

White Hart Supplementary Planning Document



Mansfield District Council

Creating a District where People can Succeed

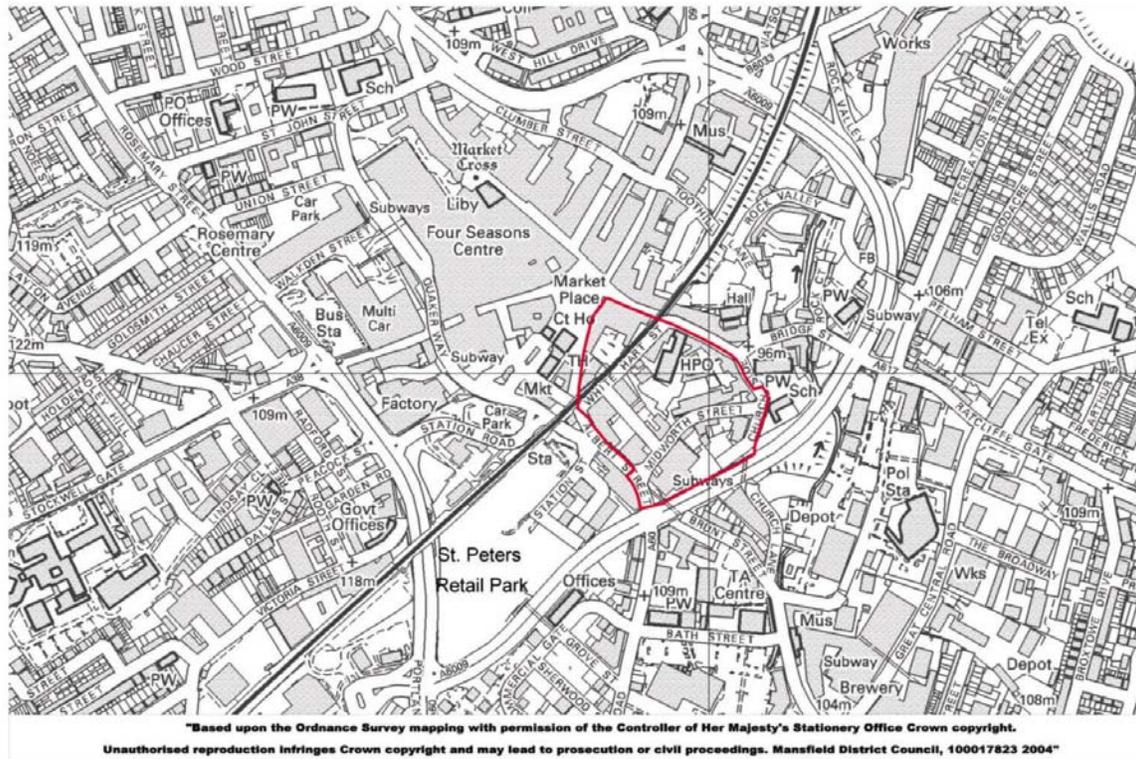
Contents

1	Introduction	3
2	Context of the White Hart Area	4
3	Context for the Supplementary Planning Document	5
4	Planning Context	6
5	Applying for Planning Permission	8
6	Site Description	8
7	Design Statement	11
8	Contact Information	21
	Glossary of Terms	22
	Appendices	
Appendix 1	Relevant Planning Policies	23
Appendix 2	Documents Relevant to the SPD Area	28
Appendix 3	List of Buildings to be Retained	29
Appendix 4	Map of Important Views and Access Points	30

1.0 Introduction

- 1.1 The White Hart Regeneration Area covers 3.11 hectares of the south eastern part of Mansfield Town Centre and part of the site adjoins the Market Place. The viaduct carrying the Nottingham to Worksop railway line runs through the site. A plan showing the area and how it fits into Mansfield Town Centre is shown in Map 1 below.

Map 1 – Mansfield Town Centre and the White Hart SPD Area



The White Hart Vision

- 1.2 The vision is to regenerate the White Hart Area and deliver an attractive, high quality, vibrant area where people can enjoy the fusion of old and new worlds in building design; where high quality mixed use development combines with the historic environment to create and provide a unique cultural experience for those visiting, living or working in the area.

Purpose and objectives of the White Hart Supplementary Planning Document (SPD)

- 1.3 The Council has been seeking to bring forward regeneration proposals for the White Hart Area of Mansfield for a number of years. The purpose of this SPD is to guide the design of any future regeneration proposals and the determination of planning applications within the White Hart Area.

- 1.4 The objectives of this SPD are to guide the regeneration of the White Hart Area and:-
- To ensure that all development integrates with and enhances Mansfield town centre;
 - To ensure that all development respects, complements and enhances the historic character of the White Hart Area;
 - To ensure that all development enhances linkages between the White Hart Area and surrounding areas; and
 - To ensure that all development helps to maintain and enhance the vitality and viability of Mansfield Town Centre
- 1.5 To achieve a co-ordinated and comprehensive scheme, developers will be required to produce a master plan that takes account of this document and the Council's aspirations for the site in order to facilitate the planning process. The Council's aspirations are embodied in the stage 2-application bid to the Heritage Lottery for a Townscape Heritage Initiative which is available on request.

2.0 CONTEXT OF THE WHITE HART AREA

Mansfield Town Centre

- 2.1 Mansfield is an important historic market town in North Nottinghamshire which can be dated back to the Roman Conquest era through the discovery of archaeological remains.
- 2.2 Over time Mansfield town centre has developed and now acts as a major sub-regional centre for shopping within a large area of West Nottinghamshire and parts of East Derbyshire. It is also the second most important retail centre in the county after Nottingham and this is recognised in the Adopted Nottinghamshire and Nottingham Joint Structure Plan (February 2006).
- 2.3 The centre is occupied by a number of national retailers including Argos, Boots, Debenhams, HMV, Marks and Spencer and Wilkinsons. In addition to retailing there are a wide range of other uses which contribute to the vitality and viability of the centre including banks / building societies, food and drink establishments and leisure uses.
- 2.4 The White Hart Regeneration Area falls within the Bridge Street and Market Place Conservation Areas and is situated in the medieval core of Mansfield. There are numerous listed buildings including the former Maltings building, which reflects the strong brewing tradition in the area. The prominent railway viaduct is a grade II listed structure built in 1872-74 and is the central feature of the area. Many surrounding buildings have a unique character whose history is linked with the industrial development of Mansfield. This gives the area a distinctive added significance in heritage terms.

How White Hart fits into the Sub-Regional Centre

- 2.5 The Regional Spatial Strategy for the East Midlands (RSS8), which provides a long term development strategy for the region over a 15 to 20 year period, defines Mansfield Town Centre as a sub-regional centre and development within the area is seen as a priority.

- 2.6 The regeneration of the White Hart Area will form part of an integrated strategy for Mansfield town centre and contribute to the wider aims of the District Council's Corporate Plan, The Community Strategy, Nottinghamshire County Council, East Midlands Development Agency and Mansfield Town Centre Partnership.
- 2.7 The Mansfield Town Centre Strategy aims to enhance the sub-regional role of the town centre, to increase its capacity, attract private sector investment and create new employment opportunities. As part of the continual renewal and improvement of the town centre, new developments are being brought forward / proposed. These include a new transport interchange on the current Station Street car park, a mixed use scheme on the former Courtaulds factory, retailing on the current bus station site and offices on part of the railway station car park. The strategy identifies a number of specific town centre projects, including the White Hart Regeneration Area, which has been in need of investment for many years. This highlights the cohesive nature of regeneration in Mansfield.

3.0 CONTEXT FOR THE SUPPLEMENTARY PLANNING DOCUMENT

What is a Supplementary Planning Document?

- 3.1 Supplementary Planning Documents (SPD) are used to provide further detail to policies and proposals contained in the Development Plan. They can take form of design guides, area development briefs, master plan or issue based documents and are important material considerations in the determination of planning applications.
- 3.2 The current development plan for the district is the Mansfield District Local Plan (adopted November 1998). The Planning and Compulsory Purchase Act 2004 introduced a new planning policy system known as the Local Development Framework (LDF) and during the transition period the Local Plan has been "saved". This SPD is based on the following saved policies:

MTC14

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

MTC15

PLANNING PERMISSION WILL BE GRANTED FOR A RENEWAL SCHEME INCLUDING ANY OF THE FOLLOWING:-

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

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

- 3.3 To allow the SPD to form part of the LDF it has been included in the revised Local Development Scheme (which sets the timetable for the LDF) and has been produced in accordance with the requirements of the new legislation. This means it has been subject to public consultation in accordance with the Council's Statement of Community Involvement and environmental appraisal through the Sustainability Appraisal.

4.0 PLANNING CONTEXT

Planning (Listed Buildings and Conservation Areas) Act 1990

- 4.1 Any scheme that comes forward will be heavily influenced by conservation issues meaning that this Act has particular importance. The Act sets out the legal requirements for the control of development and alterations which affect buildings that are listed or in conservation areas, and the framework by which control is maintained.
- 4.2 The law states that no person shall execute or cause to be executed any works for the demolition of a listed building, or for its alteration, or extension, in any manner which would affect its character as a building of special architectural or historic interest, unless the works are authorised by listed building consent from the Council before any works take place.
- 4.3 Under Section 74(1) of the Act, Conservation Area Consent is needed from the Local Planning Authority for almost any works involving the total or substantial demolition of any unlisted building within a Conservation Area. Under Paragraph 4.27 of PPG15, there is a presumption in favour of retaining buildings that make a positive contribution to the character or appearance of a conservation area. Proposals to demolish such buildings will be assessed against the same broad criteria as proposals to demolish listed buildings. These buildings are highlighted on map 3.
- 4.4 Section 72 (1) of the Act requires that special attention shall be paid in the exercise of planning functions to the desirability of preserving or enhancing the character or appearance of a conservation area. Consequently, regeneration proposals for the White Hart Area must pay regard to these provisions within the Act.
- 4.5 Paragraph 4.19 of PPG15 confirms that planning decisions in respect of development carried out in a conservation area must give a high priority to the objective of preserving or enhancing the character or appearance of the area.

National Planning Policy Guidance

- 4.6 National planning policy covers a range of different aspects of planning. The documents relevant to the White Hart SPD are set out in appendix 1. Over time these may be reviewed, therefore the Council will ensure that the most up to date guidance is followed when assessing proposals for regeneration of the White Hart Area.

Regional Planning Policy

- 4.7 Regional planning policy documents provide a long term development strategy for regions over a 15 to 20 year period. Policies within the document for the East Midlands (RSS8) state that development should be concentrated in urban areas including Mansfield (policy 5) and that regeneration of centres within the Northern sub-area (including Mansfield) are a priority (policy 9). There are a number of other policies which are appropriate to the White Hart Regeneration Area and these are set out in appendix 1
- 4.8 The Regional Spatial Strategy for the East Midlands (RSS 8) is currently being reviewed. Once adopted it will be known as the Regional Plan for the East Midlands and will run until 2026.

County Planning Policy

- 4.9 Strategic Planning Policies for Nottinghamshire are currently set out in the Nottinghamshire and Nottingham Joint Structure Plan (JSP). These policies will be superseded once the Regional Plan for the East Midlands is adopted in 2008.
- 4.10 The JSP recognises that Mansfield is the second largest centre in Nottinghamshire and in the shopping and central area hierarchy, which is set out in policy 7/1; it is defined as a major sub-regional centre. The Counties strategy is to work with district councils and the private sector to improve the attractiveness and accessibility to all of the centres set out within the hierarchy.
- 4.11 In relation to the historic environment Policy 2/11 of the JSP aims to protect scheduled ancient monuments and other sites of archaeological interest, and Policy 2/12 aims to protect and enhance the historic and architectural character and appearance of the plan area. These policies are important considering the heritage of the White Hart area.

Local Planning Policy

- 4.12 As stated in paragraph 3.5 this SPD will supplement two saved policies within the Mansfield District Local Plan, MTC14 and MTC15. However there are other policies in the saved Local Plan that will need to be considered. These are listed in appendix 1, which also provides further detail on national and regional policies.
- 4.13 The Mansfield District Council Bridge Street and Market Place Conservation Area Character Appraisal defines the special architectural and historic interest of these conservation areas within which the regeneration area falls.
- 4.14 In addition there are a number of other documents that developers should be aware of when producing a scheme for the area. These are summarised in appendix 2.

5.0 APPLYING FOR PLANNING PERMISSION

5.1 As part of a planning application for either outline planning permission or full planning permission the following will be required:

- Applicants should request a screening opinion from the Council's Development Control Department to ascertain whether an Environmental Impact Assessment (EIA) will be required;
- Schemes that include retail will be required to include a Retail Impact Assessment;
- A transport management and access assessment. This will need to demonstrate that the surrounding highway network will be able to accommodate the displaced traffic resulting from any road closures or one way systems proposed;
- An archaeological assessment including a programme of work and mitigation;
- The River Maun shows signs of flooding which is an issue that can be addressed during redevelopment. A flood risk assessment will be required to address flood risk and mitigation. The area overlies a major aquifer so a desktop study that considers the risk to ground water will also be required;
- An ecological assessment;
- A protected species survey e.g. bats;
- Contaminated land survey;
- Crime and design statement and
- Phasing plan for the sites development

5.2 It should be noted that demolition may require listed building consent or conservation area consent.

6.0 SITE DESCRIPTION

6.1 The area covered by the SPD is shown in Map 2 on page 10. It is located within the medieval core of Mansfield town centre. The site is within the Bridge Street and Market Place Conservation Areas and contains a number of listed buildings which are shown on the plan on page 14. These highlighted along with other buildings to be retained in Appendix 3.

6.2 As can be seen on Map 2 the site lies on a north-west / south-east axis and is bounded by a number of roads including Albert Street, Church Street, Church Side, Gilcroft Street, Market Street, Market Place and St Peter's Way (which is the Mansfield ring road). Within the site, White Hart Street and Midworth Street are connected by Dame Flogan Street.

6.3 Historic alleyways from Church Street permeate the site and there are key access points from White Hart Street and Midworth Street. These are shown on the map in appendix 4. There is access to the main part of the site from White Hart Street and the Swan Yard area beneath the Viaduct, and a central requirement is for a scheme that can link the two areas together.

Features of the Site

- 6.4 The dominant feature of both the SPD area and Mansfield Town Centre is the Grade II listed railway viaduct. The viaduct was built between 1872 and 1874 by the Midland Railway Company and it carries the Nottingham to Worksop 'Robin Hood Line'. Mansfield Railway station is approximately 200 metres to the south west of the site. The viaduct is permeated by Church Street to the north, Quaker Way and Albert Street to the south and there is a link from White Hart Street to Swan Yard. As part of the Townscape Heritage Initiative (THI) the viaduct was cleaned and repaired; this has helped improve and enhance the appearance and image of the area.
- 6.5 The area has a strong brewing history with the grade II Listed former Maltings building acting as a reminder of this. A majority of the regeneration area and associated buildings once belonged to Mansfield Brewery, which has since closed.
- 6.6 In the centre of the site is an area of land currently used for car parking; however this is a temporary use and will form the main focus for any new development. There are a number of redundant historic buildings surrounding the car park land that the Council wishes to see repaired and reused. Further information about these is given in paragraphs 7.11 – 7.15.

Topography

- 6.7 There is a gradual fall in the land from the south west (Midworth Street / Albert Street) to the north east (Church Street / Church Side). The difference in land levels is an important feature as it provides a variety of views across roof tops and of certain key buildings such as the Maltings, railway viaduct and St Peters Church which adjoins the site.

Current Uses

- 6.8 Current uses of the site include car parking, retailing, offices, public houses, cafes, the town's main Post Office and specialist shopping. A large part of the area is unused.

Land Ownerships

- 6.9 There are four main landowners within the site area and a number of smaller ownerships. Developers should contact the District Council for further details. The Council has given its support through Cabinet to the principle of compulsorily purchasing land in the SPD area in order to assist site assembly and bring forward a comprehensive regeneration scheme.

Map 2 – Area covered by the White Hart SPD



Services

- 6.10 No major constraints are envisaged, but developers are advised to check with service providers. Further information can be obtained from: -

Gas

Transco
Lime Tree Place
Mansfield
Nottinghamshire
NG18 2HZ

British Telecom

Nottingham Telephone Area
G1401A
1, St Georges Way
Leicester
LE1 1BA

Water

Severn Trent Water
Great Central Road
Mansfield
Nottinghamshire
NG18 2RJ

Electricity

Central Networks
Herald Way
Pegasus Business Park
East Midlands Airport
Castle Donnington
Leicestershire

7.0 DESIGN STATEMENT

Acceptable Uses

- 7.1 The Council are seeking a comprehensive and co-ordinated mixed-use development that will regenerate the White Hart Area and improve the vitality and viability of Mansfield. This may be through a single development, or the scheme may be delivered in a phased, yet co-ordinated manner. Uncoordinated, ad hoc development will normally be refused and will only be accepted where it can be shown that it fully contributes to the overall delivery of the whole scheme.
- 7.2 A proposed scheme should incorporate a combination of the following uses which should not exceed the stated gross floor space:-
- Retail (A1) – 2,775 Sq metres
 - Offices (B1) – 5,318 Sq Metres
 - Restaurant / Café (A3) and /or Drinking Establishments (A4) – 1,116 Sq metres
 - Housing (C3) – 233 residential units
 - Leisure (D2)

The floor space figures are based on those set out in condition 5 of the outline planning permission (2006/0349/NT) that was granted in July 2006.

- 7.3 The Council is seeking to encourage small specialist retailers within a high quality development with a concentration of newly built premises towards the White Hart Street end of the site. The location of uses within the site should consider the existing uses in the area in order to avoid conflicts and protect amenity. In particular, proposed residential units shall have regard to the location of nearby public houses and their prevalent use patterns. New uses should be complementary to each other in order to achieve a comprehensive scheme.

- 7.4 The proposed regeneration will locate uses appropriately to compliment existing successful patterns of use and with regard to the setting of historic buildings.
- 7.5 In addition, proposals for regeneration should include a well designed, well lit safe and secure multi-storey car park on land close to St Peters Way and which avoids vehicle penetration into the site.
- 7.6 It is important that the whole area can benefit from the regeneration proposal. Different parts of the area will have different costs and values associated with them. Only by ensuring that the costs of improving some areas can be met by the benefit of developing others can a successful comprehensive scheme be achieved. This could be achieved through a single developer, or a combination of developers entering into a joint working agreement. Alternatively the Council will consider the use of planning obligations to ensure that the full scheme can be delivered.

Historic Perspective

- 7.7 One of the keys to the successful regeneration of the site is an understanding of the area's historical evolution and how it has grown over time. This can be illustrated with a series of maps to show the features that survive, including streets, spaces, boundaries, buildings, structures and archaeological potential. From this the relative significance of surviving historic components of the townscape can be assessed and used as a basis for recommendations concerning which buildings and features should be retained and which are not so significant.

Archaeology

- 7.8 Developers should investigate potential archaeology in the site area and the District Council will be guided by advice received from the Nottinghamshire County Council Sites and Monuments Record Officer (SMR). A record of all known archaeology on the site will be held at the SMR. The County archaeologist can be contacted at the following address: -

Nottinghamshire County Archaeologist
Environment Department
Trent Bridge House
Fox Road
West Bridgford
Nottingham
NG2 6BJ

Tel: 0115 9772129

- 7.9 Further advice on archaeology and the planning process can be found in Planning Policy Guidance Note 16 – 'Archaeology and Planning'

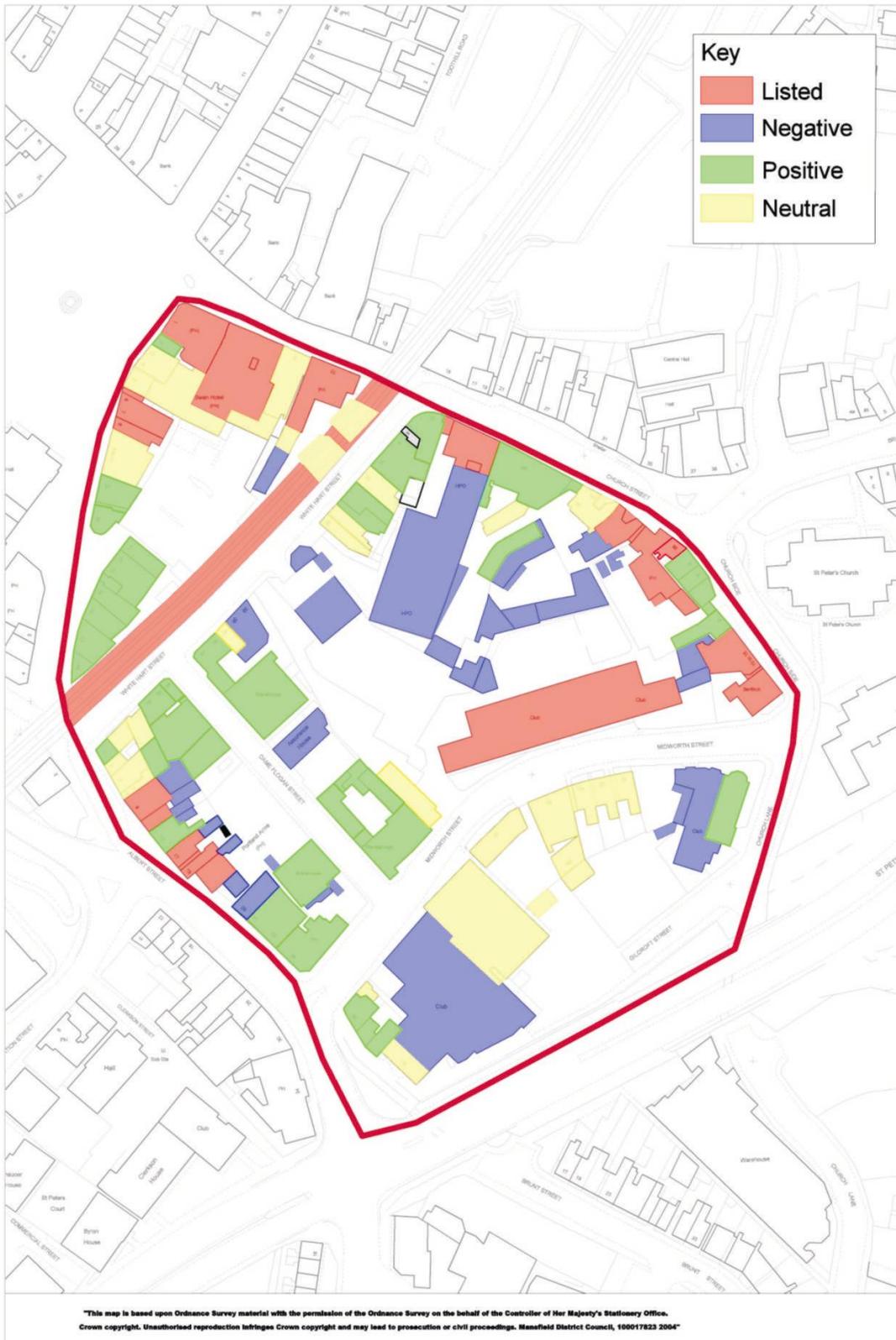
Building Design - Urban Form and Layout

- 7.10 The site should be developed in order to be integrated both physically and visually within the town centre. A varied and complex urban form is required that will respect its historic location. Regeneration proposals will need to create an attractive pedestrian environment that also acts as a suitable setting for the listed buildings and other important buildings within the site. Proposals for regeneration within the Bridge Street and Market Place conservation areas should make reference to the Conservation Character Appraisal and emerging Management plan.

Buildings to be Retained

- 7.11 Bearing in mind the location of the site within the Bridge Street and Market Place Conservation Areas, proposals for regeneration should seek to repair, restore and re-use existing buildings identified as being of importance and integrate them in a sympathetic and complementary manner. Those buildings that make a positive contribution to the White Hart Area including listed buildings are identified on the map 3 on page 14 and are listed in appendix 3. These buildings must be retained as part of any future development.
- 7.12 The need to retain architecturally and historically important buildings means that there is very limited scope for redevelopment along historic street frontages including Albert Street, Church Street, Church Side, Market Street and Market Place. This is illustrated on map 3. Conversely, the possibility of replacing poor quality buildings creates a significant redevelopment potential in a number of areas including the block bounded by Midworth Street and St Peter's Way, and the back lands between White Hart Street and Midworth Street. This second area includes a short frontage onto White Hart Street. This creates an opportunity to create significant new build frontages along the south side of Midworth Street and part of White Hart Street. Information about demolition is set out in paragraphs 7.16 to 7.18.
- 7.13 Proposals should show how development, including re-use of existing buildings and new build would lock in to the surviving historic form and character of this part of Mansfield, in order to enrich, reinforce and recover the character of the area. For example this would involve the retention and enhancement of historic alleyway routes in to the site from Church Street, with new build located to respect their form and position. It would also involve the siting of new buildings in a sensitive manner to respect the setting of existing historic buildings and to ensure important views are maintained.
- 7.14 The following explains the definitions used in the key on map 3.
- Listed Buildings - Buildings listed for their special architectural or historic interest
 - Positive Buildings – Those that make a positive contribution to the special character or appearance of the conservation area
 - Neutral Buildings – Those that neither enhance or detract from the special character or appearance of the conservation area
 - Negative Buildings – Those that harm the special character or appearance of the conservation area.

Map 3 – Assessment of Building Merit



- 7.15 The principles for determining the selection of buildings that make a positive contribution to the special character or appearance of a conservation area are set out in The English Heritage's draft *guidance note on Conservation Area Appraisals* (Feb 2006).

Demolition

- 7.16 The re-use of existing redundant or vacant historic buildings into sustainable new uses is required. The demolition of such buildings and those with special architectural or historic interest will be resisted unless a convincing and justifiable case can be made. Demolition of those elements that harm the existing landscape character will be encouraged in order to facilitate the enhancement of the area. A statement justifying demolition, including details of what will be built in its place and a timescale for this, should accompany proposals for demolition.
- 7.17 Prior to any demolition protected species and bat surveys should be carried out, as well as any resulting mitigation measures that are required. In addition, to avoid harm to breeding birds, including damage to nests and eggs, no demolition should take place during the breeding season.
- 7.18 All demolition that takes place in the regeneration area should be in accordance with Regional Waste Strategy Policy RWS7 which relates to reduction and management of construction and demolition waste.

New Buildings

- 7.19 In designing a proposed layout, regard should be given to the relationship between new and existing buildings where the intention is to keep those existing buildings. New buildings should have special regard to their location and context in terms of scale, height, form, massing; have respect for the traditional pattern of frontages, vertical or horizontal emphasis and detailed design (PPG15). The composition of the development, and the elements on building façades, should create interest at a variety of scales, and viewing distances.
- 7.20 The height of new buildings will be an important aspect of development therefore developers will be expected to take account of the following principles:
- New buildings should generally be a minimum of two storeys;
 - Building heights should have regard to their location within the site and its topography so as to avoid restricting important views and dominating other adjacent buildings;
 - New buildings that will adjoin other buildings should be designed to co-ordinate with their neighbours in terms of height and design; and
 - Within the Swan Yard area, new buildings should not harm the setting of the railway viaduct.

Architectural Design

- 7.21 Architecture should be of a high quality and have respect for the historic context of the area. Architecture that is responsive to existing street character and contributes to a strong sense of place for the site and the locality is expected. The building forms and architectural treatment should be varied with articulation of roof and building lines. Architecture should respect historic character but not be a pastiche.
- 7.22 The White Hart Street area of Mansfield has a mixture of red brick and stone buildings with slate or pan tile roofs. These materials should be reflected in new buildings but sympathetically co-ordinated with new materials that complement the existing historic character of the area. The use of materials generally matching those that are historically dominant in the area is important.

Sustainable Design

- 7.23 It is important that proposals, especially for new buildings incorporate sustainable design and principles. Developers will be required to follow the advice given within the Sustainable Developer Guide for Nottinghamshire which focuses on planning and design issues as well construction and maintenance of buildings whilst considering how their wider impacts such emissions can be prevented and managed. This will include re-use of water, use of energy efficient materials and sustainable urban drainage systems (SUDS).

Key Elevations and Corners

- 7.24 In structuring built form the development should make a clear distinction between public fronts, private backs and public backs. Exposing blank walls to public areas should generally be avoided if possible. Corner buildings will provide particular opportunities to create distinctive urban forms.
- 7.25 Development should have regard to creating active frontages adjoining public areas; this is especially pertinent at a level where the pedestrian comes into contact with the building. This may be achieved by externalising active uses such as restaurant / cafes onto the main public routes, and may mean:-
- Frequent doors and windows, with few blank walls;
 - Some narrow frontage buildings, giving vertical rhythm to the street;
 - Articulation of façades, with projections included;
 - Internal uses that are visible from outside, or may expand onto the street.
- 7.26 Proposals should articulate a main urban spine running through the White Hart Area from Market Place to Midworth Street. The demolition of a building could facilitate the creation of this spine and provide an important link in to the development at Swan Yard from the Market Place. Demolition presents an opportunity to developers to design and create a special entrance feature that will encourage pedestrians through from the Market Place to explore this area of the town. Developers may consider facilitating the relocation of businesses currently occupying the building they propose to demolish.

The Council will support proposals that seek to link the area with the Market Place and to permeate the areas beneath the viaduct ensuring that any scheme is not isolated but rather it is connected to the rest of the town centre

Topography and Views

7.27 The topography of the site is distinct and varied and this should form part of a scheme. In particular developers should:

- Use the topography to create interesting landmarks and views into and out of the site;
- Use the topography to inform the size and height of buildings at locations throughout the regeneration area, having regard to the setting of historic buildings and views towards them; and
- Protect and enhance views from within the site towards listed buildings including the railway viaduct; the Maltings and St Peter's Church. Important views such as these are illustrated on the map in appendix 4.

Biodiversity

7.28 Re-use of previously developed land can make a major contribution to sustainable development as it reduces the amount of Greenfield land that needs to be used. Due to the urban nature of this site there is unlikely to be any significant biodiversity interest apart from bats or breeding birds.

7.29 Development proposals should seek to maximise ecological features as part of good design as they can provide opportunities for building-in beneficial biodiversity.

Public Realm

7.30 The treatment of spaces between buildings should be approached in a co-ordinated fashion, with a restricted palette of high quality materials, choice of street furniture, street lighting and seating. This should combine to create a high quality, pedestrian friendly environment which maximises the opportunity for sense of place. An element of public art should be integrated at appropriate locations such as key entry points in to the area as identified on the map in appendix 4 to create local distinctiveness. This should be in line with Councils Public Art Strategy, the emerging Town Centre Economic Study and emerging Urban Design Compendium that will guide the design of public spaces.

7.31 A particular function should be developed for each space that should consider the likely prevailing weather conditions such as cold or hot spots, areas of light and dark or shade. Due regard should be had to the costs of maintaining any public spaces, and provision made to keep any public spaces maintained to a high standard of repair and cleanliness.

7.32 A network of pedestrian routes and distinct hierarchy of public spaces should be included.

7.33 High quality, safe Public toilet facilities should be provided in the scheme. Regard for their long-term maintenance will have to be addressed.

- 7.34 Public realm measures such as signage can be obtrusive, especially on the historic character of the area. Such facilities should be kept to a minimum and will need to be designed to limit the impact upon the many historic and important buildings within the regeneration area.

Crime and Safety

- 7.35 It is important to ensure that the scheme, including proposals for new build, is designed with security in mind and incorporates necessary crime prevention measures in both public and private space. This should also apply when renovating old properties that have proven to be susceptible to criminal activity and anti-social behaviour. In this respect the District Council is committed to working with the Police to promote the 'Secured by Design' and 'Park Mark' (Safer Car Park) initiatives.
- 7.36 Regeneration schemes should have regard to the existing Close Circuit Television (CCTV) operating in the area. CCTV coverage should be incorporated within the new development in order to comply with the Crime and Disorder legislation. The Council currently monitors the town centre on a 24-hour basis. A service level agreement between the developer and the Council would be anticipated in order to include the monitoring of any new cameras.
- 7.37 Crime prevention measures such as CCTV can be obtrusive, especially on older buildings. Such facilities will need to be designed to limit the impact upon the many historic and important buildings within the regeneration area.

Transport and Access

- 7.38 There are a number of key access points into the regeneration area that are considered important. These are highlighted on the plan in appendix 4 and are vital in ensuring permeability from the Market Place through the central spine of the site towards Midworth Street.

Site Specific Objectives

- 7.39 Regeneration schemes should seek to address the following transport issues:-
- Creating a pedestrian gateway, and clear quality pedestrian spine route from the Market Place into the regeneration area;
 - Consideration will need to be given to car parking in the area. This should be informed by the Councils Car Parking Study which will include policies and standards for parking within the town centre
 - Provision of a well-designed pedestrian crossing on White Hart Street, from the point of entrance to Swan Yard to the entrance to the main White Hart Area opposite;
 - In order to meet the parking requirements of the development, vehicle penetration into the area should be avoided with parking provided on the edge of the area and should be accessible from the ring road (St Peters Way). It should seek to use sites and / or buildings that have little or no architectural value and may involve demolition. The car park should be sensitively designed, safe, secure and well lit. A sensitively designed pedestrian linkage from the multi-storey car park across Midworth Street and into the main site area will also be required.

- When providing access in and around the regeneration area, developers should meet the needs of those with disabilities. Facilities for access should be done in accordance with the requirements of the Disability Discrimination Act whilst having consideration to the historic nature of the area and the buildings within it

Movement Framework

- 7.40 The existing road and footpath network in the White Hart area has medieval origins. The current pattern of public roads and footpaths has evolved from the medieval period and coupled with the varied topography gives the area a unique character of its own.
- 7.41 Developers should have regard to the existing network of spaces, including streets, roads and footpaths and build upon this network in a way that enables people to know where they are in the area and to have comprehensive access between the White Hart area and other parts of the town. In this respect streets are important as partners to buildings in the design of the environment. The regeneration scheme should have a movement framework that;
- Gives a reasonable choice of routes for how people will make their journeys across the site;
 - Takes full account of the kinds of movements a development will generate within the site and the surrounding area;
 - Makes clear connections to existing routes, facilities and places; and
 - Is safe, and is perceived as such by the public.
- 7.42 Regeneration schemes should have regard to providing a network of public spaces with quality direct, safe and attractive pedestrian linkages within the site, to the rest of the town centre, and other areas adjacent to the site. It should create a hierarchy of spaces that facilitate a legible and accessible environment for all sections of the community.
- 7.43 Proposals for the area should include a robust and comprehensive highway strategy that seeks to reduce pedestrian / vehicular conflict and incorporate parking sensitively in a way that will facilitate regeneration as well as taking account of the existing transport network. In particular developers should be aware of proposals to re-locate the Mansfield Bus station to Station Road and take account of this to ensure a co-ordinated and complementary development. All sectors of the community should be considered when drawing up proposals, including access for the disabled and cyclists.
- 7.44 At present the environment of the White Hart Street area is adversely affected by traffic, some of which has a legitimate presence but much of which is through traffic, using the area as a race track. Church Side and Midworth Street are particularly badly affected by through traffic, the impact of which is exacerbated by the one way flow and traffic control phasing, thus leading to speeding vehicles. As part of a regeneration scheme developers will be required to liaise with the highways authority to provide a solution to this issue. Property and businesses on Bridge Street and Albert Street are also affected by traffic either accessing or traversing the town centre, giving no benefit to those businesses.

- 7.45 The transport strategy for the White Hart area is focused on reducing the impact of traffic; to increase the attractiveness of the area to pedestrians and so to encourage extended town centre visits - to include White Hart Street and other parts of the area. Therefore, a combination of limited road closures, reduction of carriageway width, shared use of road space and a reduction of the extent of one-way traffic is encouraged to facilitate pedestrian priority in and around the regeneration area.

Sustainable Transport Patterns

- 7.46 The level of car parking should reflect,
- Government Guidance (PPG13), and the need for a sustainable approach to transport,
 - The town centre location with opportunities to walk, cycle and use public transport, and
 - Market conditions and the desirability of securing office and housing uses.
- 7.47 The site proposals should be designed so as to develop sustainable transport patterns supportive of maintaining and improving air quality, improving the civic and historic character, streetscape quality, accessibility, legibility and safety of the area. This will mean:-
- Improving pedestrian conditions on streets with traffic;
 - Minimising the land-take necessary for road use;
 - Creating more effective uses of sections of road, e.g. for parking;
 - Retaining and incorporating existing historic pathways through the site;
 - Provision of links to the bus and railway station;
 - Creating new quality pedestrian and cycle links, including facilities for cycle parking;
 - Conflicts between pedestrians, vehicles and servicing routes should be eliminated where possible;
 - Considering the use and treatment of Midworth Street; and
 - Design that allows clear safe and secure demarcation of public and private space within the site including Alley gate provision
- 7.48 To encourage more people to use public transport, such facilities should be designed and located in areas that take account of the needs of all users. This will specifically include measures to ensure that they are safe and secure to use at all times.

Highways

- 7.49 The Highway Authority will look constructively at any proposed changes for the reconfiguration of the highway network to minimise vehicle penetration, provide benefits to traffic flow and provide opportunities for transport by other means than the car.

7.50 Junction improvements to facilitate pedestrian movement:-

- At Albert Street / Station Street,
- At Bridge Street / Church Street/ Church Side;
- Midworth Street at intersection with new pedestrian link across the White Hart Street area;
- The restriction of traffic access to Midworth Street to buses / taxis / disabled orange and blue badge holders only;
- The provision of an appropriately located bus stop on Midworth Street and taxi picking up / dropping off point;
- Visual improvement to Midworth Street that seeks to respect its historic form, calm traffic speeds and enhances its appearance with quality public realm materials;
- Provision for short stay car parking and parking for disabled / taxi users should be considered;
- Retention, use and enhancement of existing historic footways within the site and entrance points from Church Street and Church side in to the site including along Church Street, alleyways exiting on to Church Street adjacent to the Ram Public House, to 22, Church Street (former Evening Post building) and 12 Church Street;
- The creation of a new pedestrian link from Dame Flogan Street adjacent to the existing Assurance House and dropping down levels in to the main site. To facilitate development there is also potential to create a vehicular access in to the site from White Hart Street at the point currently occupied by the access to the former post office depot.

7.51 Liaison with Nottinghamshire County Council Highways Section to discuss the scope of the transport management and access assessment is advised as soon as possible.

8.0 CONTACT INFORMATION

8.1 For further information about any aspect of this document please contact:

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Glossary of Terms

Local Development Framework (LDF): Comprises a portfolio of local development documents that will set out the spatial strategy for the development of the district.

Local Development Scheme (LDS): Public statement setting out which local development documents will be produced, in what order and when.

Mansfield District Local Plan: Document, adopted in 1998, currently sets out the policy framework to guide and encourage development in the district to 2006. To be replaced by Local Development Framework.

Department for Communities and Local Government (DCLG): The Government Department responsible for planning.

Planning and Compulsory Purchase Act 2004: Government legislation that sets out the changes to the planning system.

Planning Policy Statement 12 (PPS12): Planning Policy Statements set out the Governments national policies on different aspects of planning. Those in PPS12 focus on the procedural policy and process of preparing local development documents.

Supplementary Planning Document (SPD): Formally known as supplementary planning guidance these documents are used to expand policies or provide further detail to policies in development plan documents. They do not form part of the development plan and they are not subject to independent examination.

Sustainability Appraisal: Examines the social, environmental and economic effects of strategies and policies in a local development document from the outset of the preparation process.

Appendix 1 - Relevant Planning Policies at National, Regional and Local Level

National Planning Policy

National level planning policy covers a range of different aspects of planning. The documents relevant to the White Hart SPD are:

- Planning Policy Guidance 3 (PPG 3): Housing (2000)
- Planning Policy Statement 3 (Consultation Draft): Housing (2005);
- Planning Policy Statement 6 (PPS 6): Planning for Town Centres (2005);
- Planning Policy Statement 9 (PPS 9): Biodiversity and Geological Conservation (2005);
- Planning Policy Guidance Note 13 (PPG 13): Transport (2001); Planning Policy Guidance Note 15 (PPG 15): Planning and the Historic Environment (1994);
- Planning Policy Guidance Note 16 (PPG 16): Archaeology and Planning (1990);
- Planning Policy Statement 23 (PPS 23): Planning and Pollution Control (2004);
- Planning Policy Guidance 25 (PPG 25): Development and Flood Risk (2001); and,
- Planning Policy Statement 25 (Consultation Draft): Development and Flood Risk (2006).

Key messages from PPG 3 and Draft PPS 3

PPG 3 is the current government planning guidance on housing; however, this guidance is soon to be replaced by PPS 3. The consultation draft of this document includes the following objectives:

- Ensuring there is a wide choice of housing types available to meet the needs of the community;
- Delivering a better balance between housing demand and supply; and,
- Creation of sustainable, inclusive mixed communities in all areas.

Key messages from PPS 6

The planning system has a key role in facilitating and promoting sustainable and inclusive patterns of development.

A key objective for town centres is to promote their vitality and viability. This can be done by:

- planning for the growth and development of existing centres;
- promoting and enhancing existing centres, by focusing development in such centres; and,
- Encouraging a wide range of services in a good environment, accessible to all.

The following of the Government's wider policy objectives are also relevant to the White Hart SPD and development in town centre locations:

- promote high quality and inclusive design;
- improve the quality of the public realm and open spaces;
- protect and enhance the architectural and historic heritage of centres;

- provide a sense of place and a focus for the community and for civic activity; and,
- Ensure that town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents.

Key Messages from PPS 9

LDF documents should include policies to take account of biodiversity and provide for mitigation and the creation of new habitats where appropriate.

The main objectives of this guidance are:

- To promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of all development.
- To conserve, enhance and restore the diversity of England's wildlife and geology.
- to contribute to rural renewal and urban renaissance by:
 - enhancing biodiversity in green spaces and among developments; and,
 - ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment.

PPS 9 encourages the re-use of previously developed land for new development and the building-in of beneficial biodiversity or geological features as part of good design.

Key Messages from PPG 13

PPG 13 supports the policy position stated in PPS 6 in that it reaffirms the need to promote the vitality and viability of existing town centres. It states that these areas should be the preferred locations for new retail and leisure developments.

The main objectives of the guidance are:

- To promote more sustainable transport choices for both people and for moving freight; and
- To reduce the need to travel, especially by car, by promoting public transport, walking and cycling as means of access to jobs, shopping and leisure facilities and services.

Key Messages from PPG 15

It is fundamental to the Government's policies for environmental stewardship that there should be effective protection for all aspects of the historic environment. Planning is an important instrument for protecting and enhancing the environment in town and country, and preserving the built and natural heritage. The objective of planning processes should be to reconcile the need for economic growth with the need to protect the natural and historic environment.

The design of new buildings intended to stand alongside historic buildings needs very careful consideration. In general it is better that old buildings are not set apart, but are woven into the fabric of the living and working community.

When conservation areas include the commercial centres of towns and villages, conservation of their character or appearance must be a major consideration. However, realistically, all new development cannot be prevented and so the emphasis will generally need to be on the controlled and positive management of change. Policies should allow the area to remain alive and prosperous, without unnecessarily detailed controls over businesses and householders, but at the same time ensure that any new development accords with the area's special architectural and historic interest.

Key Messages from PPG 16

Archaeological remains should be seen as a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. However, it is not always feasible to save all archaeological remains. Where nationally important archaeological remains, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation. In cases involving archaeological remains of lesser importance planning authorities will need to weigh the relative importance of archaeology against other factors including the need for the proposed development.

Positive planning and management can help to bring about sensible solutions to the treatment of sites with archaeological remains and reduce the areas of potential conflict between development and preservation. Central government and English Heritage have important roles to play, however responsibility of the great majority of archaeological sites and historic landscapes lies with local authorities, as well as with the owners of sites themselves.

Key Messages from PPS 23

The overall aim of PPS 23 is to ensure:

- the sustainable and beneficial use of land (and in particular encouraging reuse of previously developed land in preference to greenfield sites);
- That polluting activities which are necessary for society and the economy should be appropriately sited and planned, and subject to planning conditions, so that their adverse effects are minimised and contained to within acceptable limits.
- That opportunities should be taken wherever possible to use the development process to assist and encourage the remediation of land already affected by contamination.

Key Messages from PPG 25 and Draft PPS 25

PPG 25 is the current government guidance on flood risk; however, this guidance is to be replaced by PPS 25. The consultation draft of this document states that positive planning has an important role in helping deliver sustainable development and in applying the Government's policy on flood risk management. It should avoid, reduce and manage flood risk by taking full account of:

- Present and future flood risk, involving both the statistical probability of a flood occurring and the scale of its potential consequences, whether inland or on the coast; and
- The wider implications for flood risk of development located outside flood risk areas.

Regional Planning Policy

Regional level planning policy provides a long term development strategy for the East Midlands over a 15 to 20 year period. It concentrates on key regional and sub-regional issues.

- Regional Plan for the East Midlands (Regional Spatial Strategy 8)

Key Messages from the Regional Plan

The Regional Plan has many policies which are relevant to the White Hart Area. These include the following:

- **Policy 2:** – States that the preferred location for development is previously developed sites and buildings within urban areas that are well served by public transport;
- **Policy 3:** – Highlights the sustainability criteria for development sites;
- **Policy 4:** – Promotes better design approaches which take account of local, natural and historic character;
- **Policy 5:** - States that development should be concentrated in a number of areas including the sub-regional centre of Mansfield;
- **Policy 9:** – Highlights regeneration as a priority in north Nottinghamshire.
- **Policy 19:** – Identifies the built up area of Mansfield as a priority area for the release of land for housing;
- **Policy 20:** – Sets a target of 60% of housing development to be on brownfield land;
- **Policy 21:** – Identifies the Northern Sub-Area as a priority area for regeneration;
- **Policy 23:** – Highlights the regional priorities for town centres;
- **Policy 27:** – Refers to protecting and enhancing the regions natural and cultural assets;
- **Policy 31:** – Highlights the regional priorities for the historic environment;
- **Policy 33:** – Regional approach to the Water Environment;
- **Policy 36:** – Regional approach to managing flood risk;
- **Policy 42:** – Sets out objectives for the Northern Sub-Area; and
- **Policy 44:** – Highlights measures for a reduction in the rate of traffic growth.

Key Messages from the Nottinghamshire and Nottingham Joint Structure Plan

The key objective of the Joint Structure Plan (JSP) is the need to achieve sustainable development. The plan also sets out the strategic land use policies and development requirements. Policy 7/1 identifies Mansfield as a major sub-regional centre in the Nottinghamshire shopping hierarchy. Policies 2/11 and 2/12 are important due to the heritage of the White Hart area.

Local Planning Policy

This SPD supplements two saved policies within the Mansfield District Local Plan (MTC 14 and MTC 15).

There are also other local plan policies that will be relevant to any development in the White Hart Area. These include:

- **Policy E3:** – Criteria for the development of employment uses;
- **Policy E4** – Protection of Employment land and buildings
- **Policy BE1:** – Criteria for the design of new development;
- **Policies BE2 – BE5:** – Development affecting listed buildings;
- **Policies BE6 – BE10:** – Development in conservation areas;
- **Policy BE11:** – Development affecting scheduled ancient monuments;
- **Policies BE12 – BE13:** – Archaeological sites and remains;
- **Policy BE14:** – Shopfronts;
- **Policy M9:-** Bus services
- **Policy M13:** – Providing for the safety, security and needs of pedestrians;
- **Policy M15:-** Cycling
- **Policy M16:** – Criteria for developments, in relation to movement;
- **Policy M17:-** Protection of off street parking
- **Policy M18:** – Car parking;
- **Policy H2:** – Criteria for the development of housing;
- **Policy H11:-** Upper floors of shops for residential use
- **Policy LT18:** – Criteria for the development of tourist facilities;
- **U2:-** Water supply and sewerage (should be read in conjunction with PPG25);
- **Policy R1:** – Uses permitted in the town centre;
- **Policy R7:** – Design of new retail developments; and,
- **Policy R8:** – Mix of shopping and other uses.
- **Policy R9:-** Provision for small retailers and specialist businesses
- **Policy MTC2:-** Conversion of upper floors in the sub-regional centre
- **Policy MTC3:-** Criteria for development in the sub-regional centre
- **Policy MTC6:-** Concerns secondary shopping areas;
- **Policy MTC7:-** Development at ground floor level in the sub-regional centre excluding primary and secondary shopping areas;
- **Policy MTC8:-** Development at first floor level and above in the sub-regional centre;

Appendix 2 – Documents Relevant to the SPD Area

Relevant Document	Key Messages
UK Sustainable Development Strategy	Need to achieve a sustainable economy and a strong, healthy and just society, within environmental limits.
MDC Corporate Plan	One of the five main aims of the District Council is to revitalise the District, Town centres and Neighbourhoods with at least 60% of citizens agreeing that the town centre has improved.
The Big Picture – Community Strategy for Mansfield	Eight objectives to achieve sustainable development, which is the strategy’s main aim. Includes priority for the growth of Mansfield Town Centre
Town Centre Partnership Business Plan	Key objectives are to improve business mix & regeneration, improve accessibility, maintain high quality environment and establish a safe and secure town centre
Crime Reduction Strategy	Key objectives are to address offending behaviour, reduce volume, and reduce drug related crime and to improve service delivery.
Nottinghamshire Cultural Strategy	The strategy’s vision is to establish Nottinghamshire as a place where everyone living, working and visiting the county is encouraged to, and has an equal opportunity to, participate in and enjoy all forms of cultural activity. Need to support cultural development and maximise the potential of the historical, cultural, environmental and archaeological heritage in order to develop tourism infrastructure.
English Heritage: Guidance on the Management of Conservation Areas (2005).	Identifies the key aspects of good practice that need to be taken into account by local authorities in managing conservation areas
English Heritage: Draft Conservation Principles, Policy and Guidance 2005	Highlights seven principles for Conservation: 1 The historic environment is a shared resource 2 It is essential to understand and sustain what is valuable in the historic environment 3 Everyone can make a contribution 4 Understanding the values of places is vital 5 Places should be managed to sustain their significance 6 Decisions about change must be reasonable and transparent 7 It is essential to document and learn from decisions
MDC Bridge Street and Market Place Conservation Area Character Appraisal	Provides an overview of the future of the Conservation Areas with reference to design principles, promoting improvement, providing guidance for owners and residents, and identifying features that contribute to the historic character of the area
Mansfield Retail Study 2005	Sets out information about the capacity for new retail development within the town centre and possible locations for new development

Appendix 3 - List of Buildings to be Retained

Properties marked with a ✓ are grade II listed buildings

Albert Street

1 Albert Street
Building r/o 7 Albert Street
✓ 9 and 11 Albert Street
13 Albert Street
✓ 17 and 19 Albert Street
✓ Portland Arms PH
31 and 33 Albert Street
Black Swan PH
39 to 43 Albert Street

Church Lane

Conservative Club

Church Side

2 to 8 Church Side
✓ 10 to 16 Church Side

Church Street

✓ Swan Hotel
✓ White Hart PH
12 Church Street
✓ Head Post Office
Old Eight Bells PH
✓ 32 Church Street
✓ Ram Inn
✓ 36 Church Street

Dame Flogan Street

Sherwood Press (Plumbe and Richardson)

Warehouse on SW side of Dame Flogan Street
Beer and Wine Store

Market Place

The Bank PH
2 Market Place
✓ 6 to 8 Market Place
12 Market Place

Market Street

10 Market Street
Bentinck Chambers, 11 to 17 Market Street
19 Market Street

Midworth Street

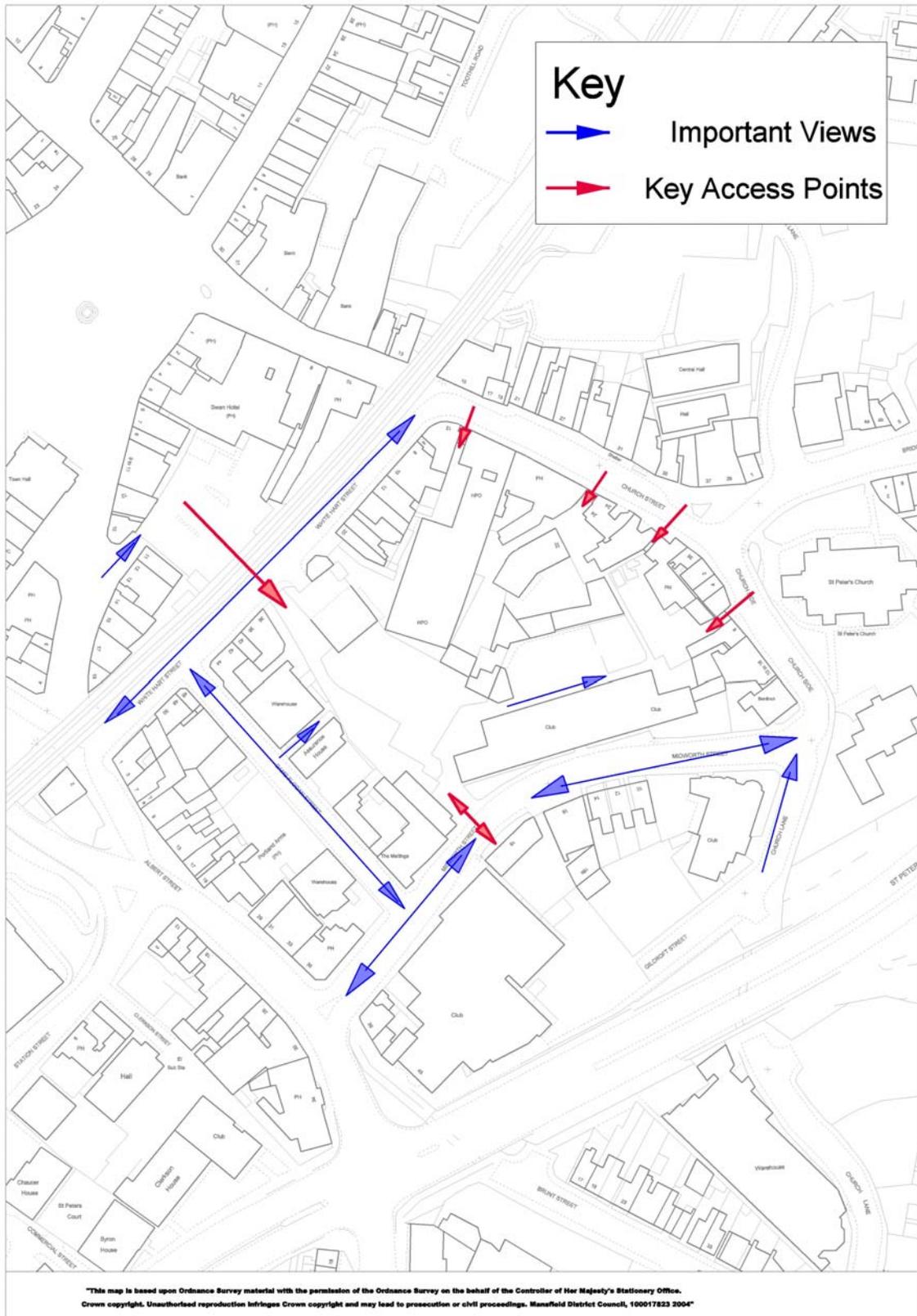
Metthams Mineral Water Works
✓ The Maltings
✓ Bentinck House

White Hart Street

6 to 10 White Hart Street
White Hart Chambers, 14 and 16 White Hart Street
42 and 44 White Hart Street
46 to 50 White Hart Street

✓ Railway Viaduct

Appendix 4 – Important Views and Access Points



This information is available in other formats-
for example large print, signer or minicom and other languages

To obtain this information telephone 01623 463463

অনুরোধ সাপেক্ষে এই তথ্যটুকু পাঠক উপযুক্ত কোন আকারে এবং ভাষায় দেওয়া হবে।

অন্য কোন ভাষা বা পাঠক উপযুক্ত কোন আকারে এই তথ্যটুকু পেতে হলে, 01623
463463 নম্বরে ফোন করুন।

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વિનંતી કરવાથી આ માહિતી બીજા સ્વરૂપો અને ભાષાઓમાં મળી શકે
છે.

આ માહિતી બીજા ભાષા કે સ્વરૂપમાં મેળવવા માટે, 01623 463463
ઉપર ફોન કરો.

निवेदन करने पर यह जानकारी अन्य ग्रन्थाकारों यानि फार्मेटस तथा भाषायों
में उपलब्ध हो सकती है।

यह जानकारी किसी वैकल्पिक भाषा या फार्मेट में लेने के लिए, 01623
463463 पर टेलिफोन कीजिए

ਬੇਨਤੀ ਕਰਨ ਤੇ ਇਹ ਜਾਣਕਾਰੀ ਹੋਰ ਰੂਪਾਂ ਅਤੇ ਬੋਲੀਆਂ ਵਿਚ ਮਿਲ
ਸਕਦੀ ਹੈ।

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ਕਰਕੇ 01623 463463 ਤੇ ਟੈਲੀਫੋਨ ਕਰੋ।

یہ معلومات گدازش کرنے پر دیگر صورتوں (سی ڈی، ٹیپ) اور زبانوں میں بھی دستیاب ہے۔

متبادل زبان یا متبادل صورت (سی ڈی، ٹیپ) میں یہ معلومات حاصل کرنے کے لیے
ٹیلیفون نمبر 01623 463463 پر فون کریں۔

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Mansfield District Council

Creating a District where People can Succeed