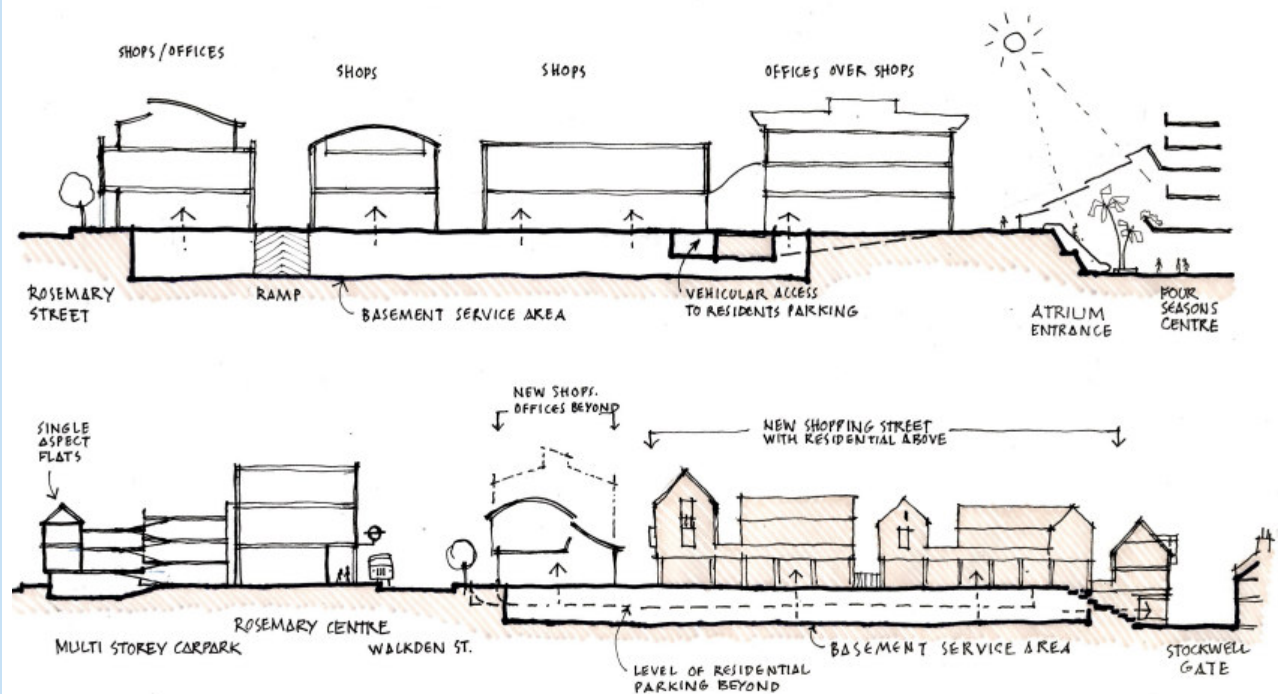
side of 'Meeting House Square'.

- Frontages onto the blank walls of the Four Seasons Centre on the line of Quaker Way. To include single aspect apartments on upper floors; 2-3 storeys high. This development would create a shared surface street framing the Listed Buildings (5).
- New at grade entrance to the Four Seasons Centre in a winter garden setting under a

soaring glass Atrium (6).

- Multi storey car park. This 4 level car park would link directly to the rear of the Rosemary Centre. It would create a well articulated frontage to Union Street, including single aspect apartments for most of its frontage. It is essential that this would be an active frontage with properties and materials appropriate to its predominantly residential setting (7).

Indicative Section across Stockwell Gate North



INDICATIVE SECTIONS (diagrammatic)

Appraisal map



Appraisal notation

-  Landmark required
-  Long view should be terminated
-  Frontage needs reinstatement
-  Positive historic buildings
-  Space 'leaks' / lack of enclosure
-  Lack of legibility
-  Dead or intrusive frontage
-  Entry point (vehicular)
-  Poor pedestrian connectivity

Stockwell Gate South

The area currently has an open and eroded character as a result of the demolition of the Courtaulds factory, immediately south of Stockwell Gate. There are opportunities for comprehensive redevelopment in the area, including specific plans for a new Bus Station and associated pedestrian gateway into the town centre.

Appraisal

The appraisal map highlights key constraints and potential. Site and context appraisals should include consideration of the following:

- Remnants of the historic fabric of the town exist on the Southern side of Stockwell Gate. The backs of these buildings currently present an unattractive aspect onto the site, and new development will provide an opportunity to screen these.
- Belvedere Street between Stockwell Gate and the Station presents a bleak, open, 'back yard' impression of the town centre. There is potential for retail and/or commercial frontages onto this street.
- The area is dominated by the backs of buildings that face onto the area from across Quaker Way (the rear service yard of the Co-op building) and a row of two storey buildings to Queen Street.
- Quaker Way represents a significant pedestrian barrier in this area - It is poorly used by traffic, but subways, and unnecessary barriers must be negotiated by pedestrians walking into the town centre.
- The continued need for Quaker Way should

be critically reviewed. There is potential to re-connect this area with the main town centre.

- Plans for a new bus station (transport interchange) present an excellent opportunity to transform the area, reconfiguring Quaker Way to provide improved a major pedestrian gateway into to the town centre, and creating a series of spaces.
- The potential to create improved north-south pedestrian linkages, connecting the development to the new development north of Stockwell gate and to the railway station to the south is also important - this will be another key route into the town centre.

Design principles

- The development should create a positive and active urban frontage on its west, south and east sides at the appropriate scale to each of the frontages it addresses.
- It should provide a setting for and enclose the Bus Interchange and its bus bays.
- Pedestrian connectivity should be enhanced through increased north-south and east-west links between Stockwell Gate, the Bus Interchange, the railway station, and Queen Street - this may involve reconfiguring Quaker Way, especially in the longer term.
- A pedestrian route from the Rosemary Centre to the railway station which is available 24/7 should also be included.
- All service areas should be screened from the main frontages. They should be able to serve the new development and existing retail units fronting Stockwell Gate and Queen Street.
- The change in levels, the roofline of the south

side of Stockwell gate and views from the station and the ring road indicate that the roofline of the development will require careful consideration.

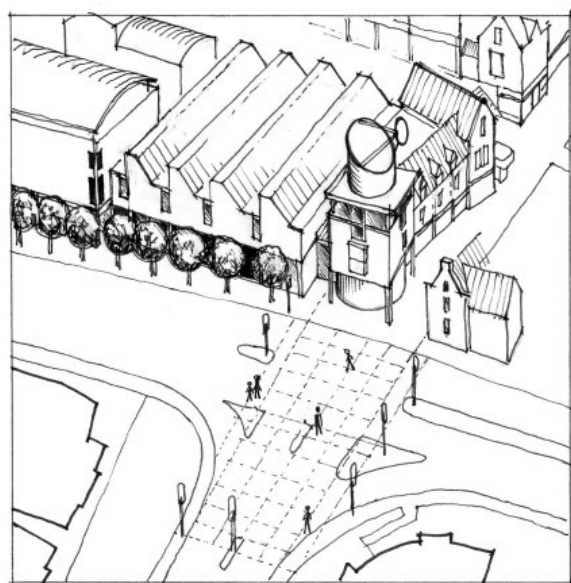
Indicative scheme

The scheme illustrates how the design principles for the area could be delivered. The suggestions include distribution and mix of land uses, streets and places for pedestrians, vehicles and servicing, and key frontages. New development is shown hatched and includes:

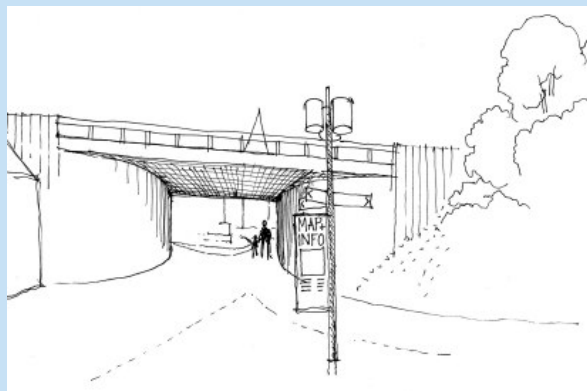
- Larger floor plate retail store (1 storey, 2,000m²) with possible 2 storey (max) car park above (approx 160 spaces). If the car park is omitted this building could include an arcaded route to the railway station (1).
- Commercial development (2.5 storeys max) (2).
- Single aspect apartments (2 storey max) over ground floor retail (3).
- Smaller retail units (2 storeys) (4).
- Retail (2 – 2.5 storeys) to replace Quaker Way infrastructure (5).
- Pivotal 'entry point' building (2.5 storeys), Retail ground floor, commercial above (6a).
- Commercial corner building (2.5 storeys) to ensure street frontage continuity (6b).
- Frontage buildings (2 – 2.5 storeys) with active frontages to address the public realm at the 'town side' of the bus interchange (7a & 7b).
- Proposed bus interchange (8).



Ring Road



Phase 1. Indicative Sketch showing Stockwell gate ring road junction and suggestions for the area north of Stockwell Gate (page 70)



Phase 1. Church St - Widen subway to create bridge - indicative sketch

Crossing the ring road

Enhancing movement and connectivity, and breaking down the barriers created by the ring road are major objectives of the design strategy for the town centre (page 39). Recommended approaches for breaking down the barrier are identified on pages 41- 42, along with possible locations for pilot projects.

This section takes forward the principles identified for enhancing crossing points (page 42). It is proposed that pedestrian priority is given in the design, traffic management and layout of these crossing areas.

The suggested programme for improvement is as follows:

Phase 1

- Essential short term works to Ratcliffe Gate/St Peter's Way junction.
- Essential parts of the Riverside and Ratcliffe Gate regeneration.
- Stockwell Gate Ring Road junction.

Phase 2

- Southern end crossing points (Junction of St Peter's Way and Belvedere Street).

Phase 3

- Northern crossing points.

Indicative design solutions for several of these locations are described below

Phase 1. Stockwell Gate ring road junction

The drawing (left) indicates how the objectives of the western town centre redevelopment (see pages 68 - 73) and the principles of crossing the Ring Road (pages 41 - 42) could be addressed in a design.

The 'landmark' element terminates the long view from the west on approaching the town centre and 'announces' the destination. It also acts as a pivot in changing the scale of the development from the large footplate stores facing Rosemary Street and the more fine grained development fronting Stockwell Gate.

The crossing surface would be designed to reinforce the scale of the pedestrian and cyclist and to reduce the dominance of traffic at this critical 'place'. Materials and design will define the space, but this could be reinforced by a platform within the defined area.

The traffic light sequence could be programmed to allow pedestrian and cycle crossing in 'free flow'. This would possibly mean that guard rails and refuges could be reduced or eliminated after a trial period, following established good practice.

Phase 1. Ratcliffe Gate / Bridge St Gateway

The historic route into the town centre from the east has been severed by St Peters Way. This has had a negative effect on the commercial activity at the western end of Ratcliffe Gate. It has resulted in poor take up of vacant sites and under use of others.

The experience for people crossing St Peters Way is inconvenient and unpleasant. Crossings do not follow desire lines. On the south side of Ratcliffe Gate, road alignments and forecourt car parks present other inconveniences.

Proposals

In order to create a more convenient crossing and to reinforce visual and physical east – west links, the following measures, which conform to recent good practice, are proposed.

- Infill the subway and provide at grade crossings with more convenient pedestrian management.
- The surface of the junction is paved as a platform.
- Lines of trees planted to reinforce visual east – west connectivity.
- Minor changes will be made to kerb alignments to ensure pavement continuity.
- Briefing for replacement development will reinforce street frontages (see pages 66 - 67).

Proposals for the Ratcliffe Gate / Bridge Street Gateway are illustrated top right. Proposals for enhancing the Church Street crossing of St Peter's way are illustrated bottom left.

Phase 3. Northern Crossing points

The junction of Leeming Street and St Peters Way has been widened to a multi-lane intersection. Whilst this may cater for vehicular traffic, it has created a series of inconvenient and unpleasant movements from island to island for pedestrians and cyclists.

This area is dominated by traffic, associated signage and barriers. Due to the land take for visibility splays, large radius bends and clearance of buildings, the space has very little sense of containment and structure.

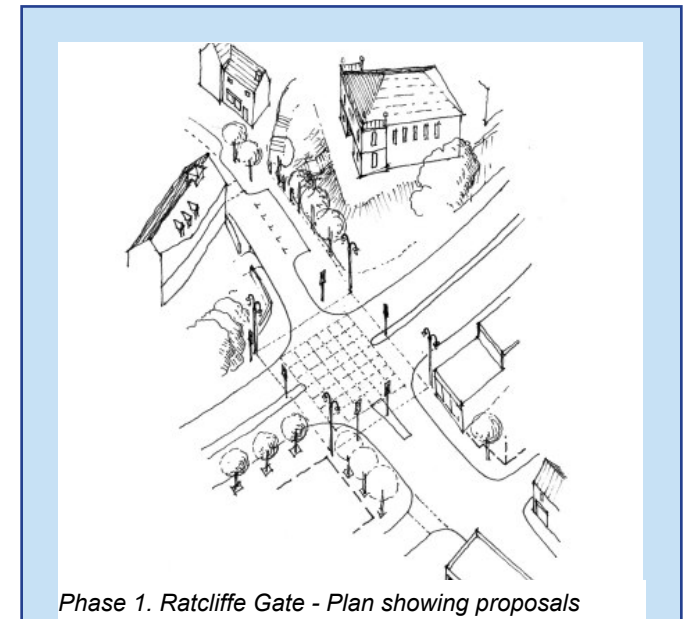
The pocket park on the northern side of St Peters Way is an isolated area of green space. In short, the area gives a poor image to signify a town centre.

Proposals

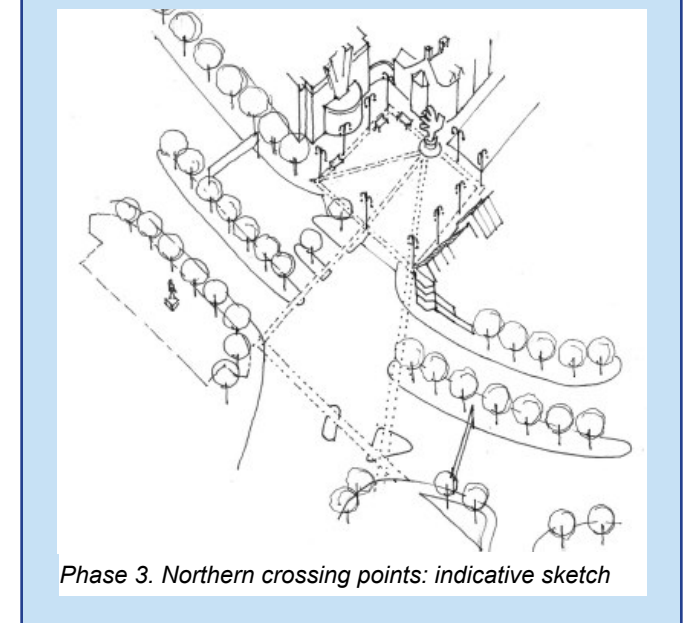
The signifier study suggests some short to medium term improvements which would:

- Improve the crossing of the junction area for pedestrians and cyclists. Surface treatment and the reduction of island 'corrals' or 'pens' would reinforce the message.
- 'Contain' the space through the planting of lines of boulevard trees. These would help to oxygenate the air and integrate the small park.
- Create an entrance square which is designed to slow buses and access traffic leaving the town through what is the entertainment quarter. The square would be a speed reduction platform, contained by high illumination lamp standards and a major piece of public art.
- Blank flank walls would be redesigned.
- The area provides the gateway to the entertainment district of the town. Floor lighting, leading pedestrians towards Leeming Street would be appropriate as part of this scheme.

Proposals for this area are illustrated right.



Phase 1. Ratcliffe Gate - Plan showing proposals











Phase 3. Northern crossing points: indicative sketch



Appraisal map



Appraisal Notation

-  Traffic dominated area
-  Dead / unsightly frontage
-  Opportunity to create active frontage
-  Poor enclosure allows space 'leak'
-  Retain access
-  Dense vegetation creates separation
-  Potential pedestrian/cycle/shared space street
-  Potential to enhance sense of place

Enhancing sites adjacent to the ring road; example of Clumber Street

Appraisal

The western end of Clumber St is an example of an area where there is an opportunity to improve and infill the frontage facing onto the ring road, thus bringing more pedestrian activity to the area, and reducing the sense that the ring road is a separated 'tunnel' for traffic.

The characteristics of the area are summarised as follows:

- A line of missing street frontages with backland areas used opportunistically as car parks, and visible service yards - this presents a degraded and open feel to the street.
- The need to retain access to service areas.
- A busy ring road dominated by traffic and with little room for pedestrians.
- A wide planting strip creating a visual and acoustic barrier, and reinforcing the sense of separation between ring road and activity to the south.
- Clumber St itself may be no-longer necessary as a through route in this area.
- An elevated residential terrace to the north with a high blank wall which contributes to the lack of pedestrian activity on the road and creates a 'tunnel' effect for the traffic.

Design principles

The following principles should guide any change in this area:

- Screen the backs of buildings and infill gaps

in the frontage - create stronger frontage to increase enclosure and sense of place.

- Retain service yards and provide alternative car parking and parking for any new uses nearby.
- Increase active frontage alongside ring road.
- Create a visual connection between Clumber St and ring road, but set buildings back and retain noise / pollution barrier.
- Uses alongside the road to be identified with issues of noise in mind.
- New buildings to be 3/4 stories to relate to Wilko's and buildings across ring road.
- Review the role of Clumber St - access only.

Indicative Scheme

The scheme sets out one possible solution, identifying how the design principles could be taken forward. It includes:

- Office buildings are considered appropriate close to the ring road, retaining active frontages (1).
- At the eastern end buildings are closer to existing retail frontage and further from noisy road traffic. Retail / leisure is suggested at ground floor, with office or residential accommodation above (2).
- Newspaper / cafe kiosk (3).
- semi shared surface approach to road - pedestrian, cycle and one way access road (4).
- Avenue of trees interspersed by parking bays and low wall to mark separation from road (5).
- Raised platform to slow traffic and create pedestrian priority (6).
- Kerb to prevent informal parking (7).





Chapter 5. Public Realm

Contents

Introduction

Public realm Strategy

Streetscape projects

Design guidelines for surfacing

A palette of surfacing materials

Street furniture

Street trees



Introduction

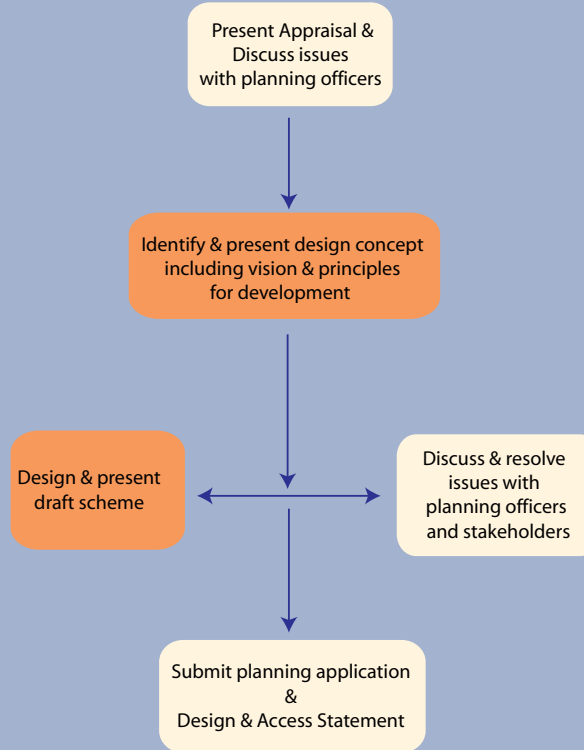
Purpose of chapter 5.

This chapter sets the framework for improvements to the Public Realm. It will assist the design process in the following way:

- On larger sites incorporating streets and public spaces, proposals will need to take forward the public realm strategy through stage 3 (concept) and stage 4 (detailed scheme) of the design process.
- It provides pointers for the development of a landscaping strategy which should be incorporated into a DAS.
- It sets out the approach the Council will take in making improvements to streets and public spaces through improvement works.

Following on from this document, the Council intends to produce a **Streetscape Manual** which will set out more specific requirements in terms of materials for hard and soft landscaping and street furniture.

The Design Process: Stages 3 & 4



Inclusivity is a key objective: example of a wheelchair ramp integrated into the design of a historic building.

The public realm provides the setting for public life, and is particularly important in town centres. In Mansfield a series of streets, public spaces, yards and alleyways play an important role in contributing to the distinctive character of the town.

The redevelopment schemes already proposed for the town centre (see chapter 4), together with the smaller but significant improvement schemes advocated in this document, provide major opportunities for improvements to the public realm.

As with urban design generally, good public realm design results from a careful consideration of both aesthetic and functional issues. Public realm design includes two key aspects:

- structural issues (including the way streets are defined by buildings); and
- the appearance and function of the streetscape itself.

This chapter focuses primarily on the treatment of streetscapes within the town centre. it includes:

- design objectives for streetscapes;
- a hierarchy of streets and spaces;
- suggestions for projects taking forward the objectives;
- a palette of materials and suggested surfacing treatments for different locations;
- principles for street furniture, tree planting, lighting, signage and maintenance.

It takes forward the recommendations made in the 2004 report "Mansfield Public Realm Study" (Carl Bro).

Public realm strategy

The recently completed schemes in The Market Place, Church Street, the northern end of West Gate and the Railway Station, have established a good standard, in the unfussy, yet robust design and detailing of paved surfaces, using predominantly natural materials. Street furniture is of a contemporary yet appropriate design for this historic setting, and is used in a restrained manner.

The objectives for the design of the public realm build on the overall design objectives for the town centre (page 39), The Mansfield Public Realm Study (2004) and broad guidelines for the public realm (right). They include wider issues about structuring schemes and more detailed streetscape issues.

Broad guidelines for the public realm

- Streets for All - East Midlands. English Heritage, 2005.
- Manual for Streets - DfT 2007 (aimed mainly at residential streets, but covering issues of relevance).

Getting the right structure:

Design and layout of development shaping the public realm should :

- Create a **sequence of spaces** and places with different character and experiences.
- Provide **permeability and choice** of routes.
- Ensure **inclusivity** to people of all ages and levels of mobility.
- Be **attractive and safe** through encouraging **active frontages**, and through **well lit and surveilled spaces**.
- Be accessible for the **servicing** of the frontage properties.
- Respond to **historic context**.
- Provide sufficient **enclosure** to enhance sense of place and well-being.

There is a strong relationship between the design of the public realm, and the design of new development, and where possible the two should be undertaken together. The principles above are covered in more detail in chapters 2, 3, and 4.

Streetscape design objectives

The following public realm design objectives apply across the town centre. The aim will be to create streetscapes:

- Appropriate to their setting and an identified hierarchy* of streets and spaces.
- Which reinforce local character and distinctiveness.
- Which are consistent, coherent and robust in their design and detailing.
- Which are legible, in their use of signage.
- Which take opportunities reduce unnecessary visual 'clutter'.
- Which take a simplified approach, using a limited palette of durable materials and furniture, locally sourced where possible and taking account of climate change.
- Which integrate street trees and planting schemes where they have a specific purpose in the overall streetscape design and make a positive contribution.

In order to support this process the Council will:

- Promote improved cross-sectoral working to ensure that all those with a role in the design and maintenance of streets work together (consider setting up a townscape public realm management team).
- Ensure the ongoing maintenance of spaces to a high standard - without this even the highest quality design schemes will suffer in time.
- Ensure community involvement in the design of schemes undertaken by the council, and request community involvement in those schemes included within applications for planning permission.

**The hierarchy of streets and spaces in the town centre is set out on pages 82 & 83. It recommends different streetscape treatments in different types of streets and spaces according to their context.*

The Hierarchy of Streets and spaces within the historic core.

Different types of spaces will require different streetscape treatments. A central square may need a distinctive and unique approach. A tight space such as an alley will require as simple a palette as possible, whilst wider streets may accommodate a slightly wider palette.

The hierarchy of streets and spaces within the town centre is a means of responding to the different streetscape needs of different spaces. It should not be seen as a way of prioritising environmental improvements (either in timetable or quality of materials). Rather it is a means of identifying differences in specification and design.

The term hierarchy refers to the network of streets and spaces ranging in character and scale from small to large, spacious to narrow, busy to quiet,

and hard to soft (green). The streets and spaces in this network relate to each other.

The approach to the design of the public realm in each of these spaces should respond to the factors above. The overall approach is illustrated in the indicative designs and palette of materials as outlined in the following pages. More detailed specifications will be made in the forthcoming streetscape manual.

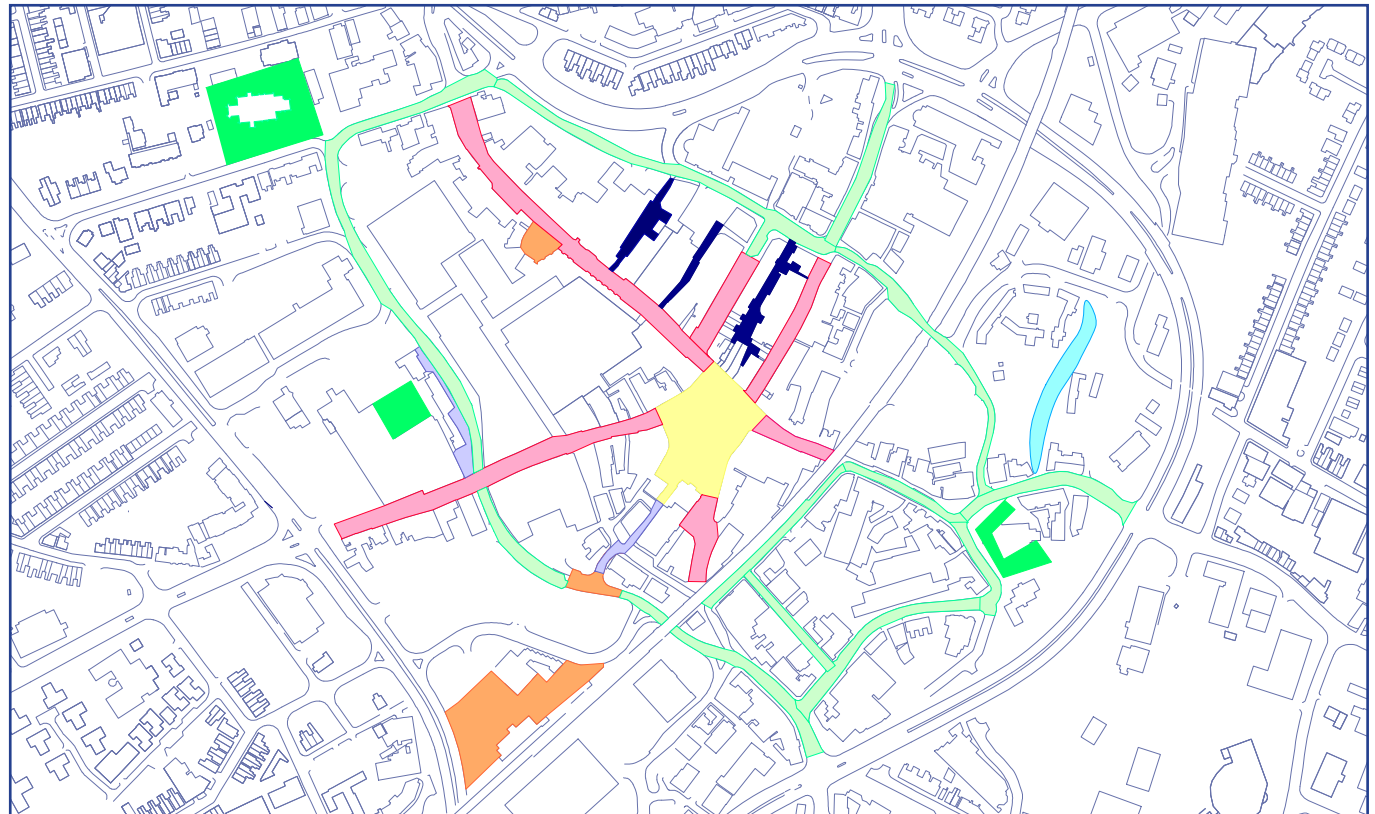
Quaker Way

The medium - long term aspiration is for this road to be stopped off, reduced and reconfigured.

As part of the design of the scheme that comes forward for sites north and south of Stockwell Gate (see chapter 4) the applicants will be expected to consider the hierarchy of streets and spaces within which the new scheme will sit, as well as the potential to remove parts of Quaker Way.

The Design and Access Statement should explain the public realm and streetscape treatment and how this will be related to the rest of the town.

An indicative solution is suggested on page 86.

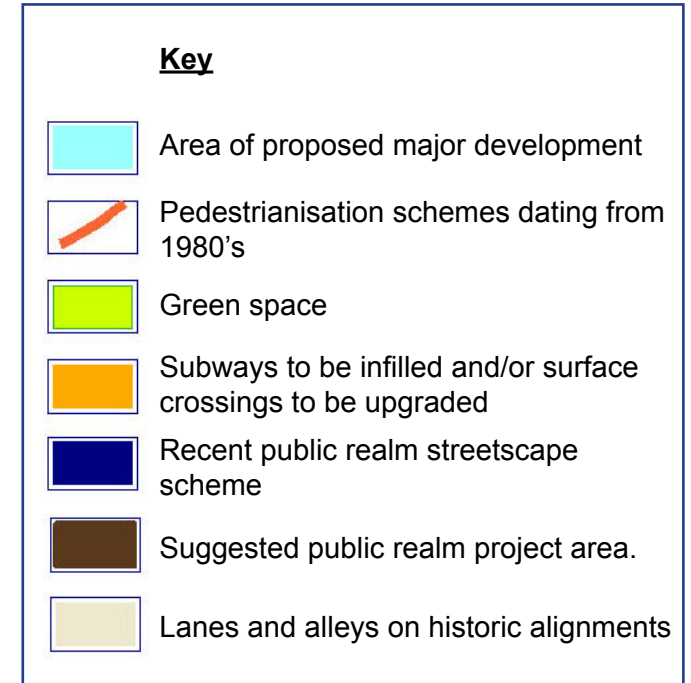
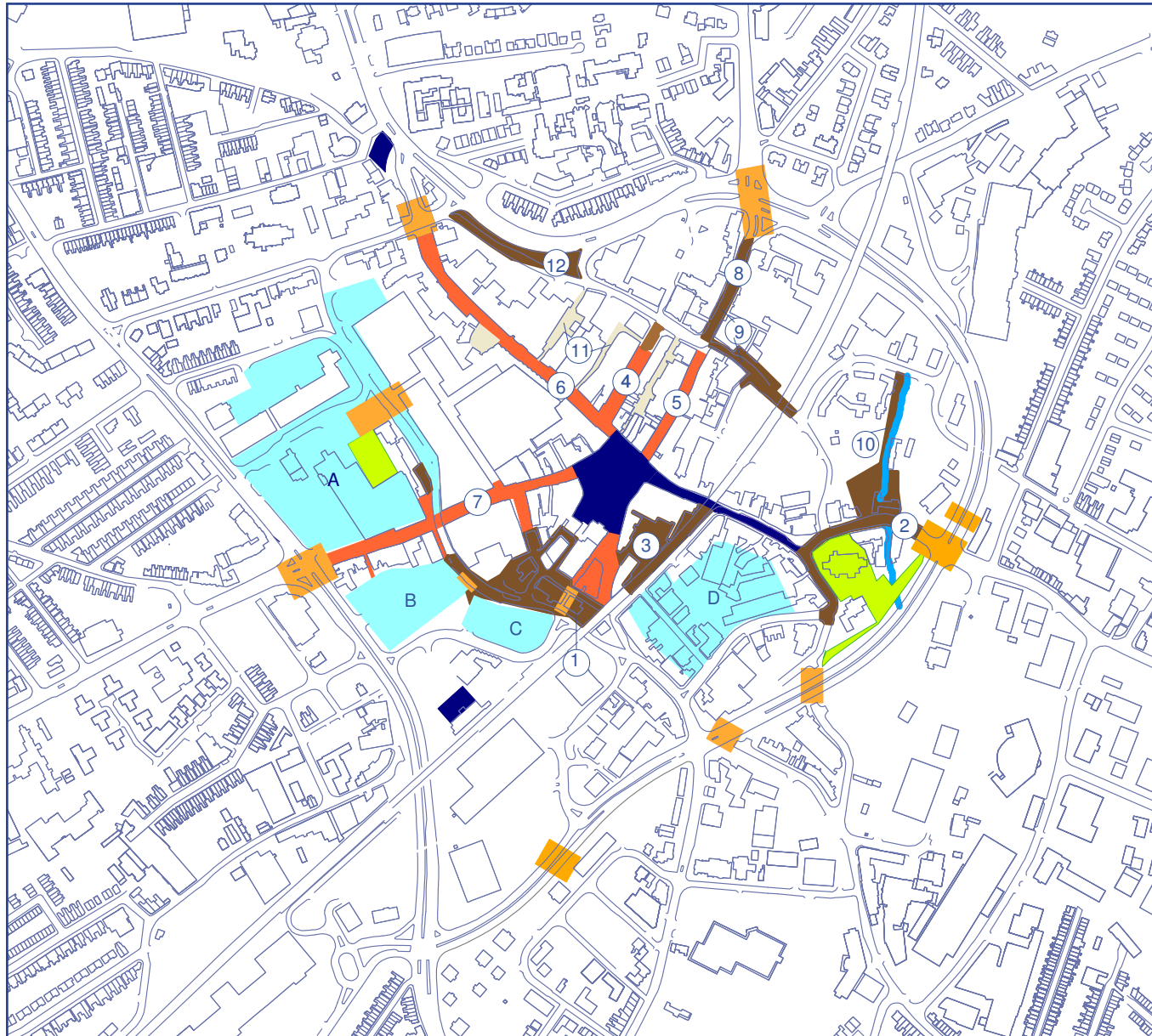


Hierarchy of streets and spaces within the town centre (see table opposite for key)

Hierarchy of Streets and Spaces

Key	Space type	Design response
1	<p>Market Place 'Iconic' arena area for the life of the town. Sense of occasion and arrival. Spacious. Surrounded by historic buildings of civic and commercial scale, all with 'wall to wall' piazza-style paving in natural materials. Busy.</p>	<p>The public realm design scheme has recently been completed. Important to retain a high level of maintenance and reinstatement.</p>
2	<p>Secondary Spaces <i>Old Market Place, Station forecourt, proposed Bus Interchange forecourt.</i> Pedestrian dominated spaces with limited vehicular access. Sense of arriving. These are 'pause' spaces en route to other destinations. Relatively small spaces with multiple points of access.</p>	<p>Flagstone paving units should predominate, with some limited focus pattern to emphasise the sense of place. Possible location for Public Art. Active frontages should be encouraged and any non active frontages should be enhanced to address these significant spaces. Important to provide fingerpost/ map information and seats.</p>
3	<p>Urban Green Spaces <i>St Peters Churchyard, St John's Churchyard and Meeting House Square.</i> Sense of enclosed, green oasis of calm. Low noise levels.</p>	<p>Need to increase accessibility. Ensure good seating, lighting, bins etc. 'Soft' edging to stabilised gravel paths. Consider management to encourage biodiversity. Modest interpretive element in signage.</p>
4	<p>Major Pedestrian dominated Streets <i>West Gate, Stockwell Gate, Church St, Leeming St, Regent St and Market St.</i> Historic routes into Mansfield, mostly converging on the Market Place. 'Conduit' linear spaces. Continuous active frontages. Relatively enclosed cross section to streets. Busy in daytime. Each street has a different character.</p>	<p>Most comprehensively pedestrianised in 1970s – 80s mainly in block paviers in a 'wall to wall' pattern. Need to replace with more locally distinctive materials in a conventional 'street' layout reflecting the linear character. Essential to reinstate active frontages where none exist. Important to introduce good street furniture and lighting.</p>
5	<p>Secondary Streets <i>Albert St, Bridge St, Midworth St, White Hart St, Church Side/Church Lane, Toothill Lane, Clumber St, Quaker Way.</i> Feed and distribute movement to and from the centre. Slightly more domestic in scale, with less continuous frontage and more mixed use (especially independent businesses). Higher levels of vehicular traffic.</p>	<p>General need for sensitive infill with active frontage. Need for limited street tree planting. Pavement widening in places, coupled with on-street parking where possible. Improved quality in public realm likely to raise commercial response.</p>
6	<p>Minor Foot Streets <i>Quaker Lane, Exchange Row, Mill Walk.</i> Narrow Lanes, intimate character, deflected views, less active frontage.</p>	<p>Need to improve passive surveillance and active frontages where possible. Flagstones to denote foot street character, possibly with 'wheeler' type vehicular tracking. Predominantly wall mounted lighting.</p>
7	<p>Riverside Pathway <i>North of Bridge St along River Maun.</i> Quiet, pleasant in places with views of river. Lack of enclosure. River management likely to impose development constraints. Historic riverside buildings and former uses apparent.</p>	<p>Need to enhance through infilling with buildings fronting the pathway. Enhance footpath design with flagstones, appropriate railings, street furniture and lighting. Modest interpretive signage should be considered. (See chapter 4 for indicative design & page 90 for signage)</p>
8	<p>Alleyways <i>Eclipse Yard, Alfred Court, Clerksons Alley etc.</i> Often entered via covered passageway from type 4 & 5 streets. 'Working backs' character, shared surfaces. Poor management, blurred distinction between public and private space. Some well used by pedestrians.</p>	<p>Potential character needs to be recognised through coordinated traditional shared surface materials, enhanced wall mounted lighting. Good signage. Encourage a level of active frontage and passive surveillance. Infill where gaps have occurred.</p>

Streetscape projects



Projects linked to opportunities within the areas for intervention - see chapter 4.

There are a number of opportunities to take forward the public realm strategy for the historic core through a series of streetscape projects. Such projects will come forward in two main ways:

- through environmental improvements carried out by the Council; and
- through changes and enhancements made in association with development projects which include (or create new) streets and spaces, or which sit adjacent to streets or spaces.

The streetscape projects map (left) indicates the location and extent of suggested projects which would be undertaken in phases over a ten year period.

The scope for taking forward these projects should be explored through negotiation as part of the consideration of planning applications. Several of the projects identified would be undertaken in conjunction with the completion of major redevelopments already committed or expected in the western and southern sectors of the town centre (A-D).

The timing of streetscape projects would be subject to planning approvals and project programmes.

Opportunities for taking forward streetscape projects

Western Approaches (projects 1 & 7)

The completion of the Bus Interchange (C) is likely to trigger project 1 for implementation. This project would ensure an attractive gateway linking the Bus Interchange to the Market Place. Due to its location in the conservation area and to its prominence, the scheme would utilise natural paving materials. This scheme should include new frontages onto the existing rear elevations and service areas of adjacent buildings - these locations will assume greater commercial and visual prominence.

Scheme 7, Stockwell Gate, will go hand in hand with the redevelopment of the areas on its north (A) and south (B) sides. The large areas of clay pavers laid “wall to wall” in herringbone fashion throughout the existing pedestrian schemes could be partially re-used in the replacement schemes, in a less assertive and more appropriate way.

An indicative design scheme for the western approaches, illustrating these principles, can be found on page 86.

The White Hart redevelopment (projects 2 & 3)

Development at area (D) will require a sensitive scheme based on the use of natural materials and detailing. It should respond to the hierarchy of streets and palette of materials identified in chapter 5. Surfacing treatments should correspond to those set out on page 87 for streets in conservation areas. Schemes should extend to projects in White Hart Street (3) and Bridge Street (2). Changes aimed at **breaking down the barrier of the ring road** at Ratcliffe gate (chapter 4) will also correspond with project 2.

Northern approaches (projects, 4, 5, 6, & 8)

These streets sit within categories 4 and 5 of the hierarchy of streets and spaces. Changes on these streets will need to come forward through Council-led projects.

Toothill Lane (project 9), Rock Valley (10), Alleyways (11) and Clumber St (12)

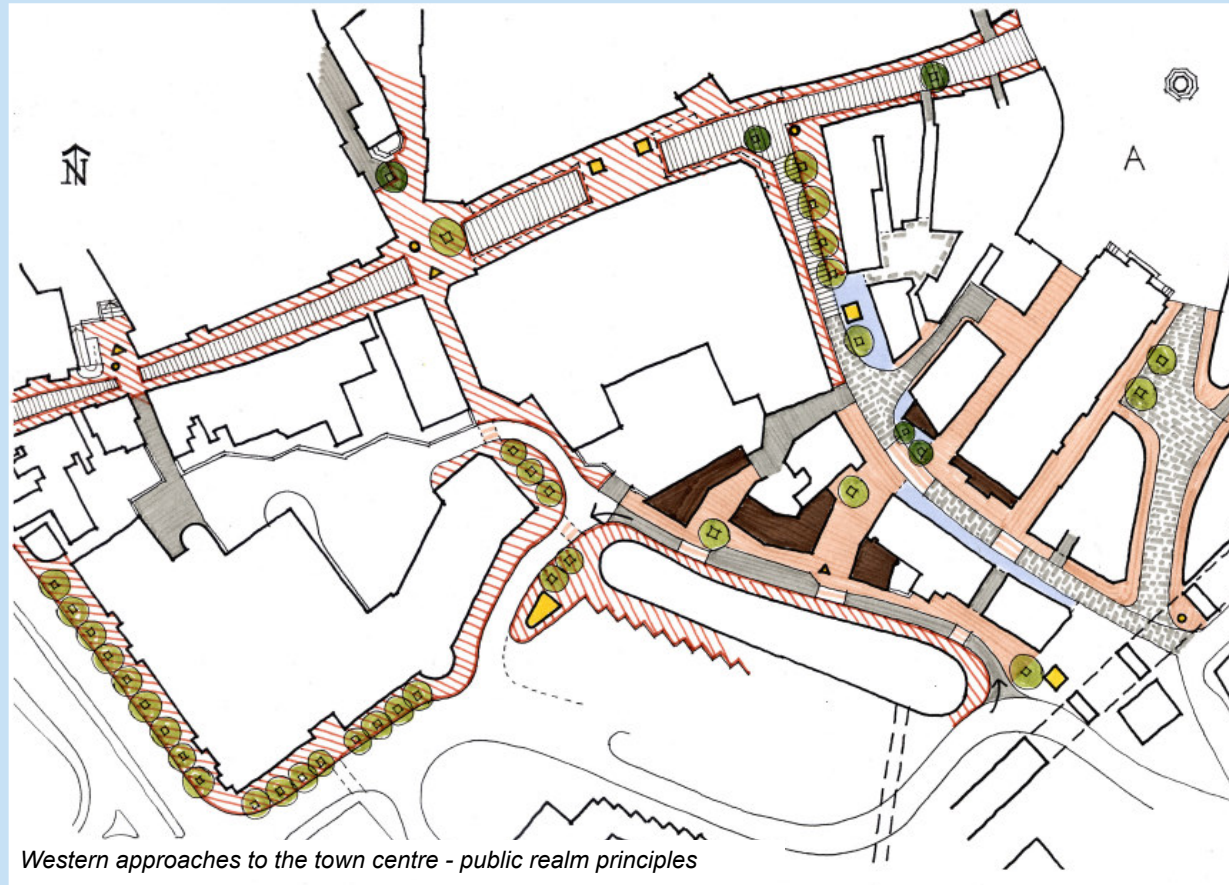
These areas sit adjacent to ‘areas for intervention’ identified in chapter 4. Opportunities to take forward streetscape improvements will be taken alongside development projects in these areas through negotiation with applicants. Schemes should have regard to the design principles identified in chapter 4, and to the hierarchy and palette of materials identified in this chapter.

Western approaches (projects 1 & 7)

The redevelopment of the area south of Stockwell Gate, and in particular the proposed new bus station, will require a greatly improved access from the station to the core town centre. This will require enhancement of the public realm across Quaker Way and via Queen Street to Stockwell Gate and

















Market Square, as well as new pedestrian links to Stockwell gate to the south of the co-op - to link with new developments north of Stockwell Gate.

Principles for the re-design of the public realm in this area are set out in the indicative sketch below. The sketch below shows a co-ordinated approach to the public realm in a particular area.



Western approaches to the town centre - public realm principles

Key

-  Existing Public Realm Scheme in Market Place
-  New Yorkstone flagstones 400, 600 750mm wide, various lengths
-  Precast concrete slabs 400 x 600mm units with 'conservation kerbs' (at 15 or 100mm above road)
-  Buff clay pavers, taken up and re-used, laid in lateral courses
-  Alleys and crossovers laid with 'Tegula' units, usually draining to central gulleys
-  Re-used setts (granite, sandstone or basalt)
-  Pedestrian crossing platform
-  Area of existing related Yorkstone flagstones
-  Area of remnant traditional paving (covered by tarmac in places) to be exposed and retained
-  Suggested active frontage development to address the approach to the town centre bus interchange
-  Taxi only access for pick up and set down
-  New tree and tree grille (subject to sub ground conditions)
-  Existing tree
-  Proposed kiosk and/or shelter
-  Fingerpost and map
-  Suggested location of public Art

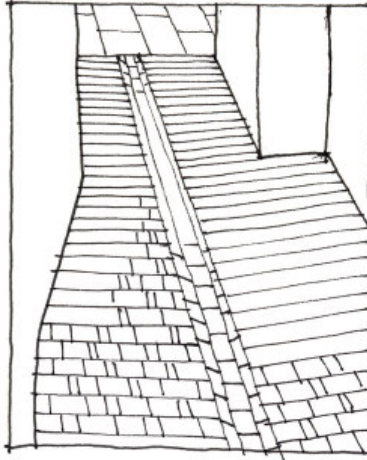
Design guidelines for surfacing (materials & layout)

This section identifies suggested materials to be used for different categories within the hierarchy for streets and spaces. The general approach is to re-establish the traditional subdivision of the street into pavement and carriageway rather than perpetuate the 'wall to wall' carpet approach.

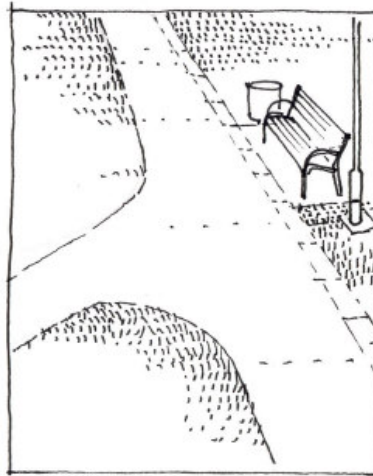
The simple palette of surfacing materials on the following page provides suggestions and inspiration. The following general principles are suggested:

- pavements to be of Yorkstone flags;
- existing granite kerbs to be retained and re-set as necessary - opportunities to use reclaimed granite should be taken where substantial lines of granite need infilling; and
- dual use areas to be of tegula blocks.

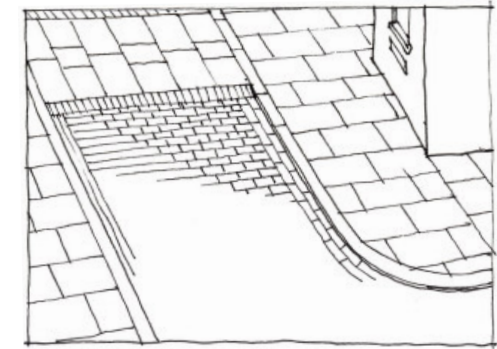
There may be opportunities to use alternative high quality materials on specific new developments. However the choice of materials will always need to be fully justified through the Design and Access Statement. Materials used will be expected to deliver the streetscape objectives on page 81.



Alleys and Lanes (category 8):
 'Tegula' pre-cast setts laid laterally wall to wall; with central drainage channel. Any remnant traditional paving slabs to be retained and re-laid in situ.

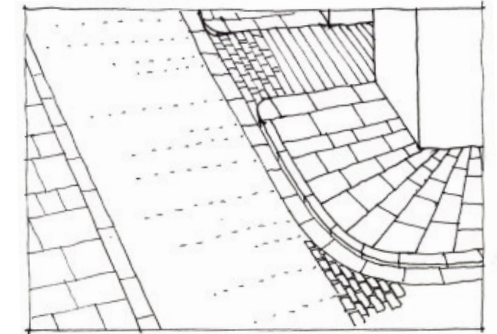


Green Spaces (category 3):
 Paths: Surface dressing of local aggregate over tarmac. New smaller unit granite setts as drainage channels or in a single line as soft edging.



Foot street with limited vehicular access (category 6):

- Low kerbs (approx 15mm) conservation standard units. Textured pre-cast paving slabs (400 x 600mm or similar).
- Carriageway: re-used buff clay pavers or tarmac with surface dressing of local aggregate.



Streets in the conservation area (category 5):

- York stone flagstones. Units of 3 widths and various lengths. Corners set out to traditional 'fan' detailing.
- Crossovers in York stone setts, reclaimed granite or basalt setts.
- Carriageway: Tarmac with surface dressing of local aggregate. Side roadways in reclaimed granite, basalt or sandstone setts.
- Kerbs: Low, 15mm in mainly pedestrian areas, 130mm in mainly vehicular areas. Reclaimed granite or conservation kerbing.

A palette of surfacing materials

A simple suggested palette:



Top row: Buff Yorkstone flags and setts, Red tegula concrete blocks
Middle row: Conservation kerbs
Bottom row: Blister paving
Source: Mansfield Public Realm Study 2004 (Carl Bro)

Examples of surfacing treatments from other towns.....



Examples of well detailed, restrained street surface design using natural materials



Traffic management in a town centre without using yellow lines



Street furniture

A coordinated approach to the design, location and maintenance of street furniture can give the public realm a sense of place and civic pride. The lack of this approach inevitably results in clutter, where poorly designed and located items disfigure and obstruct the public realm and the buildings fronting the street, reflecting indifference. *'Streets for all (East Midlands)'* recommends setting up a public realm management team to ensure co-ordination.

Location

The location of street furniture should normally be confined either to a zone adjacent to street frontage buildings, or to a zone close to a kerbline or other alignment. This arrangement should reduce the random placing of items of street furniture, cluttered appearance, obstruction to desirelines and hazards for disabled people.

Audit

An audit of street furniture has been undertaken to identify obsolete, obstructive, poorly related and maintained items of street furniture. The audit should be used to identify where improved lighting and signage might improve legibility and safety.

Design

The design of street furniture should be of robust and durable materials. Consideration should be given to replacement availability, resistance to damage, low maintenance features. Aesthetically the aim should be to select a range which is simple and has "timeless elegance" in its proportions, avoiding pastiche, reproduction designs or ephemeral contemporary styling which can look dated over a short period.

It is proposed that a single range of street furniture is used throughout the town, with the scale of furniture responding to the scale of the space. The preferred colour scheme is Olive Black. Stainless steel should be avoided outside the Market place area.

Lighting

Lamp standards in arrangements of 1, 2 or 3 light fittings should be the main form of lighting. Wall mounted bracket light fittings in the same range should be used as an alternative, especially in narrower streets and alleyways. CCTV cameras, where necessary, should be integrated within light fittings.

Lighting of Public Buildings

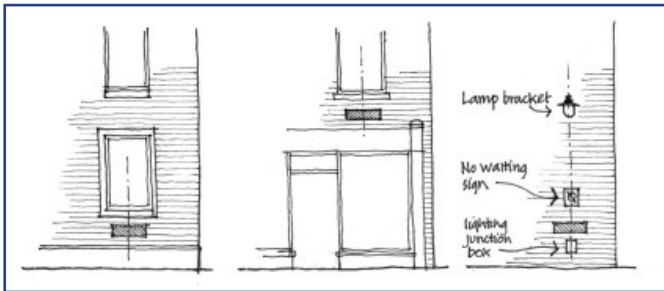
A programme of lighting major buildings and monuments could be instigated, giving the town centre an added night-time attraction.



Eliminating clutter - a key objective in placing street furniture



A simple, elegant lamp post design with three variants



Wall mounting locations for street nameplates



Street nameplate fixed to the wall of a building



Existing historic nameplate in Mansfield



Well designed low level traffic sign

Practical sculpture: a tactile map



Well designed direction panels will be located at key points on pedestrian routes.

Signage

Road Signs

In order to reduce the intrusiveness on the street scene, reduce visibility distance and thus encourage slower speeds, signs should be:

- sited with due regard to their impact on buildings;
- used sparingly and to the minimum permissible size; and
- wherever possible, restriction signs (e.g. No Parking, No Waiting) should be fixed either to walls or to lamp posts.

Fingerposts

Increasingly fingerposts are integrated with map panels of the locality (see left).

In principle, map/fingerpost units should be located where they are most useful for pedestrians. In particular, they should be considered for the following locations:

- the Bus Interchange;
- the Market Place;
- at all car parks; and
- at gateway locations.

Tactile maps for people who have visual impairment should be a feature of these installations. Where fingerposts only are used, the distance to a destination should be shown (eg Parish Church - 210 metres).

Street Nameplates

These should wherever possible, be affixed to buildings and should be located to coordinate with

the elevational characteristics and proportions (eg. locating on the centreline axis of a window).

Street nameplates mounted on short posts are often susceptible to damage. Nameplates should be either approximately 0.8 metres above the street surface or between the ground floor fascia and the sill of the first floor window (see diagram).

Where historic street signs exist they should be retained (see left).

A bespoke design for street nameplates could be considered. These are used in Manchester, Belfast and Birmingham and are a successful ingredient of the “branding” of urban quarters.

Seating

In order to ensure the comfort of people walking around the town centre area, the aims should be:

- Place seating every 200 – 300 metres in all well used pedestrian priority streets.
- Most if not all seats within shopping streets should have backs and armrests (given the age range of people using the town centre).
- Seats should not be located immediately adjacent to rubbish bins - however bins should be conveniently located close to seats.
- Where possible/appropriate secondary seating could be integrated within the design of street frontage buildings or boundary walls. This provides an opportunity for creative seating design.

Public Art

There is some scope for a limited number of projects where aspects of the town’s story or a landmark location can stimulate a work of art. Gateways to the town centre and the proposed urban spaces could be appropriate locations. Robustness and an engagement with people are key objectives.

Maintenance

The Public Realm requires a commitment to regular maintenance. The lack of this commitment results in a downward cycle of disrepair, vandalism and negative commercial impacts on properties fronting the public realm. Throughout this chapter, stress has been laid on selecting street furniture and designing surfaces which are simply and robustly detailed and restrained in variety. Investment in good detailing, craftsmanship and supervision will reduce maintenance, reinstatement and replacement costs over the long term.



A seat integrated into the design of street frontage building



Public Art can provide opportunities for secondary seating



Examples of simple but creative seating

Street trees



This curved bench not only reinforces the tree as a pleasant focal point, but it protects the base of the tree.



Formal tree planting creates structure in a varied street frontage. Lighting and signage is integrated with tree spacing

Trees make a positive contribution to the street scene, adding colour variation through the seasons, providing shade and oxygenating the air at the local level.

Street trees can reinforce streetmaking objectives in a number of ways: defining and enclosing spaces and routes:

- A single tree in a well considered location can act as a focus at an intersection or a key corner.
- Lines of trees, planted at regular intervals, usually parallel to a building line or street alignment, reinforce the formality of an urban setting, yet provide a richness and variety.
- Random or sporadic spacing or grouping of trees should be considered for more informal 'green' settings such as parks, or bunds associated with the ring road.

It is proposed that major lines of trees will be planted along the ring road in two main locations:

- in conjunction with the new development on the western side of the town centre; and
- at the spacious northern intersection of the ring road, where some enclosure and structuring is required (see chapter 4).

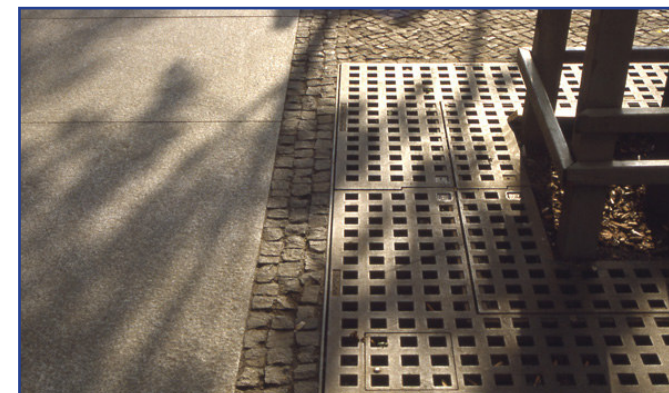
Within the street context, trees should be planted at the level of the pavement, (with cast iron tree grids), rather than in raised beds, which can cause disruption of the street scene and result in higher maintenance costs.

Opportunities for the planting of street trees could be constrained by the presence of underground services and utilities. Any street planting plan should be preceded by a full sub-surface survey.

Suggested Range of Tree Species

Species	Height in 25 Years	Height Mature	Spread	Notes
Sweet Gum <i>Liquidambar styraciflua</i>	10m	18m	18m	A large tree with a broad, pyramidal crown if its central leader is retained. Its attractive, corky bark is a feature at all times of the year, but it is at its best in autumn when it seems to burn with crimson and gold. Suitable for streets, avenues and parks.
Dawn Redwood <i>Metasequoia glyptostroboides</i>	12m	21m	9m	Statuesquely pyramidal, a specimen tree, good for streets and avenues with a clear stem. It has spongy, shaggy bark, and its pale green, feathery foliage turns brown in autumn. Tolerant of air pollution, but needs a moist soil in its first year to establish successfully.
Roble Beech, <i>Nothofagus obliqua</i>	10m	18m	12m	Of rounded habit and medium to large size, this has small, heart shaped leaves which turn yellow as the year progresses. Does best in a sunny position and fairly fertile soil.
Jounama Snow Gum <i>Eucalyptus pauciflora subsp. debeuzevillei</i>	10m	12m	10m	A medium tree of rounded form, it has a beautiful white trunk and thick, lanceolate leaves. A superb specimen tree.
Pride of India <i>Koelreuteria paniculata</i>	7m	12m	10m	An attractive, rounded tree of medium height, it deserves to be more widely grown as it has much to recommend it. The clusters of small yellow flowers which it produces in July and August are followed by lantern shaped fruits in the autumn. It does best in a reasonably sheltered position, such as an urban courtyard garden.

Note: the above are selected from an approved list of 14 species for use in Mansfield District. For further advice and guidance developers should contact Sean Davies, Tree & Landscape Officer. Tel. 01623 463325



Cast iron tree grid relates well to the geometry of other surface materials.



Chapter 6. Implementation

Contents

Making it happen



Making it happen

It is important that the Urban Design Compendium makes a real difference to the quality of design in new development in and around Mansfield town centre. The Council wants to ensure that the document is used by all those involved in decision making about the built environment; planning and regeneration officers, highway engineers, Councillors, developers, architects and designers should all be clear about the council's design aspirations, and how they can help to deliver these.

The Council will produce an action plan identifying and prioritising schemes and projects for areas of intervention and for the public realm in and around the town centre. In addition, the following implementation mechanisms are suggested as a means of ensuring that the design strategy and principles will be taken forward, to achieve the highest quality design in all new development.

Raising the profile of urban design

The Council will aim to:

- Formally 'launch' the compendium with publicity material, press release and possibly exhibitions, and raise the profile of urban design on the Council's website.
- Make copies of the compendium available via the internet and in hard copy.
- Identify a design champion from among Council Members in order to promote design issues.
- Create an annual award for design excellence.

Using the planning process

The Council will aim to:

- Take forward the compendium through a series of shorter Interim Planning Guidance documents (IPG) in the short term, and SPD in the longer term. A list of IPG likely to be produced appears on the page opposite.
- Provide design training to ensure that officers and members can continue to develop design skills so that they have the confidence to make decisions on design issues.
- Take forward the compendium through the Central Area Action Plan, further testing and revising the strategy and recommendations as necessary.
- Not accept Design and Access Statements which do not clearly reflect a sound design process, with sufficient information on how the design scheme responds to the site and its context.
- Refer major planning applications to the East Midlands Design Review Panel at an early stage in the negotiation process, and encourage applicants to do the same.
- Consider setting up a local design review panel, comprising people with design expertise from the public and private sectors. This could be done on a district, or county-wide basis, consulting CABE on the best way to set up the process.
- Impose design related conditions, and where necessary use the document to support refusal of planning applications on design grounds.
- Where necessary take enforcement action on design-related issues.
- Undertake a process of monitoring and review; Council officers and members could visit built schemes on a regular basis to assess the

success of schemes, and whether anything should be done differently in future.

Working with partners

The Council will aim to:

- Work with partners from a range of sectors, both within the Council and externally, to ensure that the design strategy and principles are reflected in other documents and initiatives, raising the importance of design issues.
- Work with the highways authority in particular to crystallise the transport strategy for the town and the central area, integrating the principles within 'Manual for Streets' and taking forward the design strategy.

Within 'Areas for intervention'

The Council will aim to:

- Work with the highways authority, in particular in testing and taking forward ideas for breaking down the barrier created by the ring road.
- Produce detailed design briefs (IPG) for priority sites and/or sites clearly under development pressure (see right).
- Encourage pre-application discussions and work with developers and architects in developing design ideas for specific sites.
- Be proactive in prioritising design issues and taking forward the strategy in council-led regeneration schemes.
- Hold design competitions for prominent and/or sensitive sites, possibly integrating with the design brief process above.

Interim Planning Guidance Notes for Mansfield town centre

Existing IPG's

- Community Safety by Design
- Extensions to Dwellings
- Recreation Provision on New Residential Developments
- Shopfront Design and Security

Emerging / future IPG's

- Stockwell Gate North Development Brief
- Affordable Housing
- Stockwell Gate South Development Brief
- Vision and objectives for urban design in the town centre
- Tall buildings and skylines
- Mansfield Brewery Development Brief
- Victoria Street Development Brief
- Movement and connectivity around the town centre
- Strategic car parking
- Advertisements
- Streetscape manual

The above list includes emerging and possible IPG's which may be taken forward from the Urban Design Compendium. There may be others and prospective developers should contact the Council in order to identify the most up to date documents.

Contacts

In designing schemes and proposals for new development, developers may wish to contact the following:

Urban Design and Conservation

Anne Arkle
(aarkle@mansfield.gov.uk)
01623 463 206

Mark Wilkinson
(mwilkinson@mansfield.gov.uk)
01623 463 077

Development Control

Martyn Saxton
(saxtonm@mansfield.gov.uk)
01623 463 259

Planning Policy

Rob Routledge
(rroutledge@mansfield.gov.uk)
01623 463 195

Regeneration

Mark Fiander
mfiander@mansfield.gov.uk
01623 463 714

Trees and Landscape

Sean Davies
(sdavies@mansfield.gov.uk)
01623 463325

This leaflet can be provided in a variety of formats if required. Please do not hesitate to contact us on 01623 463463 if you require interpretation of this form or need help reading it.

Polish

W razie potrzeby możemy dostarczyć tę broszurę alfabetem Braille'a lub w powiększonym formacie. Jeżeli potrzebuje Pan(i) wyjaśnienia tego tekstu lub pomocy w przeczytaniu go, prosimy o skontaktowanie się z nami pod numerem 01623 463463.

Turkish

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Cantonese (Chinese Traditional)

如果需要，我們可以提供這份傳單的盲文版本或大字印刷體版本。如果你要求翻譯或者需要幫助來閱讀這份表格，請別猶豫，致電 01623 463463 與我們聯係。

Latvian

Šī buklete ir pieejamā Braiļā vai palielinātajā drukā, ja tas ir nepieciešams. Ja jums nepieciešams šī bukleta tulkojums vai palīdzība tā lasīšanā, lūdzu, sazinieties ar mums pa tālruni – 01623 463463.

Russian

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Urdu

یہ لیف لیٹ، بوقتِ ضرورت، بریل یا بڑے پرنٹ میں بھی مہیا کیا جا سکتا ہے۔ اگر آپ کو اس فارم کا ترجمہ چاہئے ہو یا آپ کو اس کے پڑینے میں مدد چاہئے ہو تو برائے مہربانی ہم سے اس نمبر پر 01623 463463 رابطہ کرنے میں بالکل نہ ہچکچائے گا۔

Bengali

প্রয়োজন অনুযায়ী এই লীফলট ব্রইল অথবা বড় অক্ষরের আকারে দওয়া যাবে। এই ফর্মের অনুবাদ প্রয়োজন হলে অথবা এটা পড়তে সাহায্যের দরকার হলে 01623 463463 নাম্বার আমাদের সাথে যোগাযোগ করতে দ্বিধা করবেন না।



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