Mansfield Town Centre

Design Code

November 2023 | Issue 02





Mansfield District Council

About this Design Code

Mansfield Design Code
This document has been prepared by PJA and Urban Design Doctor with assistance from Dave Foster and Sue McGlynn.

Created in partnership with Mansfield District Council, Nottinghamshire County Council and Disability Nottinghamshire.

Compliance Checking, Assistance and Advice

For advice on how to apply the Code, please contact Development Services:

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A Design Code is a set of rules for new developments. The Government is encouraging the creation and use of codes across England.

The Code sets out a series of rules for new development within Mansfield Town Centre and was produced as part of the Design Code Pathfinder Programme funded by DLUHC.

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A

Part A:

Background and Vision



1. About this document

Purpose of the Design Code

Mansfield Town Centre Design Code has been produced to establish a clear set of rules and standards that will guide development in the future while offering the opportunity for creativity and flexibility for designers and developers. The Design Code directs design requirements for new developments to ensure the vision and aspirations set out in the Mansfield Town Centre Masterplan are realised.

The Town Centre Masterplan was adopted in summer 2023 and gives the Council a strong policy basis on which the Design Code has been prepared.

This Design Code sets clear expectations of new development, offering clarity and certainty. Development proposals that comply with the Code will be approved rapidly*.

The design code uses a range of **mandatory** and **advisory** elements across the town centre in its entirety as well as within a defined set of area types.



* Subject to other (non-design) matters being policy compliant.

2. Structure of the Document

Introduction

The Mansfield Town Centre Design Code ('the Code') sets clear design requirements for development proposals within Mansfield town centre.

Mansfield District Council shall use this Code as the principal design regulatory tool for development proposals within the town centre.

The Code is not intended to be absolutely prescriptive and allows flexibility whilst also encouraging development proposals that respond to the different identity of each of the three character areas within the town centre.

Extents of the Code

The area covered by the town centre code aligns with the area defined in the 'Mansfield Town Centre Masterplan' ('the Masterplan').

The town centre boundary also includes a number of key sites shown on Figure 2-1 opposite.

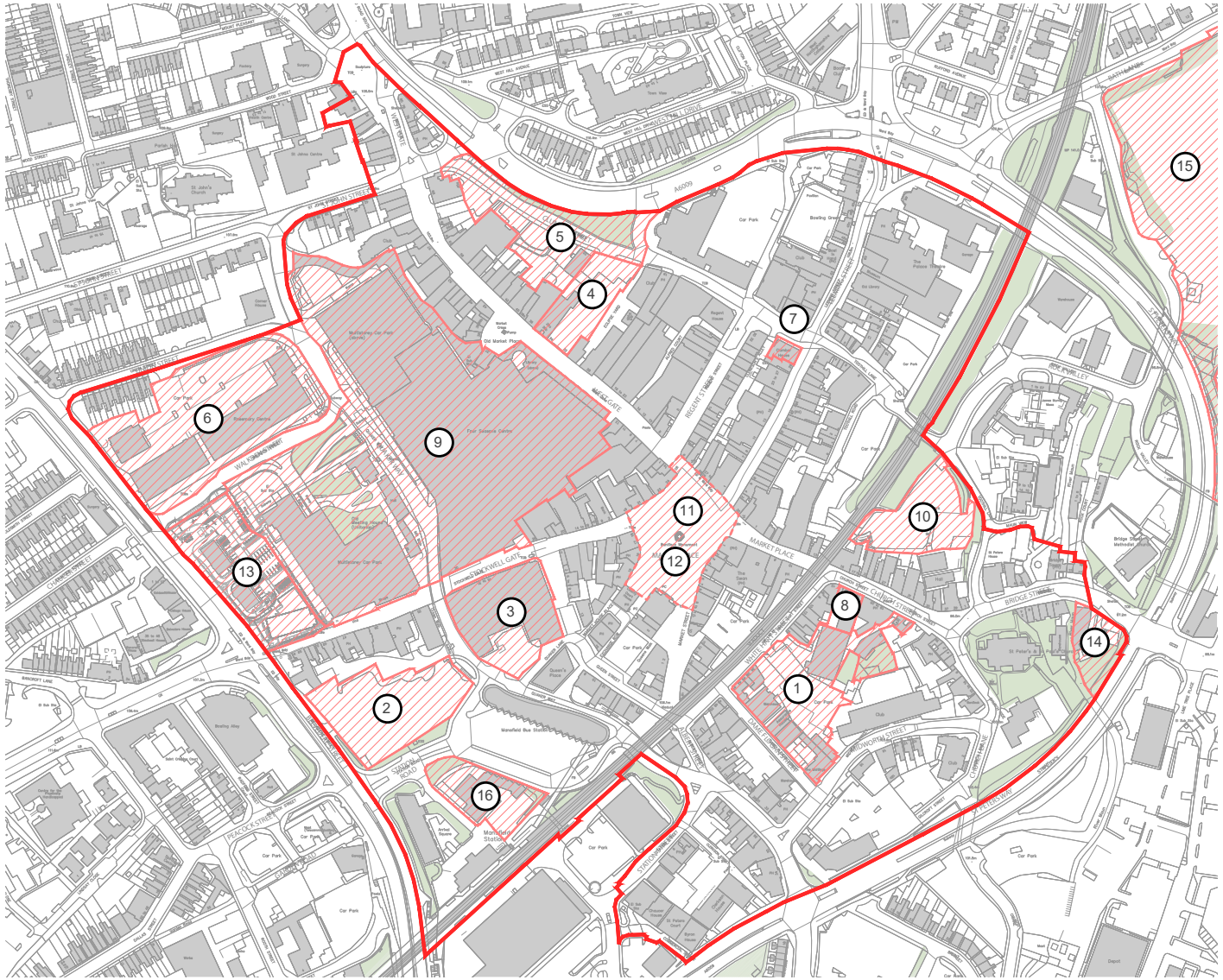


Figure 2-1: Design Code Extents

Code Compliance

All planning applications within the Town Centre Extents (see Figure 2.1) must comply with the Code.

Applicants are required to submit a Code Compliance Checklist (see Appendix A) as part of their planning application.

This needs to be included within a Design and Access Statement. If outline planning permission is in place, a Design and Access Statement is not a submission requirement. In this instance, the Code Compliance Checklist shall be submitted as a stand alone document.

Departures from the Code will only be acceptable when a rationale for 'breaking' the Code is robustly justified, i.e. place making benefits, responding to new legislation and/or best practice or technological advancement.

In order to justify any exception to **ANY** rules set out within the Code Mansfield District Council will require an independent design review to be undertaken by the Design Network.

www.designnetwork.org.uk/

Code Review

The Council reserves the right to review the Code.

The Code has been written to align with current legislation, best practice, national and local policy.

It is expected that the Code will remain consistent with legislation, best practice, national and local policy for the short to medium term. Longer term the Code may require an update to ensure consistency with legislation, best practice and policy.

Code Instructions

The Town Centre Design Code is a simple, three step process.

The coding process is illustrated opposite.

Step 1: Town Wide Design Rules

Read and apply all

TOWN WIDE DESIGN RULES.

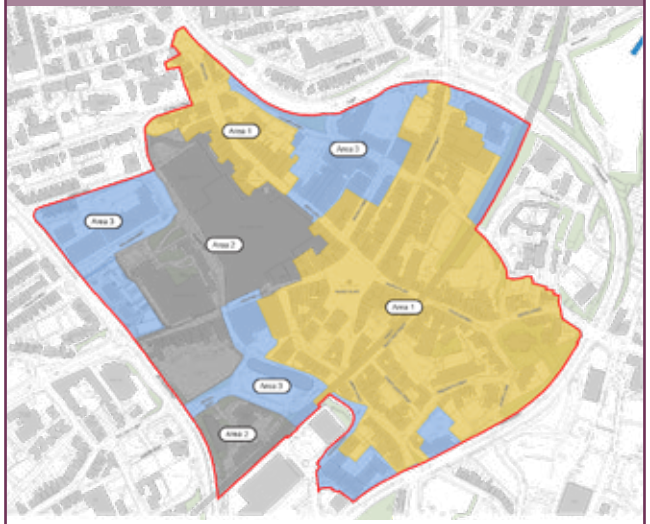


- Go to Part B: Spatial Elements.
- Chapter 5: Town Wide Rules (from page 36).

Step 2: Area Specific Design Rules

Read and apply applicable

AREA SPECIFIC DESIGN RULES.



- Chapter 6: Area Specific Design Rules to identify area location within the town centre (Area 1, 2 or 3) (from page 76).

Step 3: Site Specific Design Rules

CHECK if the proposed development is located within one of the 15 key development sites.

Read and apply SITE SPECIFIC DESIGN RULES.



- Go to Part C: Detailing the Place.
- Chapter 7: Site Specific Design Rules (from page 106).

Figure 2-2: Design Code Instructions

3. Policy Context

Planning Policy Background

Mansfield District Council will use this Code to test and review design proposals from inception to completion.

Code rules are focused on the minimum design requirements for new development within the town centre. These minimum requirements are set out in national and local policy, best practice and the Town Centre Masterplan.

The Town Centre Design Code It is not intended to be absolutely prescriptive, but defines the parameters within which developments will be expected to come forward.

Mansfield Adopted Local Plan 2013-2033

The Local Plan 2013-2033 forms part of the statutory Development Plan thereby affording it full weight in the determination of planning applications.

The Local Plan replaced all the remaining Saved Policies of the Mansfield District Local Plan (1998).



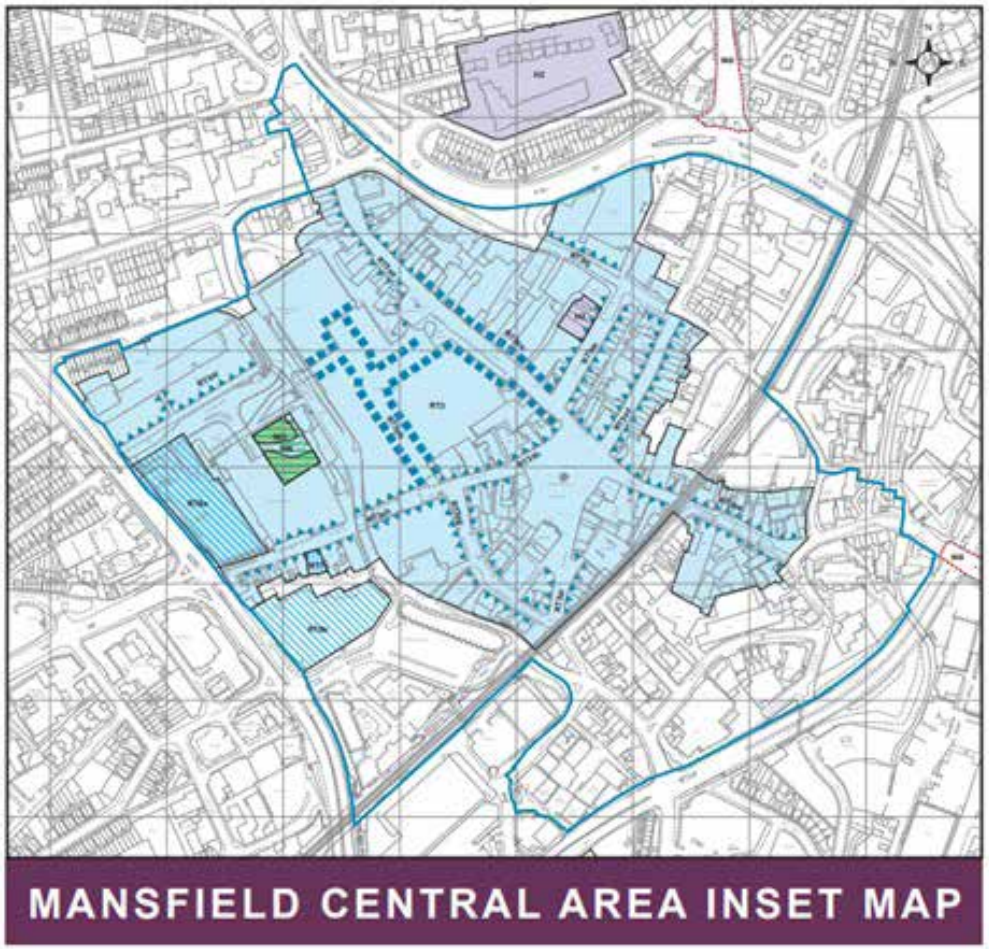
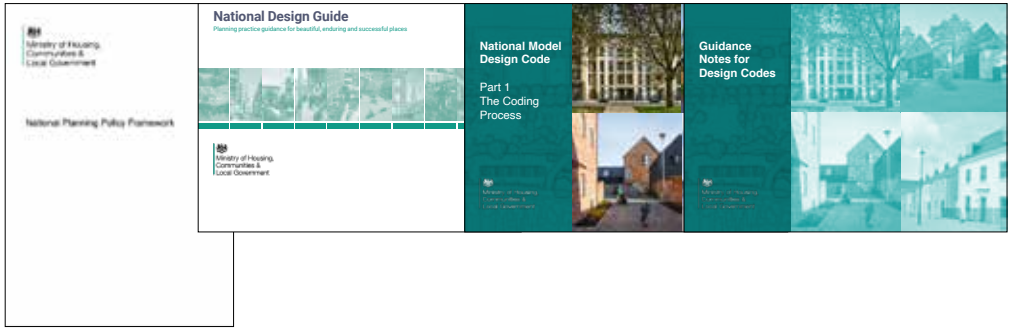


Figure 3-1:
Mansfield Central Area Local Plan Inset Map
(Source: Local Plan)

Planning Structure

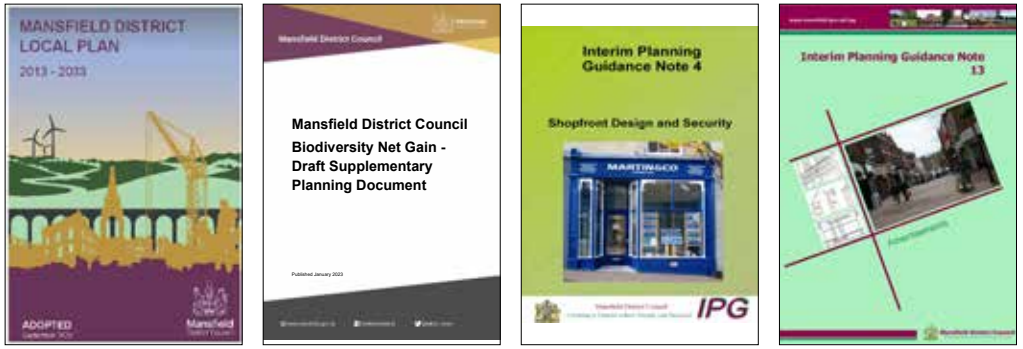
National Planning Policy

- NPPF / Planning Practice Guidance
- National Design Guide
- National Model Design Code
- National Model Design Code Guidance Notes
- Manual for Streets



Local Planning Policy

- Mansfield Local Plan
- Supplementary Planning Documents (SPDs)
- Interim Planning Guidance Notes (IPGs)
- Development advice notes



Mansfield Town Centre

- Mansfield Town Centre Masterplan
- Mansfield Town Centre Design Code
- Parking Strategy



Figure 3-2:
Planning Framework

Delivering the Mansfield Town Centre Masterplan

The Mansfield Town Centre Masterplan was formally adopted in summer 2023.

The purpose of this Design Code is to establish clear design rules across the town centre that if followed will ensure that the masterplan vision is realised.

The Masterplan sets out a spatial framework for the town centre. It includes a significant amount of new residential development, the majority located within the Bridge Street and Market Place Conservation Area.

Other elements of the spatial framework include improving the quality of the public realm, increasing canopy cover and repairing fragmented parts of the urban fabric.

Eight principles are set out in the Masterplan:

1. A place to live and play.
2. A place for innovation and education.
3. Valuing Mansfield's public space.
4. Greening Mansfield.
5. Celebrate and repair Mansfield's historic fabric.
6. A connected network of destinations and varied characterful routes.
7. Uniting the town centre with its neighbourhoods.
8. Providing a welcome worthy of Mansfield.

The Code provides the next level of detail through a series of design rules.

Masterplan Vision Statement

"Mansfield will be a liveable, vibrant town centre that people are drawn to and enjoy spending time in. The town centre will be transformed as new good quality homes are delivered within the boundary, generating footfall and making the already easy to access town centre feel lively and busy during the day and into the evening.

Mansfield will be a resilient, strong, independent town with a diverse range of uses which provides a good quality of life for those who live and work there. It's unique selling point (USP) will be a town which acknowledges its industrial heritage and enterprising identity whilst responding to its evolving needs.

The town centre requires a careful work of urban repair - knitting back together the urban fabric and giving new life to important heritage assets. The Market Square, a key differentiator and asset, will be the jewel in Mansfield's Crown - enhancing its existing character to deliver a key part of the vision for a new greened town centre.

The strategy for the town must deliver 'Mansfield Connect' and bring other workspace, employment, cultural and educational uses into the centre, celebrating and breathing new life into historic fabric where possible to achieve this."

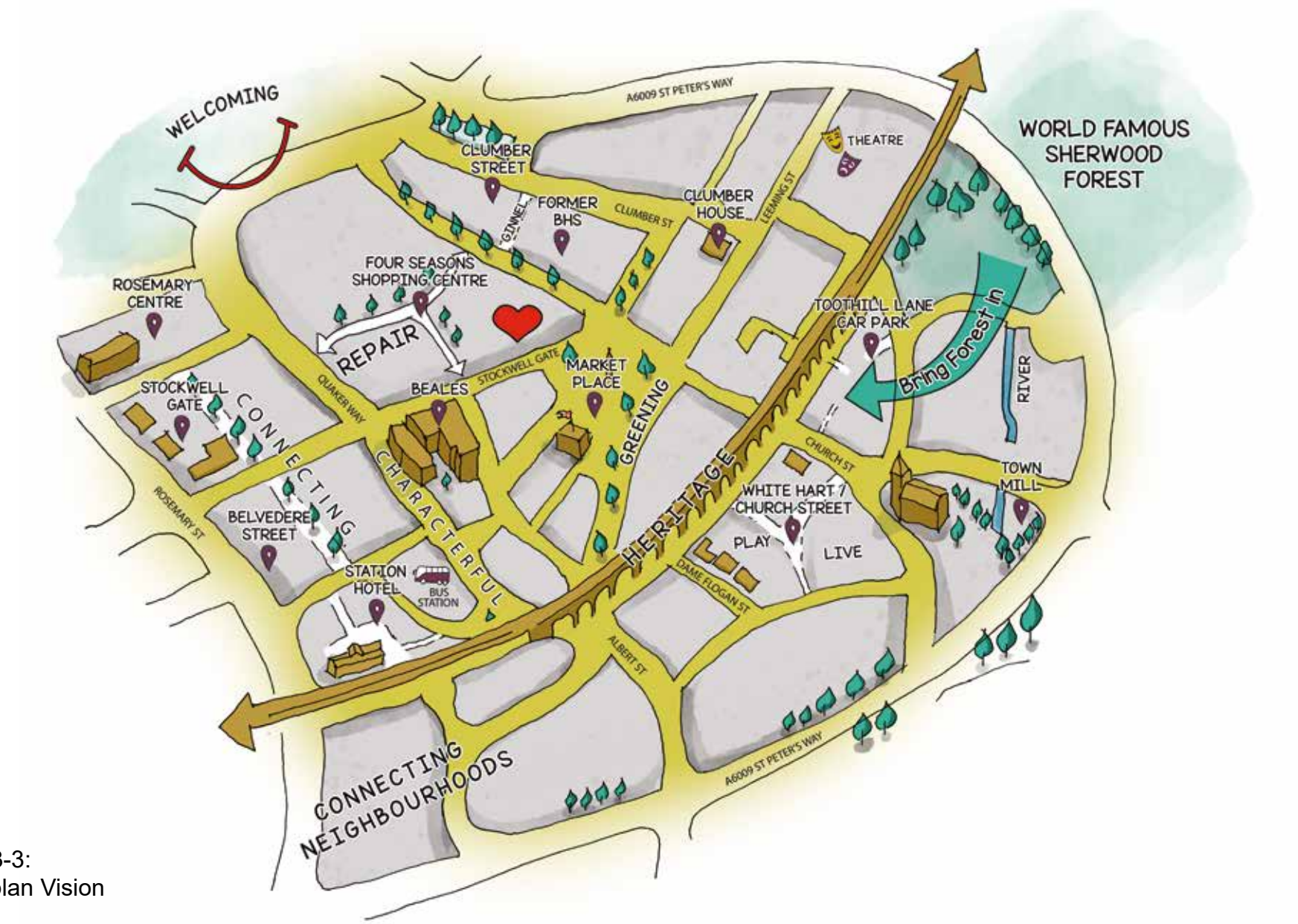


Figure 3-3:
Masterplan Vision

4. Mansfield's Character

Topography

- The town centre has a distinctive topographical character being set within a valley and surrounded by hills.
- The topography affords a range of views and vistas into and out of the town centre. Important views include those of the forest beyond the town as well as views of, and through the Grade II listed railway viaduct.
- A number of sites are on sloping land, creating challenges for new development.

Opportunities

- Identify, protect and frame important views into and beyond the town centre through new development.
- Protect views of the historic roofscape and the Grade II listed railway viaduct. Development Sites 1, 8 and 10 provides these opportunities.



Figure 4-1: Topography

Watercourses & Flood Risk

Mansfield District Council commissioned updated hydraulic modelling of the Mansfield Central Area which was finalised in March 2022. The updated modelling amends the previously published flood risk extents reducing flood risk in key areas of the town centre as shown on Figure 4-2.

This latest evidence has informed the development of this Design Code and confirms:

- The River Maun is the only watercourse running through the town centre. Flowing northwards, the river is located along the eastern extents of the town centre boundary.
- The River Maun flows through the town centre mainly in canalised channel of culvert. There is very minimal natural river bank within and close to the town centre.
- The town centre is subject to flood risk from both fluvial and surface water. Review of the Environment Agency Flood Zone dataset has led to the identification of the following key issues:
- Flood Zone 3 (1 in 100 year) is relatively constrained by the River Maun valley, with some more extensive flooding upstream of the A6191. Flood maps demonstrate that an area to the west of the A6009 is inundated by flood-waters during the 1 in 100 year fluvial event.
- Flood Zone 2 (1 in 1000 year) is more extensive. Large areas of the town centre are affected by the 1 in 1000 year fluvial event. The flood outline extends over the railway line and as far as West Gate.
- Several areas at high risk of flooding between Quarry Lane and Park Lane. Historic flood data confirms that areas including Titchfield Park and retail units south of Field Mill Pond are at risk.
- The extent of the flood zones is greatest upstream (south) of the A6009 throughout the central area of Mansfield. This ranges from Market Place to Great Central Road, with areas at high risk including Bridge Street, Church Street and the south of Toothill Lane.
- The Rock Valley area is shown to be at a high risk of flooding. Downstream of the Rock Valley Culvert, the flood extent is minimal with flood flows largely contained within the River Maun channel.

Opportunities

- Severn Trent Water are contributing £76m into a community integrated Sustainable Drainage Solutions (SuDS) project in Mansfield to alleviate flood risk during storms.
- Severn Trent Water has developed a Flood Risk Management Strategy for Site 12.
- De-culvert Rock Valley to further reduce flood risk and enhance visual amenity and biodiversity.

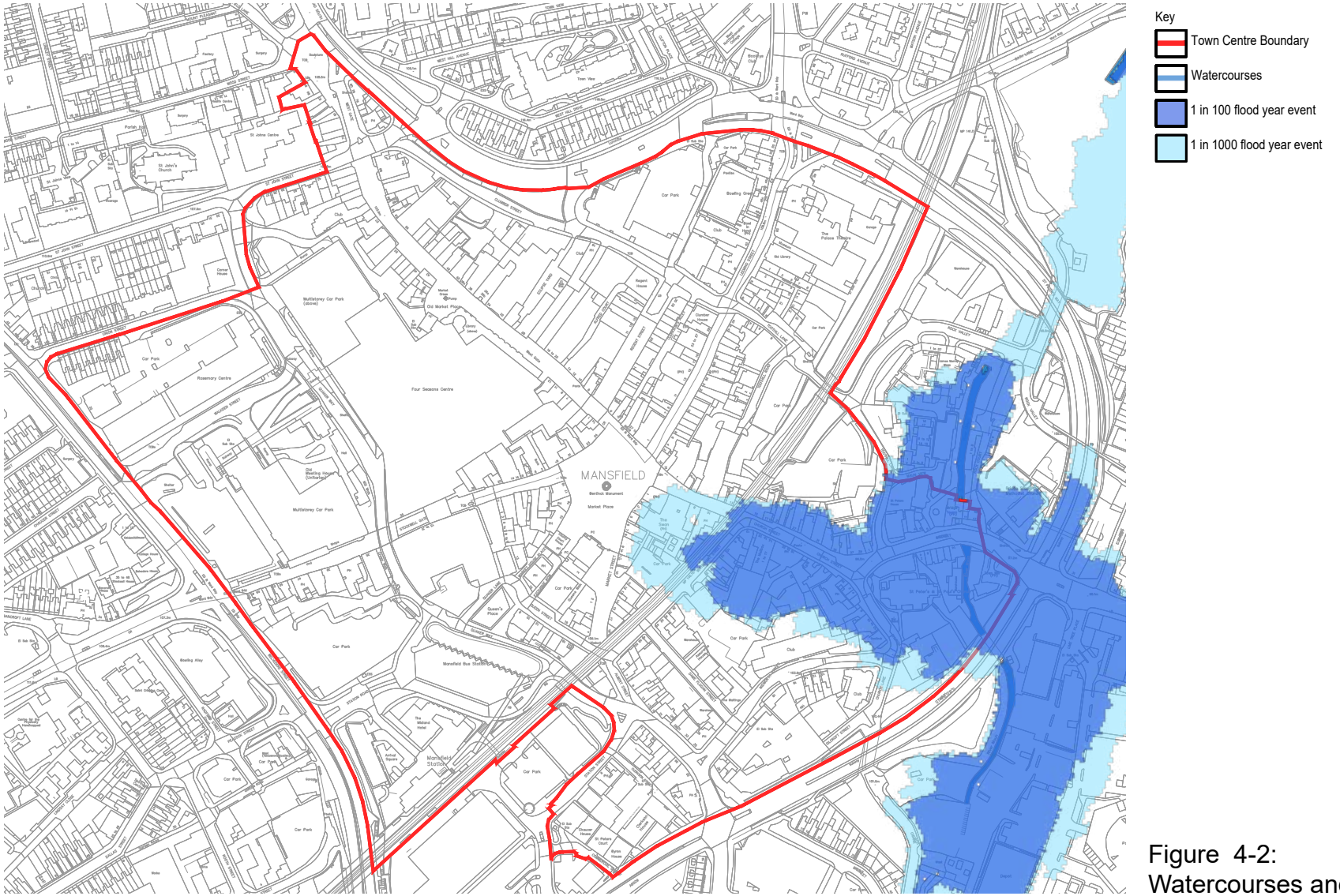


Figure 4-2:
Watercourses and flood risk

Open Space Provision & Ecology

- The most significant of the town's spaces is the Market Place - a hard-landscaped pedestrianised public space.
- Lack of formal open green spaces within the town centre.
- Some street trees exist especially around the Market Place. Beyond the Market Place there are few street trees.
- There are no Tree Preservation Orders within the town centre boundary.
- Lack of biodiversity and greening in Mansfield town centre with few habitats and habitat connectivity.
- Maun Valley Local Nature Reserve (LNR) is the closest woodland to the town centre (950m from the town centre boundary). It includes Ancient Oak woodland, grassland, water meadows and wetland habitats.
- Nearest designated site is Quarry Lane LNR found 450m south west of the town centre boundary also associated with River Maun designated for its deciduous woodland and riparian habitats along the River Maun with mill pond and rock exposure forming part of the Green Infrastructure (GI) network 5 - Timberland Trail
- There is a woodland belt associated with the embankments of the railway line as it crosses Toothill Lane providing some connectivity and a green corridor link to GI networks to the east.

Opportunities

- Opportunity to increase canopy cover within the town centre and draw Sherwood Forest into the town.
- Trees within the town centre should be replaced on a two for one basis where removal is necessary in line with Mansfield's tree policy.
- Opportunity to link with green spaces beyond the centre.
- Integrate landscape and greening to existing spaces and maximise public realm areas.
- Prioritise implementing soft landscape schemes in all development sites and identifying green/blue infrastructure gains in each development area and the rest of the town centre.
- Identify suitable locations to increase tree planting throughout the town centre with appropriate planting implementation where retrofitting in the streetscene is required.
- Increase biodiversity and Green Infrastructure as part of SuDS interventions in the town centre.
- Develop a town centre wide landscape strategy to:
  - Identify opportunities within the town centre boundary to plant a range of species to contribute to biodiversity and green/blue infrastructure.
  - Protect any existing trees and other vegetation in any development proposals
  - Identify opportunities to improve connectivity of habitats across the town centre by providing a network of spaces including:
    - Pocket parks
    - Semi-public spaces
    - Street trees
    - Soft landscape in SuDS features
    - Balconies, green walls and roofscapes

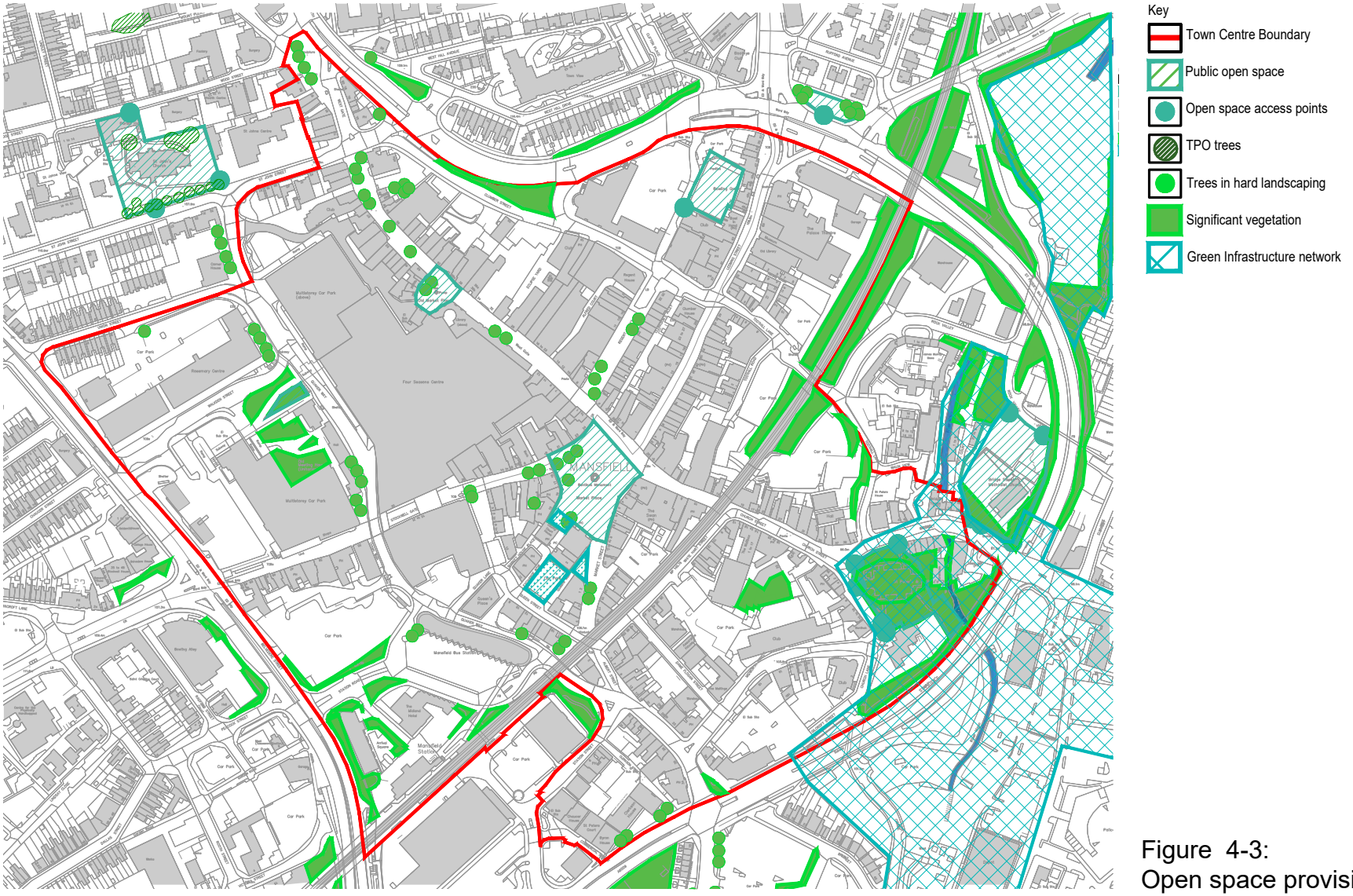


Figure 4-3:
Open space provision

Local Character

- Mansfield is largely the result of two broad phases of development.
- Evidence of Mansfield's medieval past is clearly visible in the settlement's street layout.
- In the eighteenth and nineteenth centuries Mansfield experienced rapid industrialisation.
- The railway viaduct is the most tangible feature of this period in Mansfield's history, but there are other key buildings which are intertwined with the industrial development of Mansfield.
- A key component of Mansfield's architectural character is the use of magnesian limestone. It is a fine grained white limestone, of sandy composition, and is the predominant building material in the area. Historically, it was quarried locally in Nottinghamshire. Magnesium limestone can still be sourced from Cadeby in Yorkshire (which gives it its geological name 'Cadeby Formation'. The stone provides a key part in the town's local distinctiveness.
- The Red Mansfield Stone, dolomitic sandstone, was sought after for decorative building work.
- The development of the ring road in the late 70s has eroded much of the historic street pattern.
- In terms of the pattern of development, building plots line the key streets and buildings are generally constructed to the back edge of pavement in a terraced format
- This is less true in the area around St. Peter's Church where there are more free-standing buildings; examples include the Old Grammar School and the Bridge Street Methodist Church.
- More modern interventions have eroded this typical pattern of development, often turning their back to the traditional street grid.

Opportunities

- Potential to repair the street structure where modern large format development has damaged that traditional pattern.
- Opportunity to utilise building materials that harmonise, reflect and celebrate the tones, colour and texture of the special qualities of the magnesian limestone. Within the Conservation Areas Cadeby stone will be required to anchor development properly, in combination with occasions where an alternative lower cost material will be acceptable within its context so long as it 'achieves harmony with the local distinctiveness'.

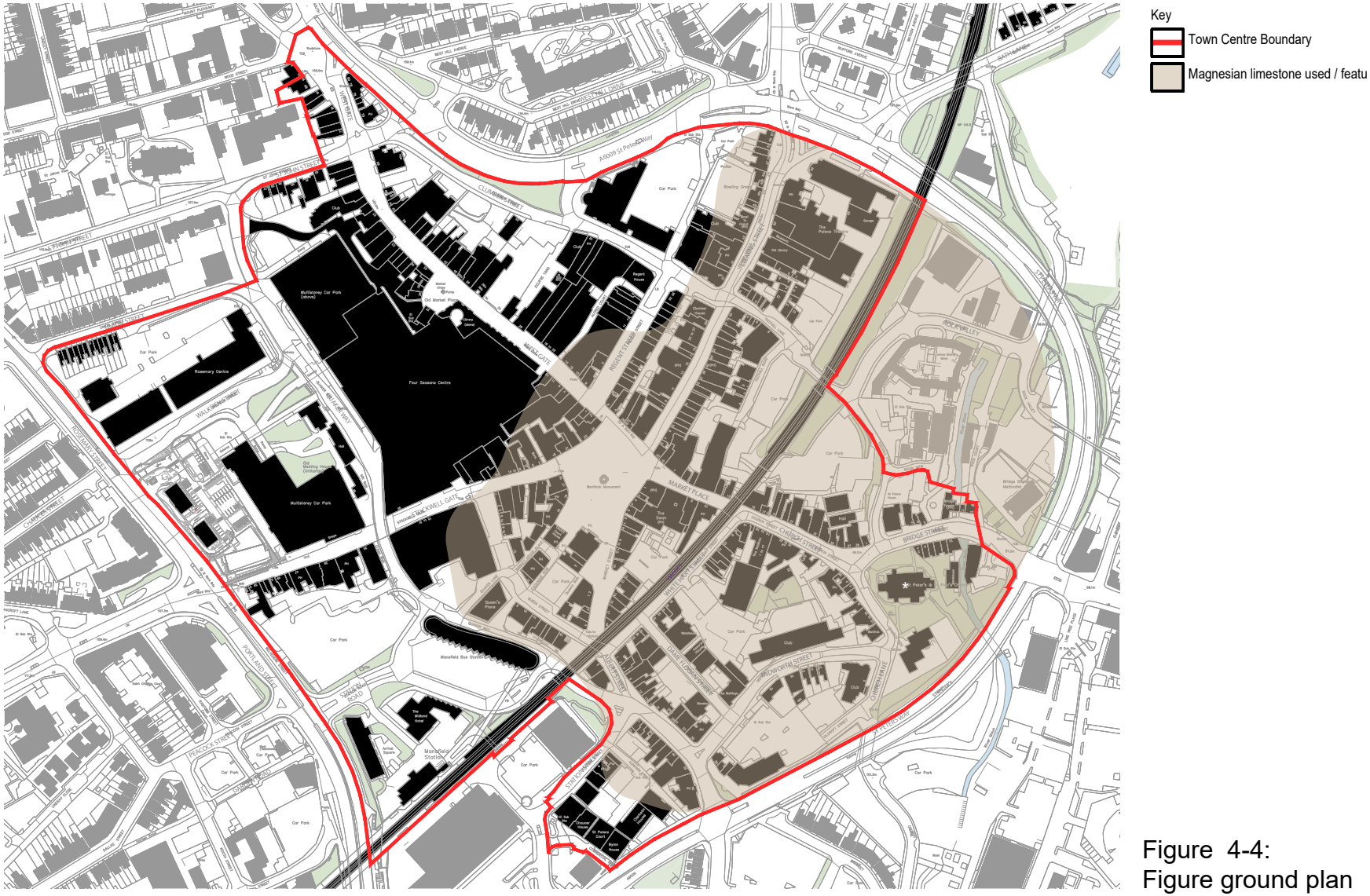


Figure 4-4:
Figure ground plan

Heritage

Mansfield town centre has a rich historic environment and three Conservation Areas cover most of the town's historic core.

The character of the Bridge Street, Market Place and West Gate Conservation Areas are provided by a number of different elements which combine to give the town its special feel and appearance. These elements are as follows:

- **Buildings** – the Bridge Street and Market Place Conservation Areas contain buildings varying in style and age – no single building style predominates. However, in general terms, the older, pre-industrial buildings are built of local stone with plain clay tile or slate roofs, while buildings of the industrial period tend to be constructed of brick with slate roofs. The vast majority of buildings are constructed to the back edge of pavement, providing definition and enclosure to the public realm.
- **Street pattern** – the street layout within the Bridge Street and Market Place Conservation Areas is very distinctive with a series of routes radiating outwards from the Market Place
- **Market Place** – evolved as a significant public open space with a clearance of buildings in the early nineteenth century. Located at the centre of Mansfield, this space, with a series of routes radiating from it, gives the town its legible structure. Market Place is surrounded by many interesting buildings, with architectural styles spanning from the Georgian period to Art Deco through to more modern examples.
- **The railway viaduct** – The Grade II listed viaduct is the most striking feature of the town centre. The high arches of the viaduct frame many intriguing and interesting vistas.
- **Church of St. Peter and St. Paul** – The Grade I listed church represents one of the oldest buildings within the Bridge Street Conservation Area. It is a significant landmark structure and is highly visible from many parts of the town.
- High number of listed / important buildings. However a number are vacant or in a poor state of repair.

Opportunities

- Mansfield has a unique and characterful town centre, due in part to its rich history and the varied architecture that is its legacy. These assets are valuable and provide an engaging setting for new buildings which must respond carefully to their context.
- Sensitive conversion and refurbishment will help breathe new life back into a number of these assets which are currently vacant.
- Find new uses for some of the buildings at risk within key sites that creatively re-use these assets.
- Celebrate the iconic Viaduct within the town centre by making better use of the spaces within and between the structure, bringing activity to this key landmark.
- Ensure new public realm is appropriately designed to complement surrounding built historic assets.
- Enhance and strengthen Mansfield's Heritage Trail.



Figure 4-5:
Conservation Areas and heritage assets

Land Use

- Mansfield is the largest town in the county.
- The town centre currently has a traditional retail focus with the Four Seasons Shopping Centre providing a significant anchor to the other shopping streets.
- There is considered to be an under representation of the food and beverage and leisure sectors within the town centre which provides opportunities that the masterplan responds to.
- Similarly, there is not a substantial residential population within the town centre boundary and the masterplan identifies opportunities for this to grow, alongside a student population linked to Nottingham Trent University and other Higher Education establishments.

Opportunities

- The Council's recent retail study outlines a quantitative need for both additional comparison and convenience floor space.
- There is considered to be an under representation of the leisure and food and beverage sector within the town centre. Key opportunities for these types of uses should be focused around market square, within any future redevelopment of the Four Seasons shopping centre and at a re-imagined BHS site.
- The masterplan plans for some workspace in the town centre which can be used to help add activity and footfall to town centre sites.
- There is modest demand for student accommodation linked to Nottingham Trent University.
- The masterplan identifies that there is significant opportunity to use the residential sector as a driver of additional activity, development and repurposing of areas that are vacant and underutilised. There is potential for a mix of types of development including senior living, private rented, student, affordable and market.

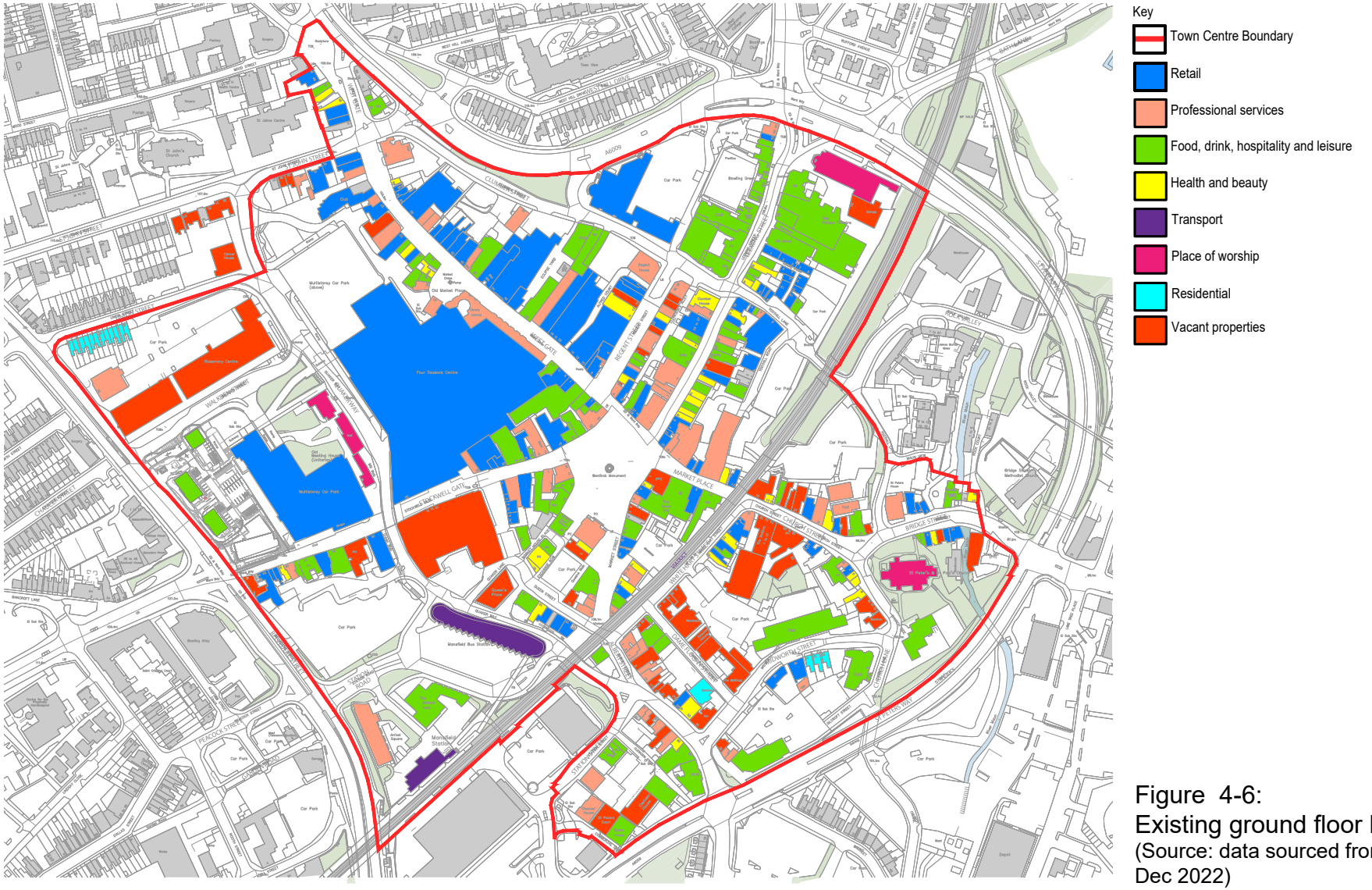


Figure 4-6:
Existing ground floor land use
(Source: data sourced from Mansfield BID - Dec 2022)

Transport / Accessibility

Walking and Cycling

- Mansfield town centre has a substantial walking and cycling catchment.
- There is an opportunity to better integrate local neighbourhoods with the town's core by addressing the impact of the inner ring road and poor crossing facilities on pedestrian and cyclist safe access and movement.
- Cycling is not currently permitted within pedestrianised areas of the town centre.

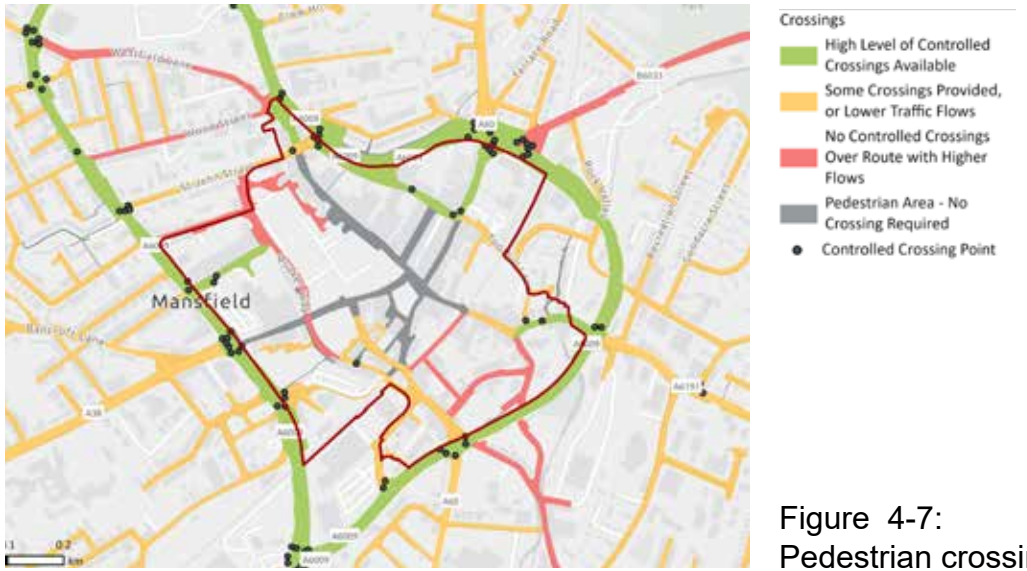


Figure 4-7:
Pedestrian crossing locations



Figure 4-8:
Cycle access

Public transport

- The town centre is well served by rail and has a good daytime bus service, yet a poor sense of arrival and lack of intuitive connections to and from the town centre impact on the integration and use of these important and sustainable assets.
- There is a poorer bus service into the town centre in the evening.



Figure 4-9: Bus access

Traffic flows

- Traffic flows on the ring road have been obtained from the Department for Transport. Average annual daily traffic flows (2021) on the ring road are shown on the adjacent diagram.
- Subject to County Council reviews and approvals, there is significant potential to reallocate road space on the ring road for walking, cycling, bus priority and green / blue infrastructure.

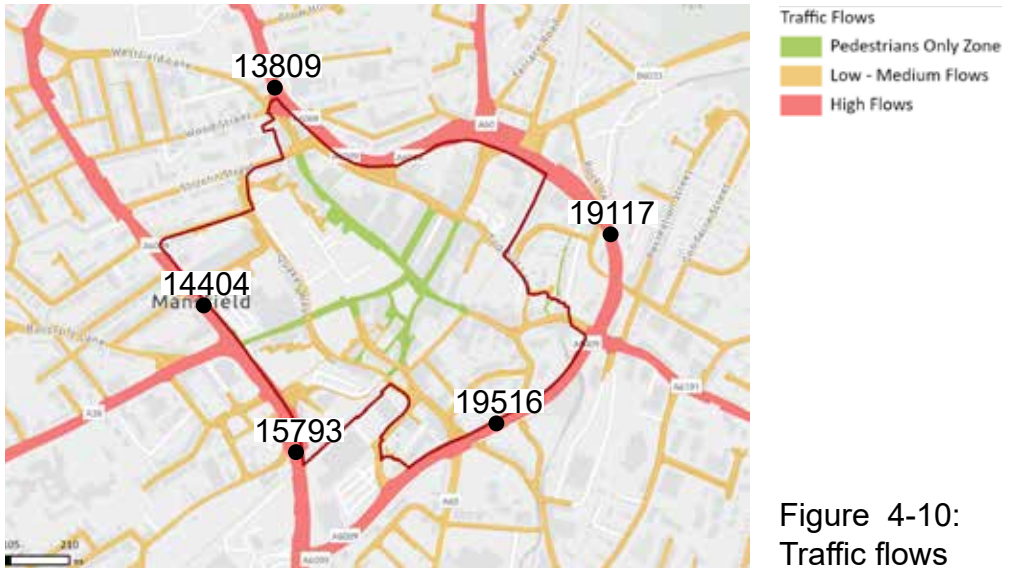


Figure 4-10: Traffic flows

Speed limits

- Exiting speed limits within the town centre are shown on the adjacent plan.
- The majority of the town centre is subject to a 30mph speed limit, with the exception of the eastern and southern half of the ring road which are 40mph.
- This correlates with the highest traffic volumes on the ring road shown on the previous diagram.
- The combination of the speed and volume of traffic on the ring road means that it is a significant barrier to active modes.

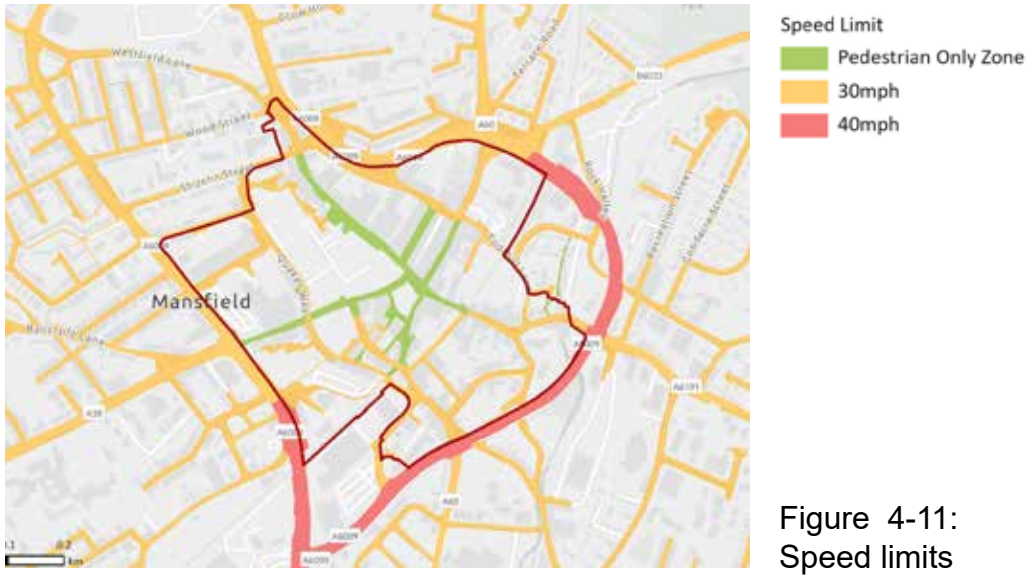


Figure 4-11: Speed limits

Active frontage

- Active frontage within the town centre has been reviewed and is illustrated on the adjacent plan.
- The analysis shows that streets within the main retail core have a high level of active frontage.
- The ring road has little on no active frontage.

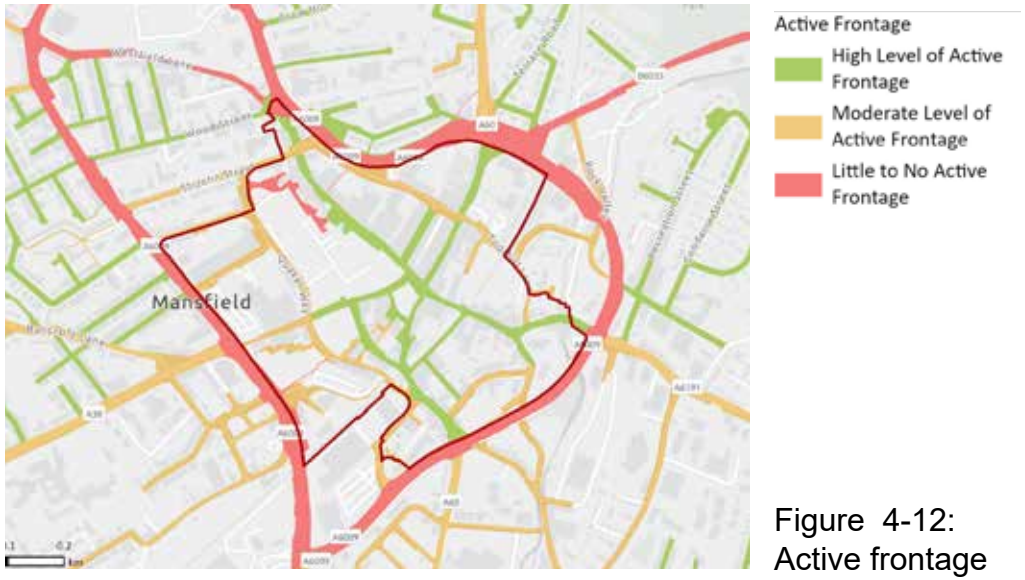


Figure 4-12:
Active frontage

Access to green space

- The adjacent plan shows access to green space from key streets within the town centre.
- The majority of the town centre has little or no greenspace accessible.



Figure 4-13:
Access to green space

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B

Part B:

Spatial Elements

5. Town Wide Design Rules

Code Instructions

Twelve town wide design rules have been created to set out requirements for **ALL** development proposals.

In order to justify any exception to the rules Mansfield District Council will require an independent design review to be undertaken by the Design Network [www.designnetwork.org.uk/.](www.designnetwork.org.uk/)

These rules facilitate delivery of the town centre vision to:

- Create a liveable vibrant town centre
- Deliver good quality new homes
- Generate footfall by repairing the network of streets and creating new connections.
- Create a range of uses.
- Protect and enhance the character and quality of the historic environment
- Creating a greener environment.

The Code also aligns with key policies and guidance set out within:

- National Planning Policy Framework
- National Design Guide
- National Model Design Code (NMDC)
- Local Transport Note 1/20
- Mansfield District Local Plan
- Supplementary Planning Documents (SPDs)
- Interim Planning Guidance Notes (IPGs)
- Development advice notes

Further information and links to Mansifeld District Council planning guidance can be found here:

https://www.mansfield.gov.uk/planning-building-guidance/planning-guidance-1

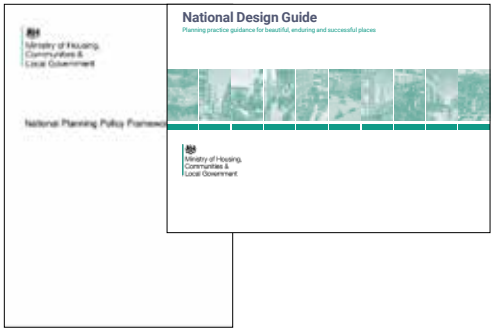






Figure 5-1:
The Town Wide Design Rules ('Town Rules')

Number	Rule Name	Page	NMDC Reference
Context			
T1	Historic Environment	Go to Page 38	C.2.ii
Movement			
T2	Street Network	Go to Page 40	M.1.iii
T3	Signage and Road Markings	Go to Page 48	M.1.iii
T4	Walking and Cycling	Go to Page 50	M.2.i
T5	Inclusive Streets	Go to Page 52	M.2.iii
T6	Junctions and Crossings	Go to Page 54	M.2.iiii
Nature (Green and Blue Infrastructure Network)			
T7	Network of Spaces	Go to Page 58	N.1.i
T8	SuDS	Go to Page 60	N.2.ii
T9	Flood Risk	Go to Page 61	N.2.iii
T10	Biodiversity	Go to Page 62	N.3.ii
T11	Trees and Soft Landscape	Go to Page 64	N.3.iii
Built Form			
T12	Shop Front Design	Go to Page 72	B.1.iii

Town Rule T1:
Historic Environment

Protecting and enhancing our historic environment is vital to the character and identity of the town centre.

The Council will conserve the heritage assets of the town centre for their architectural, historic, archaeological, cultural and artistic interest.

Our heritage assets make an invaluable contribution to the quality of the built environment

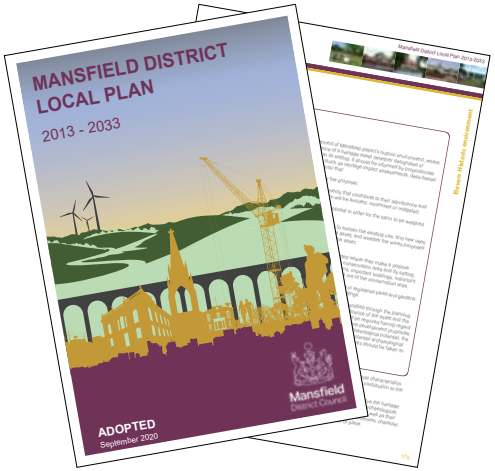
Code Instructions

ALL applications within the town centre **MUST** review the following to determine potential impact on heritage assets:

- National Heritage List for England (NHLE). The only official, up to date, register of all nationally protected historic buildings and sites in England (i.e. Listed Buildings, Scheduled Ancient Monuments, Registered Parks and Gardens)
- Nottinghamshire Historic Environment Record (HER) A database of information recording archaeological sites and finds, historic buildings and historic landscapes in Nottinghamshire.
- Mansfield District Council Register of Non-Designated Heritage Assets (NDHA) A list of local heritage assets (called 'Non-Designated Heritage Assets'). Assets are not Listed but have been identified as locally distinctive or of particular importance to the local community.
- Mansfield Conservation Area Character Appraisal and Management Plans for Bridge Street and Market Place Conservation Areas and the West Gate Conservation Area.
- ALSO SEE: Local Plan Policy HE1- Historic Environment

Heritage assets within the town centre are also shown on Figure 4-5.

The town centre's historic environment includes a rich tapestry of Listed Buildings, some of which are set within the Conservation Areas. These heritage assets are irreplaceable features. The Code protects these buildings and their setting.



Exceptions permitted

There will be a strong presumption in favour of retaining non designated heritage assets (NDHA's).

Where proposals would result in harm or loss of a non-designated heritage asset, Mansfield District Council will require evidence that there are considerable public benefits to justify the loss that could not be secured by its retention.

The loss of NDHA's in conservation areas will require the strongest justification and be wholly exceptional.



Market Place Conservation Area



Grade II Listed Town Mill



NDHA Former Plumbe and Richardson Printing Works



Bridge Street Conservation Area



Grade II Listed Old Market Cross



NDHA Former Mansfield Co-operative Society

Town Rule T2:
Street Network: Street types

The connected street structure of the town centre shall be protected and improved through new development.

Post war development has severed the historic street pattern in some parts of the town centre. Parts of the town centre have prioritised the movement of motor vehicles, creating roads not streets. The roads are frequently inhospitable or inaccessible to pedestrians and cyclists.

The broad streets that radiate out from the Market Place form the basis of the town's historic street pattern.

New development and public realm investment **MUST** protect and strengthen the existing network of streets by repairing areas of the town where the original street pattern has been lost.

New development **MUST** be designed to ensure that 'Place' function is **NOT** subservient to 'Movement' function.

The 'Place' and 'Movement' elements **MUST** be considered in combination, with their relative importance depending on the street's function in the network.

New developments **MUST** be well connected into the existing surrounding neighbourhood by a choice of routes for pedestrians and cyclists, rather than creating inward-looking cul-de-sac layouts and car dominant infrastructure.

High-speed roads with poor provision for pedestrian activity, cutting residential areas off from each other and from other parts of Mansfield town centre will not be supported.

Protecting and improving the sustainable transport network is set out in Local Plan Policy IN8 - Protecting and improving the sustainable transport network.



Code Instructions

Transport issues **MUST** be considered from the earliest stages of planmaking and development proposals, so that:

- ***a) the potential impacts of development on transport networks can be addressed;***
- *b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- *c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- *d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- *e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.*

National Planning Policy Framework, July 2021 (Paragraph 106) Consultation Draft



Attractive street scene, Church Street



Movement functions dominate, Ring Road



Place function is well considered, Market Place



Movement functions dominate, Quaker Way

Overall Approach

The quality of the public realm within Mansfield **MUST** make a positive contribution to the lives of people who live and work in the area. High quality public space engenders a sense of pride in a place, discourages crime, promotes biodiversity and healthy living, and increases land values.

The overall strategy for public spaces within Mansfield will be to create a simple, rationalised and cohesive streetscape that allows flexibility for special areas and elements but provides a robust and elegant foundation for the town to flourish around.

The following section articulates a consistent and co-ordinated approach to public realm treatments throughout the street network of Mansfield town centre.

Proposed Movement Strategy

Street types within the town centre are described on the spatial movement strategy plan on the right, which is broken down in further detail over the following pages .

The arrangement of streets influenced by the special historic architectural townscape, provide the character of Mansfield with its unique distinctiveness. Erosion of the street pattern has occurred over the past few decades creating a poor street pattern and a town centre reliant on the car.

There is significant opportunity for improvement to a number of existing streets within the town centre - both in terms of re-addressing the balance between movement and place - and also in terms of enhancing their material palette.

The masterplan and this code will provide the approach and principles to re-introduce a more sympathetic street pattern that will enliven the street scene throughout the town centre.

Potential areas for improvement are shown on the plan opposite (hatched areas) subject to future funding availability.

In the context of the masterplan the town centre will have five distinct groups of streets;

- The town centre core shown in purple which is pedestrianised with limited access for vehicles,
- A new cultural area shown in yellow.
- Secondary streets providing vehicular access including bus routes are shown in green.
- Transcending these groups are existing pedestrian routes known locally as ginnels or alleys shown in blue.
- Finally, the plan introduces new walking and cycling links to key destinations across the town centre.

These are shown on Figure 5-2 - Movement Strategy opposite.

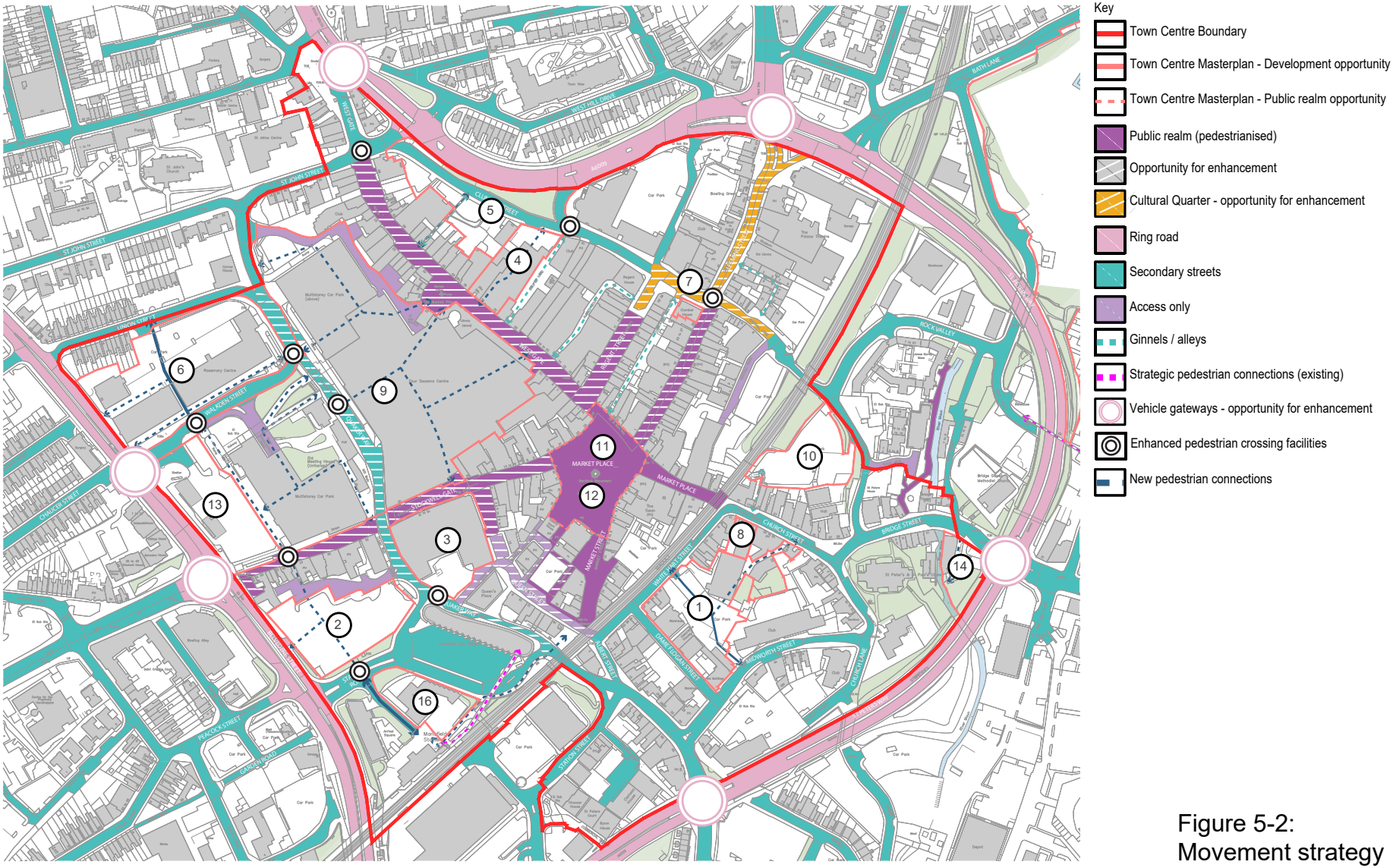


Figure 5-2:
Movement strategy

Town Centre core (Pedestrianised)

With the highest footfall in the pedestrianised core of the town centre, attention must be given to providing the highest quality, comfortable and inclusive environment. The public realm must emphasise pedestrian priority with vehicle movement remaining restricted to servicing in limited time periods.

Promoting an evening economy and encouraging a residential population will reinvigorate and bring life back into the town centre.

This street type will be improved by the following;

- Appearance of the “carriageway” played down by using the minimum acceptable widths for vehicles.
- Dedicated footways widened to a minimum of 2.5m.
- Surfacing will be flush and drainage channels to have narrow gaps to aid wheelchair users to navigate the space.
- Activity strips (3m minimum width)kept to one side of the street dedicated to provide soft landscape and trees, seating or accommodate parking for loading only.
- Street furniture rationalised and mounted together on single posts either on buildings or as part of activity strip.
- Please also refer to Rule T6 - Inclusive Streets.



Figure 5-3:
Street cross section - West Gate

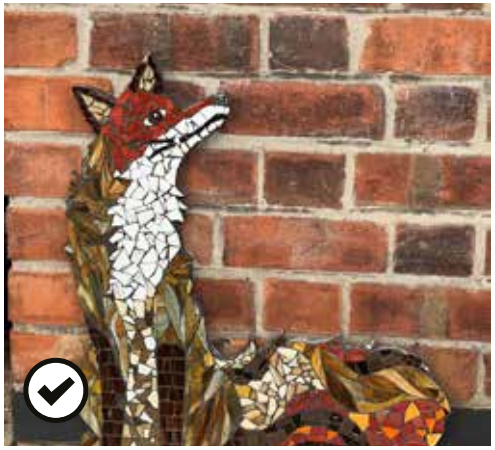
Cultural Quarter

The Cultural Quarter shown on Figure 6-1 requires a public realm that will enhance the richness and quality of the theatre area. Creating a slower pedestrian environment, and a street geometry towards the pedestrian with generous footways, narrower carriageways, clear crossings, robust and aesthetically pleasing materials will help give it's own identity.

Slowed traffic will encourage a walkable and cycle friendly area and ensure that the most vulnerable users have priority. The quality and positioning of the surfacing, street furniture, lighting and planting will play an important role in defining the character and use of these streets.



Public art in Nottingham city centre



Public art in Sherwood, Nottingham



Leeming Street leading to the theatre would benefit from public realm treatment to function more as a place rather than a through road for traffic

Secondary Streets

There are a number of different conditions occurring along the secondary streets shown in cyan, influenced by location, street character and types of use. The general design principles to be applied to the secondary streets are to improve the quality of surface materials, using economical, durable but aesthetically pleasing materials, encourage wider footways for ease of walking, limited interruptions to pedestrian flow, well positioned crossings, a pleasant and green setting and opportunities for distinct lighting, good interpretation and wayfinding.

The design of the streets should result in vehicles traveling at reduce speeds intuitively, ensuring a safe streetscape.

Street tree greening will frame views, enhance the adjacent architecture and lessen the visual dominance of wide carriageways. Level access should be available along all key pedestrian routes, with raised tables at junctions contributing to reduced speeds and aiding a walkable town centre.

Within new residential developments, the new street cross section will be designed to a minimum width of 12.5m. The carriageway width will be a maximum of 5m and footways a minimum of 2.5m on either side. An active strip on one side of the of road a minimum 2.5m wide will allow space to accommodate SUDS soft landscaping and parking bays. No more than three parking bays in a row to be allowed.



Figure 5-4:
Street cross section -
Potential new secondary street typology

Ginnels (alleyways)

Ginnels reinforce the street movement network and provide additional, direct and characterful connections within and through blocks. Ginnels are a distinctive feature of the finer grain character in Areas 1 and 2 within the town centre. Ginnels must be protected and enhanced by increasing the amount of active ground floor uses within them, improving lighting and sightlines; in turn reducing the risk (or fear of) crime and anti-social behaviour.



Attractive alleyway with natural surveillance and lighting



Attractive alleyway with retail onto street



Figure 5-5:
Street cross section -
Potential new ginnel / alleyway typology

Town Rule T3:
Traffic Signs and road markings

Traffic signs including markings add significantly to the amount of street furniture, and it is important that opportunities are looked for to reduce excessive signing, where this would not have a detrimental impact on road safety.

Parliament sets the legislation governing traffic signs' appearance and meaning, but decisions about which signs to place and in which scenario is a matter for traffic authorities. Research carried out in 2013 by the Department for Transport to inform the Traffic Signs Policy Review showed that the number of traffic signs had doubled in the previous 20 years.

.

Overall Approach

Nottingham County Council is the Highway Authority covering Mansfield and are responsible for the management and maintenance of highways within the town centre.

Reducing signage and road marking 'clutter' within the town centre is a key opportunity.

The overuse of traffic signs blights the landscape, wastes taxpayers' money and dilutes important safety-critical messages. Clutter also increases risks to road workers and creates additional maintenance burdens

The principles of good traffic management are in line with good streetscape design – neither is helped by over-provision and clutter. Therefore, this increase in traffic signs is unsustainable and rather than being erected to address a perceived single issue, they should be erected only where sound engineering principles / road safety concerns justify them.

Code Instructions

Traffic Signs

Manual for Streets contains helpful prompts for deciding on the appropriate level of signing for a street. This is set out in the table opposite.

Existing streets within the town centre should be subject to a signs audit to ensure that they are not over signed and, in particular, that old, redundant signs have been removed.

When putting up new or replacement signs in the town centre careful thought should be given to the choice of 'x' height of signage . The standard 'x' height is often inappropriate because of the impact of the sign and because the topography, road standards, traffic flows and speeds are often all lower than is generally the case on the highway network. This means a reduced 'x' height can be justified. The impact of a reduced 'x' height on the size of a sign and its visual impact is dramatic.



Signage clutter dominates



Signage clutter dominates

	Prompts
Users	• What signs are necessary to assist users, including non-motorised users? • Are directional signs needed for vehicular traffic, including pedal cyclists? • Is information provided in the necessary formats to be accessible to all? • Can navigation be assisted by means other than signs? For example, landmarks or other visual cues ,etc. • Can road markings be dispensed with in some places?
Place	• How can necessary information be integrated into the place without dominating it? • Can some pedestrian direction signs be designed to contribute to the sense of place by using a locally distinctive format? • Are traditional direction signs[12] appropriate for the setting?
Safety	• Are there any hazards that require signs? • Can significant locations, such as school entrances, health centres, local shops, etc., be indicated by a measure such as surface variation to reduce the need for signs?
Regulation	• What signing is necessary to give effect to TROs? • Is it necessary to regulate traffic or parking? • Can behaviour be influenced by means other than signing? For example, can parking be managed by the physical layout of the street?
Speed	• Are signs specified at the minimum size required for the design speed of traffic (new build) or 85th percentile speed (existing streets)? • Can traffic speeds be controlled by measures (such as planting to break-up forward visibility) to reduce the need for signs?

Figure 5-6:
Extract from Manual for Streets (Table 9.1) provides prompts for deciding on the appropriate level of signing

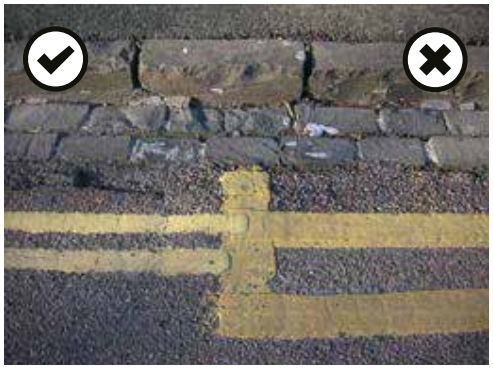
Road Markings

'Chapter 5 – Road Markings' of the Traffic Signs Manual gives advice on the use of road markings in common situations.

The Traffic Signs Manual allows for the use of No. 310 (Primrose) or No. 353 (Deep Cream) instead. The numbers referenced are the equivalent colours from BS 381C.

Figure 5-7:
Approved regulatory signs for use within the town centre

Regulatory signs	
Statutory colours	No.310 (Primrose) or No.353 (Deep Cream) to be used. No special authorisation required.
Car parking areas	Instead of white road markings, colour - contrasting surfacing, or paving in a different pattern or appearance, should be used to distinguish parking areas from the surrounding carriageway



Narrow primrose lines should be used within the town centre



Large bright yellow lines should not be used in the town centre



Narrow primrose lines are currently used within the town centre conservation area



Excessive signage and street clutter should be removed



Excessive signage and street clutter should be removed

Town Rule T4:
Walking and Cycling

In the past, road design hierarchies have been based almost exclusively on the importance attributed to vehicular movement. This has led to the marginalisation of pedestrians and cyclists in the upper tiers where vehicular capacity requirements predominate. The principle that a road was primarily for motor traffic has tended to filter down into the design of streets in the bottom tiers of the hierarchy.

The propensity to walk or cycle is influenced not only by distance, but also by the quality of the experience.

A 20-minute walk alongside a busy highway can seem endless, yet in a rich and stimulating street, such as in a town centre, it can pass without noticing.

Improving walking and cycling in Mansfield to provide a pleasant walking and cycling experience is a key aim of the town centre masterplan and design code.

Gear Change: A bold vision for cycling and walking (2020) recognises that:

"We want – and need – to see a step-change in cycling and walking in the coming years. The challenge is huge, but the ambition is clear. We have a unique opportunity to transform the role cycling and walking can play in our transport system, and get England moving differently."

From the 1st June 2023 Active Travel England are a Statutory Consultee in the Planning System and will review all major planning applications (over 150 units, 7,500 sq.m commercial, or over 5 hectares). Their strategic aims are to increase levels of walking and cycling to 50% of journeys in towns and cities by 2030.

Code Instructions

Our objective is that 50% of trips in Mansfield town centre **MUST** be walked, wheeled or cycled by 2030 in line with Active Travel England's objectives.

By making everyday journeys simple, easy and fun, this Design Code is working to give people the choice to leave their car at home when traveling to/ from or around the town centre

Objective 9 of the Mansfield Local Plan aims to reduce the need to travel and support improvements to transport accessibility so that people can move around, across and beyond the district easily and sustainably, including by public transport, walking and cycling.

New development in the town centre **MUST** consider pedestrians and cyclists first, followed by consideration for others in the order given in line with the principles set out in Gear Change, Manual for Streets and LTN 1/20 Cycle Infrastructure Design.

Designing for walking and cycling within the town centre requires the consideration of several key principles.

The five core design principles which **MUST** be followed in Mansfield town centre represent the essential requirements to achieve more people travelling on foot or by cycle, based on best practice both internationally and across the UK.

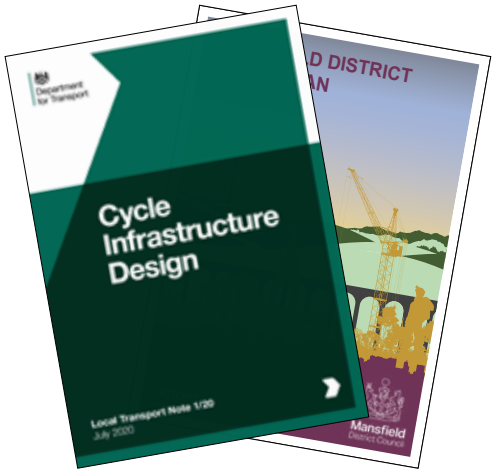
1. **Coherent** - Routes **must form a coherent** network linking trip origins and key destinations, and they must be at a scale appropriate to the users.
2. **Direct -** In general, networks **must allow people to go where they want**, unimpeded

by street furniture, footway parking and other obstructions or barriers.

3. **Safe** - Infrastructure must not only be **safe** but also be perceived to be safe – this applies to both traffic safety and crime.
4. **Comfortable** - Comfortable conditions require routes with good quality, well-maintained smooth surfaces, adequate width for the volume of users.
5. **Attractive** - Aesthetics, noise **reduction** and integration with surrounding areas are important – the environment **must be attractive**, interesting and free from graffiti and litter, etc.

This helps ensure that the street will serve all of its users in a balanced way.





Consider First	Pedestrians
	Cyclists
	Public transport use
	Specialist service vehicles (e.g. emergency service vehicles, waste etc..)
Consider Last	Other motor traffic

Figure 5-8:
User hierarchy of consideration
Extract from Manual for Streets

Town Rule T5:
Junctions and Crossings

Pedestrian desire lines should be kept as straight as possible at side-road junctions unless site-specific reasons preclude it.

Code Instructions

- Small corner radii **MUST** be used to minimise the need for pedestrians to deviate from their desire line .
- All footways **MUST** be level and at least 2m wide. This 2m corridor must be clear and free of obstructions such as lighting columns and sign posts.
- **Dropped kerbs with the appropriate tactile paving MUST** be provided at all side-road junctions where the carriageway and footway are at different levels. They **MUST** not be placed on curved sections of kerbing because this makes it difficult for blind or partially sighted people to orientate themselves before crossing.
- With small corner radii, large vehicles may need to use the full carriageway width to turn. Swept-path analysis should be used to determine the minimum dimensions required.
- The footway may need to be strengthened locally in order to allow for larger vehicles occasionally overrunning the corner.
- Reduce signage and other clutter to create clutter free corridors.



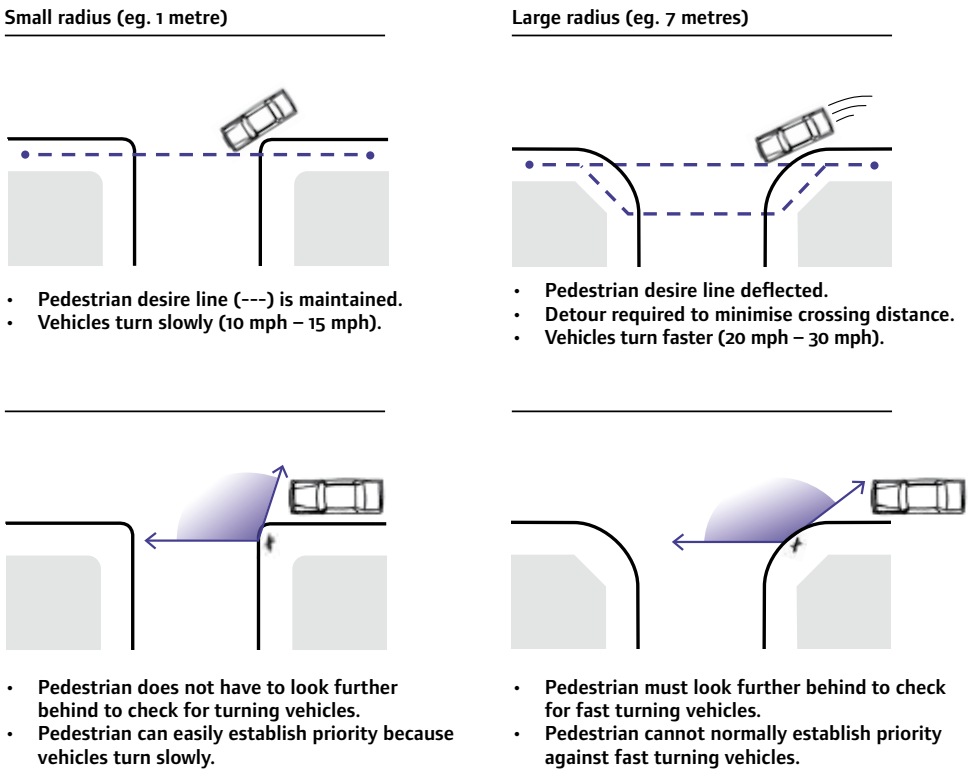


Figure 5-9:
Extract from Manual for Streets -
The effects of radii on pedestrians

Town Rule T6:
Inclusive Streets

The town centre is not as inclusive as it needs to be with the design of streets, public spaces and buildings frequently making it difficult or impossible for those with visual or mobility limitations to get around easily, whether independently or with the assistance of another person without visual or mobility limitations.

This has a wider relevance because there are many people not conventionally considered to have an impairment who also encounter barriers to movement.

Why is it important?

There is also a specific obligation for those who design, manage and maintain buildings and public spaces to ensure that disabled people play a full part in benefiting from, and shaping, an inclusive built environment

Mansfield Council **MUST** ensure that disabled people are able to move around freely through the pedestrian environment, and use it to access other modes of transport.

Local authorities are responsible for the design of their streets. It is for them to ensure any pedestrian environment scheme, including a shared space, is inclusive and that they meet the requirements of the Equality Act 2010.

Code Instructions

Street design **MUST** be inclusive.

Inclusive design means providing for all people regardless of age or ability. There is a general duty for public authorities to promote equality under the Disability Discrimination Act 2005.

You **MUST** ensure that all people are able to move around freely through the pedestrian environment, and use it to access other modes of transport. If using a cycle, whether as a mobility aid or not, you must ensure they will be able to use inclusive cycle infrastructure to support their journey.

All designs must follow the best practice advice set out in 'Inclusive Mobility: A guide to best practice of access to pedestrian and transport infrastructure'.



"A person (A) discriminates another (B) if, because of a protected characteristic, A treats B less favourably than A treats or would treat others."

Equalities Act 2010

Instructions - streets and public spaces (including surface car parks)

- All footways **MUST** be level and at least 2m wide. This 2m corridor must be clear and free of obstructions such as lighting columns and sign posts.
- Across surface level car parks edge to edge footways **MUST** be provided that comply with above.
- Crossing points shall be made level with the footway by bringing the carriageway surface up to the level of the footway. Dropped kerbs that involve wheelchair users having to roll down onto the carriageway and roll up off the carriageway are not permitted.
- Tactile paving must be provided at either end of the crossing point; it shall be mirrored. Tactile paving shall be aligned to the direction of travel.
- Public open spaces and pedestrianised streets (or streets where there is no clear demarcation between the footway and carriageway) **MUST** include a continuous 'Navigation Band Network' with junctions clearly marked. The detailed design of the Navigation Band Network shall be developed in partnership with Disability Nottinghamshire.
- Drainage covers shall be crossed designs not linear designs, preventing wheels and canes from being caught in the gaps between grills.
- Blue Badge Parking Spaces **MUST** be located on level surfaces.
- Ticket machines **MUST** be operational from a seated position and include contactless technology.

Instructions - buildings

- New toilets shall be designed for all with no segregation on the basis of physical ability or disability.
- At least one toilet cubicle **MUST** be large enough to accommodate motorised wheelchairs, provide space for movement and allow the cubicle door to be closed.



Lack of drop kerbs / level access



Footway clutter

Town Rule T7:

Network of spaces (creating a connected Green and Blue Infrastructure Network)

Improvements to our natural environment is a national government objective. The 25 Year Environment Plan to green our towns and cities embeds "net environmental gain" principles to deliver green infrastructure (GI).

GI networks can be multi-functional including open space provision, sustainable drainage, flood protection and biodiversity net gain. Incorporating these functions into the network of spaces around the town provides multiple benefits for people, wildlife and the natural environment if managed well.

Code Instructions

Mansfield's green infrastructure (GI) study sets out principles for the creation and protection of a network of natural and managed green spaces across the district. In addition further more recent guidance can also be found in Natural England's 'Urban Greening Factor for England – Summary Report' which is available here: https://publications.naturalengland.org.uk/publication/4842738632884224

Future development within the town centre provides opportunities to contribute to the wider green and blue infrastructure network.

Severn Trent Water is implementing a series of green recovery spaces (SuDS interventions) combining blue and green infrastructure that will help to reduce flood risk within the town and increase biodiversity.

The masterplan has identified opportunities to introduce new green spaces within the town centre.

Other open space typologies that would contribute to the network of spaces that would contribute to this are:

- Pocket green spaces
- Semi-public spaces
- Street trees
- Soft landscape in SuDS features
- Balconies, green walls and roofscape

The creation of a clear network of quality open spaces will provide a focus for the character areas and consequently a sense of ownership.

All planning applications coming forwards whether developer or council led **MUST** demonstrate that nature and the historic landscape are woven into the design of places.

All designs **MUST** follow the best practice advice set out in https://www.mansfield.gov.uk/downloads/file/1142/mansfield-green-infrastructure-study-2018





Pocket green spaces proposed by Severn Trent, Market Place



Raingardens



Market Place before Severn Trent interventions



Lack of SuDS or natural features



SuDS, Nottingham city centre



SuDS and natural features



Opportunity to introduce SuDS or natural features at Toothill Lane car park



Opportunity to introduce SuDS or natural features at Toothill Lane car park

Town Rule T8:
SuDS

Mansfield District Council is committed to achieving Sustainable Drainage Systems (SuDS) in new developments in order to reduce the potential for flooding, deliver environmental enhancements, make places more resilient and respond to climate change.

This must include mitigation within storage calculations for future climate change for approval by the Lead Local Flood Authority (LLFA).

SuDS will also add value in terms of Green Infrastructure and biodiversity.

Code Instructions

Flood risk policy for the town centre is set out in Local Plan Policy CC3 - SuDS.

Mansfield District Council have also recently adopted an SPD setting out the Council's aspirations for the delivery of SuDS.

The SPD seeks to provide more detailed guidance that builds on Policy CC3 of the Mansfield Local Plan 2013 - 2033. The SPD also seeks to provide planning guidance that will provide a planning context to the Mansfield 'Sustainable flood resilience - green recovery programme'.

Planning applications in the town centre **MUST** address the following:

1. All development proposals **MUST**, wherever possible, include measures to reduce and manage surface water through appropriate sustainable drainage systems (SuDS) so as to minimise and manage flooding, improve water quality, complement water efficiency, and enhance biodiversity, place shaping and amenity. The LLFA has a preferred discharge hierarchy of infiltration, discharge to a watercourse, discharge to a surface water sewer or discharge to a combined sewer. To be supported, proposals are required to satisfactorily demonstrate all of the following:
   - a. That sustainable drainage systems have been incorporated in the development design unless:
     - i. for major developments, a SuDS is inappropriate and surface water run-off can be alternatively managed in an appropriate manner; or
     - ii. for minor developments a SuDS is not viable or technically feasible and surface water run-off can be alternatively managed in an appropriate manner; and
   - b. That adequate arrangements have been made for the adoption, management and maintenance of any SuDS provided over the lifetime of the development; and
   - c. that the discharge of surface run-off is as high up the SuDS hierarchy of drainage as possible.
2. Proposals for retrofitting of sustainable drainage systems will be supported.

Town Rule T9:
Flood Risk

The Mansfield Strategic Flood Risk Assessment, 2008 (SFRA) indicates that around 3% of the district is at risk of river-related flooding, which overall is considered a low risk.

Areas historically and currently prone to river flooding are generally located around the central areas of Mansfield, in and around the town centre.

Other sources of flooding include ground water, surface water and sewage water flooding. Surface water flooding is the primary source of flooding in the district, but not in the town centre where it is fluvial.

Code Instructions

Flood risk policy for the town centre is set out in Local Plan Policy CC2 - Flood Risk.

1. Development proposals in areas at risk of flooding will only be supported where it is satisfactorily demonstrated, through a site specific flood risk assessment, that:
   - a. The sequential test and, if required, the exception test have been met;
   - b. The development will remain flood resistant, resilient and safe throughout its lifetime, taking account of increases in flood levels due to climate change;
   - c. It will not increase flood risk on site or elsewhere and where possible reduce it;
   - d. Water management measures are incorporated, on and / or off-site to reduce and manage flood risk in accordance with Policy CC3;
   - e. Open access to flood defences are retained; and
   - f. Where applicable, the functioning and integrity of natural systems or areas that benefit from flooding are not prejudiced.



Town Rule T10:
Biodiversity

What is 'Biodiversity'?

Biodiversity is the variety of life that can be found on Earth (plants, animals, fungi and micro-organisms) and the habitats in which they live.

What is Biodiversity Net Gain?

BNG is an approach to development that aims to leave the natural environment in a 'measurably better state' than it was beforehand. BNG seeks to deliver 'measurable' improvements for biodiversity by creating or enhancing habitats in association with development. Biodiversity net gain can be achieved on-site, off-site or through a combination of on-site and off-site measures.

The UK generally and Mansfield and Nottinghamshire specifically have seen a decline in species and habitats. Nottinghamshire has witnessed the extinction and / or substantial contraction in the population size and range of many species[1]. This decline of wildlife and habitats results from many factors including agricultural management, urbanisation, pollution, hydrological change, woodland management, and invasive non-native species. Climate change is also resulting in widespread changes in the abundance and distribution of wildlife. Mansfield District Council is committed to playing its part in the restoration and recovery of ecosystems. This guidance seeks to assist developers and other interested parties in contributing to this recovery.

Code Instructions

ALL applications within the town centre **MUST** comply with the requirements of the Biodiversity Net Gain SPD which provides detailed information about:

- minimum biodiversity net gain requirements;
- setting thresholds for development types and use of the metric;
- process for measuring net gain;
- evidence required to demonstrate measurable net-gain;
- application of the BNG hierarchy;
- approaches to securing BNG;
- securing BNG in the long term;
- designated sites;
- long term monitoring,



maintenance and management of BNG;

- Nature Recovery Network, Local Nature Recovery Strategy and BNG;
- off-setting and compensatory sites in Mansfield District and Nottinghamshire County;
- UK 30 x 30 target;
- use of 'The Environmental Benefits from Nature tool';
- biodiversity net gain and green infrastructure.



Biodiverse pocket space, Nottingham



Biodiverse pocket space, Nottingham



Lack of biodiversity on Quaker Way



Lack of biodiversity on West Gate



Biodiverse planting, Nottingham



Biodiverse planting, Nottingham



Lack of biodiversity on existing highways



Lack of biodiversity

Town Rule T11:
Trees and Soft Landscape

Urban trees are being increasingly recognised for the many benefits they provide, such as removing carbon dioxide and pollutants from the air, providing habitats for wildlife, making our urban areas more attractive, enjoyable and healthy places to live and spend time in.

The use of well located and carefully sited trees, shrubs and other plants will contribute positively to delivering high quality public spaces in Mansfield.

The greatest use and impact of trees and other forms of planting will be in the enhancement of open spaces, footways and cycleways and the streetscape.

Overall Approach

Trees, and plants generally, bring colour, life and vitality to our lives. Within town centres trees are used to soften the built environment, add colour, bring a seasonal change, animate an otherwise hard and cold environment, reduce the visual dominance of vehicles, and to create attractive, pedestrian friendly environments.

Very often the 'green' elements of townscape are neglected and seen as sacrificial to all other requirements, and yet, they are most readily associated with delivering a quality external environment that enriches peoples' lives and contributes to their sense of general well-being and the environment. They are therefore an integral and important element of the public realm.

Code Instructions

The aim of this town rule is to increase canopy cover within the town centre. All new development **MUST** deliver the following:

- Tree planting **MUST** be included in all developments of the town centre whether this be in the public realm or within the development site.
- The choice of trees species **MUST** be capable of withstanding the urban environment and relate to the scale of context.
- The sighting for the planting of trees **MUST** consider above ground and below ground constraints. This includes the location of underground services and the clash of the future canopy spread and delivery vehicle routes.
- Trees **MUST** be carefully sited to ensure that natural surveillance from buildings is not impeded.

When specifying trees the following criteria **MUST** be met:

- Street trees **MUST** be at least semi-mature with a girth of no less than 25cm when planted.
- Street trees **MUST** have a clear stem of at least 2m.
- Healthy, vigorous trees **MUST** be planted that have been conditioned for the environment in which they are destined.
- Tree pits **MUST** be carefully designed to provide adequate soil, air and water to ensure the tree has access to the nutrients, oxygen and water it needs to achieve it full potential and longevity.

- All tree pits **MUST** be actively drained to avoid waterlogging.
- The Council will require the applicant to contribute to the ongoing maintenance programme and budget for all trees planted in the town centre.
- If the applicant wishes to specify a species not specified within the species lists on the following pages, the choice of trees species **MUST** be capable of withstanding the urban environment and provide seasonal interest and variety in colour.



Tree Species

There are a number of different areas where trees may be planted within the town centre. It is important that the species chosen is right for its setting. The list of species offered below is not exhaustive and designers and the council must work together to agree the most appropriate tree. To assist in this the following principles must be applied.

Designer's Notes:

* Suitable for SuDS environments.

** Suitable for transport corridors and provides some tolerance of poor air quality environments.

*** Suitable for SuDS environments and transport corridors.

Pedestrianised streets

Location	Requirements	Example Species	
▪ Stockwell Gate ▪ West Gate ▪ Regent Street ▪ Leeming Street	▪ Single or two species ▪ Seasonal leaf colour interest ▪ Minimum 25cm girth when planted ▪ Avoid clash of delivery vehicles with canopy spread ▪ Avoid berries or sap producing species ▪ Deciduous **Tree pit type:** ▪ Retrofit tree pit.		Acer rubrum**
			Acer x freemanii 'Autumn Blaze' - "Freeman's Maple"**
			Alnus cordata*
			Gleditsia triacanthos 'Sunburst' - "Honey Locust"***
			Quercus pelustris***

Trafficked streets

Location	Requirements	Example Species			
▪ Clumber Street ▪ Walkden Street ▪ Union Street ▪ Quaker Way	▪ Minimum 25cm girth when planted ▪ Maximum of three species on any one street ▪ Trees planted regularly in a line ▪ Deciduous **Tree pit type:** ▪ Retrofit tree pit.		Acer rubrum**		Quercus pelustris***
			Acer x freemanii ‘Autumn Blaze’ - “Freeman’s Maple”**		
			Alnus cordata*		
			Gleditsia triacanthos ‘Sunburst’ - “Honey Locust”***		
			Pyrus calleryana ‘Chanticleer’**		

Market Place

Location	Requirements	Example Species			
▪ Market Place	▪ Individual specimen trees planted as part of “Greening” for the market place and providing increased place function for its visitors ▪ Deciduous **Tree pit type:** ▪ Retrofit tree pit.		Consider partnering with Sherwood Forest Trust to plant Sherwood Oak		Quercus pelustris***
			Acer campestre**		
			Acer rubrum**		
			Acer x freemanii ‘Autumn Blaze’ - “Freeman’s Maple”**		
			Platanus orientalis ‘Digitata’ “Oriental Plane”***		

Other communal green spaces

Location	Requirements	Example Species	
▪ Pocket parks in residential developments. ▪ Severn Trent flood risk improvements	▪ Minimum 25cm girth when planted ▪ Clusters of trees with light canopy texture, ▪ Colour interest ▪ Variety of larger and smaller sizes ▪ Fruiting and flowering species ▪ Deciduous and evergreen **Tree pit type:** ▪ Standard tree pits in open green spaces ▪ Retrofit tree pits in brownfield sites		Acer x freemanii ‘Autumn Blaze’ - “Freeman’s Maple”**
			Amelanchier lamarckii ‘Robin Hill’
			Betula pendula Fastigiata ‘Obelisk’
			Robinia pseudoacacia**
			Gleditsia triacanthos ‘Sunburst’ “Honey Locust”***

Car parks

Location	Requirements	Example Species			
▪ Existing car parks ▪ New car parks	▪ Minimum 25cm girth when planted ▪ Variety of height, spread, colour. ▪ Avoid berries ▪ Use as part of wider landscape scheme to include shrub, hedge and grassland planting to increase biodiversity across the car park **Tree pit type:** ▪ Retrofit tree pit. ▪ Part of SuDS design in new car parks ▪ Tree pits can be designed as part of stormwater run-off but must be provided with adequate root growing medium		Acer campestre 'Streetwise'**		Betula pendula**
			Acer campestre "William Caldwell"**		Betula utilis jaquemontii
			Acer rubrum**		Carpinus betulus
			Alnus cordata*		Gleditsia triacanthos 'Sunburst' "Honey Locust"***
			Amelanchier lamarckii 'Robin Hill'		Prunus avium

Residential streets

<table>
<tr><th>Location</th><th>Requirements</th><th colspan="2">Example Species</th><th colspan="2"></th></tr>
<tr><td rowspan="5">▪ New residential developments</td><td rowspan="5">▪ Minimum 25cm girth when planted
▪ Deciduous

Tree pit type:
▪ Tree pits can be designed as part of stormwater run-off but must be provided with adequate root growing medium</td><td>  </td><td>Acer rubrum**</td><td>  </td><td>Prunus avium</td></tr>
<tr><td>  </td><td>Amelanchier lamarckii ‘Robin Hill’</td><td>  </td><td>Sorbus aucuparia ‘Cardinal Royal’</td></tr>
<tr><td>  </td><td>Carpinus betulus</td><td colspan="2" rowspan="3"></td></tr>
<tr><td>  </td><td>Gleditsia triacanthos ‘Sunburst’ - “Honey Locust”***</td></tr>
<tr><td>  </td><td>Pyrus calleryana ‘Chanticleer’**</td></tr>
</table>

Town Rule T12:
Shop Front Design

It is crucial to the vitality of Mansfield town centre that its shopping streets are attractive and project an image of quality.

Shop fronts have a vital role in contributing to this special character, being the primary component of most street level frontages.

Code Instructions

Shop fronts **MUST** enhance the character of the street, as well as serve the needs of the trader and customers, making enjoyable places to shop, live and work.

Shop fronts and advertisements that are unsympathetically designed will have a negative effect on the area.

Whilst changes to shop fronts will inevitably occur over time, the overall effect of ill-considered alterations can have an adverse effect on the character of traditional town centre streets. It is therefore essential that changes be guided and directed in a sensitive and sympathetic manner to help protect the special character of both individual buildings as well as the image of the wider area.

Recent developments in modern shop front design have seen the introduction of new materials – anodised aluminium, frameless plate glass, ceramic tiles and sheet plastic. While early shopfronts tended to be designed specifically for the building, later mass-produced designs completely abandoned the traditional approach and poor designs and inaccurate replicas usually resulted.

Alterations to shop fronts will usually require Planning Permission and/or Listed Building Consent.

Full details are set out in Mansfield Shopfront Design and Security Interim Guidance Note 4.



Retention of existing shop fronts

1. Shop fronts that contribute significantly towards the character of the area shall be retained.
2. The District Council will support the repair and refurbishment of traditional shop fronts and others of architectural interest (grant assistance will be considered where available and appropriate).
3. In considering new shop fronts, the District Council will require the exposure and retention of concealed shop front detailing where it lies behind later additions to enhance the character and appearance of the shopfront.
4. Alterations that propose the removal or concealment of important architectural features will be resisted.
5. All new shop fronts in Conservation Areas (existing and proposed), on Listed Buildings, within the setting of a Listed Building and in other historic locations shall be of traditional design and painted timber construction, unless this is inappropriate for a particular building.
6. On modern buildings and outside Conservation Areas, new shop fronts shall harmonise with the building above and surrounding buildings. Designs shall be well proportioned and use good quality materials.
7. New shop fronts shall reflect in their design the context of the building and street they are in.
8. New shop fronts shall respect in their design the individual building units within one combined shop.

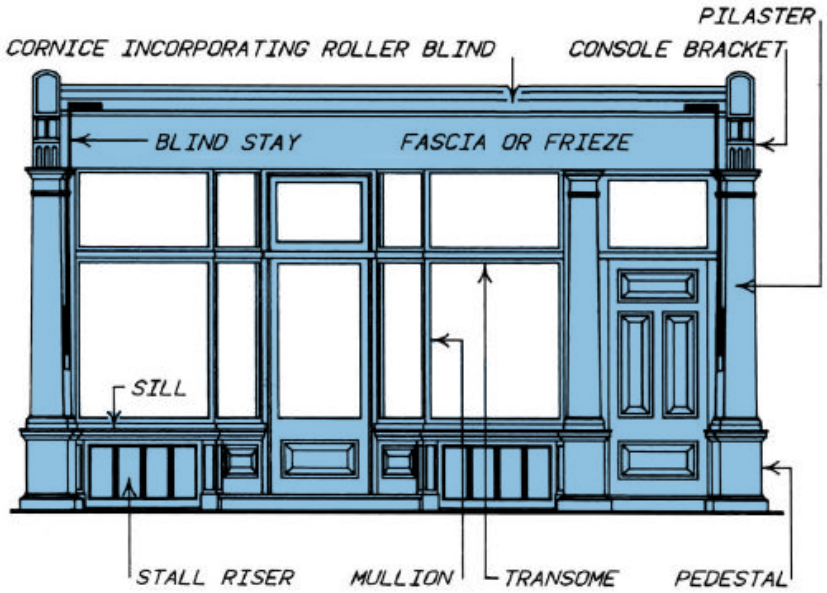


Figure 5-10:
Components of a traditional shop front

Replacement of shop fronts

In certain cases the existing shop front might not be capable of retention. In others it might actually be positively desirable to encourage the replacement of the existing shop front. Many modern shop fronts do not incorporate the traditional elements of shop front design and their use of modern materials, large plate glass and excessively large fascias, for example, can actually detract from the character of the building and the area, and their replacement with a more appropriate design should be considered.

- Where replacement is required good quality modern designs is acceptable.
- The District Council can sometimes offer grant aid towards the cost of replacing an inappropriate shop front.

Relating the shop front to the building

When considering the design of a new shop front the overriding principle that should be applied is that the new shop front **MUST** not be designed in isolation but should be considered as part of the architectural composition of the building. It should be seen to be inserted into the building as an integral part, rather than applied to it as an afterthought. The design should therefore respect the period and style of the building in which it is fitted. The retailer must adapt to suit the property.

In Conservation Areas and other historic areas the District Council will normally encourage traditionally designed, painted timber shop fronts, unless a particular building warrants a different approach.

- **Area 1 and 2** - All new shop fronts in Conservation Areas (existing and proposed), on Listed Buildings, within the setting of a Listed Building and in other historic locations **MUST** be of traditional design and painted timber construction, unless this is inappropriate for a particular building.
- **Area 3 -** On modern buildings and outside Conservation Areas, new shop fronts **MUST** harmonise with the building above and surrounding buildings. Designs **MUST** be well proportioned and use good quality materials.



Figure 5-11:
A modern shop front that respects traditional shop front design

Relating the shop front to the street

Shop fronts **MUST** always be considered as part of the building, and the building forms part of the street. The design of the shop front **MUST** take account of the rhythm and characteristics of the street. For example, they should reflect the width of the building plots and the nature of any vertical and horizontal emphasis within the street.

- New shop fronts **MUST** reflect in their design the context of the building and street they are in.
- New shop fronts **MUST** respect in their design the individual building units within one combined shop.



Figure 5-12:
Approach to shop front design

6. Area Design Rules

Code Instructions

Area wide design rules set out detailed requirements for each the three areas within the town centre and reflect principles established within the Town Centre Masterplan.

The area wide rules build upon both the baseline analysis and the stakeholder consultation.

These rules reflect and recognise the differences in the context and character of each of the three areas of the town centre with Area 1 having the highest degree of protection and design control.

In order to justify any exception to the rules Mansfield District Council will require an independent design review to be undertaken undertaken by the Design Network.

www.designnetwork.org.uk/

Area Types

Area 1

Town Centre within the Conservation Area.

Area 2

Town Centre outside the Conservation Area (with heritage assets).

Area 3

Town Centre outside the Conservation Area (no heritage assets)

The rules reflect the different character of the three area types.

For example, the urban grain in Area 1 is noticeably finer and more complete (or intact) than Area 3 where the urban grain is coarser and more incomplete (or broken).

For this reason, new development in Area 1 requires a finer grain than development in Area 3 where a slightly coarser grain is permitted (subject to other rules being complied with such as A8 Active Frontages).

Figure 6-1:
Area Rules

Number	Rule Name	Page Reference	NMDC Reference
Built Form			
A1	Density and Coverage	Go to Page 80	B.1.i
A2	Blocks	Go to Page 82	B.2.i
A3	Building Line and Set Back	Go to Page 84	B.1.iii, B.2.ii
A4	Height	Go to Page 87	B.2.iii
Identity			
A5	Mansfield Town Centre Character	Go to Page 88	I.1.i
A6	Building Materials	Go to Page 92	I.2.i
Public Space			
A7	Materials Palette	Go to Page 94	P.1.i - P.2.ii
Uses			
A8	Active Frontages	Go to Page 104	U.1.iii

Area Types, Locations and Degree of Design Control

The Masterplan identified three different area types within the town centre.



Area 1 - Town Centre within Conservation Area

Includes the Bridge Street, Market Place and West Gate Conservation Areas.

HIGHEST LEVEL OF DESIGN CODE CONTROL.



Area 2 - Town Centre outside Conservation Area (with heritage assets)

Western side of the town centre beyond the town centre Conservation Areas, but where there are a number of Listed Buildings and Non Designated Heritage Assets.

HIGH LEVEL OF DESIGN CODE CONTROL.



Area 3 - Town Centre outside Conservation Area (with no heritage assets)

Town centre edges including vacant sites. No Listed Buildings or Non Designated Heritage Assets.

MEDIUM LEVEL OF DESIGN CODE CONTROL.



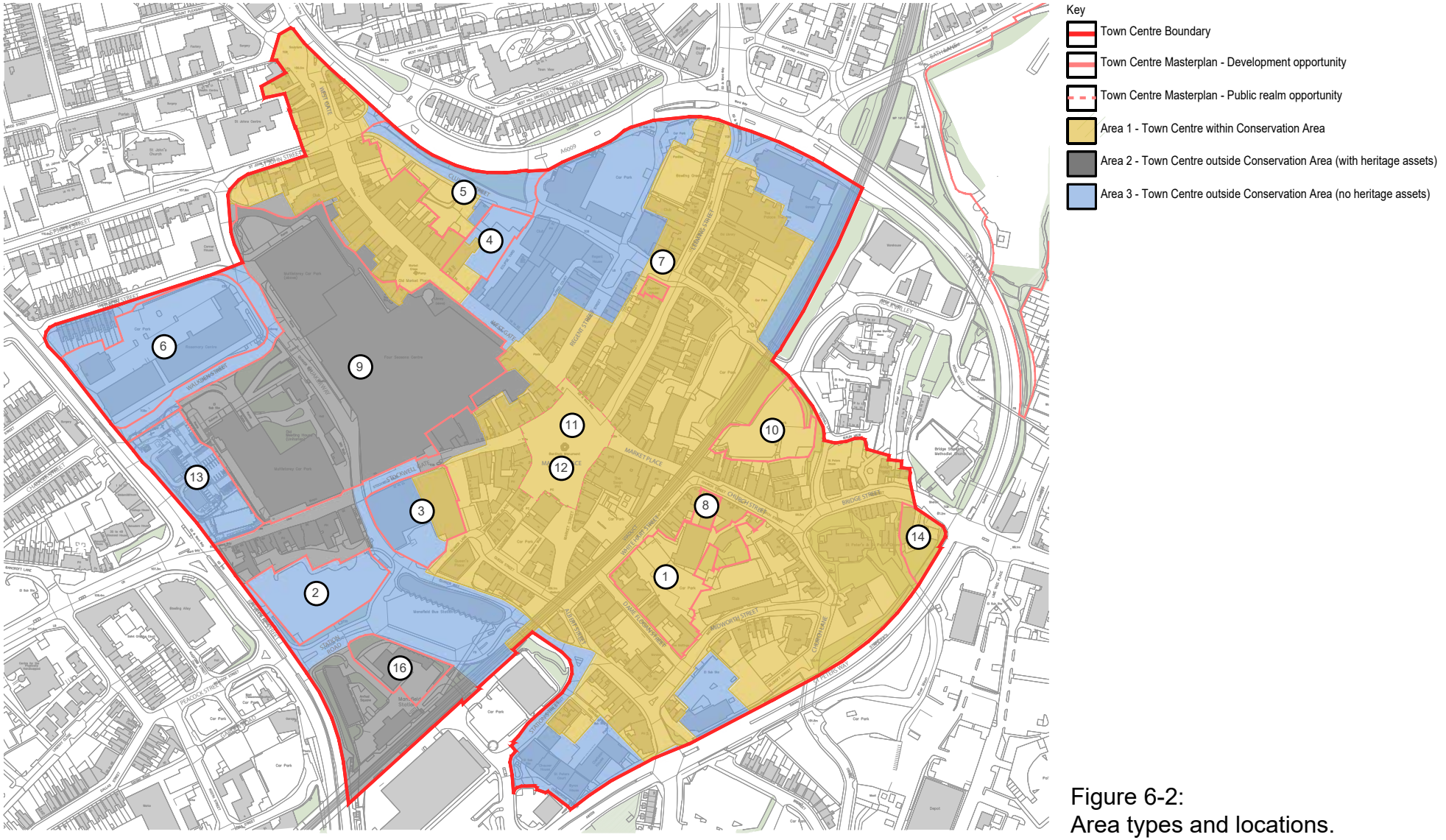


Figure 6-2:
Area types and locations.

Area Rule: A1
Density and Coverage

Density is a way of measuring how intensely a place has been, or will be, developed in the future.

More intensive and mixed use development in the town centre (such as placing residential space on the floors above shops and other businesses) helps to protect greenfield land from development pressure. Higher densities also help to reduce car dependency and pollution whilst also improving air quality and public health by offering a range of uses within a short walk or cycle of each other.

The character of places is partly influenced by density and coverage.

The most memorable and distinctive buildings, streets and spaces in Mansfield town centre are those with higher densities and a more intensive use of land.

Code Instructions

New development in the three area types **MUST** use land more intensively, whilst reflecting the special architectural and historic interest of the conservation areas and listed buildings is protected.

There are some variations between the density and coverage permitted in each of the three areas. Please refer to page 79.

Exceptions permitted

This Rule offers considerable flexibility though prohibits very low density and very low coverage developments that:

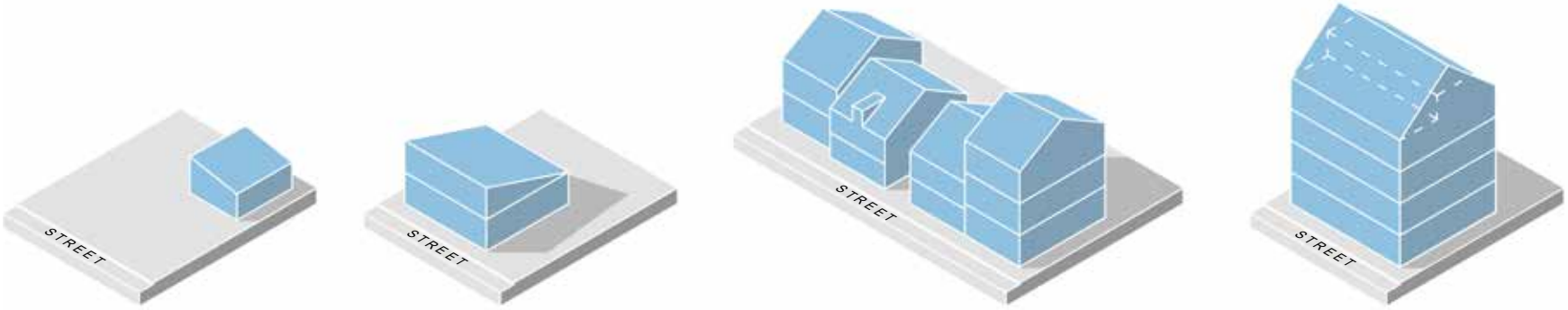
- Have no positive relationship to the public realm.
- Do not reflect the memorable and distinctive built form and character of the town centre.
- Do not make an efficient use of land (as required by the National Planning Policy Framework).

Single storey development detached from the street is not permitted anywhere in the town centre...

...however, single storey development with a two storey facade to the street edge is permitted.

In all of the three areas of the town centre, it is permitted to reflect historic plot subdivisions and building forms to achieve a medium level of density and coverage...

...whilst the highest density, coverage (and building heights) are permitted in Area 3.



BUILDINGS TO FRAME THE EDGE OF STREETS AND PUBLIC SPACES

Density & Coverage	VERY LOW	LOW	MEDIUM*	HIGH
Areas	✗	✓ Area 3 ONLY	✓ Permitted in areas 1,2 & 3	✓ Area 3 ONLY

* Subject to there being no unacceptable harm to Conservation Areas and/or heritage assets; their setting.

Figure 6-3:
Density and Coverage

Area Rule: A2
Blocks

Development blocks are part of the built form of the town centre. Built form is made up of development blocks that are filled with buildings, as well as streets and open spaces.

Blocks can comprise of a small number of large buildings (such as the Four Seasons Shopping Centre) or a large number of smaller buildings that have been built over a longer period of time by many different people (such as the block enclosed by Church Street, White Hart Street, Dame Flogan Street and Midworth Street).

Blocks help create and define a network of streets and other public spaces.

Code Instructions

Out of town blocks are characterised by individual buildings dominated and surrounded by car parking. Typically, they have no or a limited relationship with streets and public spaces with a weak landscape strategy.

Out of town blocks are **NOT PERMITTED** within the town centre.

However a 'New Town Centre Block' is permitted in Area 3 only. This block type responds to market demands, the Council's commitment to regeneration whilst also ensuring new development contributes positively to the character and urban design qualities of the town centre.

Permitted (and not permitted) development block types are illustrated on page 80.

Exceptions permitted

None.

This Rule offers considerable flexibility though explicitly prohibits the use of out of town block types that do not positively contribute to the urban design quality of the town centre.

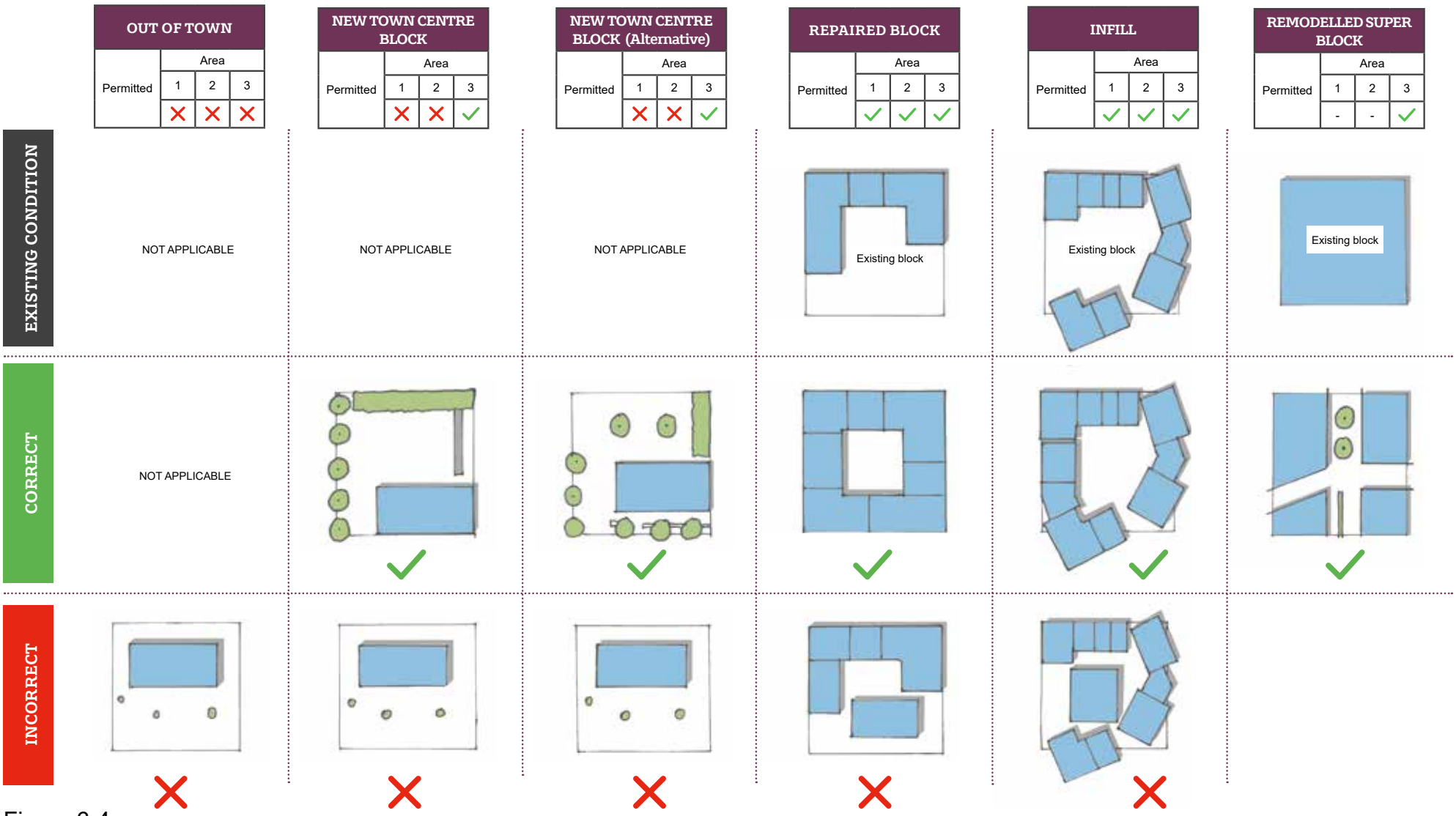


Figure 6-4:
Block types

Area Rule: A3
Building Line and Set Back

Good streets and public spaces are well enclosed by buildings. This means that buildings sit on or close to the edge of a street or public space, having a strong relationship with them.

A strong relationship is not created when buildings are not closely connected to streets and public spaces (also known as the public realm). This relationship is very weak when car parks, service area and roads further divorce buildings from the public realm.

The positive character of the town centre is where building lines are consistent and where buildings have a strong relationship to streets and public spaces.

Code Instructions

Building lines **MUST** be consistent and set backs are restricted to ensure buildings have a positive relationship with streets and other public spaces. The shallowest set backs are in Area 1 with the deepest set backs permitted in Area 3.

The diagrams on pages 82 to 84 set out what is and what is not permitted.

Also see A8: Active Frontages.

Exceptions permitted

None.

This Rule offers considerable flexibility though prohibits buildings that do not have a strong relationship with streets and other public spaces.

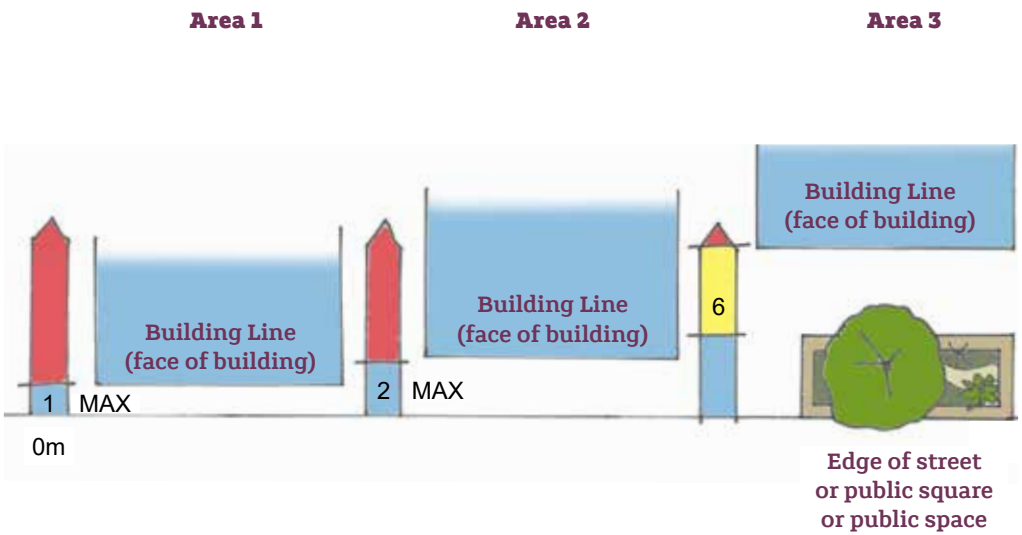
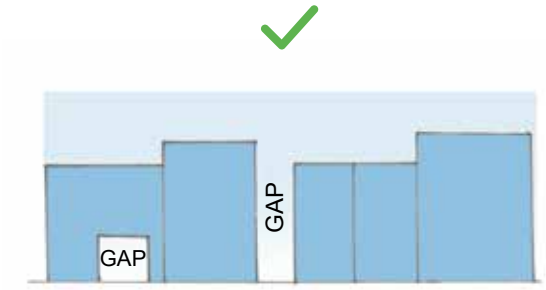


Figure 6-5:
Set back

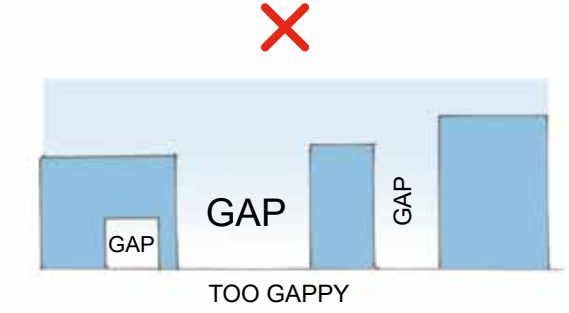
Area 1

Minimal gaps between buildings

90% - 100% continuous frontage



CORRECT

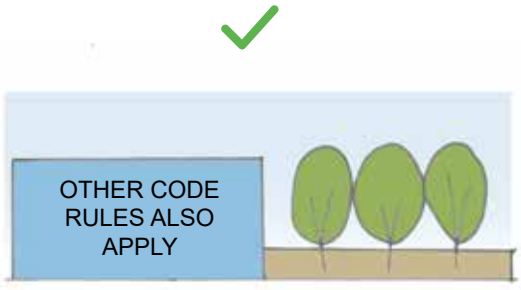


INCORRECT

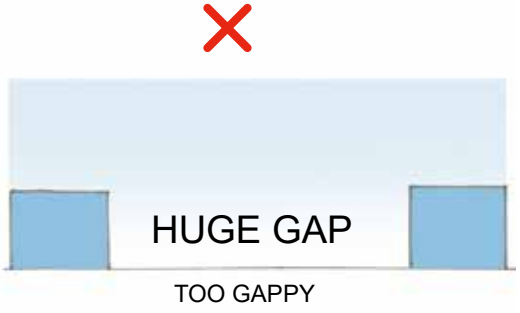
Area 2 and Area 3

High amount of joining up

50% min.



CORRECT



INCORRECT

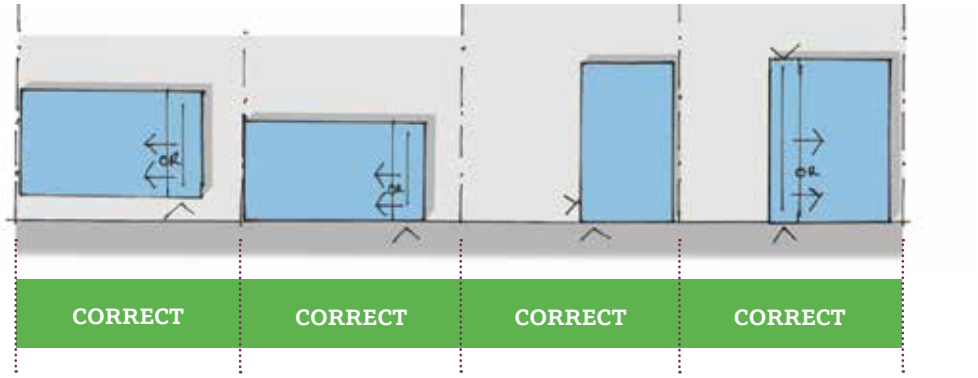


Church Street showing continuous built frontage



Gaps in the built form are out of character in Areas 1 and 2

Figure 6-6:
Continuity of frontage



< = front door

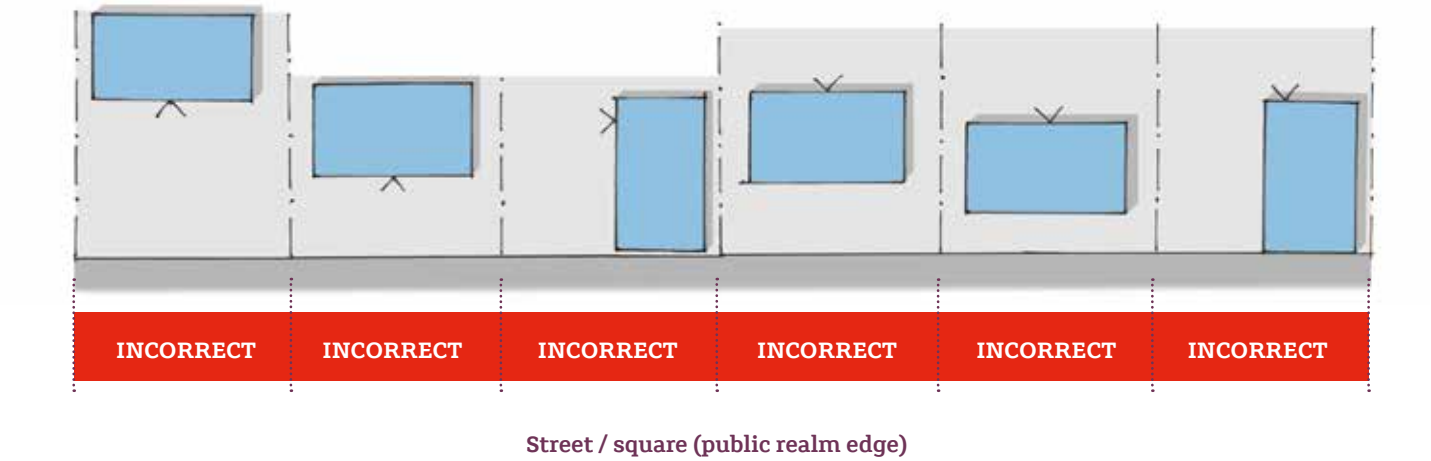


Figure 6-7:
Building / street relationship

Area Rule: A4
Height

Part of what makes town centres what they are and helps give them their character is the height of buildings.

A number of recent developments within the town centre have been largely characterised by single storey buildings. These developments are not appropriate to the positive character and identity of the town centre.

Each Area of the town centre has minimum and maximum storey height.

The prescribed building heights are based on the ambitions of the Masterplan that seeks to accelerate the regeneration of the town through higher density developments whilst respecting heritage assets (such as Listed Buildings).

Code Instructions

New development **MUST** adhere to the following building heights:

Area	Minimum	Maximum
1	2 storeys 6-10m ground to eaves	3 storeys** 9-14m ground to eaves
2	2 storeys 6-10m ground to eaves	4 storeys** 12-18m ground to eaves
3	2 storeys* 6-10m ground to eaves	5 storeys*** 15-22m ground to eaves

* Unless exceptions are permitted within the Site Code.

** Unless a building of exceptional quality justifies exception.

*** No accommodation permitted in roof spaces that would make for five building levels.

Exceptions permitted

In order to justify any exception to the heights set out in the adjacent table Mansfield District Council will require an independent design review to be undertaken by undertaken by the Design Network to determine that the building is of ‘exceptional quality’.

Area Rule A5:
Mansfield Town Centre Character

Parts of the town centre are more memorable or distinctive than others. The most memorable and distinctive parts of the town centre are largely in Areas 1 and 2.

Areas 1 and 2 have stronger, more memorable and distinctive identities in the town. They have:

- A finer urban grain where building plots define the shape and size of buildings.
- Buildings that have a strong relationship with streets and public spaces.
- An expressive roofscape where generally consistent building heights vary gently adding interest to the roofscape.
- The use of natural stone, red/brown soft faced and creased bricks (not wire cut, engineering or sand faced bricks); limited use of render.

Area 3 has a less memorable and distinctive identity, as a result of more modern redevelopment, and therefore has greater opportunity for change and more reflected in the level of design control set out in this code.

Code Instructions

Identity comes out of respecting and enhancing the existing character of the area and also from adapting and shaping to develop new character.

The design approach **MUST** be influenced and reflect Mansfield's existing architectural character.

Development should seek inspiration from, and reinterpret the existing fabric in a contemporary way.

Exceptions permitted

None.

This Rule offers considerable flexibility.

This makes us Mansfield

Buildings, streets and spaces are the foundation of our identify



Areas 1 & 2



Area 3

New development stitched into the urban fabric, retaining a human scale. Buildings have a strong relationship with streets and spaces

This does not makes us Mansfield

Investment but loses our identity



Car dominated new development box buildings; objects in space that do not create vibrant streets and spaces



The Code provides great flexibility in Area 3 to respond to market demand but prevents more of this

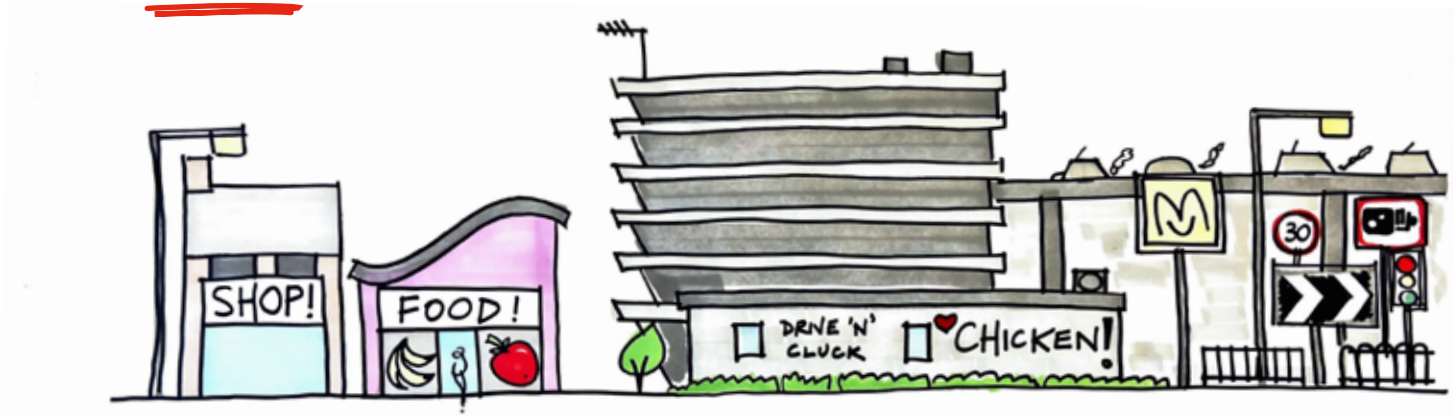
Figure 6-8:
Our Identity

This makes us Mansfield



Correct

This does not makes us Mansfield



Incorrect

Figure 6-9:
Town Centre Character



Area Rule A6:
Building Materials

Building materials can reinforce or dilute local distinctiveness.

The older parts of the town centre are largely faced with Mansfield stone and brick, with slate and clay tiles.

The brick in 19th century buildings in the town is typically smooth faced and 'water moulded'. Older buildings are often constructed with hand made brick with a soft face and creasing.

Windows, doors and shopfronts are constructed from timber.

Development in the latter part of the 20th and early 21st centuries has seen the use of building materials such as exposed concrete and sheet cladding. These materials offer no connection to the distinctive character of the town centre.

Code Instructions

When there are opportunities for new development, architectural detailing inspiration **MUST** be taken from the palette of existing materials, colours, patterns and textures within Mansfield town centre.

See the appropriate Area location on the following pages for more detailed instructions.

Exceptions permitted

None.

This Rule offers considerable flexibility.



Area 1

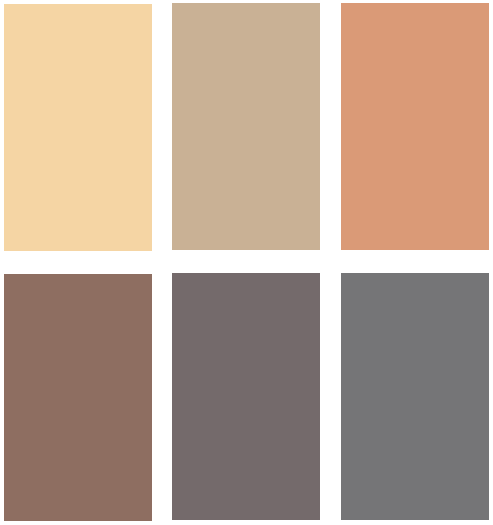
Area 1 comprises the Bridge Street, Market Place and West Gate Conservation Areas.

New buildings in Area 1 are subject to the highest level of design code control.

- The area contains buildings varying in style and age – no single building style predominates.
- In general terms, the older, pre-industrial buildings are built of local stone with plain clay tile or slate roofs, while buildings of the industrial period tend to be constructed of brick with slate roofs. The vast majority of buildings are constructed to the back edge of pavement, providing definition and enclosure to the public realm.
- Building materials **MUST** harmonise, reflect and celebrate the tones, colour and texture of the special qualities of the historic magnesian limestone / Cadeby formation colour palette.
- New buildings **MUST** have a positive relationship to the street.

Exceptions permitted

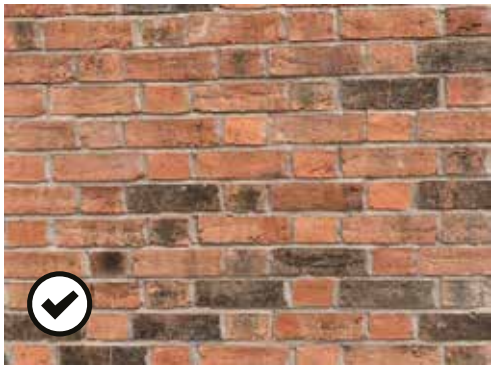
None.



Colour palette for Area 1 building materials



Magnesian Limestone / Cadeby Formation



Flemish bond



High quality contemporary additions next to heritage buildings



Tonally appropriate brick, stone or cladding



Grey roof tiles



Brick details



High quality contemporary additions next to heritage buildings



Tonally appropriate brick and stone

Area 2

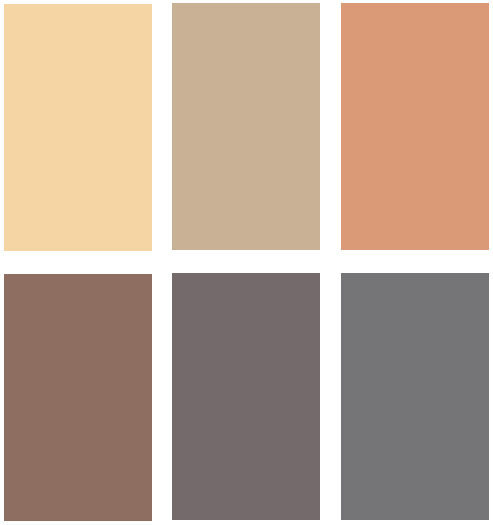
Area 2 comprises the western side of the town centre beyond the Bridge Street and Market Place Conservation Areas, but where there are a number of Listed Buildings and Non Designated Heritage Assets.

New buildings in Area 2 are subject to a high level of design code control.

- Similarly to Area 1, this area contains buildings varying in style and age – no single building style predominates.
- There are also more modern buildings, constructed from a range of
- In general terms, the older, pre-industrial buildings are built of local stone with plain clay tile or slate roofs, while buildings of the industrial period tend to be constructed of brick with slate roofs. The vast majority of buildings are constructed to the back edge of pavement, providing definition and enclosure to the public realm.
- Building materials **MUST** harmonise, reflect and celebrate the tones, colour and texture of the special qualities of the historic magnesian limestone / Cadeby formation colour palette.
- New buildings **MUST** have a positive relationship to the street.

Exceptions permitted

None.



Colour palette for Area 2 building materials



High quality contemporary additions next to heritage buildings



Tonally appropriate brick and cladding



High quality contemporary additions next to heritage buildings



Tonally appropriate cladding



Tonally appropriate brick and stone



Strong boundary landscape treatments to the street



Brick that reflects the tonal qualities of Mansfield's conservation areas



Cladding that reflects the tonal quality of magnesian limestone

Area 3

Area 3 comprises the edges to the town centre and includes a number of vacant sites.

This area contains no Listed Buildings or Non Designated Heritage Assets.

New buildings in Area 3 are subject to a medium level of design code control.

- The building material palette in this area has more flexibility.
- Building materials **MUST** harmonise, reflect and celebrate the tones, colour and texture of the adjacent character areas.
- New buildings **MUST** have a positive relationship to the street.

Exceptions permitted

None.



Buildings with a strong relationship to the street



Cladding that reflects the tonal quality of magnesian limestone



Contemporary buildings with a strong relationship to the street



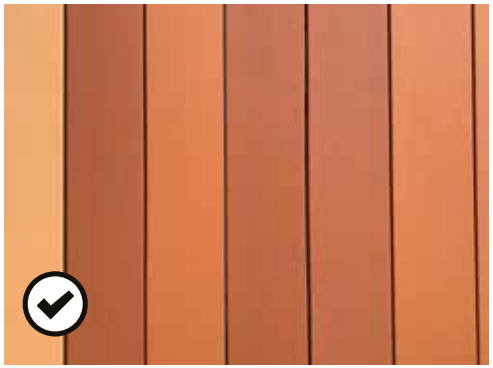
Contemporary buildings with a strong relationship to the street



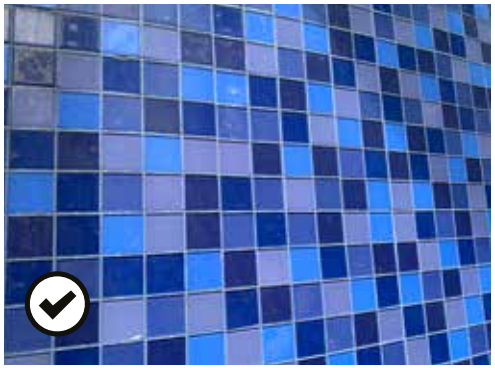
Tonally appropriate materials



Cladding that reflects the tonal quality of magnesian limestone



Tonally appropriate materials



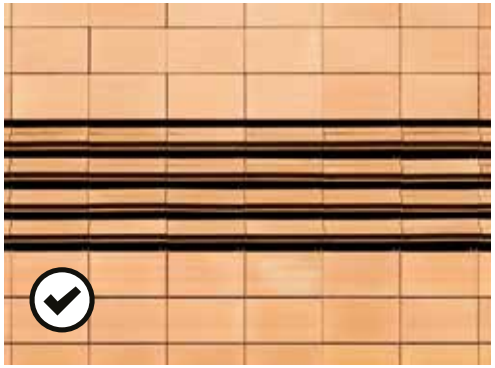
Opportunity for more contemporary materials



Brick that reflects the tonal quality of magnesian



Tonally appropriate cladding and glazing



Terracotta



Opportunity for more contemporary additions that bring vitality to the street

Area Rule A7:
Public Space - Materials Palette

The public realm makes up a significant percentage of the town centre and along with buildings and landscaping can reinforce or dilute local character and distinctiveness.

Mansfield has the opportunity to make significant improvements to the public realm within the town centre, by following the code as set out below for all future development.

The code can also be used to help generate funding streams for public space improvements as they are identified.

Nottingham County Council is the Highway Authority covering Mansfield and are responsible for the management and maintenance of highways and public spaces within the town centre.

The quality of a public space is partly the way in which it is enclosed by existing buildings and partly how it is designed. The materials used to construct the buildings, the streetscape and the ancillary furniture all contribute to its character.

The success any public realm depends on a cohesive suite of materials and street furniture that reflects the character of its context.

The character of the town centre has already been described in three area types:

- **Area 1** - Town Centre within the conservation area
- **Area 2** - Town Centre outside Conservation Area (with heritage assets)
- **Area 3** - Town Centre outside Conservation Area (no heritage assets)

The following section sets out the principles for the anticipated quality and character sought by Mansfield District Council for the choice of materials and street furniture in the town.

Code Instructions

The materials palette **MUST** be closely linked to the soft landscape and coordinated with any future SuDS design to ensure that the character of Mansfield is comprehensive throughout the masterplan and delivers the overarching town wide design principles of inclusivity, sustainability and targeting net zero.

The level of material quality has been set out according to the area types across the masterplan. The areas have been developed around the presence or not of conservation area or heritage assets and the character of the built form.



Area 1

- Feature palette of sustainably sourced natural materials responding to the use of local stone materials in the built form of the conservation area.
- Colour palette reflects the existing built form of the conservation area.
- Natural stone, warm tones reflecting the local Mansfield stone, no longer quarried, granite kerbs or high quality blended aggregate stone equivalents.
- Replicate the sympathetic designed public realm of Church Street and Bridge Street across the area.
- Integrate bespoke features and public art, enhancing local character and wayfinding to enhance the character.
- Green infrastructure is to be integral to the overall design combining a soft landscape scheme with open SuDS features to provide a place making benefit and engender a connection with the natural world.
- Highest quality street furniture palette which is multifunctional to reduce clutter and create legibility.
- Highways signs and line markings reduced to minimum standard.

Public realm opportunities for enhancement have been identified in the following streets within this are: Market Square, Stockwell Gate, West Gate, Regent Street, Leeming Street, and Market Place.



Railway Viaduct - built using local stone



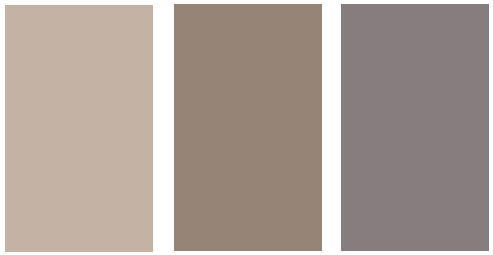
Church Street and Bridge Street - use of complimentary palette of materials in public realm



Market Place (pedestrianised)



West Gate (pedestrianised)



Colour palette for concrete and tarmac materials

Area 1 Material Palette



White Hart Street - sympathetic palette of materials in public realm to match context



Stockwell Gate (pedestrianised) - opportunity for enhancement

Location	Acceptable Materials		Not Acceptable Materials	
Footways		Natural stone pavers in warm colours to match local stone Large sizes minimum 300mm x 300mm Rigid construction only to minimise maintenance		Concrete blocks on sand base
Carriageway		Tarmac or coloured tarmac. Granite setts for use in feature crossings, drainage channels, kerbs and car parking bays on a rigid base.		Engineered blocks
Street furniture		Powder coated benches, bollards, signs, posts, lighting One choice for the whole town centre Benches to have centre arm to inhibit sleeping		Stainless steel street furniture
Lighting		Building mounted where possible One choice of lantern column for the town centre. Lighting design needs to be integrated with tree design		Multiple column and lantern designs
Trees and greenspace		See Town Rule 10: Street Trees		Proposals without trees will not be accepted

Area 2

- Materials are more robust and hardwearing with colour palette to match Area 1.
- Blended aggregate stone used in feature areas such as around Station building area where public realm must respond to the context of the heritage asset.
- Introduce concrete blocks but with colour palette to complement stone palette and red brick palette.
- Street trees to match the scale of the road cross section and coordinated with the SuDS design.
- Street furniture can be more functional/less costly but colour, shape and form to match Area 1.
- Highways signs and line markings reduced to minimal standard.

Public realm enhancement opportunities have been identified at the Station forecourt and Stockwell Gate.



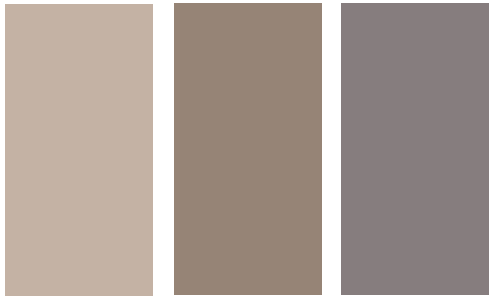
Listed Railway Station building and curtilage celebrating magensian limestone with original cobble setts



Important listed buildings should not be painted covering magensian limestone



Stockwell Gate - public realm enhancement opportunity



Colour palette for concrete and tarmac materials

Area 2 Material Palette

Location	Acceptable Materials		Not Acceptable Materials	
Footways		Natural stone pavers, or blended aggregate stone in warm colours to match Area 1 palette		Concrete blocks on sand base
Carriageway		Tarmac or coloured tarmac. Granite setts for use in feature crossings, drainage channels, kerbs and car parking bays on a rigid base.		Engineered blocks
Street furniture		Powder coated benches, bollards, signs, posts, lighting One choice for the whole town centre Benches to have centre arm to inhibit sleeping		Stainless steel street furniture
Lighting		Building mounted where possible One choice of lantern column for the town centre. Lighting design needs to be integrated with tree design		Multiple column and lantern designs
Trees and greenspace		See Town Rule 10: Street Trees		Proposals without trees will not be accepted

Area 3

- Robust materials and street furniture.
- Trees to match the scale of the street cross section and coordinated with the SuDS design.
- Street furniture to match Area 2.

Public realm enhancement opportunities have been identified at Walkden Street, Regent Street and Leeming Street.



Clumber House



Clumber Street



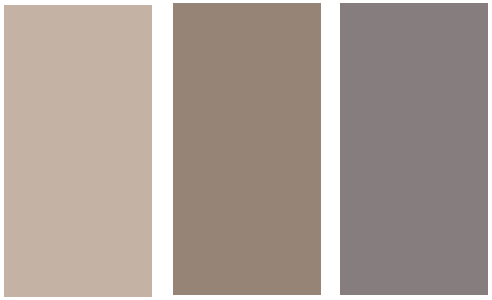
Rosemary Street



Walkden Street - public realm enhancement opportunity



Walkden Street - public realm enhancement opportunity



Colour palette for concrete and tarmac materials

Area 3 Material Palette

Location	Acceptable Materials		Not Acceptable Materials	
Footways		Proposals without trees will not be accepted		Block paving
Edges / kerbs		Tarmac or coloured tarmac. Concrete setts to match Area 1 and 2 granite setts for use in feature crossings and drainage channels.		Engineered blocks
Carriageway		Powder coated benches, bollards, signs, posts, lighting One choice for the whole town centre Benches to have centre arm to inhibit sleeping		Stainless steel street furniture
Street furniture		Building mounted where possible One choice of lantern column for the town centre. Lighting design needs to be integrated with tree design		Multiple column and lantern designs
Trees and greenspace		See Town Rule 10: Street Trees		Proposals without trees will not be accepted

Public realm strategy implementation

With much of Mansfield's core public realm coming to the end of its lifespan, the production of a Mansfield Public Realm Strategy presents the opportunity to replace the existing materials and street furniture to deliver a comprehensive and coordinated suite that contributes positively to the public realm. There are many areas of the town centre where public realm has been sensitively designed and this sets the precedent for further public realm enhancement projects.

General guidelines for delivering the hard landscape:

- Selection of materials **MUST** be consistent with the strategy plan.
- All materials **MUST** be appropriate to location and serve to enhance the local character.
- Highest quality of materials **MUST** be used to enhance the setting of listed buildings and conservation areas in Area 1.
- Larger sized paving units **MUST** be used within pedestrian only areas.
- The correct paving depths and size of paving **MUST** be used to ensure that no cracking arises from incorrect use or vehicular overrun and should be approved by Nottinghamshire County Council highways department.
- If deemed of good enough quality, historic paving **MUST** be retained.
- A limited and complimentary palette **MUST** be used at all times.
- Attention **MUST** be paid to adjacent paving to ensure there is always a complimentary and co-ordinated palette used.
- Highways requirements and parking controls **MUST** not compromise quality.
- Careful consideration **MUST** be given to the visual effects of bonding.



Use quality stone in feature public spaces



Keep a stock of materials to avoid patching with tarmac



Do not deviate from agreed material palette

Street Furniture Palette

Street furniture has a role within the public realm that goes beyond its functional purposes:

- It can be used to define and delineate space and guide pedestrian movement.
- It can also be used to orientate spaces and direct views.
- It can also assist in the appreciation of the built environment.
- It should be carefully sited so as to not impede pedestrian movement or to encroach into obvious desire lines.

A range of street furniture items are found around Mansfield, including seats and benches, litter bins, bollards, cycle racks, tree grilles, finger posts, etc.

New street furniture within the town centre **MUST** satisfy a number of different criteria and would be subject to further detailed analysis to ensure that it is:

- Sufficiently robust which means being long lasting and vandal resistant.
- Elegantly designed.
- User friendly and enticing.
- Work collectively as a suite of furniture.
- Work comfortably with the existing built fabric.
- Low maintenance.




Use one choice of seating planter



Use one choice of bin




Use one type of bollard



Use one choice of Wayfinding and finger posts



Use one type of cycle parking

Area Rule A8:
Active Frontages

Rule A3 Building Line and Set Back highlights the importance of building to public realm relationships. However, this relationship is quickly eroded if buildings do not offer active frontages to the public realm.

Example of inactive frontages:

- No windows.
- Not enough windows.
- High level windows (sill height 1.5m or more from ground level).
- Windows that are fully or partially obscured, e.g. by advertisements or other graphic panels.
- No door(s) into the building.
- 'Glass tax' windows.

The rule requires a strong relationship between what is happening inside and outside of buildings; allowing people inside of buildings to see what is happening outside and for people outside of buildings to see activity taking place inside buildings (at street level).

Code Instructions

Provide active frontages with a high percentage* of doors and windows. Each street or public realm facing elevation **MUST** achieve a minimum of 75% active ground floor frontage for each proposed development.

Windows are two way transparent pieces of glass and planning applications must label all ground level windows as follows to prevent windows from being fully or partially obscured by advertisements or other graphic panels: **"Windows to be two way clear glass for their full height and width".**

Doors are ways into and out of buildings that are frequently used contributing to the life and vibrancy of streets and public spaces. Doors that do not count towards active frontages are: fire exits, doors to storage or food preparation areas.

High Percentage Definition

1. Identify street or public realm facing elevations.
2. Measure the width of door and window openings at street level and divide by the total by the width of the elevation.
3. Exclude (do not count as door of window openings):
    - High level windows (sill height 1.5m or higher from ground level)
    - Fire exits.
    - Glass tax windows
    - Windows where the internal layout shows that shelving or other internal fixtures will render the window inactive.

LOW: 0% - 49% - NOT CODE COMPLIANT

MEDIUM: 50% - 74% - NOT CODE COMPLIANT

HIGH: 75% - 100% - CODE COMPLIANT

Exceptions permitted

Planning officer may permit a 20% reduction (to 60%) on **ONE ELEVATION ONLY** in Areas 2 and 3 only if all other Code rules have been complied with.

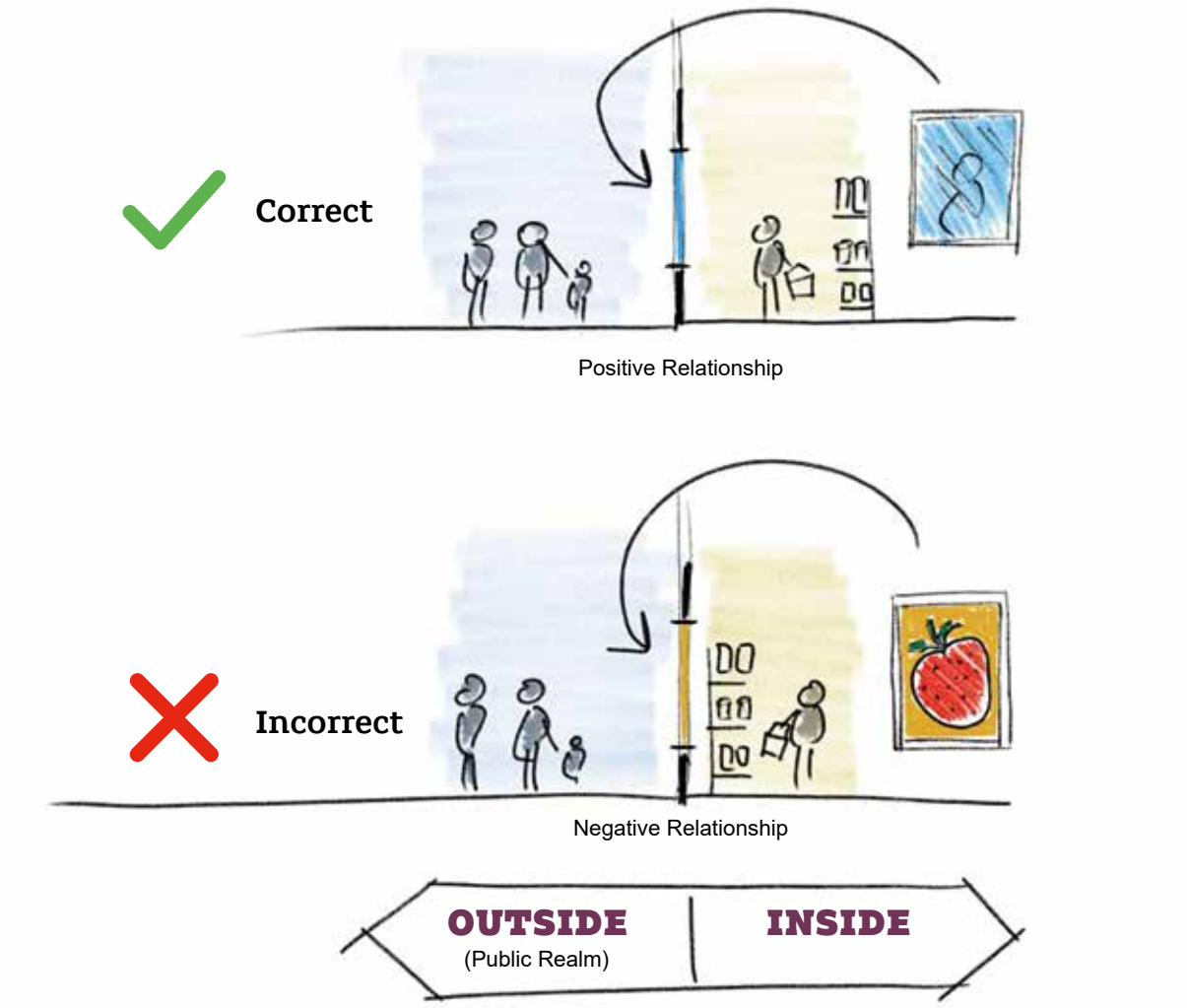


Figure 6-10:
Active Frontages

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C

Part C:

Site Specific Rules

7. Site Specific Rules

Site Specific Design Rules

These detailed codes deliver the aspirations for major sites identified in the Masterplan.

REMEMBER:

Town Rules and Area Rules also apply to each of these sites.

In order to justify any exception to the rules Mansfield District Council will require an independent design review to be undertaken by the Design Network.

www.designnetwork.org.uk/

Site	Site Name	Area Location	Opportunity type
1	White Hart	Area 1	Refurbishment / Redevelopment
2	Belvedere Street	Area 3	Redevelopment
3	Former Mansfield Co-operative Society (Beales)	Area 2	Refurbishment / Redevelopment
4	Former BHS Store	Area 3	Redevelopment
5	Clumber Street	Area 3	Redevelopment
6	Rosemary Centre	Area 3	Refurbishment / Redevelopment
7	Clumber House	Area 2	Refurbishment
8	14-16 Church Street	Area 1	Refurbishment / Redevelopment
9	Four Seasons Shopping Centre	Area 2	Redevelopment
10	Toothill Lane Car Park	Area 1	Long term public realm / redevelopment
11	Market Place	Area 1	Public realm
12	Urban Greening Project	Area 1	Public realm
13	Stockwell Gate	Area 3	Redevelopment
14	Town Mill	Area 1	Refurbishment
15	Mansfield Factory Site	Beyond Town Centre	Not covered by this Code.
16	Station (Midland) Hotel	Area 2	Refurbishment

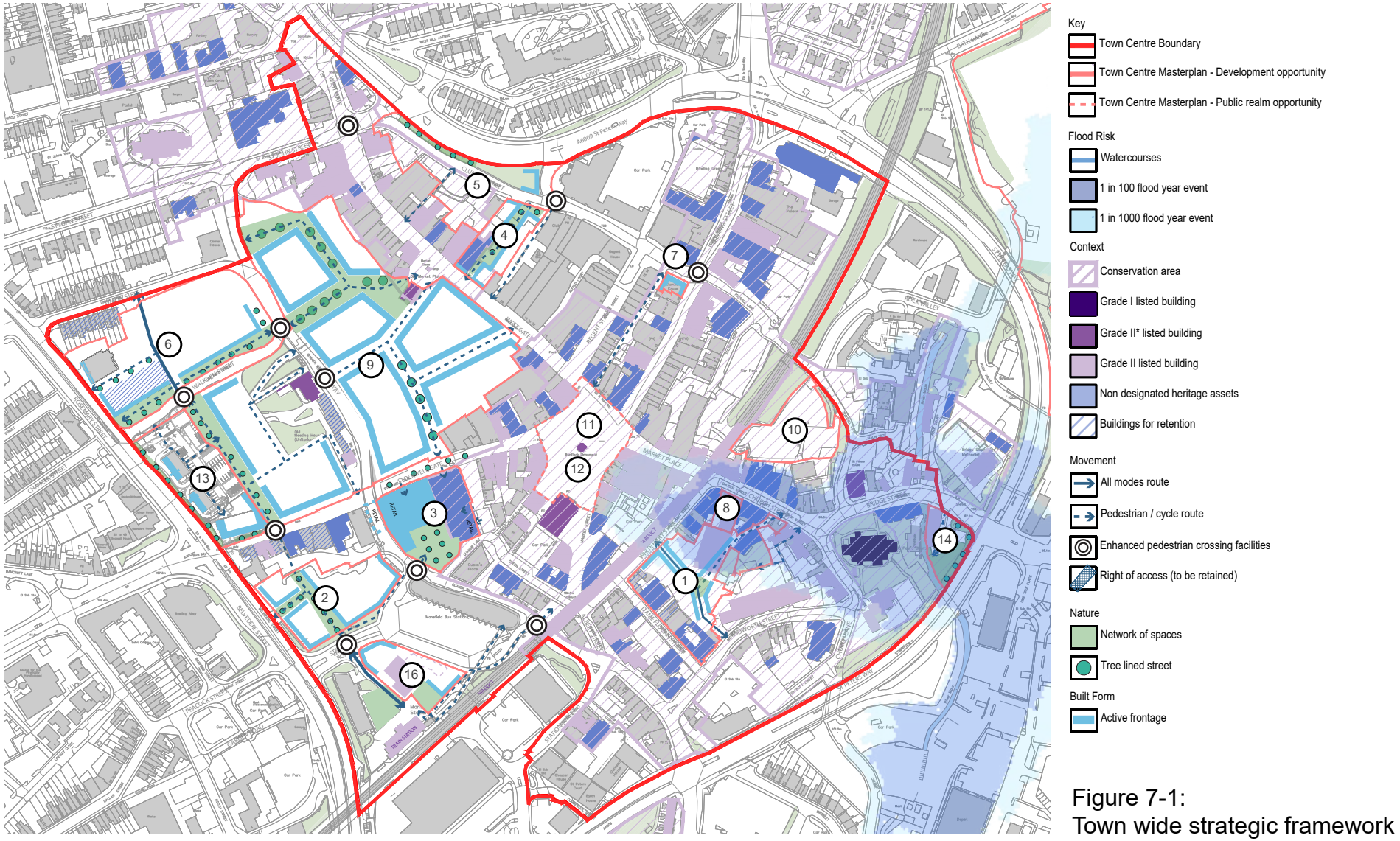


Figure 7-1:
Town wide strategic framework

Site 1 & 8 – White Hart and 14-16 Church Street

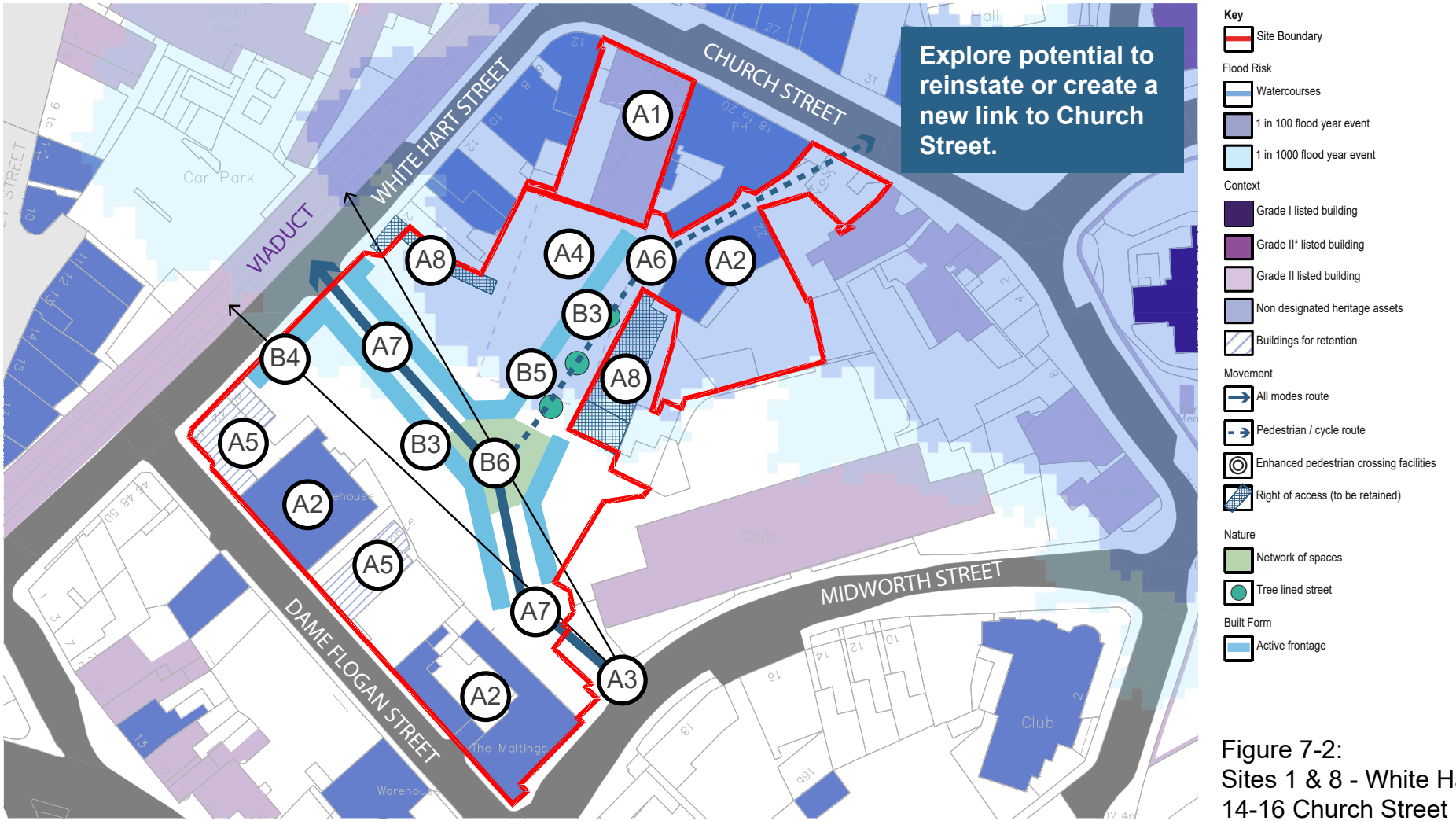


Figure 7-2:
Sites 1 & 8 - White Hart and 14-16 Church Street

Code Instructions

1. Apply Town Wide Rules.
2. Apply Area Rules for Area 1.
3. Apply Site Specific Rules set out in Step A, B and C overleaf.

Key objectives

The Masterplan sets key objectives for this site:

1. Regeneration through the retention and refurbishment of Listed Buildings. Consideration given to the retention of buildings or the retention of façades and other unlisted buildings of quality.
2. New development that is an appropriate scale and grain to complement the existing character of the area.
3. Delivery of a mixed use scheme that generates activity to the ground floors along new and existing streets and spaces. Land uses are likely to include residential with elements of alternative, complementary uses to help add interest and activity.
4. The careful selection of materials to complement the existing historic and industrial character of the area. Refer to Area Rule A7: Public Space - Materials Palette for further information.
5. Deliver a new street through the site from Midworth Street to White Hart Street. The street may accommodate motor vehicles for servicing purposes.
6. Create a new central open space which draws the forest into the town in an area with limited green space and habitat.
7. Creatively address the level changes across the site, respond to flood risk and accommodate the need for motor vehicle servicing and car parking without compromising the quality of a pedestrian dominated environment.



Old Cattle Market, Hereford



Existing buildings on White Hart Street



Existing buildings on Dame Flogan Street

Design Code Compliance

Step A:

Reference	NMDC Chapter	
Context		
A1	Heritage Assets	▪ Protect designated heritage assets and their setting.
A2		▪ Retain non designated heritage assets. ▪ *Paragraph 203 of the NPPF state that "The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset".*
A3		▪ Protect views to the Grade II Listed railway viaduct.
A4		▪ Allow for repurposing or demolition of the modern extension to the rear of the Grade II listed Sorting Office fronting Church Street (as shown by purple dotted line).
A5		▪ Consider potential for retention of buildings on Dame Flogan Street identified 'for retention' (blue hatched) which positively contribute to the character but are not classed as either designated or non designated heritage assets.
Movement		
A6	Street Network	▪ Provide pedestrian link between Church Street and public space at heart of site.
A7		▪ Provide all modes link between White Hart Street and Midworth Street to provide access, and as a minimum a pedestrian and cycle link.
A8		▪ Maintain rights of access on site (illustrated by blue cross hatch).
A9	Car Parking	▪ Car parking to be provided behind the building line or on street on new link between White Hart Street and Midworth Street.

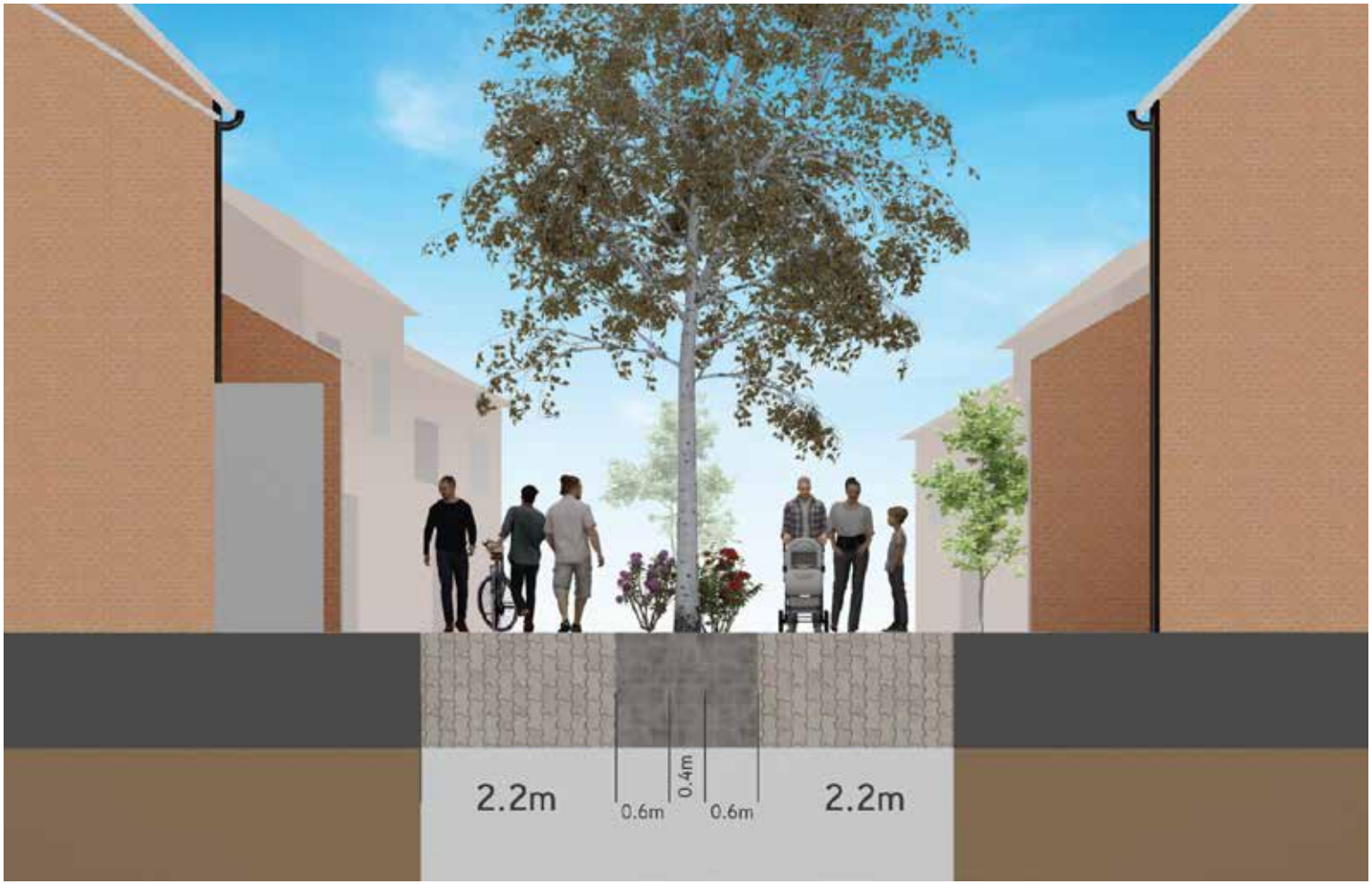


Figure 7-3:
Street cross section -
White Hart Street to Midworth Street pedestrian and cycle link

Nature		
Town Rule 7	Network of spaces	▪ Provide new pocket public space within the development site. GO TO PAGE 58.
Town Rule 8	SuDS	▪ Co-ordinate and contribute to town wide SuDS strategy. GO TO PAGE 60.
Town Rule 9	Flood Risk	▪ The site is partially within Flood Zone 2 and 3 as illustrated on the diagram. ▪ Development on the site must respond to the Flood Risk requirements set out in Town Rule 9. GO TO PAGE 61.
Town Rule 10	Biodiversity	▪ Co-ordinate and contribute to biodiversity strategy. GO TO PAGE 62.
Town Rule 11	Trees and Soft Landscape	▪ Co-ordinate and contribute to town wide tree strategy. GO TO PAGE 64.

Step B:

Reference	NMDC Chapter	
Built Form		
B1	Density	▪ New development must respond to tight grain of existing built context.
Area Rule 1		▪ GO TO PAGE 78
B2	Type and Form	▪ New development must be of an appropriate scale and grain to complement the existing character of the area and continuity of the street.
B3	Blocks	▪ Create perimeter block structure within the site which completes the existing development block.
Area Rule 3		▪ GO TO PAGE 80.

B4	Building Line	▪ New buildings must tie into the historic building line where they join existing streets.
Area Rule 2		▪ GO TO PAGE 82.
B5		▪ New buildings to sit at back of pavement on new internal street.
Area Rule 4	Height	▪ New buildings must not exceed existing building heights. ▪ GO TO PAGE 85.
Public Space		
Area Rule 7	Public Realm	▪ GO TO PAGE 92.
B6		▪ Create new public space at heart of the site.

Step C:

Reference	NMDC Chapter	
Uses		
C1	Use	▪ Delivery of a mixed use scheme that contributes activity to the ground floors along key routes, both new and existing.
Area Rule 8	Active Frontage	▪ White Hart Street and Church Street are the primary site frontages. ▪ Provide active frontages - 75% minimum. ▪ GO TO PAGE 102.
Identity		
Area Rule 5	Local character	▪ GO TO PAGE 86.

Site 2 – Belvedere Street

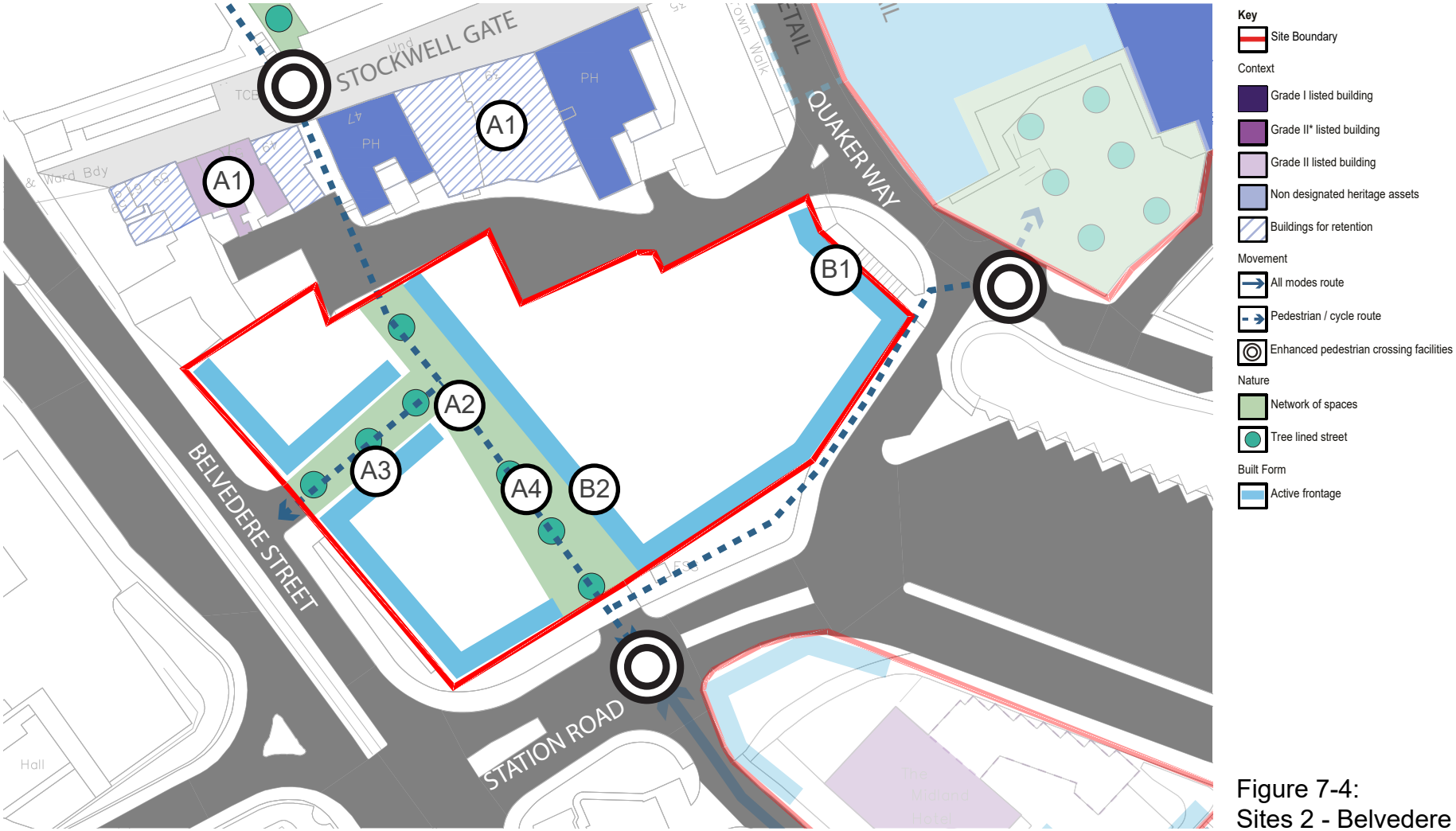


Figure 7-4:
Sites 2 - Belvedere Street

Code Instructions

1. Apply Town Wide Rules.
2. Apply Area Rules for Area 3.
3. Apply Site Specific Rules set out in Step A, B and C overleaf.

Key objectives

The Masterplan sets key objectives for this site:

1. Improve the sense of arrival into Mansfield by bus and train.
2. Create clear and accessible connections and routes through and around the site to the town centre.
3. Create a flexible framework for a variety of uses. Residential or office uses appropriate at the upper floors. Active uses at the ground floor could be created by leisure, employment or retail space, or with carefully designed and well articulated residential frontage.
4. Potential to extend town centre activity and create a new footfall driver.
5. Create an attractive, accessible and safe pedestrian environment through the provision of active frontage and overlooking.
6. Enhanced public realm and greening.



Car free street with high quality landscaping



Retail use at ground floor



Residential uses at Trent Basin, Nottingham

Design Code Compliance

Step A:

Reference	NMDC Chapter	
Context		
A1	Heritage Assets	▪ Provide a sensitive transition to adjacent listed and NDHA.
Movement		
A2	Street Network	▪ Provide pedestrian link between Stockwell Gate and Station Road to improve connectivity with the bus and train stations.
A3		▪ Provide pedestrian link from central street connecting to Rosemary Street.
Nature		
Town Rule 7	Network of spaces	▪ Contribute to the creation of a linear green link between Stockwell Gate and Station Road. ▪ GO TO PAGE 58.
Town Rule 8	SuDS	▪ Co-ordinate and contribute to town wide SuDS strategy. GO TO PAGE 60.
Town Rule 10	Biodiversity	▪ Co-ordinate and contribute to biodiversity strategy. GO TO PAGE 62.
Town Rule 11	Trees and Soft Landscape	▪ Co-ordinate and contribute to town wide tree strategy. GO TO PAGE 64.


Mansfield

Step B:

Reference	NMDC Chapter	
Built Form		
Area Rule 1	Density	▪ See Area 3 'Density and Coverage' design code. GO TO PAGE 78.
Area Rule 2	Blocks	▪ See Area 3 'Blocks' design code. GO TO PAGE 80.
Area Rule 3	Building Line	▪ See Area 3 'Building Line and Set Back' design code. GO TO PAGE 82.
B2		▪ New buildings must tie into the historic building line where they join existing streets.
B2		▪ New buildings to sit at back of pavement on new internal street.
Area Rule 4	Height	▪ See Area 3 'Height' design rule. GO TO PAGE 85.
Public Space		
Area Rule 6	Public Realm	▪ See Area 3 'Public Space materials palette' design code. GO TO PAGE 92.

Step C:

Reference	NMDC Chapter	
Uses		
Area Rule 8	Active Frontage	▪ Create a mix of uses to provide a more attractive setting for the train and bus station, extending town centre activity and providing a safer, more attractive arrival point and route through to the town centre. ▪ The new proposed blocks are set back from the dual carriageway, with wide pavements created to improve this environment for pedestrians. ▪ GO TO PAGE 102.
Identity		
Area Rule 5	Local character	▪ See Area 3 ‘Mansfield Town Centre Character’ design code. ▪ Create a mix of uses to provide a more attractive setting for the train and bus station, extending town centre activity and providing a safer, more attractive arrival point and route through to the town centre. ▪ The new proposed blocks are set back from the dual carriageway, with wide pavements created to improve this environment for pedestrians. ▪ GO TO PAGE 86.

Site 3 – Former Mansfield Co-operative Society (Beales)

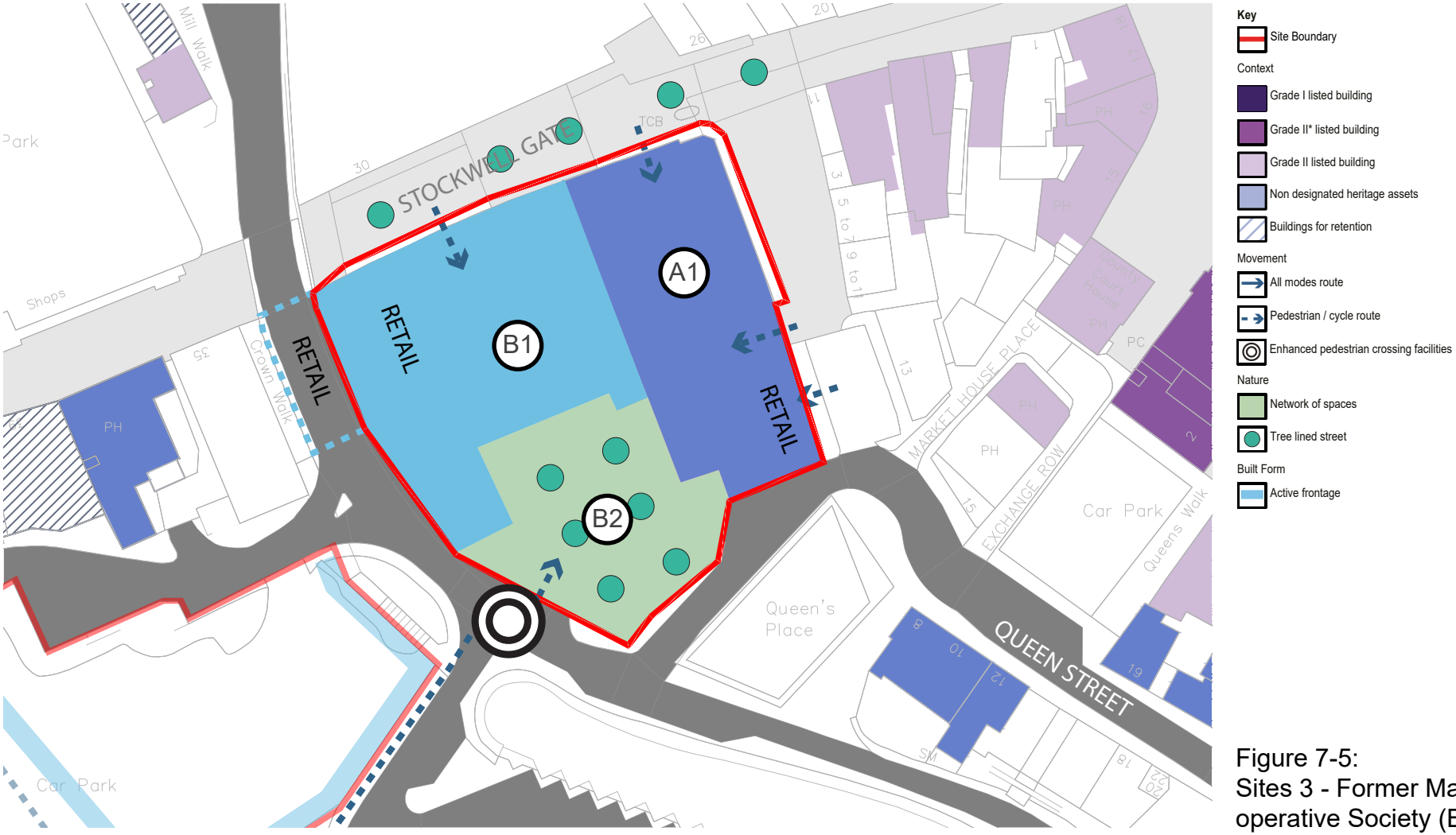


Figure 7-5:
Sites 3 - Former Mansfield Co-operative Society (Beales)

Code Instructions

1. Apply Town Wide Rules.
2. Apply Area Rules for Area 2.
3. Apply Site Specific Rules set out in Step A, B and C overleaf.

Key objectives

In 2023, Mansfield District Council received £20 million Levelling Up Funding (Round 2) to deliver 'Mansfield Connect'.

The funding will be used to:

1. Repurpose the former Beales department store to provide new civic, learning, work, health and community space.
2. Refurbish the external fabric and remove the two footbridges linking the building to the Four Seasons shopping centre on the north side of the street. Removal of these is important to enable the redevelopment and re-use of the site, but will also significantly improve the character of the street.
3. The redevelopment will also help to stimulate private sector investment and reactivate this part of the town centre.



Successful LUF submission

Design Code Compliance

Step A:

Reference	NMDC Chapter	
	Context	
A1	Heritage Assets	▪ Option 1 - Retain and refurbish with some demolition of the rear poor quality later ad hoc additions.
		▪ Option 2 - Retain and partly demolish with the integration of features to open up the building.
		▪ Option 3 - Demolish but explore possible retention of the historic frontage.
	Nature	
Town Rule 7	Network of spaces	▪ Co-ordinate and contribute to town wide Network of Spaces strategy. GO TO PAGE 58.
Town Rule 8	SuDS	▪ Co-ordinate and contribute to town wide SuDS strategy. GO TO PAGE 60.
Town Rule 10	Biodiversity	▪ Co-ordinate and contribute to biodiversity strategy. GO TO PAGE 62.
Town Rule 11	Trees and Soft Landscape	▪ Co-ordinate and contribute to town wide tree strategy. GO TO PAGE 64.

Step B:

Reference	NMDC Chapter	
Built Form		
Area Rule 1	Density	▪ See Area 2 'Density and Coverage' design code. GO TO PAGE 78.
B1	Type and Form	▪ New development must be of an appropriate scale and grain to complement the existing character of the area and continuity of the street.

Area Rule 2	Blocks	▪ See Area 2 'Blocks' design code. GO TO PAGE 80.
Area Rule 3	Building Line	▪ See Area 2 'Building Line and Set Back' design code. GO TO PAGE 82.
Area Rule 4	Height	▪ See Area 2 'Height' design rule. GO TO PAGE 85.
Public Space		
Area Rule 7	Public Realm	▪ See Area 2 'Public Space materials palette' design code. GO TO PAGE 92.
B2		▪ Frontage / current access yard set back from Quaker Way to allow a new landscaped pedestrian route to / from the bus / rail interchange and the town centre.

Step C:

Reference	NMDC Chapter	
Uses		
Area Rule 8	Active Frontage	▪ Ground floor uses could include: Civic and community service centre/drop-in; other public sector service centre (e.g. Job Centre, learning spaces, access to drop-in health services); retail ▪ The frontage onto Queen Street is one of the more significant remaining inter-war buildings in the town centre and is worthy of retention and re-use. ▪ GO TO PAGE 102.
Identity		
Area Rule 5	Local character	▪ See Area 2 'Mansfield Town Centre Character' design code. GO TO PAGE 86.

Site 4 & 5 – BHS and Clumber Street

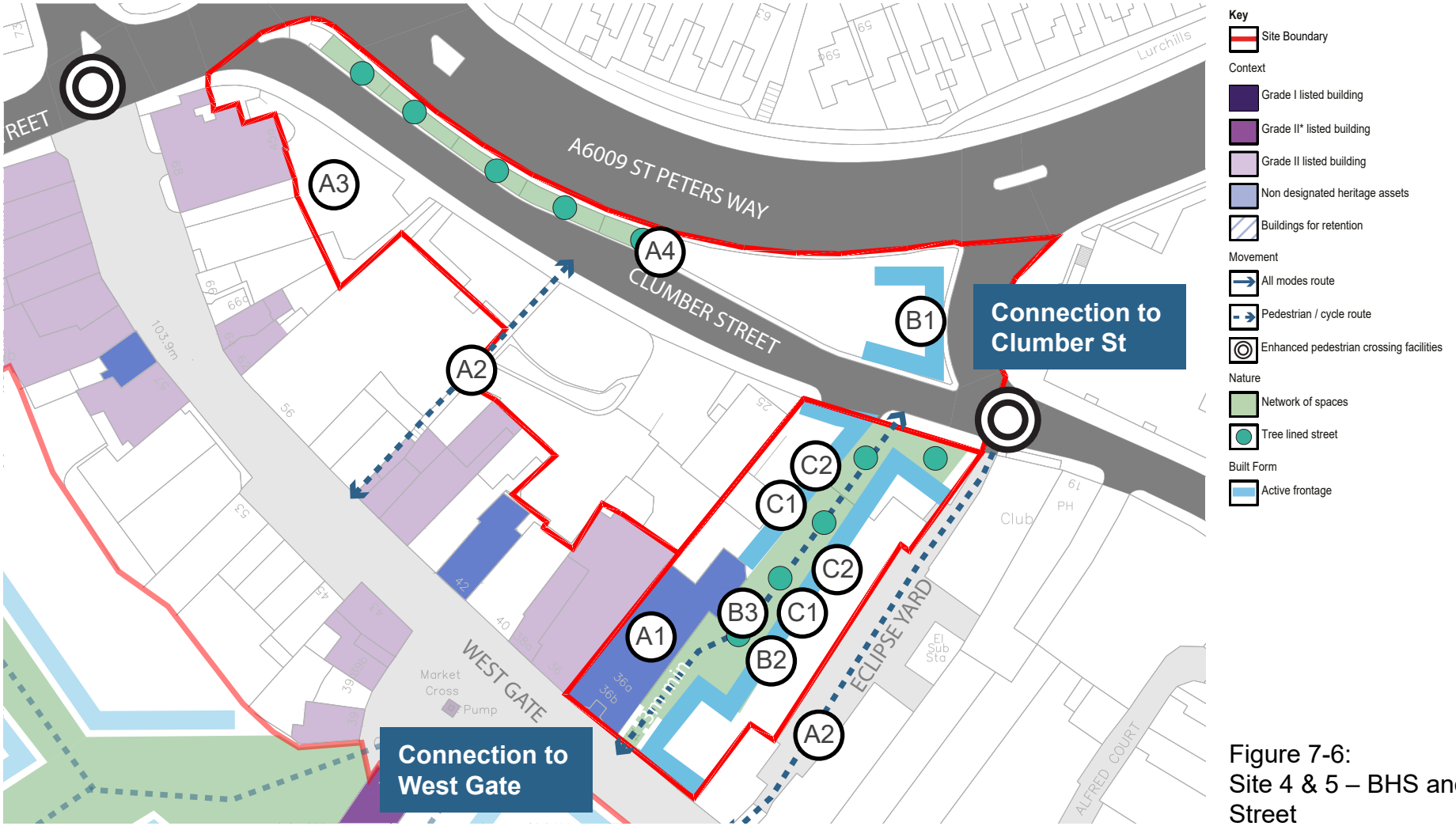


Figure 7-6:
Site 4 & 5 – BHS and Clumber Street

Code Instructions

1. Apply Town Wide Rules.
2. Apply Area Rules for Area 3.
3. Apply Site Specific Rules set out in Step A, B and C overleaf.

Key objectives

The Masterplan sets key objectives for this site:

1. Improve the public realm environment and frontage along Clumber Street - make this look and feel less like ‘a back’.
2. Redevelopment of the former BHS store site. Any new scheme shall retain the sense of the historic character and scale of the street, potentially creating a new lane through an archway.
3. Creation of a new public route offering new connections through to Clumber Street.
4. The facade to West Gate has some elements of retained historic character, with aspects of the original Nags Head public house have been retained in the new building.



Pedestrian link, Coventry



Pedestrian link with feature lighting



Lane cross section (Image: Allies & Morrison)

Design Code Compliance

Step A:

Reference	NMDC Chapter	
Context		
A1	Heritage Assets	▪ Option 1 - Retain and reuse 36 a/b Westgate as NDHA. ▪ Option 2 - As a minimum retain facade of 36 a/b Westgate as NDHA.
Movement		
A2	Street Network	▪ Retain and enhance existing ginnels.
A3	Car Parking	▪ Existing car park retained.
Nature		
Town Rule 7	Network of spaces	▪ Existing green space between Clumber Street and Chesterfield Road south to be improved. ▪ GO TO PAGE 58.
Town Rule 8	SuDS	▪ Co-ordinate and contribute to town wide SuDS strategy. GO TO PAGE 60.
Town Rule 10	Biodiversity	▪ Co-ordinate and contribute to biodiversity strategy. GO TO PAGE 62.
Town Rule 11	Trees and Soft Landscape	▪ Co-ordinate and contribute to town wide tree strategy. GO TO PAGE 59.

Step B:

Reference	NMDC Chapter	
Built Form		
Area Rule 1	Density	▪ See Area 3 ‘Density and Coverage’ design code. GO TO PAGE 78.
Area Rule 2	Blocks	▪ See Area 3 ‘Blocks’ design code. GO TO PAGE 80.

Area Rule 3	Building Line	▪ See Area 3 'Building Line and Set Back' design code. GO TO PAGE 82. ▪ If built form comes forward in this location frontage must be provided as illustrated.
B2		▪ Create new secondary frontage.
Area Rule 4	Height	▪ See Area 3 'Height' design rule. GO TO PAGE 85. ▪ 0 storeys NO / 1 storeys NO / 1.5 storeys NO / 2 storeys YES / 2.5 storeys YES / 3 storeys YES / 4 storey YES (on Clumber Street frontage)
	Public Space	
Area Rule 7	Public Space	▪ See Area 3 'Public Space materials palette' design code. GO TO PAGE 92.
B3		▪ See street cross section above. ▪ Set key requirements for public realm improvements to inform developer contribution required.

Step C:

Reference	NMDC Chapter	
Uses		
C1	Use	▪ Opportunity for residential above active ground floor uses.
C2	Active Frontage	▪ Provide active ground floor uses. ▪ GO TO PAGE 102.
Identity		
Area Rule 6	Local character	▪ See Area 3 'Building Materials' design code. GO TO PAGE 90.

Site 6 – Rosemary Centre

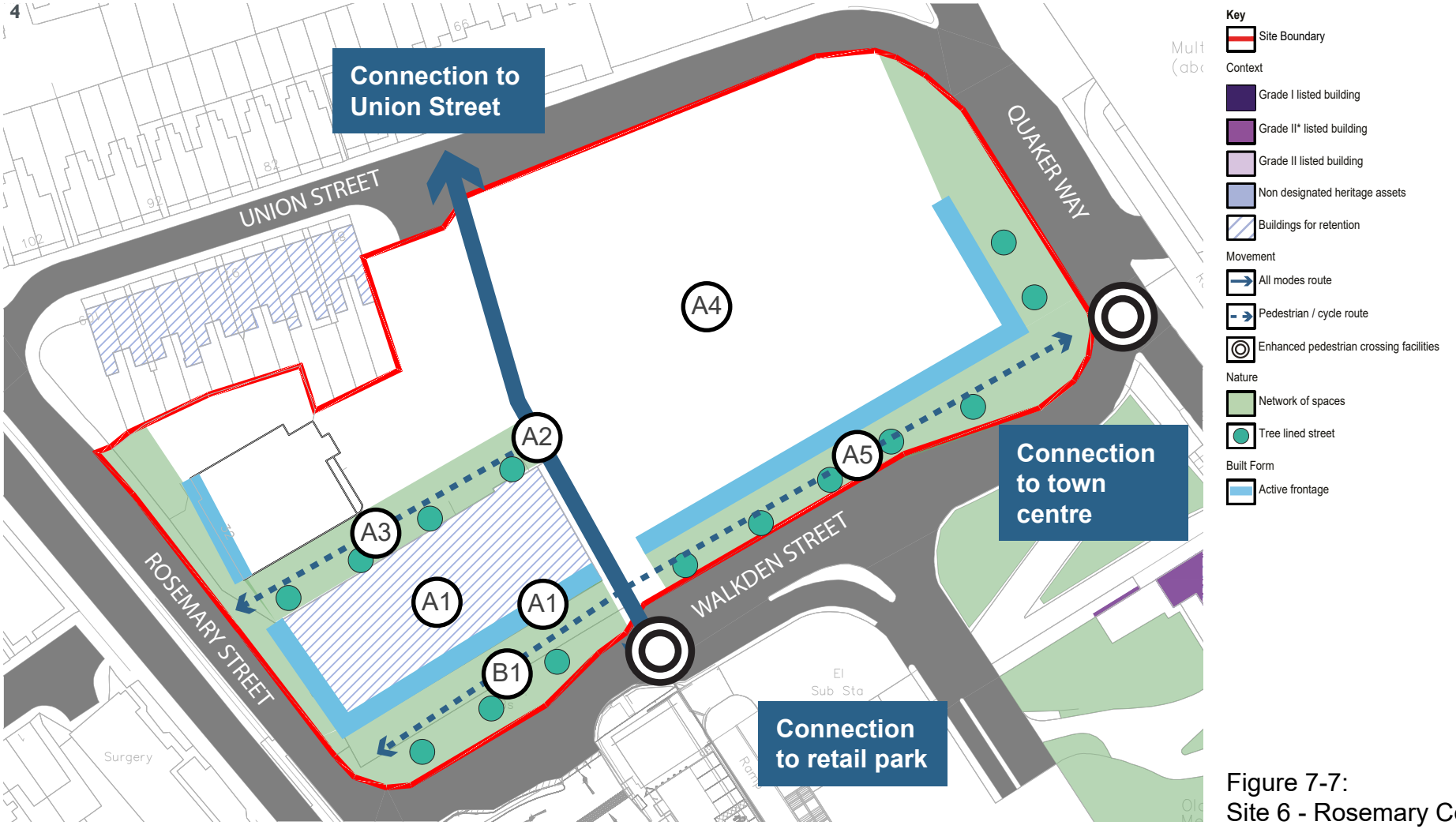


Figure 7-7:
Site 6 - Rosemary Centre

Code Instructions

1. Apply Town Wide Rules
2. Apply Area Rules for Area 3.
3. Apply Site Specific Rules set out in Step A, B and C overleaf.

Key objectives

The Masterplan sets key objectives for this site:

1. It is anticipated that market demand will be for a food store/large format store(s). Any store(s) **MUST NOT** be delivered in a stand-alone 'big box' format. Instead the retail unit should be integrated within a building with other uses, or as part of a wider proposal for the site. Please see Area Rules 2 and 3 for further information.
2. A comprehensive proposal, which could be phased, that delivers a variety of land uses including new homes.
3. Any surface car parking **MUST** be carefully integrated so that it is fronted by development and includes tree planting within car parking areas.
4. Scale and massing that respects the existing residential area to the north.
5. A scheme that contributes to improving the public realm, particularly through the creation of active frontages.
6. A scheme that improves pedestrian links between Walkden Street and Union Street.



Well designed retail with active frontage



Well designed retail with active frontage



Well designed retail with active frontage

Design Code Compliance

Step A:

Reference	NMDC Chapter	
Context		
A1	Heritage Assets	▪ Option 1 - Where feasible, retain and reuse Rosemary Centre ▪ Option 2 - As a minimum recreate building line to provide frontage to Walkden Street and Quaker Way.
Movement		
A2	Street Network	▪ Provide all modes link between Walkden Street and Union Street
A3		▪ Provide pedestrian link between Rosemary Street and new link through site.
A4	Car Parking	▪ Car park and servicing to be set back from Union Street on northern part of site.
Nature		
Town Rule 7	Network of spaces	▪ Enhance public realm to Walkden Street to link to Mansfield urban greening site. ▪ GO TO PAGE 58.
Town Rule 8	SuDS	▪ Co-ordinate and contribute to town wide SuDS strategy. GO TO PAGE 60.
Town Rule 10	Biodiversity	▪ Co-ordinate and contribute to biodiversity strategy. GO TO PAGE 62.
Town Rule 11	Trees and Soft Landscape	▪ Co-ordinate and contribute to town wide tree strategy. GO TO PAGE 64.

Step B:

Reference	NMDC Chapter	
Built Form		
Area Rule 1	Density	▪ See Area 3 'Density and Coverage' design code. GO TO PAGE 78.
Area Rule 2	Blocks	▪ See Area 3 'Blocks' design code. GO TO PAGE 80.
Area Rule 3	Building Line	▪ See Area 3 'Building Line and Set Back' design code. GO TO PAGE 82.
B1		▪ Create new primary frontage to Walkden Street.
B2		▪ Create new secondary frontage to Quaker Way.
Area Rule 4	Height	▪ See Area 3 'Height' design rule. GO TO PAGE 85.
Public Space		
Area Rule 7	Public Space	▪ See Area 3 'Public Space materials palette' design code. GO TO PAGE 92.
B1	Public Realm	▪ Create improved public realm on Walkden Street linking the site from Rosemary Street towards Quaker Way.

Step C:

Reference	NMDC Chapter	
Uses		
C1	Use	▪ Opportunity for residential above active ground floor uses.
C2	Active Frontage	▪ Provide active ground floor uses. GO TO PAGE 102.
Identity		
Area Rule 5	Local character	▪ See Area 3 'Mansfield Town Centre Character' design code. GO TO PAGE 86.

Site 7 – Clumber House

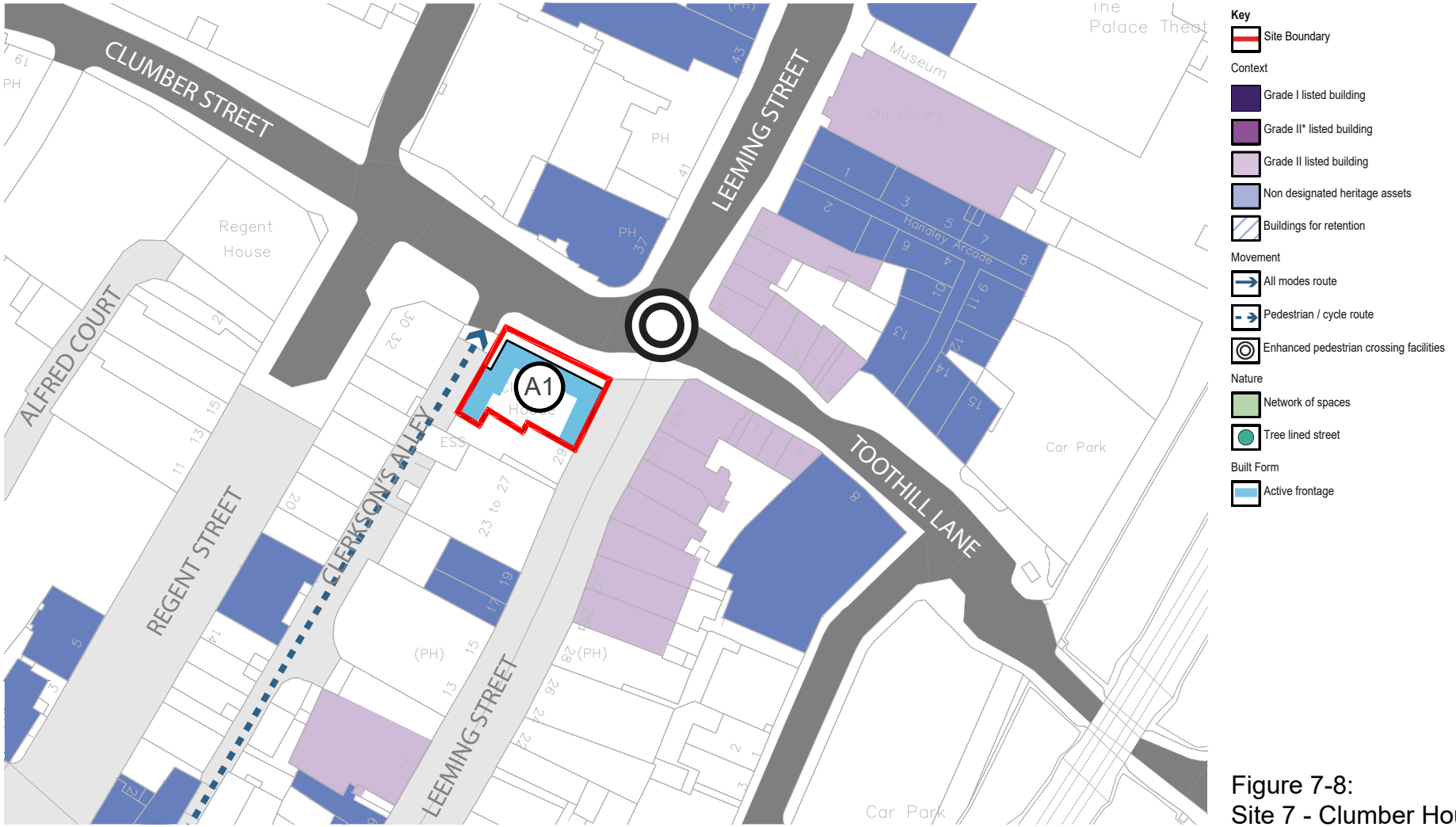


Figure 7-8:
Site 7 - Clumber House

Code Instructions

1. Apply Town Wide Rules.
2. Apply Area Rules for Area 2.
3. Apply Site Specific Rules set out in Step A, B and C overleaf.

Key objectives

The Masterplan sets key objectives for this site:

1. Refurbishment and reuse of the existing building to improve the view along Clumber Street.
2. An active ground floor use to increase activity within this part of town.
3. To bring students into the centre of Mansfield, increasing footfall, energy and spending power.



Clumber House

Design Code Compliance

Step A:

Reference	NMDC Chapter	
Context		
A1	Heritage Assets	▪ Refurbishment and reuse of the existing building to improve the view along Clumber Street.
Nature		
Town Rule 7	Network of spaces	▪ Co-ordinate and contribute to town wide Network of Spaces strategy. GO TO PAGE 58.
Town Rule 8	SuDS	▪ Co-ordinate and contribute to town wide SuDS strategy. GO TO PAGE 60.
Town Rule 10	Biodiversity	▪ Co-ordinate and contribute to biodiversity strategy. GO TO PAGE 62.
Town Rule 11	Trees and Soft Landscape	▪ Co-ordinate and contribute to town wide tree strategy. GO TO PAGE 64.

Step B:

Reference	NMDC Chapter	
Built Form		
Area Rule 1	Density	▪ See Area 2 ‘Density and Coverage’ design code. GO TO PAGE 78.
Area Rule 2	Blocks	▪ See Area 2 ‘Blocks’ design code. GO TO PAGE 80.
Area Rule 3	Building Line	▪ See Area 2 ‘Building Line and Set Back’ design code. GO TO PAGE 82.
Area Rule 4	Height	▪ See Area 2 ‘Height’ design rule. GO TO PAGE 85.
Public Space		
Area Rule 7	Public Space	▪ See Area 2 ‘Public Space material palette’ design code. GO TO PAGE 92.

Step C:

Reference	NMDC Chapter	
Uses		
A1	Use	▪ An active ground floor use to contribute alternative activity to this part of town. ▪ GO TO PAGE 102.
Identity		
Area Rule 5	Local character	▪ See Area 2 ‘Mansfield Town Centre Character’ design code. ▪ GO TO PAGE 86.

Site 9 – Four Seasons Shopping Centre & Walkden Street Car Park

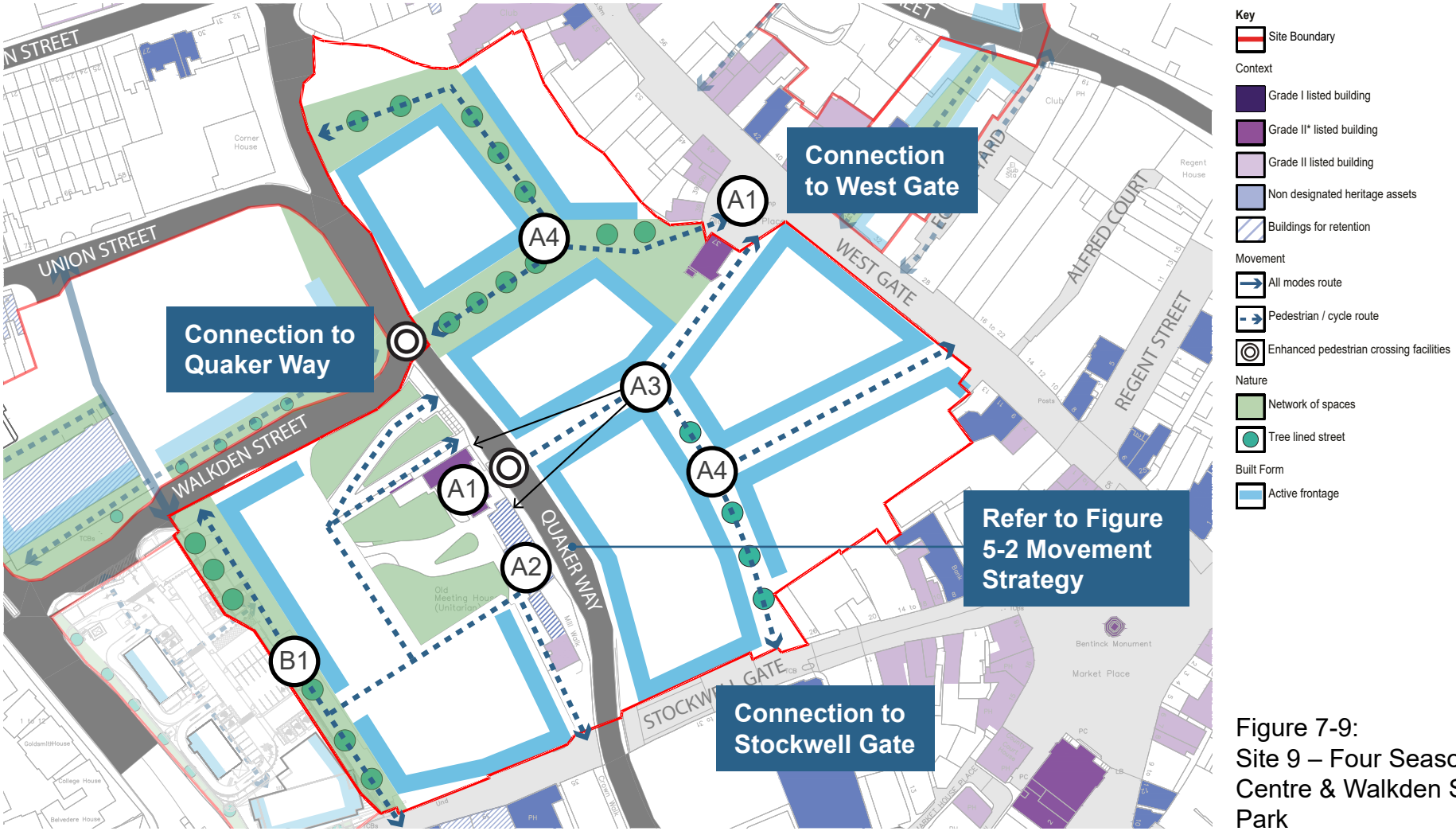


Figure 7-9:
Site 9 – Four Seasons Shopping Centre & Walkden Street Car Park

Code Instructions

1. Apply Town Wide Rules.
2. Apply Area Rules for Area 2.
3. Apply Site Specific Rules set out in Step A, B and C overleaf.

Key objectives

The Masterplan sets key objectives for this site:

1. The long term plan for the Four Seasons Shopping Centre is to move towards gradual redevelopment or reconfiguration of the existing asset, creating a street-based urban form which is capable of accommodating a mix of uses to help diversify the town centre.
2. New development **MUST** create an open air network of streets and spaces which contribute to repair the historic block structure and urban grain of this part of the town centre. The diagram on p.136 shows a potential block structure. The rules allow for considerable flexibility.
3. Enhance the built form and create an active edge to Quaker Way.



Open air retail streets, Bury St Edmonds



Residential streets with integrated parking



Open air retail streets, Exeter



Secure perimeter blocks with central parking courtyards



Open air retail streets, High Wycombe



Town houses and apartments with landscaped streets and integrated parking

Design Code Compliance

Step A:

Reference	NMDC Chapter	
Context		
A1	Heritage Assets	▪ Protect designated heritage assets and their setting.
A2		▪ Retain non designated heritage assets.
A3		▪ Protect and enhance views to designated heritage assets (Old Meeting House) and non-designated heritage assets (Beales).
Movement		
A4	Street Network	▪ Development on the site should establish a clear network of streets and spaces which provide good walking and cycling connections and enable access for servicing and emergency use. ▪ Vehicle access should be limited. ▪ As part of any redevelopment of this site, the opportunity should be taken to remove the need for a bridge at Quaker Way, and instead provide access into the area via Walkden Street as the inner gyratory route is unpicked and a series of quieter zones are established. ▪ Refer to Figure 5-2 Movement Strategy for further information on potential public realm improvements. GO TO PAGE 43.
	Car Parking	▪ New block structure to accommodate some car parking and service vehicles as required.
Nature		
Town Rule 7	Network of spaces	▪ Co-ordinate and contribute to town wide Network of Spaces strategy. GO TO PAGE 58.
Town Rule 8	SuDS	▪ Co-ordinate and contribute to town wide SuDS strategy. GO TO PAGE 60.
Town Rule 10	Biodiversity	▪ Co-ordinate and contribute to biodiversity strategy. GO TO PAGE 62.
Town Rule 11	Trees and Soft Landscape	▪ Co-ordinate and contribute to town wide tree strategy. GO TO PAGE 64.

Step B:

Reference	NMDC Chapter	
Built Form		
Area Rule 1	Density	▪ See Area 2 'Density and Coverage' design code. GO TO PAGE 78.
Area Rule 2	Blocks	▪ See Area 2 'Blocks' design code. GO TO PAGE 80.
Area Rule 3	Building Line	▪ See Area 2 'Building Line and Set Back' design code. GO TO PAGE 82.
Area Rule 4	Height	▪ See Area 2 'Height' design rule. GO TO PAGE 85.
Public Space		
Area Rule 7	Public Space	▪ See Area 2 'Public Space material palette' design code. GO TO PAGE 92.
B1		▪ Create new high quality link / public space between Stockwell Gate and Walkden Street.

Step C:

Reference	NMDC Chapter	
Uses		
Area Rule 8	Use	▪ An active ground floor use to contribute alternative activity to this part of town. ▪ GO TO PAGE 102.
Identity		
Area Rule 5	Local character	▪ See Area 2 'Mansfield Town Centre Character' design code. ▪ GO TO PAGE 86.

Site 10 – Toothill Lane Car Park

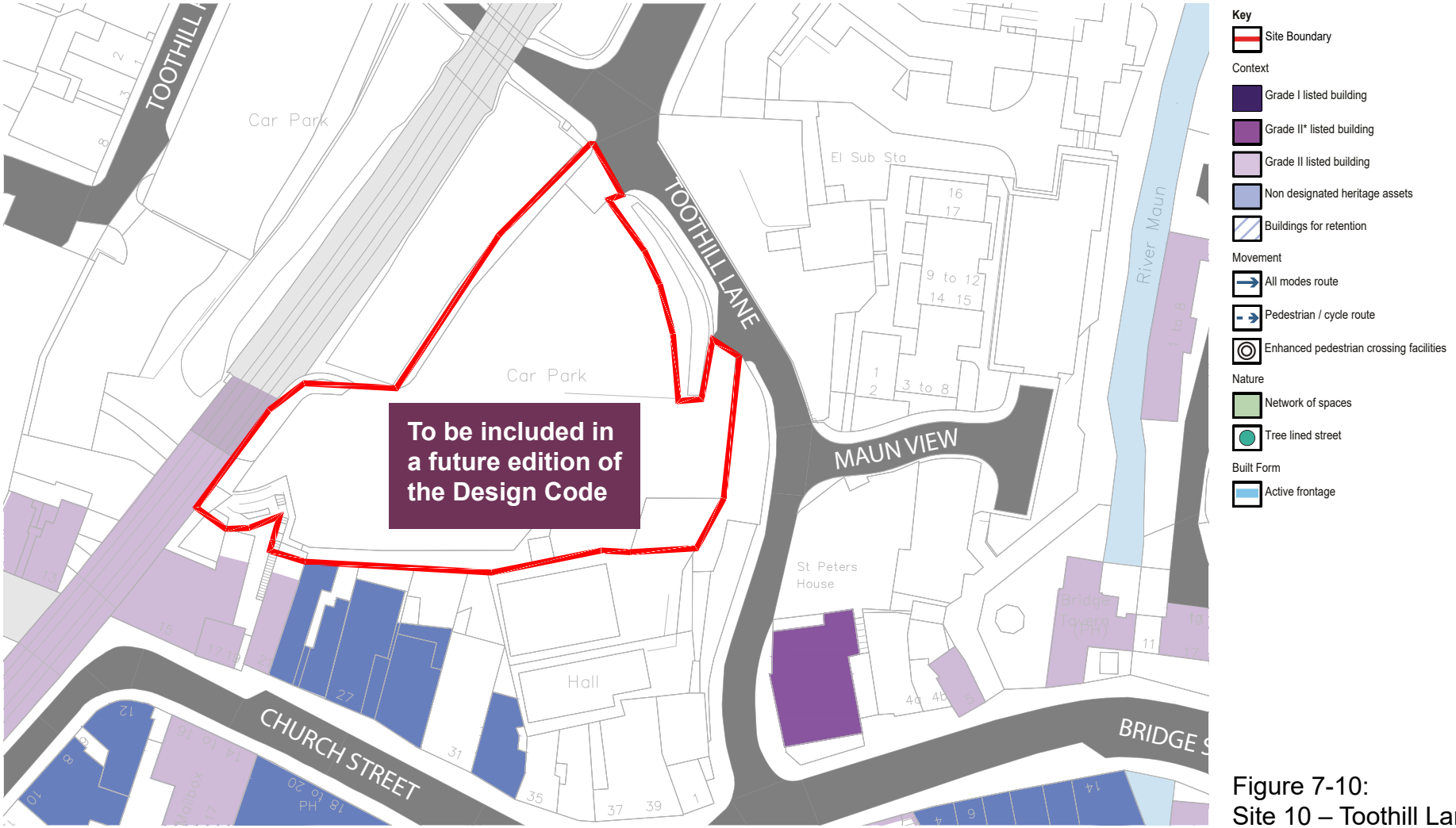


Figure 7-10:
Site 10 – Toothill Lane Car Park

Code Instructions

To be included in a later edition of the Design Code.

Key objectives

Key objectives to align with the Masterplan are:

1. Retain the site for car parking in the short to medium term but incorporate environmental enhancements including SuDS.
2. Improve pedestrian linkages to the town centre including for disabled people.
3. In the long-term consider the potential to deliver new green space at the heart of the town centre - with play, exercise spaces and to enhance biodiversity.
4. Take advantage of the attractive views in the design of the space.
5. Deliver a new connection from the heart of the town centre / Church Street under the viaduct for pedestrians to better connect the space to the town centre
6. In the long-term consider the potential to deliver new homes in the heart of the town centre.

Detailed 'Design Code compliance' to be considered as part of a future review of the Code.



Toothill Lane car park



Toothill Lane car park



A steep staircase links the car park to Church Street.

Site 11 and 12 – Market Place

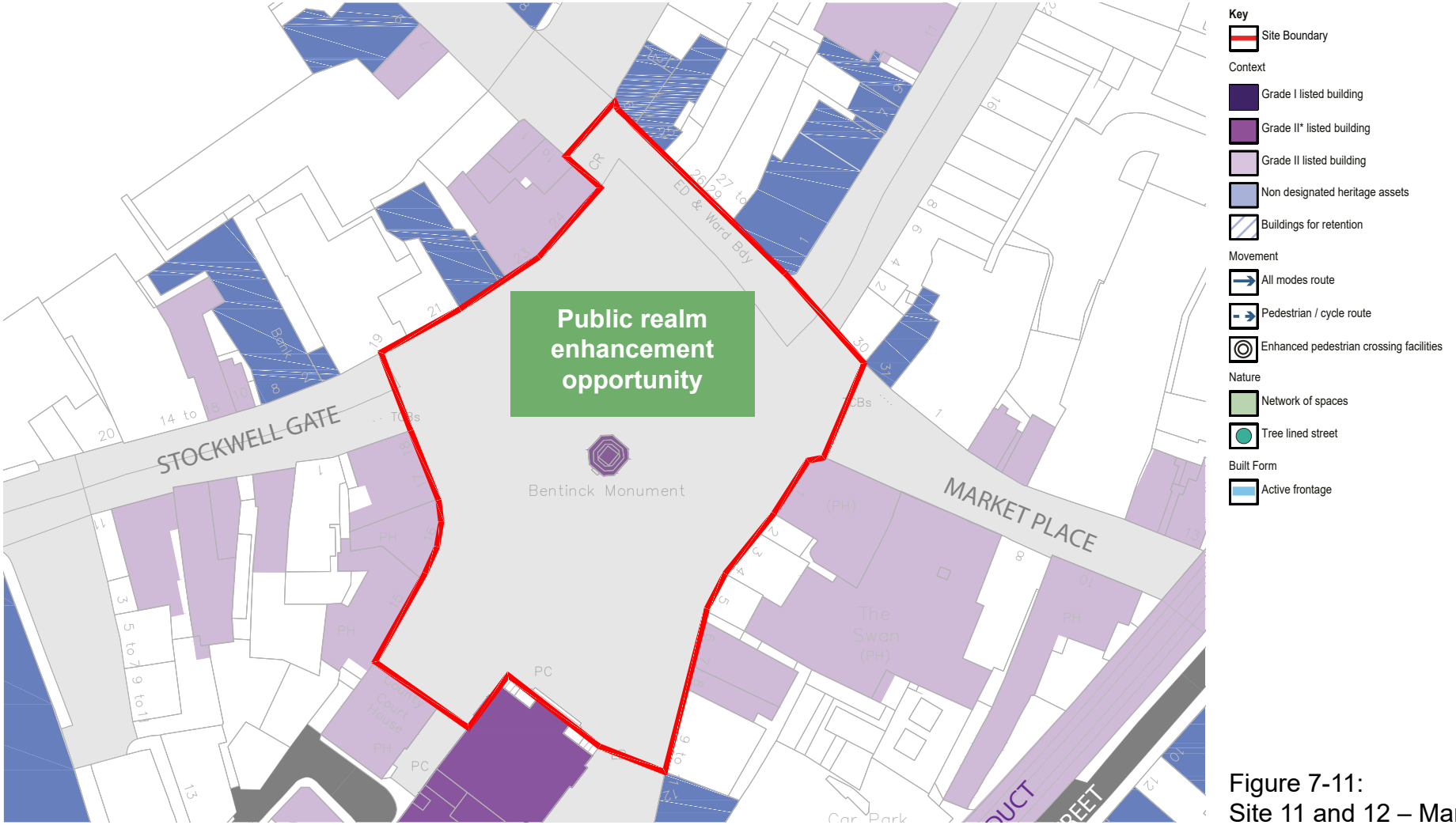


Figure 7-11:
Site 11 and 12 – Market Place

Code Instructions

1. Apply Town Wide Rules
2. Apply Area Rules for Area 1.

Context

The Market Place is the historic heart of the town centre - an attractive hard landscaped open space with the Grade II* listed Bentinck Memorial at its centre (erected in 1849).

The Market Place is well enclosed by a range of historic and Listed buildings including Georgian, Victorian and Edwardian. The Old Town Hall frames the south-western side of the space.

The open air market has been trading for more than 700 years and is open five days a week with regular specialist events such as artisan, craft and international markets.



Market Place

Key objectives

Key objectives for Market Place set out in the Masterplan are as follows:

1. Rethinking of the way public space can be used to enable a greater variety of users, event types and activities.
2. A re-design to create an interesting place to be and a destination in the town centre with a reason to visit.
3. Any investment or changes to the space must ensure that the identity still draws on history and heritage character (but this does not mean pastiche). This might include embedding details with historic significance.
4. Look to transform the image of the space with planting as a key opportunity to 'green the town centre' for biodiversity, climate change mitigation and health benefits.
5. Include unique elements which excite people.
6. Consider opportunities to reduce the scale of the space by designing features to subdivide.
7. Ensure any design caters for young people, including an opportunity for informal play.
8. Ensure any design caters for older people, or those seeking a rest in the town centre, with seating areas.
9. Ensure the design is flexible - creating spaces that can be used in different ways, but never feels empty and could be used in different ways from day-night.
10. Plan for a programme of changeable and interesting activities to animate the space.
11. Plan for cultural events such as those set out in the Towns Fund.
12. A retraction in the number of market stalls offers an opportunity to rethink the proportion of the space that is given over to this use.
13. Creating an attractive space to eat and drink within the square would support food and drink stall holders which could lead to an increase in street-food provision.



Old Town Hall, Market Place



Market Place



Market Place



Market Place - Excerpt from Town Centre Masterplan

Image courtesy of Allies and Morrison

Site 13 – Stockwell Gate

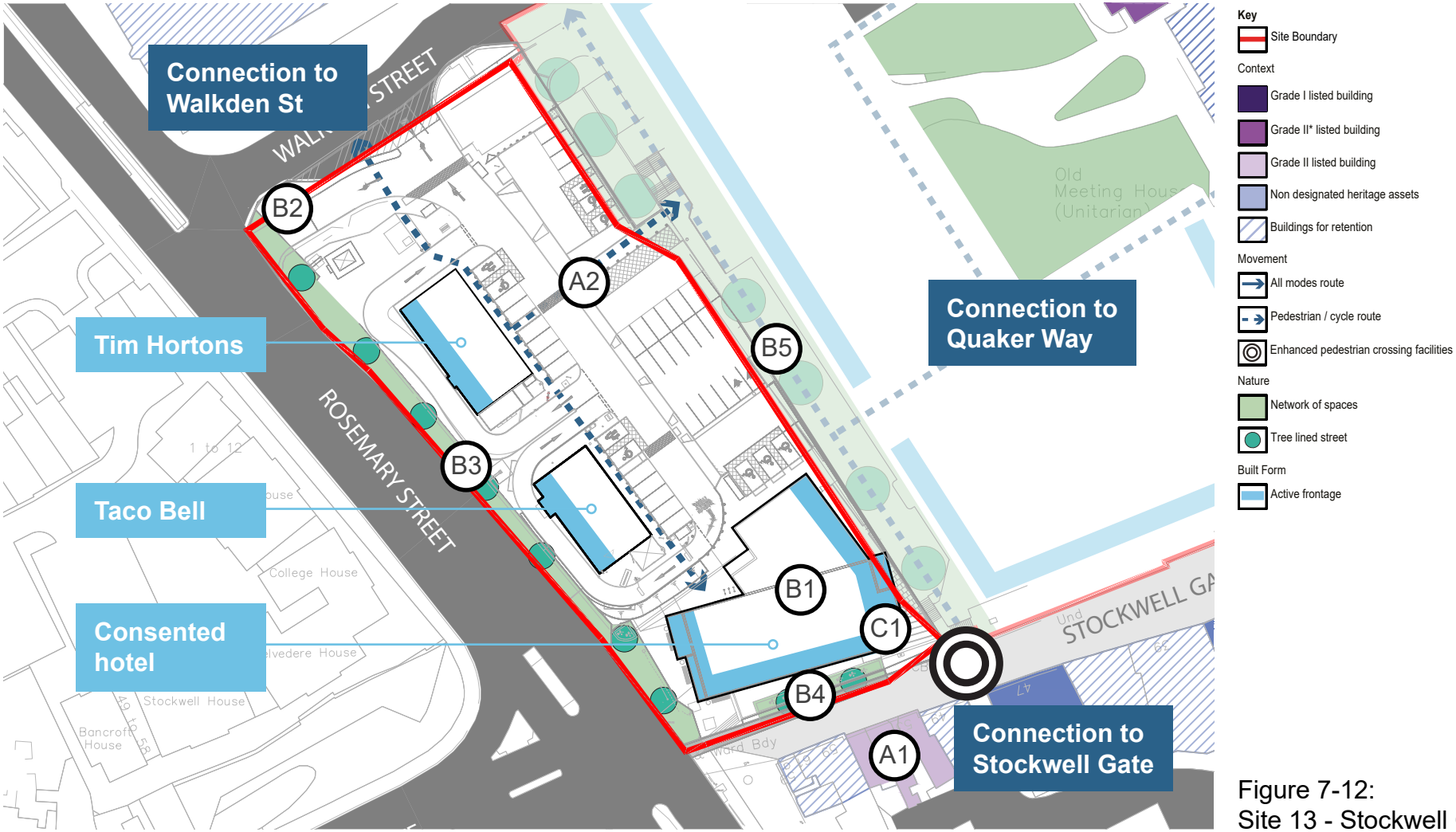


Figure 7-12:
Site 13 - Stockwell Gate

Code Instructions

1. Apply Town Wide Principles in previous chapter.
2. Apply Area Principles for Area 3.
3. Apply Site Specific principles set out in Step A, B and C overleaf.

Key objectives

Site 13 (Stockwell Gate) is partially constructed and subject to an extant planning consent for a hotel in the southern portion of the site.

There is significant opportunity to improve the public realm in this area of the town, contributing to town wide connectivity and legibility,



Well defined pedestrian route through a surface level car park



Hotel integrated into a mixed use retail environment



Landscaped surface level car parking



Multi-storey car park integrated into retail



Multi storey car park with green walls



Landscaped car park entrance

Design Code Compliance

Step A:

Reference	NMDC Chapter	
Context		
A1	Heritage Assets	▪ Protect designated heritage assets and their setting.
Movement		
A2	Street Network	▪ Opportunity to connect site to new link between Stockwell Gate and Walkden Street. ▪ Refer to Figure 5-2 Movement Strategy for further information on potential public realm improvements. GO TO PAGE 43.
Nature		
Town Rule 7	Network of spaces	▪ Co-ordinate and contribute to town wide Network of Spaces strategy. GO TO PAGE 58.
Town Rule 8	SuDS	▪ Co-ordinate and contribute to town wide SuDS strategy. GO TO PAGE 60.
Town Rule 10	Biodiversity	▪ Co-ordinate and contribute to biodiversity strategy. GO TO PAGE 62.
Town Rule 11	Trees and Soft Landscape	▪ Co-ordinate and contribute to town wide tree strategy. GO TO PAGE 64.

Step B:

Reference	NMDC Chapter	
Built Form		
B1	Type and Form	▪ Consented development.
Public Space		
B2	Public space	▪ Declutter and enhance public realm to Walkden Street.
B3		▪ Declutter and enhance public realm to Rosemary Street.
B4		▪ Declutter and enhance public realm to Stockwell Gate.
B5		▪ Create new high quality link / public space between Stockwell Gate and Walkden Street. Site levels may be an issue – need to explore as part of design development.

Step C:

Reference	NMDC Chapter	
Uses		
C1	Active Frontage	▪ An active ground floor use to contribute alternative activity to this part of town. ▪ GO TO PAGE 102.
Identity		
Area Rule 5	Local character	▪ See Area 3 ‘Mansfield Town Centre Character’ design code. GO TO PAGE 86.

Site 14 – Town Mill site

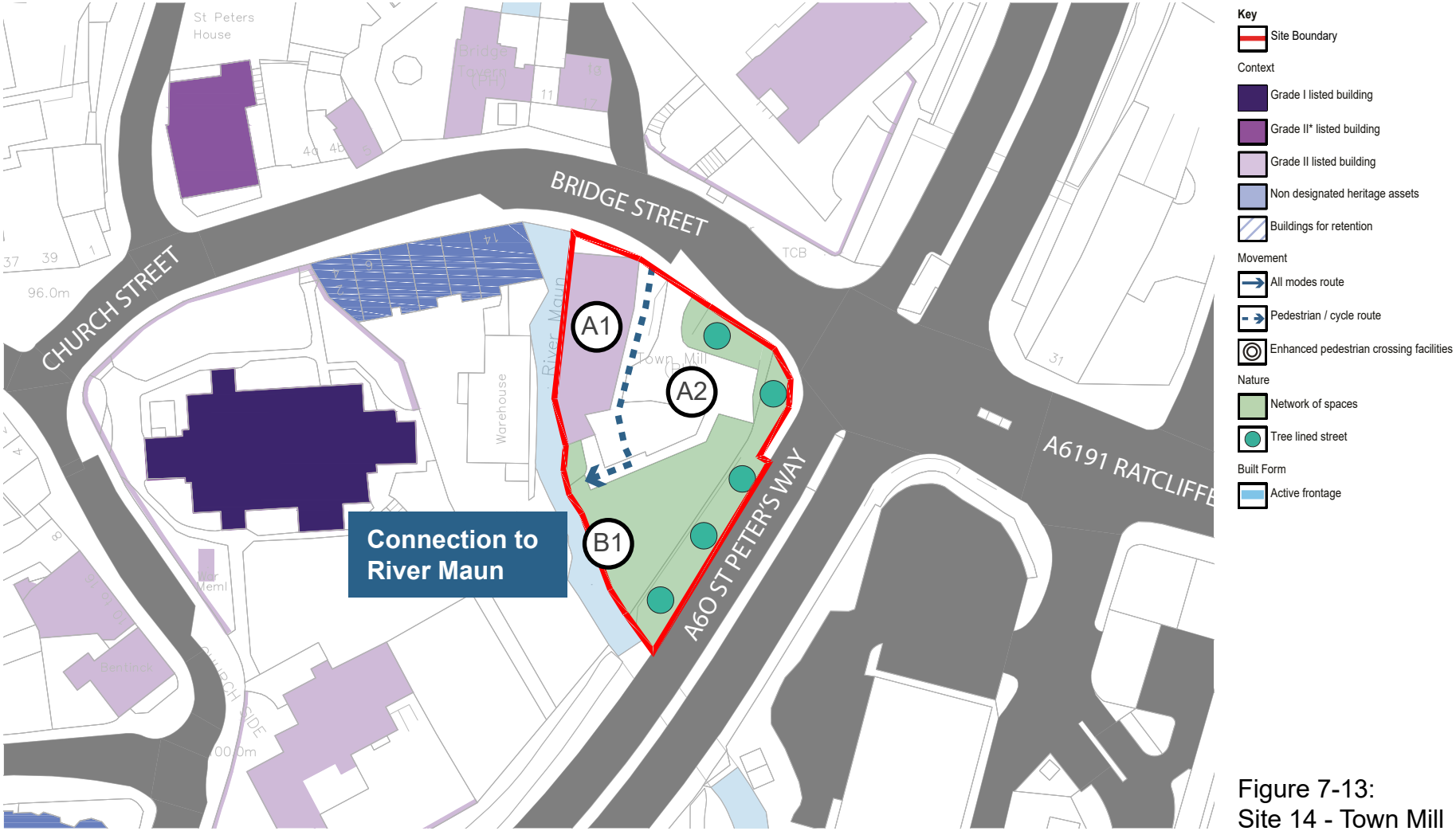


Figure 7-13:
Site 14 - Town Mill

Code Instructions

1. Apply Town Wide Rules.
2. Apply Area Rules for Area 1.
3. Apply Site Specific Rules set out in Step A, B and C overleaf.

Key objectives

Town Mill is a vacant Grade II Listed Building and stone wall - formerly the Town Mill Public House.

Once a water mill (c.1775) it is located within the Bridge Street Conservation Area.

The Masterplan sets key objectives for this site:

1. Refurbish and regenerate this attractive historic asset.
2. Ideally a new use would create a 'draw' on this side of the town centre, such as a pub, restaurant, hotel or micro-brewery.
3. The outside space could contribute to opening up and improving connections with the River Maun.



Town Mill

Design Code Compliance

Step A:

Reference	NMDC Chapter	
Context		
A1	Heritage Assets	▪ Protect designated heritage assets. ▪ Refurbishment of existing building. ▪ There is potential to reinstate the original Old Mill Pond on site which was built over during the construction of St. Peters Way. The northern retaining wall of the former pond still remains.
Movement		
A2	Car Parking	▪ Reuse of existing car park on site.
Nature		
Town Rule 7	Network of spaces	▪ Co-ordinate and contribute to town wide Network of Spaces strategy. GO TO PAGE 58.
Town Rule 8	SuDS	▪ Co-ordinate and contribute to town wide SuDS strategy. GO TO PAGE 60.
Town Rule 10	Biodiversity	▪ Co-ordinate and contribute to biodiversity strategy. GO TO PAGE 62.
Town Rule 11	Trees and Soft Landscape	▪ Co-ordinate and contribute to town wide tree strategy. GO TO PAGE 64.

Step B:

Reference	NMDC Chapter	
Built Form		
A1	Type and Form	▪ Refurbishment of existing building.
Public Space		
B1	Public Realm	▪ The outside space should contribute to opening up and improving connections with the River Maun.

Step C:

Reference	NMDC Chapter	
Uses		
Area Rule 8	Use	▪ Site could deliver commercial or residential uses. ▪ Ground floor uses could also include retail or leisure.
Area Rule 8	Active Frontage	▪ Bring this attractive historic building back into use to provide a new destination on the river corridor and a destination on the eastern side of Mansfield town centre. ▪ GO TO PAGE 102.
Identity		
Area Rule 5	Local character	▪ See Area 1 ‘Mansfield Town Centre Character’ design code. GO TO PAGE 86.

Site 16 – Station (Midland) Hotel

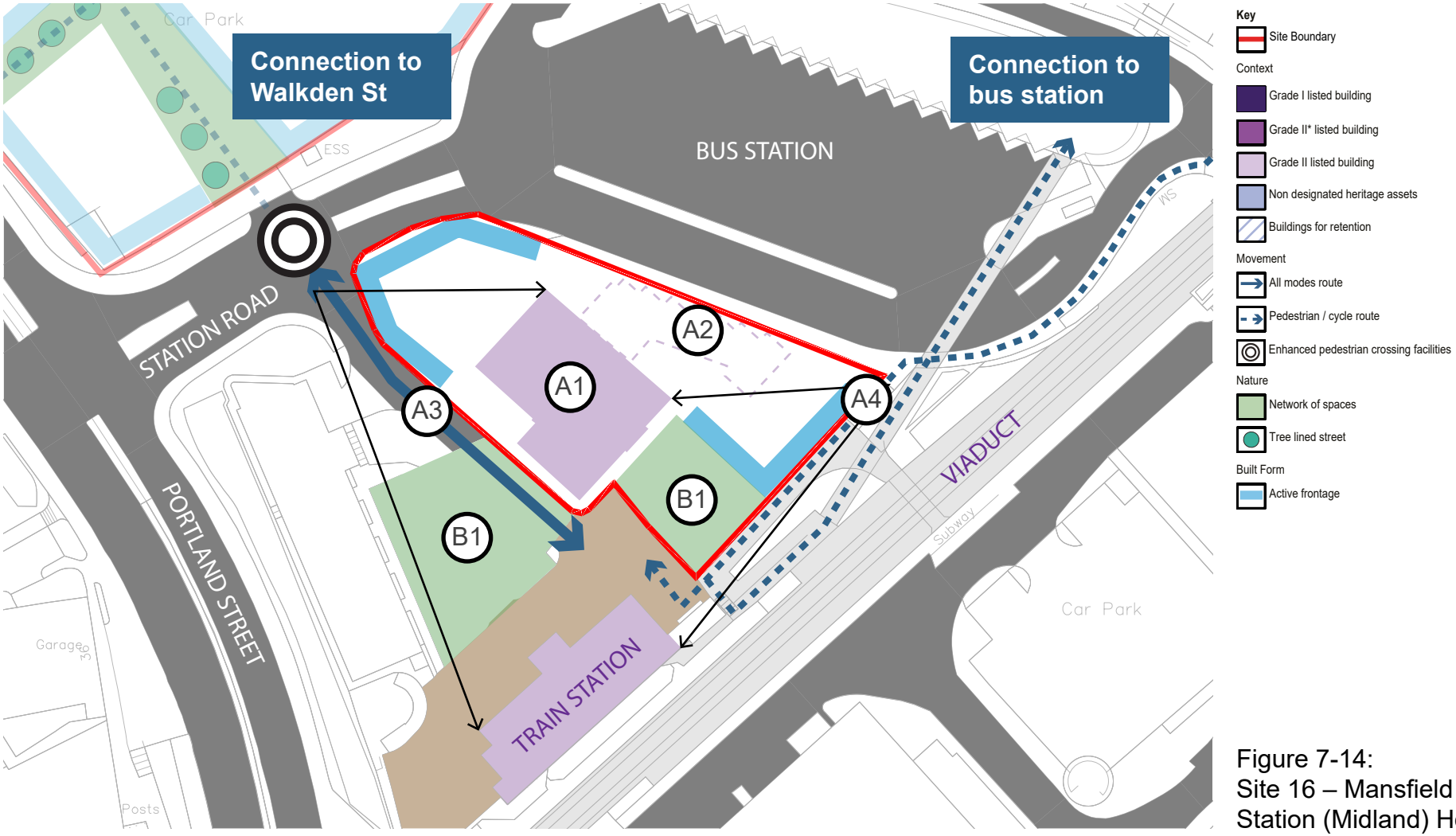


Figure 7-14:
Site 16 – Mansfield Factory site / Station (Midland) Hotel

Code Instructions

1. Apply Town Wide Rules.
2. Apply Area Rules for Area 2.
3. Apply Site Specific Rules set out in Step A, B and C overleaf.

Key objectives

The Masterplan sets key objectives for this site:

1. Improve the frontage to a new ‘station square’ to enhance the arrival experience by rail into the town centre.
2. Explore opportunities to improve the public realm through a shared hard landscaped space in front of the station building and new green space or tree planting at the front of Midland Hotel.
3. Improve the quality and signage of the route between the train station and the town centre.



Liverpool Lime Street station approach



Landscaped public realm, Nottingham station



Landscaped public realm, Kings Cross

Design Code Compliance

Step A:

Reference	NMDC Chapter	
Context		
A1	Heritage Assets	▪ Protect designated heritage assets and their setting. Midland Hotel to be retained and refurbished.
A2		▪ Potential to demolish modern extension to Midland Hotel.
		▪ Improve inter-relationship between
Movement		
A3	Street Network	▪ Link Station Approach with new north south pedestrian / cycle route to create improve legibility to train station. ▪ Refer to Figure 5-2 Movement Strategy for further information on potential public realm improvements. GO TO PAGE 43.
A4	Car Parking	▪ Explore opportunities for enhanced secure cycle parking and dedicated taxi set down and pick up space.
Nature		
Town Rule 7	Network of spaces	▪ Co-ordinate and contribute to town wide Network of Spaces strategy. GO TO PAGE 58.
Town Rule 8	SuDS	▪ Co-ordinate and contribute to town wide SuDS strategy. GO TO PAGE 60.
Town Rule 10	Biodiversity	▪ Co-ordinate and contribute to biodiversity strategy. GO TO PAGE 62.
Town Rule 11	Trees and Soft Landscape	▪ Co-ordinate and contribute to town wide tree strategy. GO TO PAGE 64.

Step B:

Reference	NMDC Chapter	
Built Form		
Area Rule 1	Density	▪ See Area 2 'Density and Coverage' design code. GO TO PAGE 78.
Area Rule 3	Blocks	▪ See Area 2 'Blocks' design code. GO TO PAGE 80.
Area Rule 2	Building Line	▪ See Area 2 'Building Line and Set Back' design code. GO TO PAGE 82.
Area Rule 4	Height	▪ New buildings must not exceed existing building heights. ▪ See Area 2 'Height' design rule. GO TO PAGE 85.
Public Space		
B1	Public Realm	▪ Future potential to extend public realm to include existing car park.

Step C:

Reference	NMDC Chapter	
Uses		
Area Rule 8	Use	▪ An active ground floor use to contribute alternative activity to this part of town.
Area Rule 8	Active Frontage	▪ See Area 2 'Active Frontage' design rule. GO TO PAGE 102.
Identity		
Area Rule 6	Local character	▪ See Area 2 'Building Materials' design rule. GO TO PAGE 86.

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Appendix

Compliance Checklist

Appendix. Compliance Checklist

Instructions

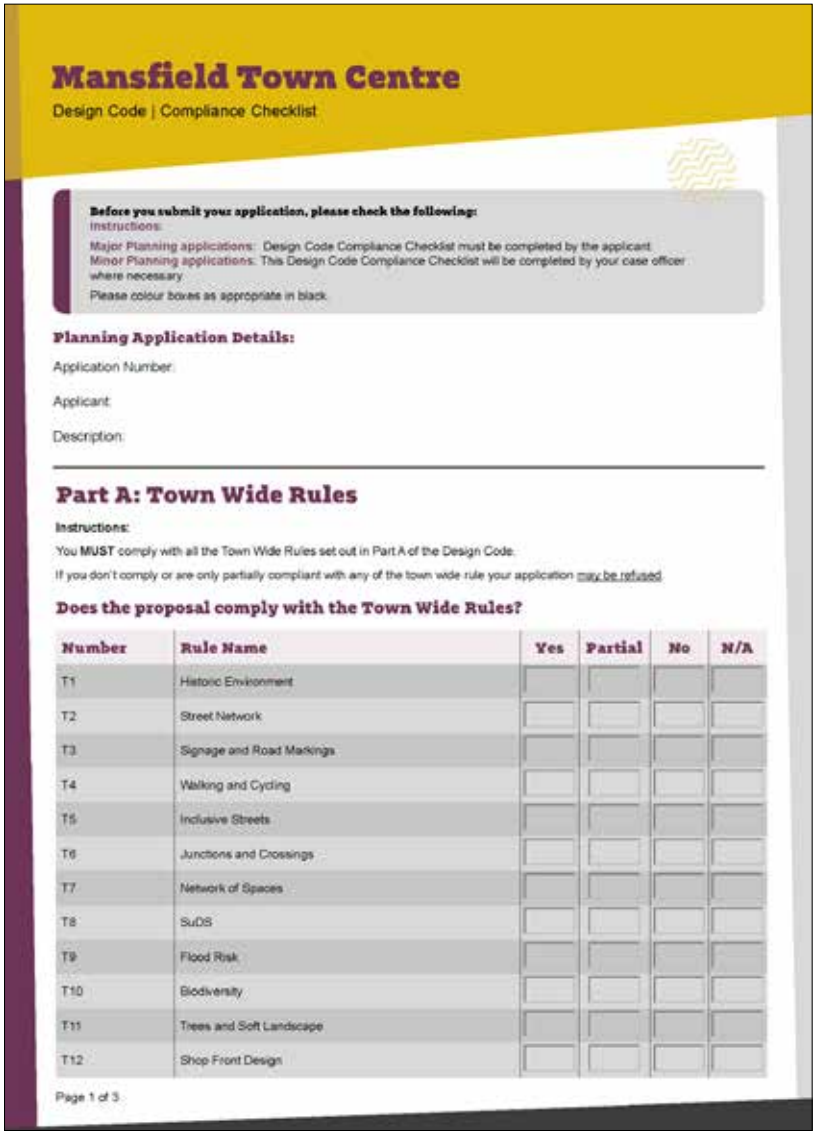
Applicants are encouraged to seek pre-application advice for any schemes within the town centre IF direction is required on how to apply the Code to a particular site OR if applicants require feedback on design options that may exist.

If a planning application requires a Design and Access Statement, the applicant **MUST** submit a completed copy of this Compliance Checklist at the end of their Statement.

If a Design and Access Statement is not required, a Compliance Checklist must be submitted.

If a particular rule set out within the Code has not been fully complied with this **MUST** be declared and accompanied by a design based justification.

Mansfield District Council shall review the applicant's Compliance Checklist as part of the determination of the planning application.



Mansfield Town Centre

Design Code | Compliance Checklist

Before you submit your application, please check the following:

Instructions:

Major Planning applications: Design Code Compliance Checklist must be completed by the applicant.

Minor Planning applications: This Design Code Compliance Checklist will be completed by your case officer where necessary.

Please colour boxes as appropriate in black.

Planning Application Details:

Application Number:

Applicant:

Description:

Part A: Town Wide Rules

Instructions:

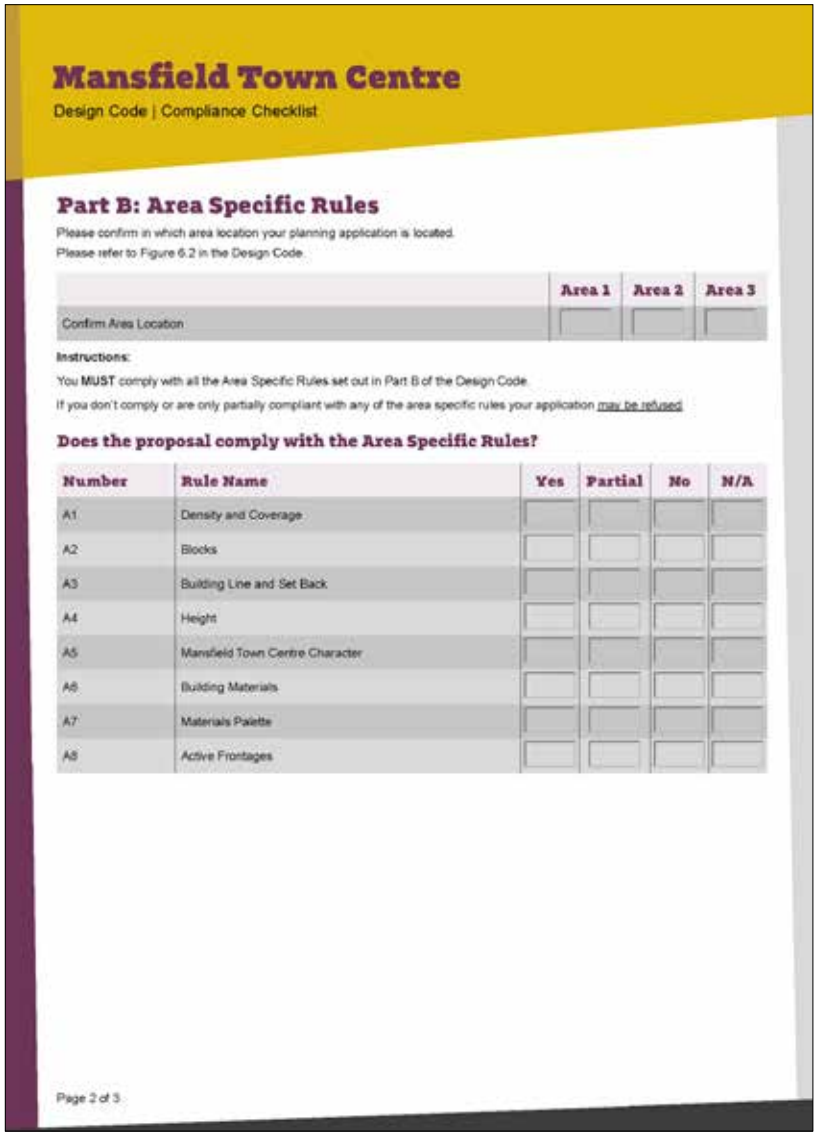
You **MUST** comply with all the Town Wide Rules set out in Part A of the Design Code.

If you don't comply or are only partially compliant with any of the town wide rule your application may be refused.

Does the proposal comply with the Town Wide Rules?

Number	Rule Name	Yes	Partial	No	N/A
T1	Historic Environment				
T2	Street Network				
T3	Signage and Road Markings				
T4	Walking and Cycling				
T5	Inclusive Streets				
T6	Junctions and Crossings				
T7	Network of Spaces				
T8	SuDS				
T9	Flood Risk				
T10	Biodiversity				
T11	Trees and Soft Landscape				
T12	Shop Front Design				

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Mansfield Town Centre

Design Code | Compliance Checklist

Part B: Area Specific Rules

Please confirm in which area location your planning application is located.
Please refer to Figure 6.2 in the Design Code

	Area 1	Area 2	Area 3
Confirm Area Location			

Instructions:

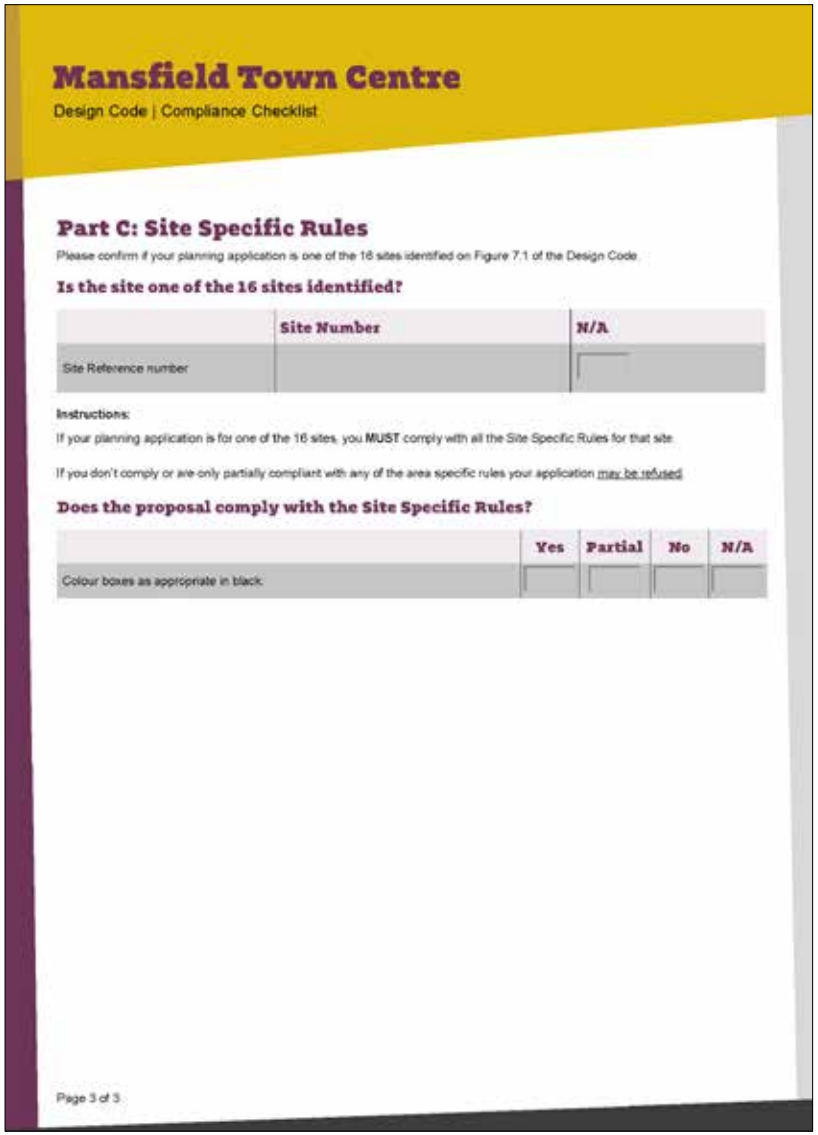
You **MUST** comply with all the Area Specific Rules set out in Part B of the Design Code.

If you don't comply or are only partially compliant with any of the area specific rules your application may be refused.

Does the proposal comply with the Area Specific Rules?

Number	Rule Name	Yes	Partial	No	N/A
A1	Density and Coverage				
A2	Blocks				
A3	Building Line and Set Back				
A4	Height				
A5	Mansfield Town Centre Character				
A6	Building Materials				
A7	Materials Palette				
A8	Active Frontages				

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Mansfield Town Centre

Design Code | Compliance Checklist

Part C: Site Specific Rules

Please confirm if your planning application is one of the 16 sites identified on Figure 7.1 of the Design Code.

Is the site one of the 16 sites identified?

	Site Number	N/A
Site Reference number		

Instructions:

If your planning application is for one of the 16 sites, you **MUST** comply with all the Site Specific Rules for that site.

If you don't comply or are only partially compliant with any of the area specific rules your application may be refused.

Does the proposal comply with the Site Specific Rules?

	Yes	Partial	No	N/A
Colour boxes as appropriate in black.				

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A Design Code is a set of rules for new developments. The Government is encouraging the creation and use of codes across England.

The Code sets out a series of rules for new development within Mansfield Town Centre and was produced as part of the Design Code Pathfinder Programme funded by DLUHC.

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