

Your Ref:
Our Ref: HPD/DSP/18-104
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Mansfield District Council
Civic Centre
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Dear Sir/Madam,

RE: FORMER PORTLAND MILL SITE, VICTORIA STREET, MANSFIELD, NG18 5RW

MANSFIELD LOCAL PLAN EXAMINATION HEARING STATEMENT – MAIN MATTER 6: HOUSING

This Hearing Statement is prepared and submitted by Hybrid Planning & Development on behalf of Chera Developments in response to Main Matter 6 of the Inspector's Matters, Issues and Questions Document issued 20 March 2019.

In our previous representations (dated 01 November) prepared for Chera Developments, we requested that the site (known as the former Portland Mill Site on Victoria Street) be removed from the Key/General Employment allocation (Ref: E3W – Victoria Street) and allocated for residential use. This request was made in response to the existence of planning permission for a residential redevelopment of the site, under LPA Ref: 2015/0259/ST, and PINS Ref: APP/X3025/W/17/3172241.

Chera Developments welcome the removal of the site from the Key/General Employment Allocation as part of the Submission Draft version of the Local Plan. However, the land is now expressed as 'white' land, without any site-specific allocation. It is the opinion of our client that the site represents an entirely suitable location for residential development, and that a site-specific allocation for residential use should be secured as part of the new Local Plan.

Accordingly, Chera Developments are pleased to offer the following additional comments in relation to the Inspector's Matters, Issues and Questions, as they relate specifically to Main Matter 6, and the former Portland Mill Site.

Main Matter 6 - Whether or not the proposed housing allocations are soundly based and deliverable, whether other housing policies are soundly based and whether a 5 year supply of land can be provided on adoption and throughout the plan period

1 Is the site selection process for the housing allocations soundly based, including sustainability appraisal and the testing of reasonable alternatives? Is the site selection methodology based on an appropriate set of criteria?

2 Are the reasons for selecting allocated sites and rejecting others? clearly set out and justified?

The Site Selection Methodology has not utilised all available major sites with extant planning permission for residential redevelopment. Sites that were not utilised include those where no new dwellings were built in the two years prior to the 'base date' of 01 April 2018. However, this methodology fails to acknowledge sites where planning permission may have only recently been approved prior to 01 April 2018, and therefore where development had not yet begun. The former Portland Mill Site represents such an example, where planning permission was only approved in July 2017, and therefore development had not

yet begun by 01 April 2018. Accordingly, it is the opinion of Chera Developments that the site has not been adequately tested as a housing allocation. There is no clear reasoning given for the blanket rejection of sites with extant planning permission which have not begun by 01 April 2016, regardless of whether planning permission had even been granted by this date. As such, the selection criteria is not considered to be justified or sound, having regard to the NPPF.

The former Portland Mill Site at Victoria Street is entirely appropriate for residential development, being a sustainably located brownfield site with extant permission for residential use. Mansfield Train Station is located just 200m to the east of the site, and the surrounding area is comprised of existing and consented residential uses. Chera Developments are in pre-application discussions with Mansfield Council regarding a revised application for circa. 90 new dwellings on the site (following a fire which destroyed the existing buildings which were due to be converted), which should be deliverable between 1-3 years, and could contribute to the Council's supply of housing during the first five years of the Local Plan. The site is available now, within single ownership and does not feature any specific site constraints which might preclude development.

In addition, having regard to the revised Housing Needs Estimate (2018), the Annual Housing Target for Mansfield should be increased to 338 dwellings per annum. The inclusion of the former Portland Mill Site will allocate an additional 80-90 dwellings for delivery within the short term and contribute to the increased housing need in the District.

In light of the above, on behalf of our client, we request that Policy H2 'Committed Sites' of the Local Plan is amended to include the former Portland Mill Site on Victoria Street, with an indicative capacity of 90 new dwellings.

Please do not hesitate to contact me (020 3633 1678 / dstpierre@hpduk.com) should you wish to discuss any of the content of this submission in further detail.

Yours faithfully,



Danielle St Pierre BSc (HONS) MRICS AssocRTPI
DIRECTOR



AIMROCK DEVELOPMENTS
VICTORIA STREET
MANSFIELD

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1.0 | INTRODUCTION

The proposal seeks to regenerate this former industrial site close to Mansfield Train Station to form a development of ninety one new homes. The developers Aimrock Developments are London based national developers with extensive experience of delivering a range of housing schemes across the UK.

The site offers a good opportunity to reinforce the residential character of the local area and provide much needed accommodation for local people and families. The varied range of property types aims to create a mixed community that will help to add to the sense of place through creative design and quality spaces.

All the properties are designed to meet the national minimum space standards and the principles of Lifetime Homes. The scheme consists of 3 bedroom townhouses as well 1 and 2 bedroom apartments together with 91 parking spaces and XX cycle spaces.

2.0 | SITE OVERVIEW

The site is situated South-West of Mansfield town, between the railway tracks and Victoria Street. It is a trapezoidal piece of land which has an area of 0.55 hectares.

Presently, the land is open for sale or lease. Previously, the area was used to house Bombardier group for their production of electronics primarily used for trains and at the train station.

The site is surrounded with a mix of residential and commercial buildings, with a considerable amount of greenery.

Existing Images

Image 1 shows the view from Portland Street, the main road connecting the south of Mansfield to the North.

Image 2 shows the view from Robin Hood Line Car Park, which serves as extra car parking space for retail shoppers, rail commuters and diners to Frankie & Benny's and Burger King.

Image 3 shows the view from the entrance of Portland Retail Park and a few residential houses.

Image 4 shows the view from the west of Victoria Street. Showing existing residential dwellings alongside the site.

Image 5 shows the view from Rooth Street, displaying the unpleasant view that greets

Image 6 shows the view from the east of Victoria Street.

KEY

-  KEY VIEWS
-  TRAIN TRACK



3.0 | EXISTING IMAGES



4.0 | SITES' HISTORIC BACKGROUND

The recently demolished building on site was originally erected in 1839 as Portland Cotton and Corn-mill by Mary Cash and family, which produced cotton and lace threads.

The building later on became a factory for Whiteley Electrical Radio Co Ltd in 1926, specialising in loudspeakers. Soon after, in 1978 it became Whiteley Electronics Ltd and designed, manufactured, commissioned and serviced PA, Audio Communication Systems, Electronic Display Systems and Visual passenger Information Systems for trains and buses.

In 2009, Bombardier Transportation Rolling Stock UK Limited obtained the firm and then transferred the business to Sutton in 2014. The said building and area has been advertised as for sale in the same year.

In July 2018, the mill was set on fire along with other buildings on Victoria Street and subsequently had to be demolished.



The old factory. The sign above the main door is that of Bombardier, the tool room was to the left of the blue gate.



The 'new' R&D with drawing office upstairs (opposite site)



The old R&D department was on the top floor (opposite site)



Portland Mill during the fire



The remains of Portland Mill

5.0 | WIDER CONTEXT

EXISTING CONTEXT AND CONNECTIONS + ROUTES

The site's location is in a built-up neighbourhood of Mansfield, with Commercial buildings to the East and South and Residential dwellings to the West and North of the area. The site being a walking distance to amenities such as Mansfield bus and train stations situates the area in a prime location, with East Midlands Trains serving the station; cities such as Nottingham is just 30 minutes away.

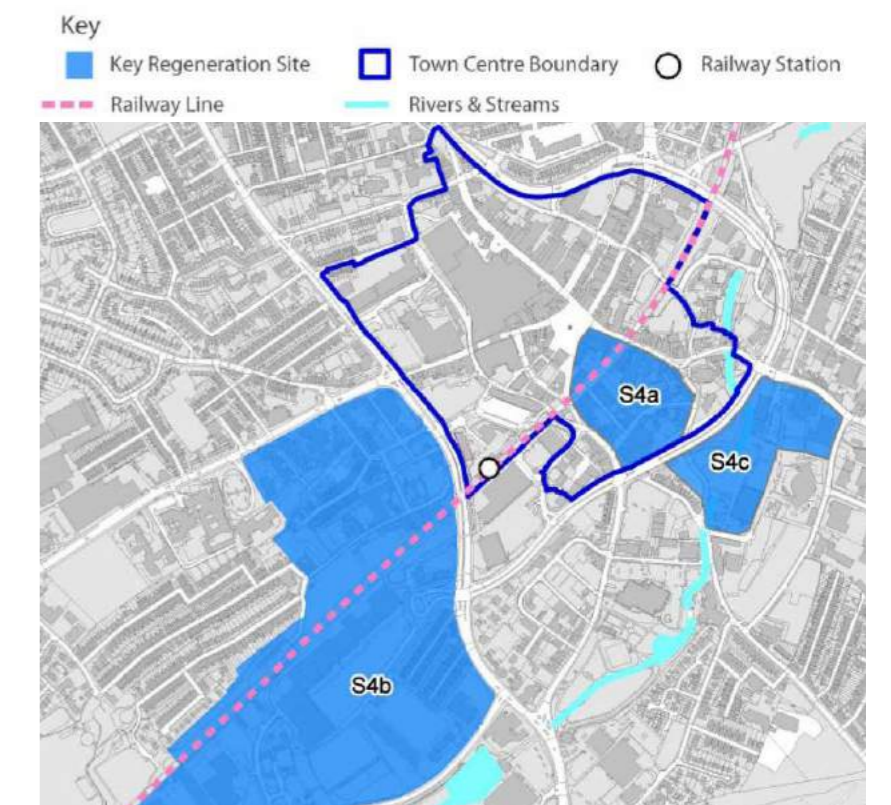
In addition, the site sits just off the main road (A60) easily connecting the plot to the area outside of Mansfield and it is surrounded with retail parks positioning the land in an accessible and convenient location.

The site has the potential to create a big impact on the local area, contributing to regenerating Mansfield and draw citizens into Mansfield.

FUTURE DISTRICT DEVELOPMENT (2013-2033)

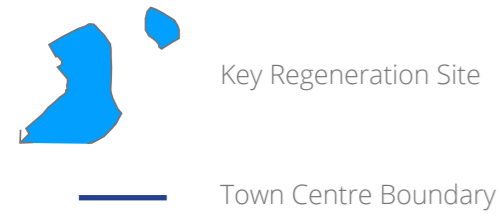
Mansfield recently published a draft for a new local plan that includes spatial strategy for the district which includes the overall levels of growth and development sites for new homes and jobs. The development also involves regenerating Mansfield and Market Worsop through improving the area's physical and social infrastructure.

The site is currently within the area of future district development as one of the key regeneration sites (see below).



5.0 | WIDER CONTEXT

FUTURE TOWN DEVELOPMENT AREAS (2013-2033)



CONNECTIONS + ROUTES



- ① One Call Stadium and Mansfield Town Football Club
- ② Retail Park
- ③ Mansfield Superbowl
- ④ War Memorial
- ⑤ Water Meadows Swimming and Fitness Complex
- ⑥ Mansfield Community Hospital
- ⑦ Sutton Road Primary School and Nursery
- ⑧ Independent Training College
- ⑨ Titchfield Park



KEY REGENERATION SITE OR POLICY S3

This policy supports proposals which help regenerate the area. It gives emphasis to proposals which provide new homes and jobs and make good use of previously developed land.

6.0 | SURROUNDING ENVIRONMENT



■ Residential VS ■ Commercial Areas

The site is surrounded by a mix of residential housing and commercial spaces shown above. The immediate context has an array of community, education, retail and healthcare buildings. There are also a number of accessible green space amenities. The main access to the site is on the north side of the site.

Opportunities and Constraints

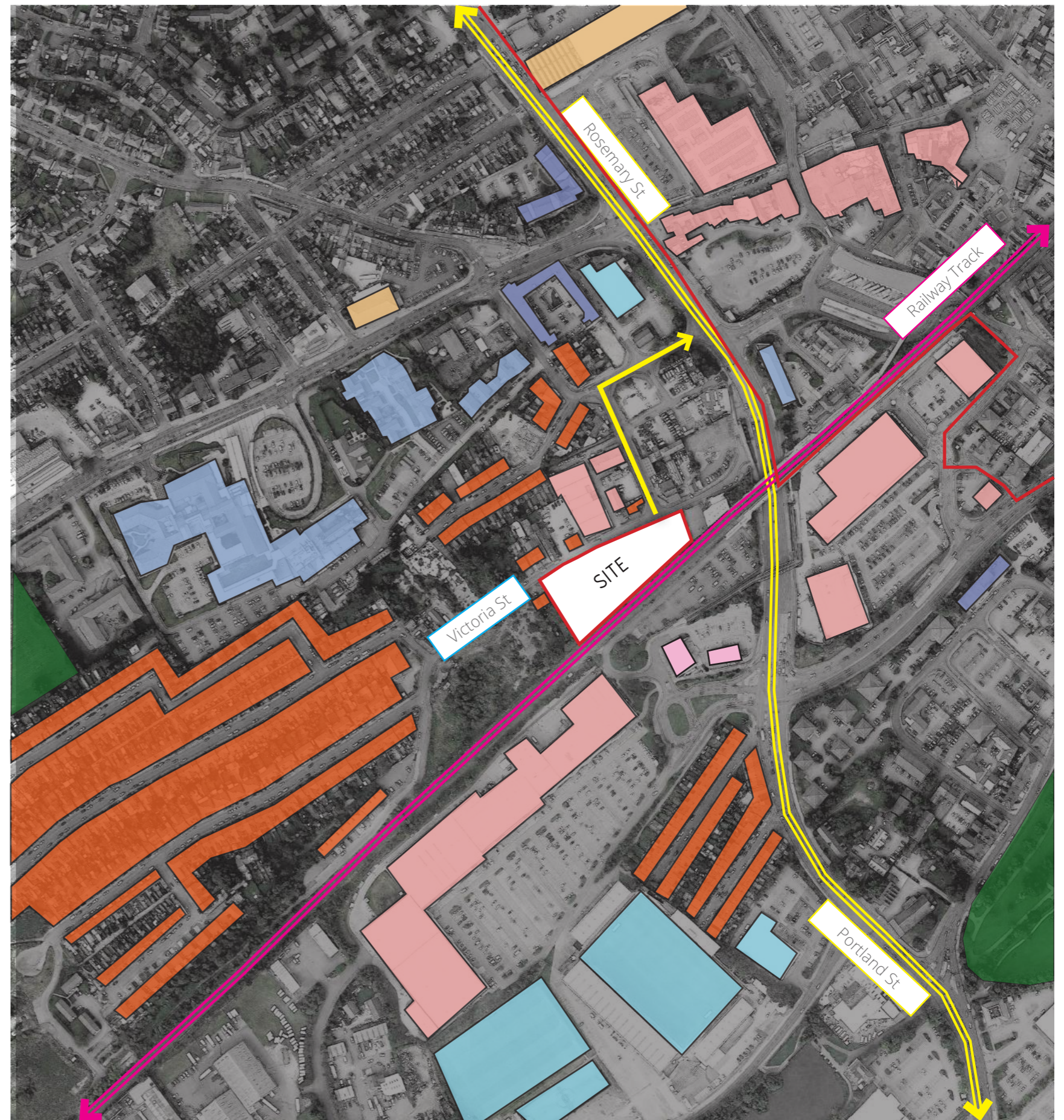
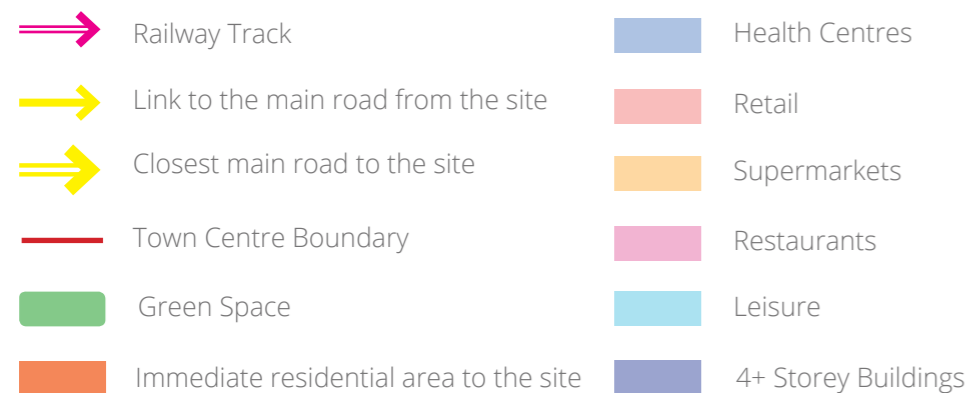
The nature and location of the site provides the opportunity to:

- Provide a sensitively designed development, making best use of existing land resources.
- To maximise the opportunities presented by the site to address housing need and consider appropriate density.
- Provide much needed affordable housing.
- Promote access to, and use of the existing services and facilities in the surrounding area.

The site presents the following constraints:

- Site location between residential to the north and railway lines to the south;
- The proximity to existing surrounding properties.

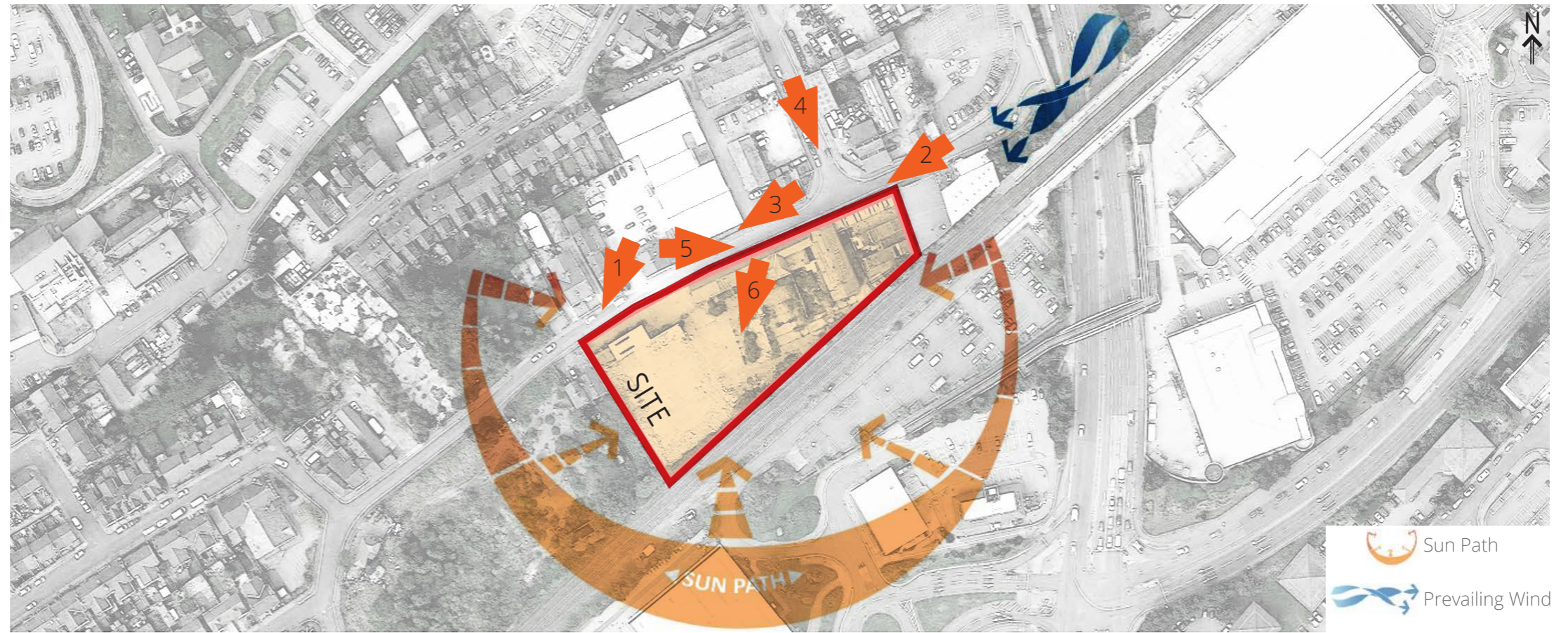
These constraints do not preclude development, but require a considered design response.



7.0 | SITE ANALYSIS

1. To the west of the site are two semi-detached residential houses next to the industrial architecture of the old factory.
2. View from the East of the site showing the difference in outline between the two sides of the street. The right side of the street follows a residential pattern, whereas the left side (the site) follows a commercial feel.
3. This view towards the west shows the huge difference between the current residential street-scape and the section of the site that is currently occupied by the remains of what could be deemed as the delivery shed of the Bombardier Group factory that once supplied the train station and trains.
4. View from the junction between Rooth Street and Victoria Street. This is the perspective that welcomes people into Victoria Street; a derelict building with an outdated facade.

Prevailing wind travels east to west of the site, therefore there is a potential to use it for natural ventilation.



APRIL 2017



CURRENT STATE OF THE SITE



8.0 | DESIGN RATIONALE

1. As designers, our intention is to provide sound and interesting urban solution presenting very clear, varied and site specific urban block boundaries to the surrounding streets. A rather calm internal 'amenity' space has been achieved that is traversed by a pedestrian route linking Victoria Street with the site. The scale along this route varies greatly with individual houses of very different styles to the north.

2. The scheme comprises a mixture of two-storey townhouses, along Victoria Street with four to five storey apartment blocks behind, which are all linked together by a network of soft and hard landscaped public spaces and parking.

3. Parking spaces on the East and the West side of the site to avoid building too close to the neighbouring dwellings/buildings.

4. A new central amenity area with soft landscaping is intended to create a new sense of intimacy and enclosure. The space is overlooked by the apartment block buildings on either side. The overlooking balconies, pedestrian walkways, amenity and landscaping all combine to create a development where the sense of connectivity, communality and citizenship thrive. This high quality landscaped 'pocket park' provides seating areas and informal play space as part of the overall play strategy. Other additional green spaces provide some small amounts of seating and are designed to provide a generous setting for the mature trees they contain and tie into the overall landscaping strategy for the site.



8.0 | DESIGN RATIONALE

Lifetime Homes standards have been adopted in the design of this proposal, for both the townhouses and the flats of varying sizes. The design of Lifetime Homes makes it easy for wheelchair users to visit the property, but does not necessarily provide full wheelchair access throughout the home. Accessibility for wheelchair users within the household can be increased by utilising some of the cost-effective adaptability criteria built in from the outset, but space and access will not match wheelchair housing standards and some degree of compromise will be required by a member of the household who uses a wheelchair.

The site for this new mixed-community development has been home to industrial activities for most of the century. As such, industrial architecture forms an obvious inspiration for the scheme's architecture, with a variety of traditional warehouse and factory typologies present across the various flats, balconies and townhouses that make up the development.

The scheme responds appropriately by embracing the industrial aesthetic across the development and crafting a new network of sympathetic buildings clad in brickwork and metal cladding and surrounded by new public spaces and landscaped routes.

Townhouses

A row of houses forming a line along Victoria Street are articulated by a rhythmic placing of metal clad bays with entrances in between, in an attempt to make something more special out of this mixed use location.

Apartment Blocks 1 TO 3

Screened from Victoria Street by the townhouses, the four and five storey apartment blocks include a mix of 1, 2 and 3 bedroom flats with balustrades, made from powder-coated aluminium framing full height windows and terraces. These balconies offer views to the green amenity area and oversee parking bays, thus offering natural surveillance. These active street elevations ensure that public spaces are all well overlooked.

Car parking will be provided in a linear form perpendicular to Victoria Street. 1 to 1 parking ratio has been assumed thus providing 87 bays with appropriate disabled bay in line with Mansfield's Adopted Access, Circulation and Parking Standards Supplementary Planning Guidance.

Dedicated bin and cycle storage are also provided.

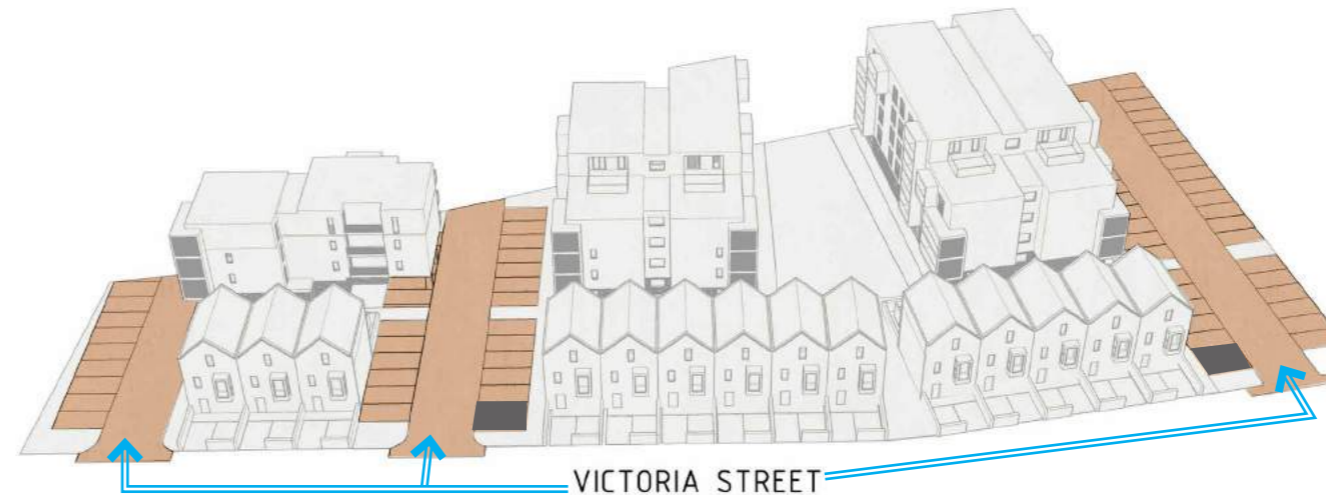
TOWNHOUSES



APARTMENT BLOCKS 1 TO 3



CAR PARKING



8.0 | DESIGN RATIONALE

Access

Inclusive design principles that deliver adequate provision for all people including those with mobility impairments, sensory impairments learning difficulties have been considered. The illustrative site layout seeks to develop the site within its context and promote access for all. In achieving this objective, the scheme has been designed to enable ease of maneuverability by wheelchair users, and to encourage higher priority for pedestrians and cyclists. Varied surface treatments will be incorporated into the design to increase legibility and aid way-finding for visually impaired users. The buildings will also be designed to comply with Part M (Building Regs) to include a level entrance platform.

Amenity Space

The development proposal seeks to integrate new landscaping into both public and private spaces. Native species will be used to ensure integration with the surrounding area and provide a food source for local wildlife. Appropriate boundary treatments will be incorporated into the final design to retain privacy for both the new occupants and surrounding properties. Landscaping will be used to soften the boundary, and add instant maturity to the scheme.

Community Safety

High quality public realm and routes which are fit for purpose and will provide the opportunity for safe physical activity and recreation. The building layout will be designed to maximise natural surveillance by ensuring that habitable rooms overlook amenity areas. Robust boundary treatments and an appropriate lighting scheme will also ensure car parking and amenity areas are secure and well lit after dark, reducing the risk of crime.

Movement

The ease of movement to, from and within the development for sustainable forms of transport have been considered by creating a safe and attractive environment. By virtue of its location, the development site is within close proximity to a number of local facilities and services, as well as links to the wider transport network.

Layout, Appearance and Scale

To ensure the character and existing amenity of the area is maintained, the site has been designed as an extension to the existing residential development to the north. The building itself will be designed to reflect the scale of the existing properties along Victoria Street. The appropriate level of cycle parking & refuse storage will also be provided within the curtilage of the site.

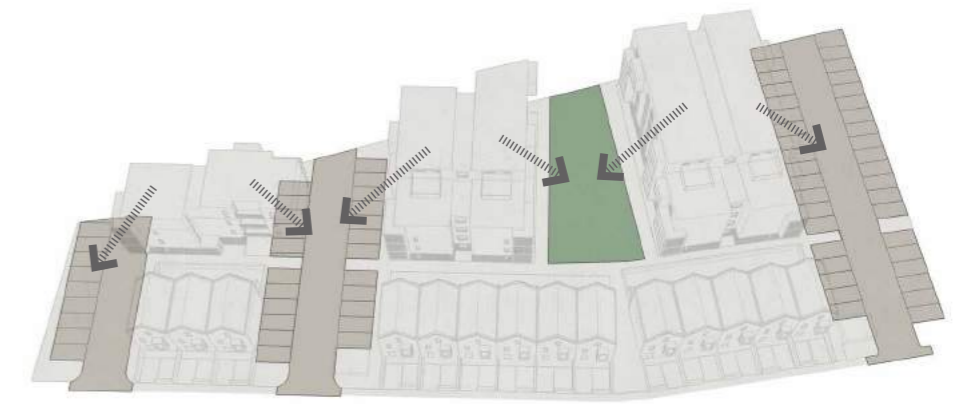
Character & Amount

The proposal for 87 units is deemed an acceptable level of development for a site of this size and nature, subject to an appropriate design solution. The resulting density of development ensures an efficient use of the land, whilst not compromising amenity for both the surrounding properties, or the future occupants of the flats.

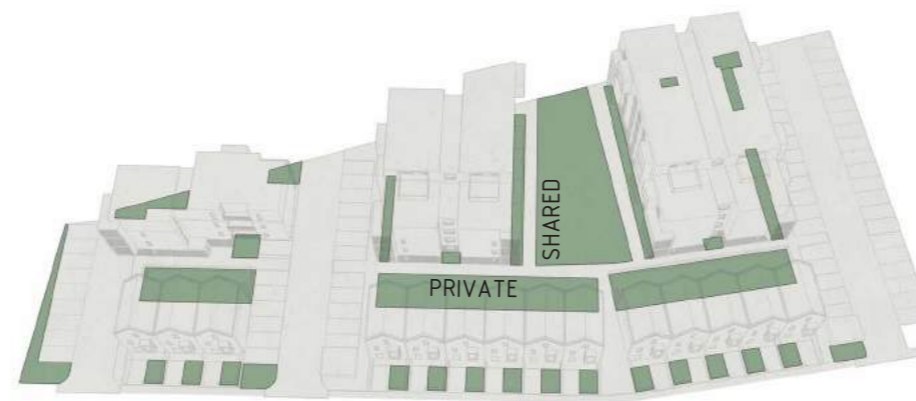
ACCESS



COMMUNITY SAFETY



AMENITY SPACE



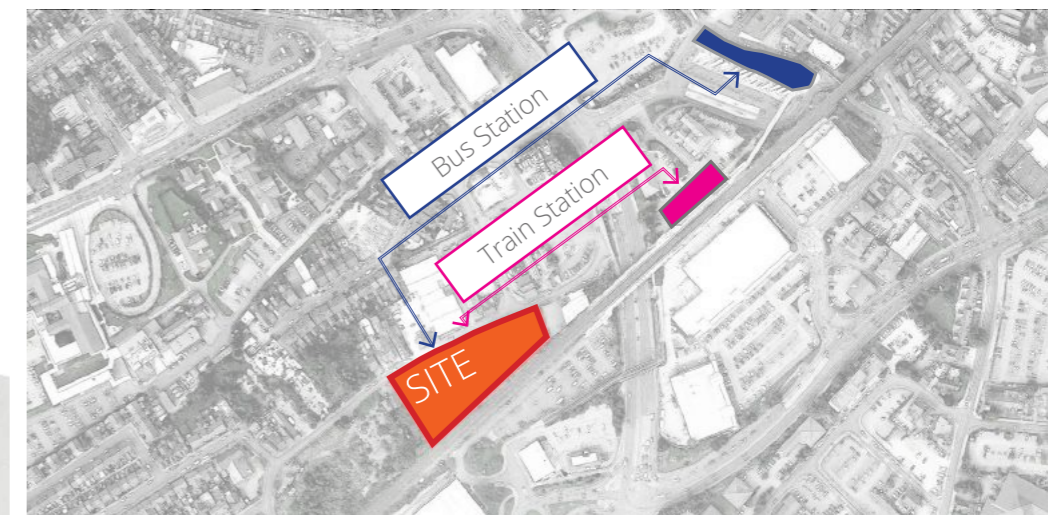
CHARACTER & AMOUNT



LAYOUT, APPEARANCE & SCALE



MOVEMENT



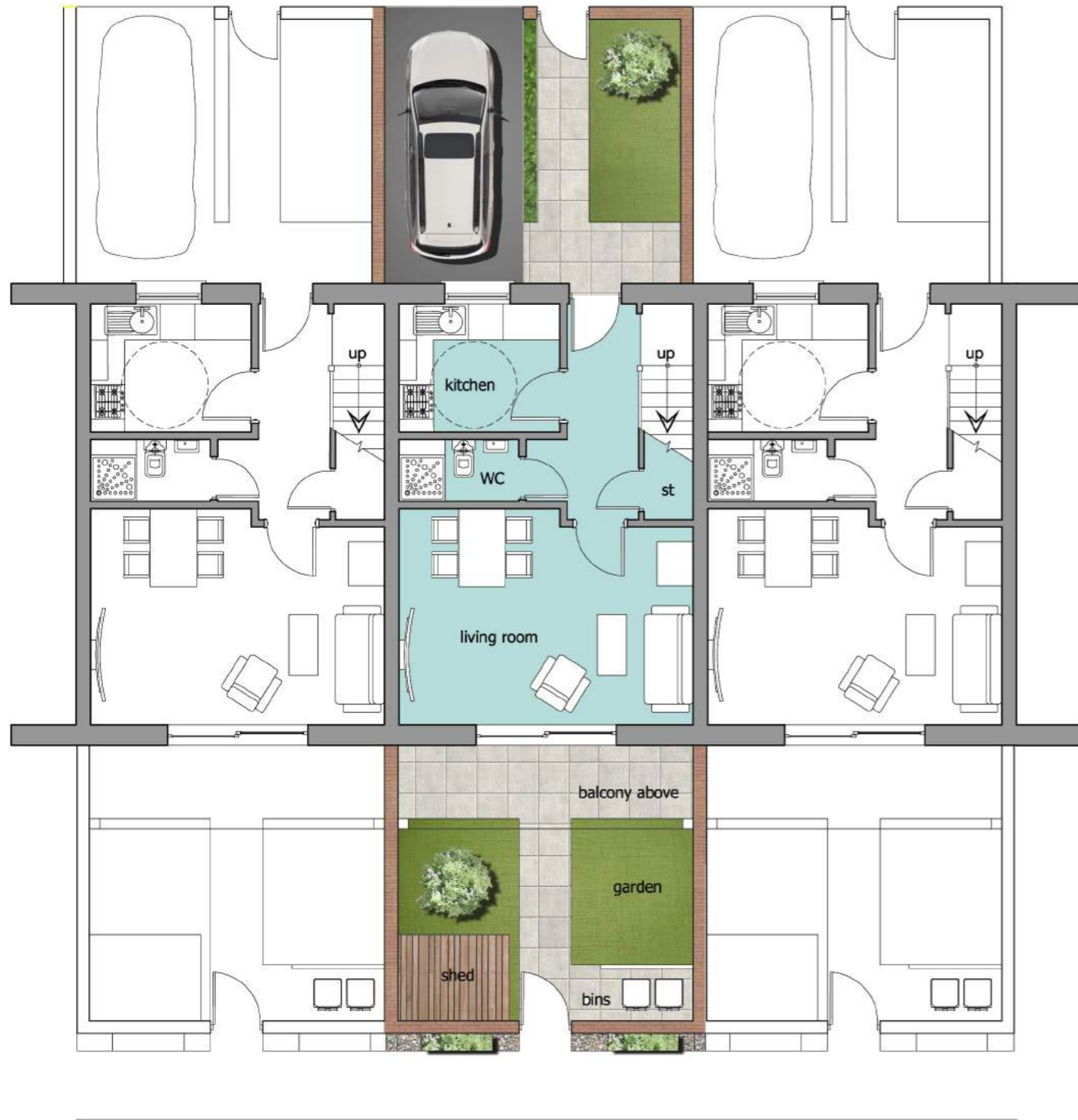
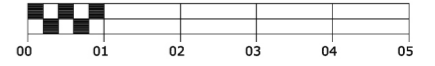




9.0 | PROPOSED TOWN HOUSES PLANS

The only circulation in the buildings are staircases that are tucked to the side of the plan. The stairs ascend to an upper floor containing two bedrooms and a bathroom. A third bedroom with an en-suite and a store room is located in the roof space.

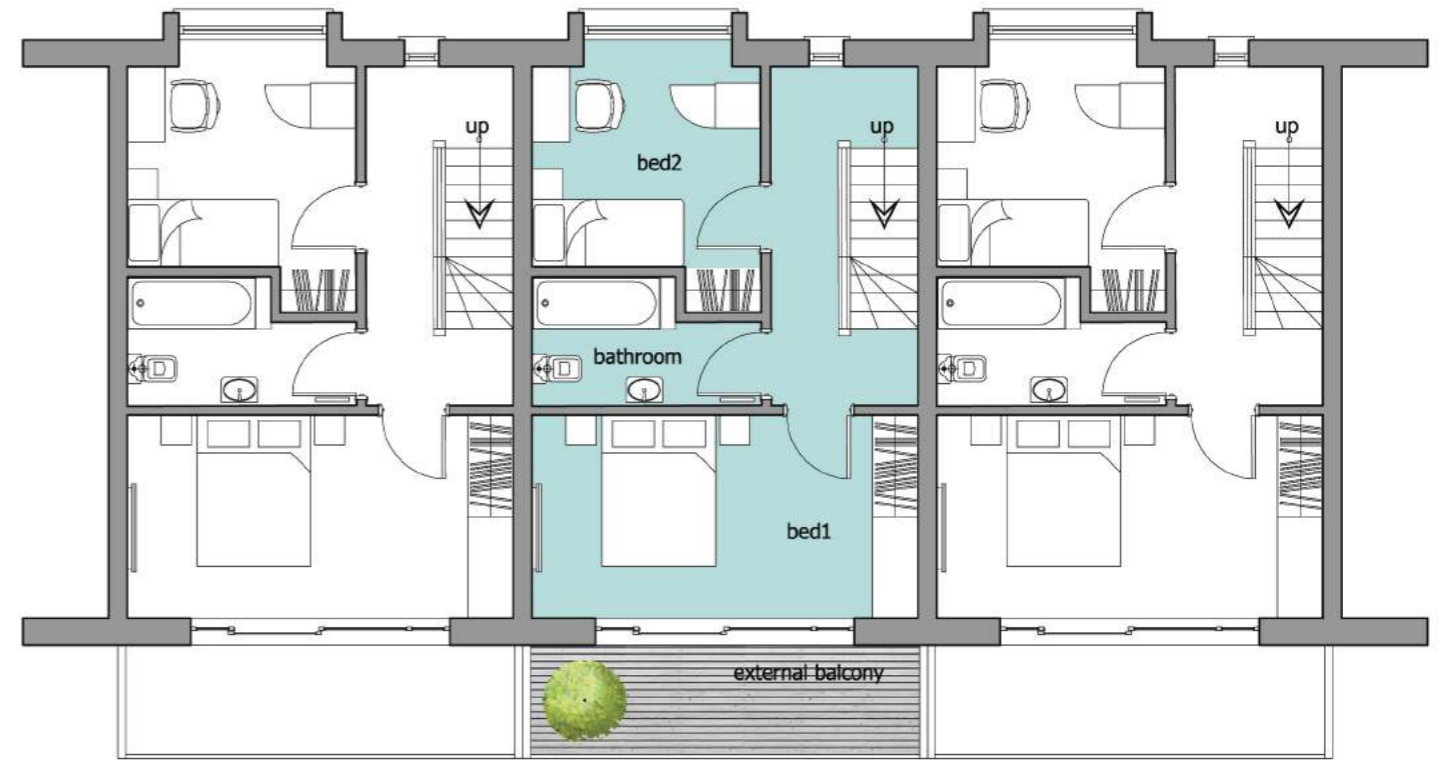
SCALE 1:100



PROPOSED GROUND FLOOR - TOWNHOUSES



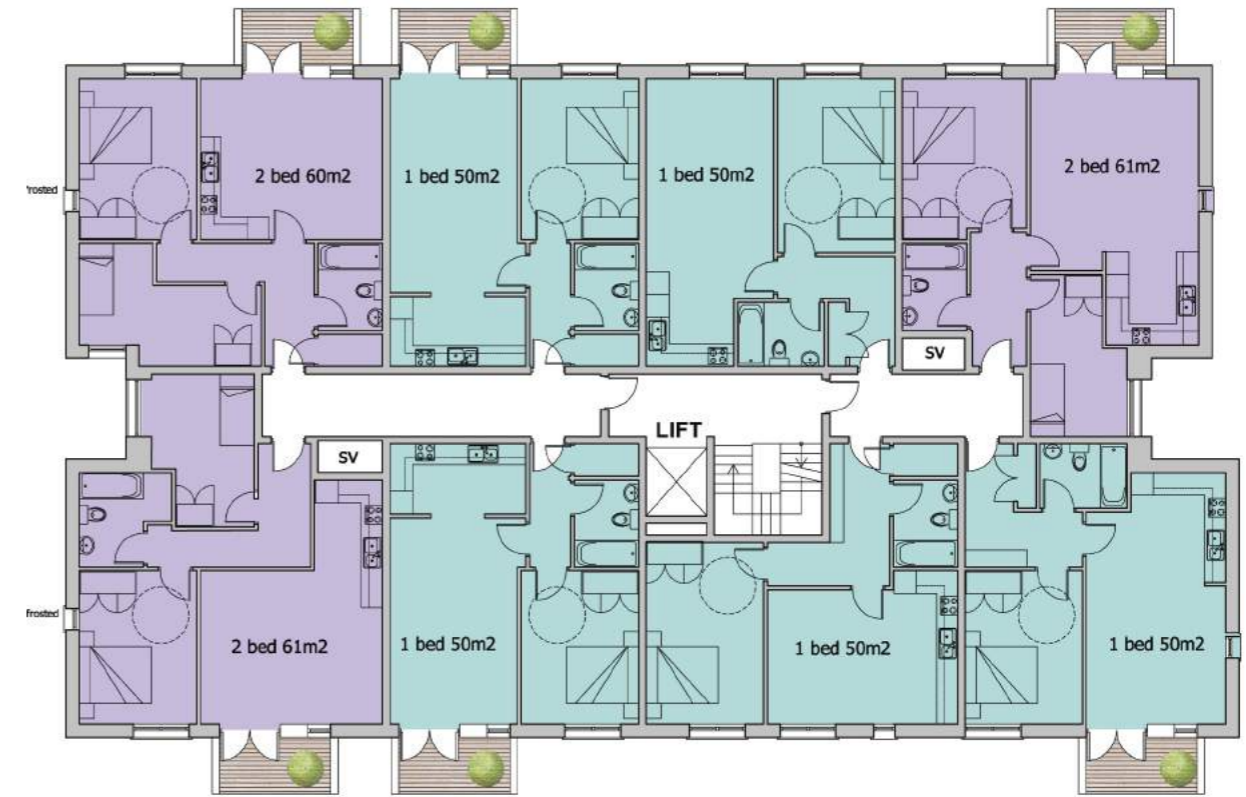
PROPOSED SECOND FLOOR



PROPOSED FIRST FLOOR



PROPOSED GROUND FLOOR - BLOCK 1



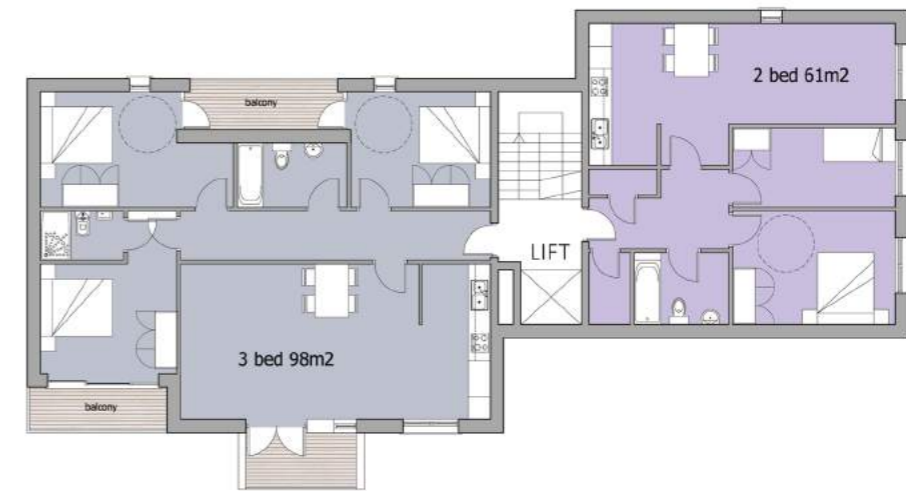
PROPOSED THIRD FLOOR - BLOCK 1



PROPOSED FIRST AND SECOND FLOOR - BLOCK 1



PROPOSED FOURTH FLOOR - BLOCK 1

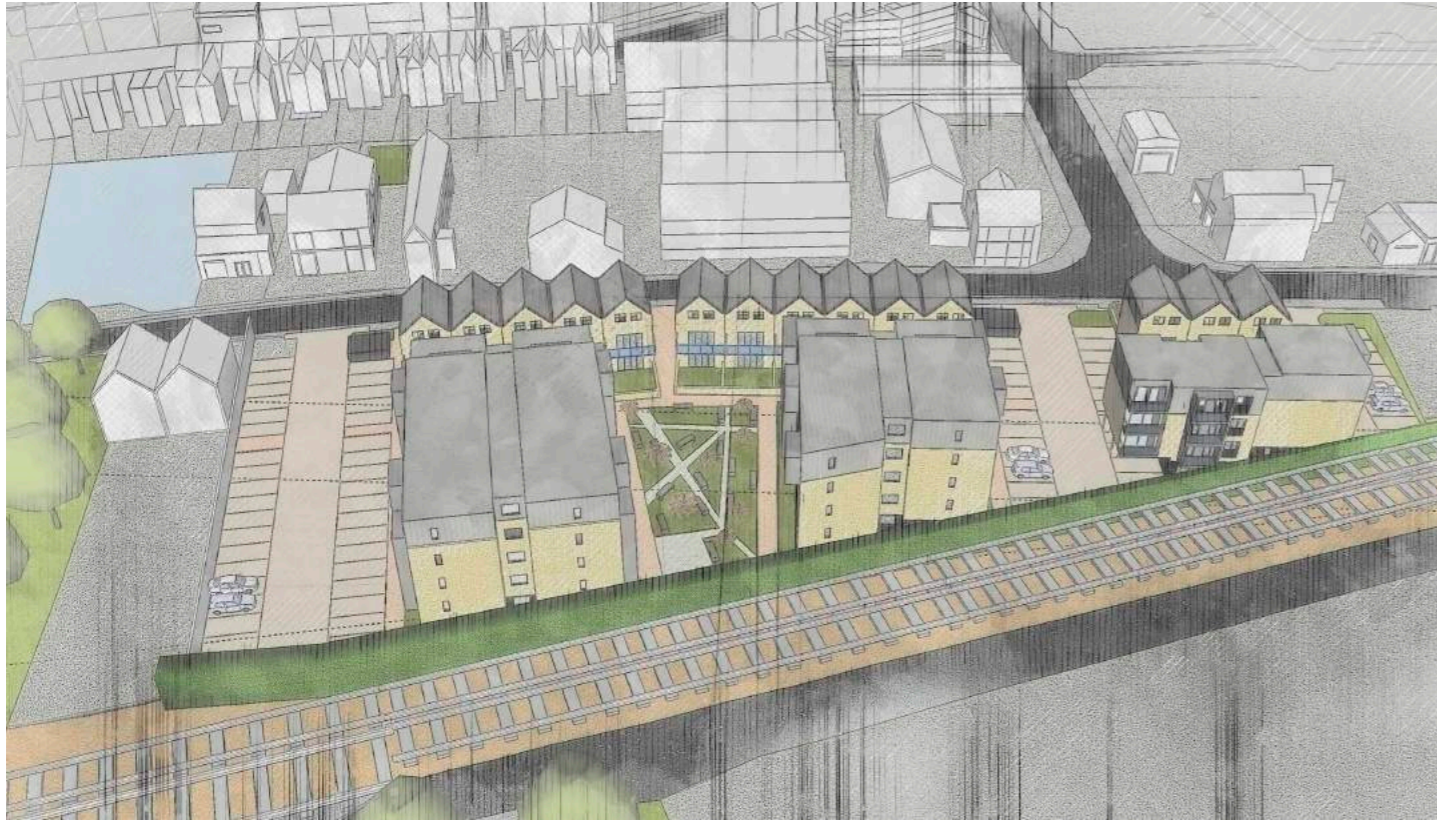
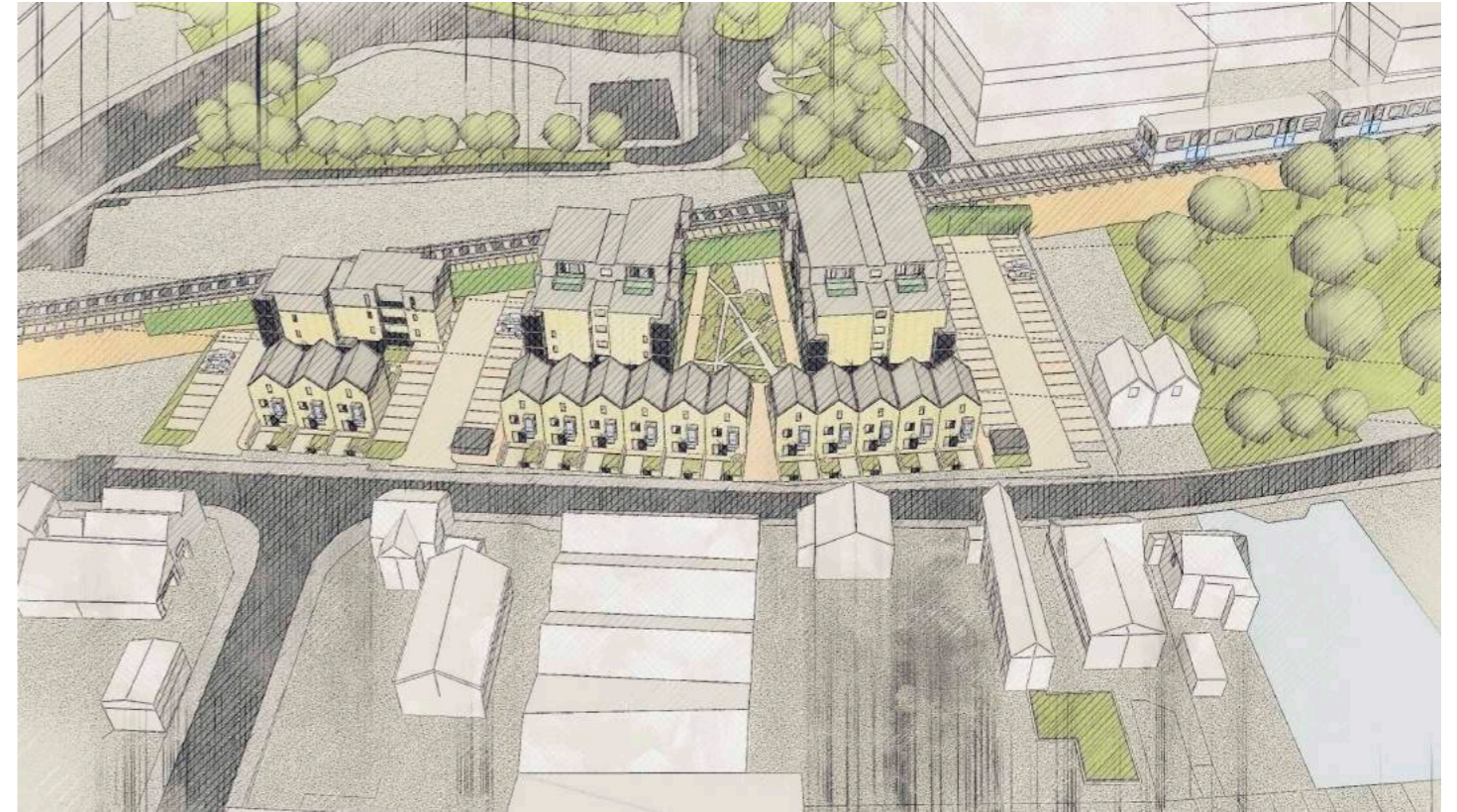


10.0 | PROPOSED BLOCK ELEVATION

Balconies with metal clad frames break up the brick exterior of the three housing blocks, around a garden amenity area and car parking. The design is driven by a contemporary reinterpretation of the block-and-street urban grain that characterised by its industrial settings.

Inside, each of the flats will have a ceiling of 2.4 metres and full-height glazed doors that create bright and spacious homes.







13.0 | PROPOSED TOWN HOUSES

The design proposes 2 storey buildings with full height glazed metal clad bays, glazed rear balcony at first floor and pitched roof, finished in traditional materials, including high quality landscaping. The main entrance to the townhouses and the site in general, will be located off Victoria Street, with convenient access to the rear of the site. The trees will be used to bolster the new landscaping.

The townhouses are set back from the main road to allow off street parking and front gardens. Each property features a frame-less bay window that projects from the upper storey to add interest to the facades so the view along the street is not purely one dimensional.

The townhouses are all clad in brick that helps to soften the geometric, contemporary design and echoes the tones and textures of its industrial setting.

A key aspect of the design has been to create a roof scape which has visual interest so to achieve this each of the houses has a gabled roof with valley gutters to the side.

In addition to the bay windows, the habitable rooms at the front of the houses have other window overlooking the front garden. The rear bedroom incorporates double doors opening onto a glazed balcony, which overlooks the rear garden.



14.0 | SCHEDULE OF ACCOMMODATION

Floor					Total
	2 bed townhouses	1 bed/2people	2 bed/people	3 bed/4 people	
sqm	93	50	61	85	
GF	14	5	9	0	28
1st	0	8	7	1	16
2nd	0	8	7	1	16
3rd	0	8	7	1	16
4th	0	8	2	0	10
Total	14	37	32	3	86

Private amenity area (m ²)	Communal amenity area (m2)	Total amenity area (m2)
570	327	897

TOWNHOUSES car park no	14
FLATS car park no	72

YemeArchitects
WE LIKE TO **DESIGN** STUFF



INVESTORS
IN PEOPLE

