

# Interim Planning Guidance Note 9

## Stockwell Gate South



**Mansfield District Council**  
*Creating a District where People can Succeed*

**IPG**



## **Foreword**

Stockwell Gate South is the second of two major new development opportunities at the heart of Mansfield's town centre. Together with Stockwell Gate North, it offers us an opportunity to create new gateways to Mansfield and make a positive contribution to the town centre's rich townscape.

We know that through careful planning and by working with applicants who share our vision, we can achieve well designed developments, which are also commercially viable. The importance of achieving quality design cannot be underestimated – it adds value not only economically, but socially and environmentally. This IPG clearly sets out the Council's standards of design and its aspirations for the area, as part of its commitment to realising its maximum value for Mansfield: its people, environment, investors and businesses.

With an estimated 16,000 people per day using the new transport interchange facilities from 2010, it is essential that the connections and routes through the development are easy and safe to use and that the development itself contributes to a memorable and positive visitor experience.

We cannot underestimate the impact that any future scheme will have on people's first and lasting impressions of Mansfield – our first impressions must be positive and they must be our best."

**Cllr. Kate Allsop**

**Portfolio Holder for Regeneration**

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Note to readers:

Readers are advised to consider this IPG in conjunction with the Stockwell Gate North IPG.

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## 1 Introduction

- 1.1 Stockwell Gate South (SGS) is the second of two major development opportunities within the heart of Mansfield Town Centre. In conjunction with Stockwell Gate North it provides an opportunity to create new gateways to Mansfield and enhance its role as a sub-regional centre within the East Midlands.
- 1.2 Mansfield District Council is keen to work with prospective developers to move forward the regeneration of the Stockwell Gate South site. This Interim Planning Guidance (IPG) sets out the Council's approach to a number of planning policy issues in relation to the site, particularly to the scope of the site and options with regard to acceptable uses and design principles.

### Our Vision for Stockwell Gate South

- 1.3 The Council's vision for the area is to create an exciting and inviting gateway to Mansfield, which will draw people from the new transport interchange, into Stockwell Gate and the town centre. In conjunction with Stockwell Gate North it will contribute towards the regeneration of the western side of Mansfield Town Centre.
- 1.4 In commercial terms, the development should contribute towards the enhancement of Mansfield as a sub-regional centre and as a place to invest, trade, visit, work, shop and where people, particularly local residents, choose to spend their time. Under such a concept a retail led, mixed use scheme is envisaged that will provide new shopping floor space supported by complementary business or leisure uses.
- 1.5 In design terms the aspiration is to create a high quality development that provides connections to Stockwell Gate and the new transport interchange, is environmentally sustainable, safe, and accessible and that enhances and integrates into the fabric of the centre.
- 1.6 The area covered by the term "Stockwell Gate South" is shown on figure A on page 7.

## 2 Key Principles

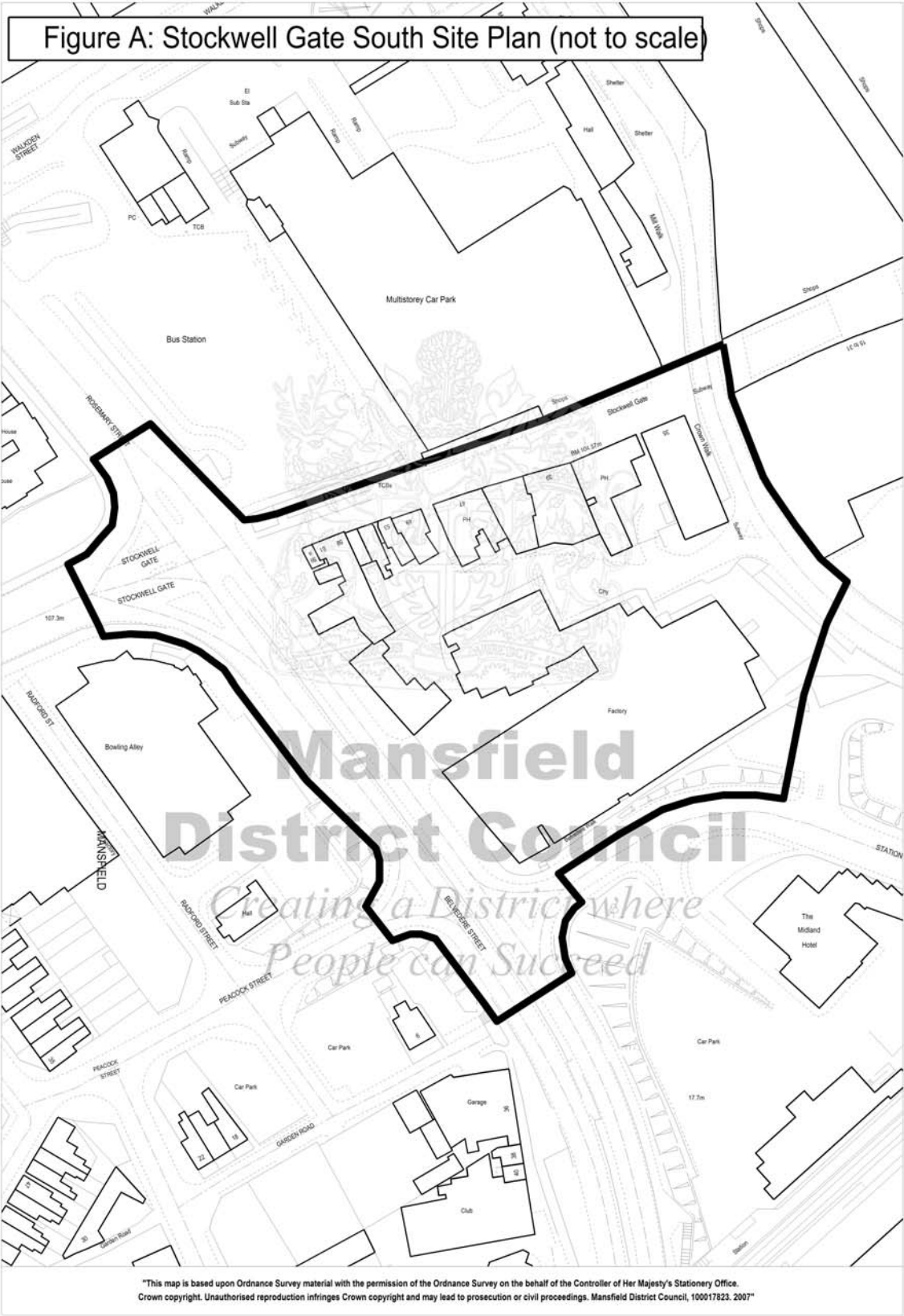
- 2.1 The Council considers that the vision for SGS will be realised through proposals which are centred upon four key principles that will be the framework for a Masterplan for the SGS area. These are discussed in detail, later in the document but can be summarised as follows:
- 2.2 **Connections:** The development must fully integrate itself into the fabric of the centre with careful consideration given to the relationship between new development and the existing built fabric along the southern edge of Stockwell Gate.

- 2.3 **Place:** The new development should contribute to creating a sense of place and distinctiveness. Development should not only complement the existing established character of Mansfield but create a quality development that will enhance the townscape, and integrate into the urban fabric.
- 2.4 **Enhance:** The new development must contribute to extending and enhancing Mansfield's retail offer and the quality of the environment, removing negative features and creating a positive relationship between buildings and public spaces with predominantly active frontages at street level. Particular attention will be placed upon enhancing Stockwell Gate – a historical route into the town centre. A unique opportunity exists to blend sensitive new development with retained buildings in a unified composition.
- 2.5 **Design:** Securing high quality design, recognising its value economically, socially, environmentally - and as a key driver in transforming people's perceptions of Mansfield is a priority.
- 2.6 Environmental sustainability, based on good practice, should be designed in from the outset, ensuring that new development minimises energy consumption, reduces resource loss and maximises the potential for energy generation.

#### **Making sure it all ties together**


- 2.7 A master plan is expected to be produced by prospective developers to allow a cohesive, comprehensive scheme to be realised. Whilst the Council's aspirations are for a comprehensive development a partial or phased development may also be considered acceptable where it would not prejudice the wider development of the whole site.
- 2.8 Particular attention will be required to ensure that a good quality, accessible public realm is created with careful consideration given to new public spaces which incorporate public art and which are places for the whole community.
- 2.9 The master plan should carefully assess the site's wider context within the town centre, and should consider its relationship with existing buildings within and adjoining the site. Design should complement other topic / area based IPG's that are being produced and which will be available from the District Council.
- 2.10 As part of the process to bring a scheme forward developers will be encouraged to consult the community as set out in section 8 of Mansfield District Council's Adopted Statement of Community Involvement.
- 2.11 Information about what will be required as part of an outline / detailed planning application is set out in appendix 1.





### 3 Background

#### Historic Context

- 3.1 The site has seen a range of uses over the last 125 years, plans from 1877 show a line of buildings running along Stockwell Gate with yards and open space behind, leading up to Station Drive (now Station Road).
- 3.2 By 1914 the area to the south of Stockwell had been developed into warehousing with properties fronting onto Belvedere Street. By 1956 the Courtaulds factory had become a dominant feature in the town providing employment to the local community. Over time the factory expanded encompassing the area occupied by the warehouse. Following closure, the factory remained vacant until 2006 when it was demolished and put into use as a temporary car park which is still in operation.
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- 3.3 Since the closure of the factory there have been a number of applications for redevelopment of the site. Further information about these applications is available from the Council's Development Control Team.
- 3.4 In recent years the site has been the subject of a number of studies:
- 3.5 In 2001 Barton Willmore produced an Urban Design Study for the area including that covered by the Stockwell Gate North IPG. The purpose of the study was to provide a framework for the regeneration and comprehensive re-development of this gateway site. As part of the study three detailed master plan options were developed incorporating a mix of uses including retail, offices, civic / community facilities, car parking and a new bus station.
- 3.6 In 2005 it was one of a number of sites that were assessed as part of the district wide retail study. The document, that was produced to inform the Local Development Framework (LDF) and applications for retail development, concluded that Stockwell Gate South and the adjoining Stockwell Gate North presented the greatest opportunity to develop new floor space to meet Mansfield's needs up to 2016.

#### The Site and its Surroundings

- 3.7 The Stockwell Gate South regeneration area covers a total of 0.48 hectares on the western edge of Mansfield's town centre. This is currently occupied by service area B, a temporary car park that can accommodate 100 vehicles and a number of commercial properties on the south side of Stockwell Gate.

3.8 Stockwell Gate South is bounded by a number of uses:

- To the west is Belvedere Street, this acts as part of the ring road taking vehicles around Mansfield Town Centre and provides access to the current bus station;
- To the east is Quaker Way which serves numerous town centre service areas and car parks including the Four Seasons Shopping Centre;
- To the north is Stockwell Gate which contains a number of premises including retail, financial and professional services and drinking establishments. In addition there are three listed properties; numbers 53, 55 and 57;
- To the south is Station Road which provides access to the railway station, Midland Hotel and Arrival Square. The site therefore offers a valuable opportunity to provide an enhanced pedestrian connection into the town centre and to the new transport interchange and station; and
- From 2010 the new transport interchange will be located to the south east of the site.

**Land uses**

3.9 The current land uses are shown in Figure B on page 10.

**Site Constraints**

3.10 The site has a number of constraints:

**Topography**

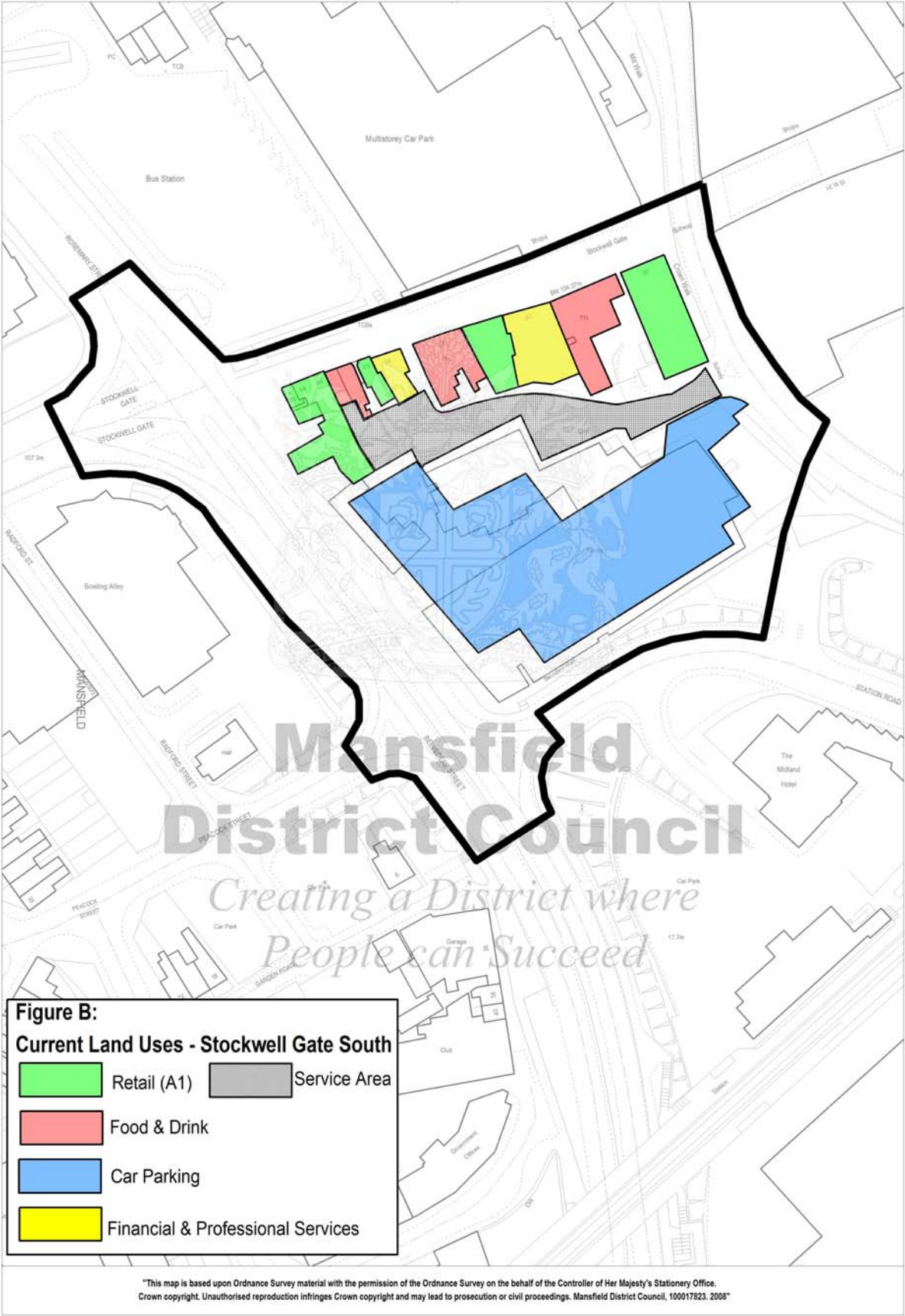
3.11 The site slopes up from north to south. Stockwell Gate is approximately 4.5 metres below the main development area - the site of the former Courtaulds factory - which in itself is approximately 4 metres below Station Road. This poses a challenge in the design of any new scheme and will require innovative designs to ensure that the development links to other areas and is accessible to all.

**Service Area B**

3.12 This gives access to the properties fronting Stockwell Gate and Belvedere Street. To ensure links between the main development site and Stockwell Gate innovative and creative solutions should be sought to ensure that pedestrian and vehicular conflict is minimised.

**Services**

3.13 Due to its location within the town there may be services running through the site. As a result developers are advised to check with the various service providers.



## **4 Planning and Regeneration Context**

- 4.1 The Stockwell Gate South site is located partially within the Mansfield Sub-regional centre and is primarily affected by policy R1 within the saved Mansfield District Local Plan. This seeks to ensure that the Mansfield sub-regional centre remains the focus for new retail development whilst allowing for a number of other complementary uses within the wider town centre that help strengthen the role of the centre.
- 4.2 A full list of the planning policies affecting this site is set out in Appendix B.
- 4.3 The Council is currently producing its Local Development Framework which will be a series of documents that will replace the Local Plan. One element of this will be the Mansfield Central Area Action Plan. This will set a vision and spatial policies for the positive management of change in the centre. It is anticipated that the redevelopment of the Stockwell Gate South area will form a key element of the strategy for the central area.
- 4.4 This Interim Planning Guidance (IPG) has been produced to cover the transitional stage until the Mansfield Central Area Action Plan is completed in 2011. The IPG will be adopted by the Council and will be a material consideration in the determination of any planning applications. Planning applications for development in this area should be in accordance with this IPG.
- 4.5 The Council is seeking a comprehensive and co-ordinated development of the site that will contribute to the vitality and viability of the centre, significantly enhancing its retail offer and acting as a stimulus for future investment. To achieve the vision for Stockwell Gate South and to maximise the potential of the land, a retail centred mixed use scheme is envisaged using a combination of the following uses:

### **Primary Uses**

- 4.6 To enhance Mansfield's role as a sub-regional centre, shopping uses (use class A1) should be the primary activity within the development. This requirement is supported by the findings of the 2005 Mansfield Retail Study which states that this site, along with Stockwell Gate North, provides the main opportunity to accommodate Mansfield's need for new shopping and other town uses up to 2016.
- 4.7 The site is located in a key location and has the opportunity to provide larger format units that are attractive to high street retailers; therefore a majority of new units should be a minimum of 300sq/m with a number suitable for department store and food hall trading. To enhance the area's offer, and to allow complementary uses to be provided, a number of smaller units may also be acceptable.
- 4.8 Anchor tenants will need to be secured within any future development to create a retail offer attractive to shoppers and draw footfall into the area.

- 4.9 Based on the definitions within Annex A of Planning Policy Statement 6 “Planning for Town Centres” the area covered by the former Courtaulds factory is considered an “edge of centre” location. The need for a retail assessment as set out in PPS6 will depend on the application and when it is submitted.

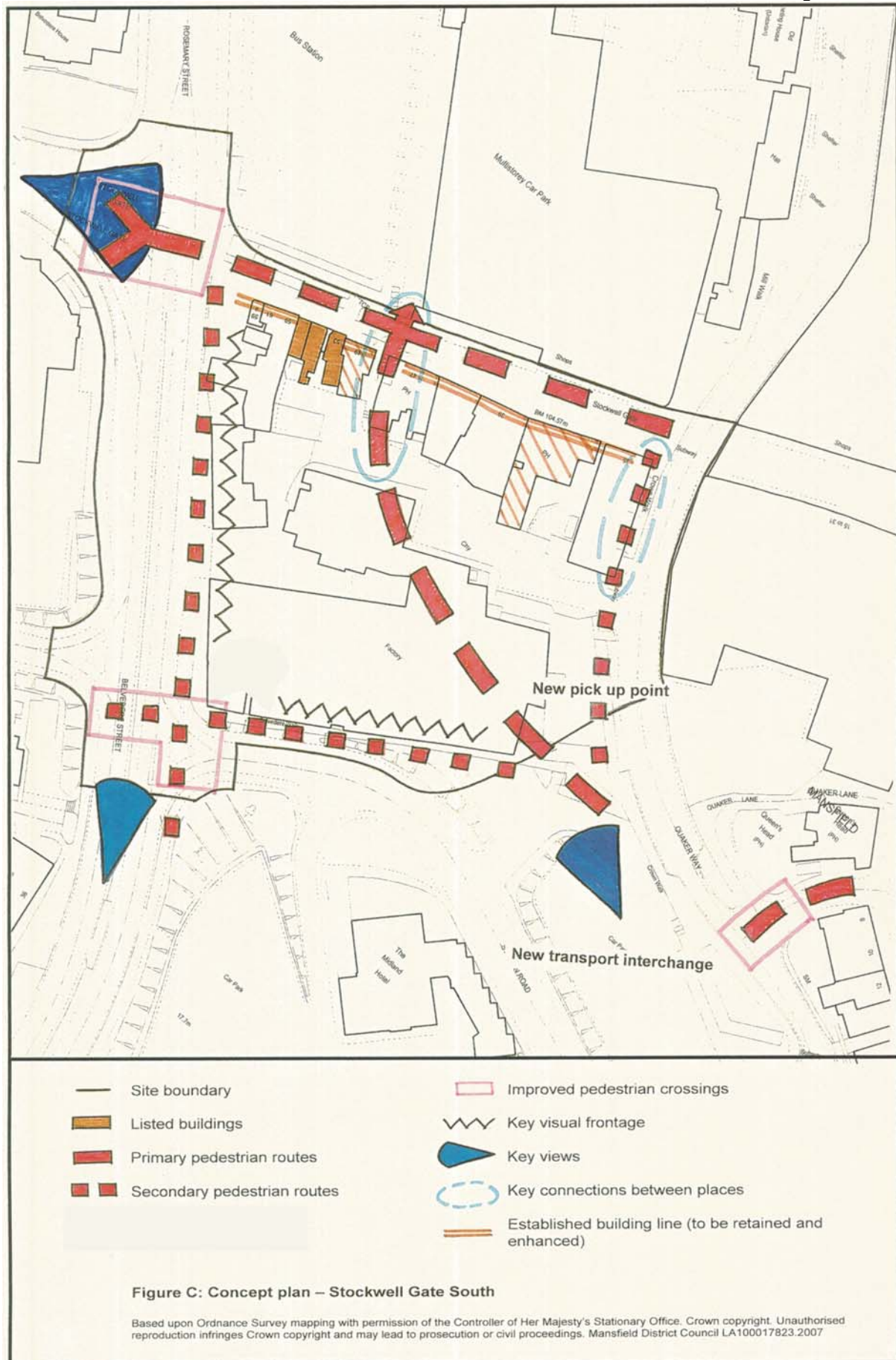
### **Acceptable / Complementary Uses**

- 4.10 The development plan identifies Mansfield as a sub-regional centre with an important role to play in assisting the economic regeneration of the Northern Sub-region. It aims to create a strong, diverse and vibrant town focussing on new jobs, homes and services within and around the Mansfield urban area. In particular, the Council’s Local Plan policies aim to create a high quality vibrant town centre environment offering a wide range of business services complementing shopping and other cultural, leisure and entertainment uses.
- 4.11 As a result the Council’s aspirations for complementary uses on the Stockwell Gate South site include business / financial and professional services, restaurants and cafes, hotels, community facilities and institutions and assembly and leisure. In addition an element of car parking will also be required, further information about this is set out in paragraph’s 5.39 – 5.41.
- 4.12 Development will primarily take the form of new build with the associated enhancement of the links from this site to the new transport interchange, railway station and Stockwell Gate North development site. The Councils aspirations are for a comprehensive development however a partial or phased development may also be considered acceptable where it would not prejudice the wider development of the whole site. Un-coordinated, pre-fabricated buildings and retail park style developments will not be acceptable.

## **5 Description of Key Principles**

- 5.1 The Council is keen to secure inward investment but not at the expense of quality and realising maximum value on a range of levels. Realising maximum value is focused on creating places that work for investors, the environment and for society in a mutually beneficial and reinforcing relationship.
- 5.2 Four key principles (discussed below), leading to the creation of an environment that is vibrant, inspiring, enjoyable stimulating, accessible and safe, have been identified for SGS, each of which is underpinned by a series of objectives. Design principles to be considered are conveyed in the Concept Plan (Figure C) on page 13.





## Connections

- 5.3 A strong, seamless and positive connection should be established to link the development to Stockwell Gate by creating a street focused link through the site. This should seek to strengthen the pedestrian and street centred nature of the town centre.
- 5.4 Service area B divides the main development area and the properties on the south side of Stockwell Gate. As a result innovative and creative solutions should be sought to ensure that pedestrian and vehicular conflict is minimised. The development should be easy to access and get around, with improvements to pedestrian crossings, the provision of cycle links and the creation of an accessible and inviting public realm (both physically and psychologically). Any new development must support the need to create an accessible environment for all (physically and socially accessible) and one that conforms to the Disability Discrimination Act.
- 5.5 To the western edge of the site, significant improvements are required to pedestrian access across Rosemary Street and Belvedere Street, contributing towards breaking down the physical and visual barriers of the ring road as perceived by pedestrians
- 5.6 The provision of safe and secure car parking within the site should aid accessibility to the centre and complement the new transport interchange facilities.
- 5.7 Signage should be included in the design to reinforce key routes. Signs must be designed and sited in a manner that reduces or minimises street clutter, rather than add to it. As with street furniture, signage should comply with the Council's Urban Design Compendium.

### Connections with Stockwell Gate and Transport Interchange:

The topography poses challenges with respect to creating an accessible link between the new transport interchange, connecting through the site to Stockwell Gate. These need to be creatively resolved to ensure that a pedestrian friendly and accessible connection is achieved between Stockwell Gate and the new transport interchange. Routes should be safe, attractive, legible and perceived as such by users and be accessible at all times of the day.

### Crown Walk:

Crown Walk is currently a well used but poor pedestrian connection. The route represents a strong and established desire line. It should be retained and improved, with a strong connection made between the new taxi pick up point and Stockwell Gate.



## Place

- 5.8 The site is located towards the western edge of the centre and adjoins the site of the proposed new transport interchange.
- 5.9 The importance and location of the site requires development to positively complement the urban fabric of the centre, extending the network of streets and squares. The development should be based on the principle of perimeter blocks (see glossary).
- 5.10 There is the opportunity to develop a landmark corner building on the site. Consideration should be given to context, the choice and quality of materials and the use of lighting.
- 5.11 Hard and soft landscaping should be considered from the outset, visually defining the development as a gateway, raising the quality of the urban environment, creating a quality public realm and raising the profile and image of the centre.
- 5.12 Gateways into the development area from all directions should be enhanced to draw pedestrian footfall from the centre and surrounding neighbourhoods; and enable the development area to connect into the pedestrianised centre.
- 5.13 The development will be street centred and focus on the creation of safe and accessible routes throughout the day and into the night, thereby serving users of the new transport interchange.
- 5.14 Car dominated, pre-fabricated, poorly designed or ill-connected schemes do not create a strong, positive sense of place. Servicing areas should not be located along key routes as indicated on Figure C; they should be screened from main frontages.
- 5.15 Any proposed scheme should include provision for public art in an appropriate location(s).

### What do we mean by a quality public realm?

A quality public realm is one which is founded upon three key principles: functionality, image and use.

**Functionality:** Easy to access and navigate, safe to use, durable, appropriately illuminated, easy to maintain and one which eliminates the potential for pedestrian and vehicular conflict.

**Image:** Public places must be and be perceived as safe, with an emphasis placed on creating social inclusive environments and designing out opportunities for crime and anti-social behaviour from the onset.

Well used places, which have character, distinctiveness, sense of place, and interest encourage people to visit places and stay there for longer, adding to opportunities for natural surveillance.

**Use:** Places must be designed to accommodate a range of uses, and lend themselves to these uses through the day and night.

Opportunities should be created for both circulation space and relaxation space in the public realm, with thought given to understanding how places will and could work – rather than simply installing conventional street furniture (including public art) as an after thought.

**Stockwell Gate:**

The development extends the existing retail centre to the west and as such significant improvements are required to seamlessly connect the existing and new retail areas. Streetscape improvements should therefore run from the intersection of Stockwell Gate and Queen Street and across the Stockwell Gate/Rosemary Street intersection.

To the north, consideration should be given to establishing a positive connection with the Stockwell Gate North development area. Particular consideration should be given to restoring the 'pedestrian scale street' and retaining the building line of Stockwell Gate.

Careful consideration should be given to the termination of views from all approaches, such as the western approach along Sutton Road and Stockwell Gate.

## **Enhance**

- 5.16 This development offers a major opportunity to enhance Mansfield's retail offer strengthening its potential as a desirable place to live, work, spend leisure time and invest; thus affirming the centre as the destination of choice for residents within the sub-region.
- 5.17 The new development should contribute to the enhancement of Mansfield's retail offer within a quality environment by significantly raising the image and profile of the centre's townscape through high quality design in the new development.
- 5.18 Architecturally, buildings should be of a suitable scale, height and massing in terms of their individual context with existing buildings within and adjacent to the site. Individual buildings within a particular block may need to be of a variety of heights to achieve this. Where possible, conflict between pedestrians and vehicles should be minimised.
- 5.19 Servicing areas should be appropriately located and should not directly front onto the public realm, thus avoiding large expanses of blank wall fronting onto public streets. The use of internal servicing areas and/or underground servicing will be encouraged. Fully accessible public toilets should be provided as part of any scheme.
- 5.20 Consideration must be given to creating a positive roof and skyline, which offers visual interest and detailing and avoids the defining features being servicing functions, such as air conditioning ducting / units and lift shafts.

## **Conservation:**

- 5.21 Listed Buildings are recognised by the Government for their special architectural and or historic interest. Under section 7 of the Planning (Listed Buildings and Conservation Areas) Act 1990 Listed Buildings consent is required for their demolition. In addition proposals for the alteration or extension of a listed building where it would affect its character will also require consent. The Council will resist the demolition of the listed buildings within the site and proposals for any of the above work would need to be fully justified.

5.22 The setting of a listed building is often an integral part of its character it may encompass ancillary land or in an urban setting it could be produced by a particular grouping of buildings and the quality of the spaces created between them – PPG15 para. 2.17.

5.23 Where a listed building forms an important visual element in a street, any development in the street may be regarded as being within the setting of the building. A proposed high or bulky building might also affect the setting of a listed building some distance away, or alter views of a historic skyline – PPG15 para. 2.17.

5.24 Fronting onto Stockwell Gate in the northwest corner of the development area are 53-57 Stockwell Gate, which are mid C18 Grade II listed buildings. These 3-storey town houses are now shops, and are constructed of coursed squared stone, with Ashlar dressings. They would originally have had plain or pantiled roofs. Developers should have regard to the setting of these important listed buildings these will include matters of scale, height, design, form and massing.

Buildings should be designed to a human scale with articulated facades and with the following attributes required:

- Orientated so that they front onto the street.
- Respect established building lines. Where an established building line does not exist, a building line that creates a defined, enclosed, accessible and well connected series of spaces should be established.
- Maximise the amount of active street frontage.
- Avoid inward looking designs, with no blind facades and few passive ones.
- Provide level access from the public realm.
- Depth and relief in building surfaces.
- High quality materials and refined details.
- Respect the character and setting of the listed buildings, including the identification of opportunities to use modern architecture to enhance and showcase these buildings.
- A mix of active uses, both at and above ground level to encourage a vibrant, safe and commercially viable environment.
- Good practice suggests that doors and windows are located at intervals of approximately 15 to 25 per 100m – the principle being to avoid blank, characterless, and inactive facades which do not contribute towards a vibrant public realm.

Adapted from active frontage guidelines (source: Urban Design Compendium, English Partnerships and the Housing Corporation, 2000) and 'Planning for Town Centres: Guidance on Design and Implementation Tools (ODPM, 2005).

5.25 The use of materials on new buildings is important and should complement the historic buildings, where they are in proximity to them.

5.26 It is recommended that the roof heights of new buildings abutting or in close proximity to the listed building be set lower than the roof height of the listed building, while the height of new buildings should also respond to the land form. In preparing design proposals regard should be had to preserving important views of the listed buildings

5.27 The existing space to the rear of the listed buildings should be retained, respected and enhanced within proposals for new development, as it provides the setting to the rear of the buildings.

5.28 The alley way to the side of no.49 Stockwell Gate should be retained and improved as a pedestrian link to the new development behind.

- 5.29 The buildings: No.37 - Public House, Arts and Crafts style and No. 49 - Shop, early 20<sup>th</sup> century must be retained where possible. Whilst these buildings are not listed, they are of significant townscape value in an area of the town which suffered extensively during the comprehensive developments of the centre in the 1960s and 1970s and are therefore considered of local heritage value. Proposals to demolish these buildings would need to be fully justified.



- 5.30 The demolition of other non listed buildings will be considered provided that they:
- Are replaced with buildings that contribute to the development of Stockwell Gate's street character;
  - Are replaced with new buildings which follow the existing building line;
  - Respect the predominant building height (as determined by the three listed town houses);
  - Establish a positive relationship with the character of the street (e.g. rhythm, roofscape, building materials);
  - Offer architectural interest;
  - Their removal complements the masterplan for the area; and
  - Their removal improves the area: physically, socially, commercially and environmentally.
- 5.31 The buildings: No. 35, No. 42, No.39 and No. 59 – 61 (including 59a) are deemed to have a low townscape value and are therefore suitable for new development.

## Design

- 5.32 A high quality design solution is required that successfully introduces modern architecture based on sound principles of urban design and which improves the quality of the streetscape, creating a series of spaces designed on a human scale.
- 5.33 New buildings should complement the scale, massing and height, particularly where new development physically and visually connects to the existing (retained) fabric, i.e. Stockwell Gate.
- 5.34 The use of modern building materials is acceptable provided that their use is justified in terms of design and context and provided that they complement and enhance the character of the area.
- 5.35 The proposals must incorporate a secure development that is outward facing and based upon perimeter block principles with a clear demarcation between the public and private realm. The development should incorporate open wireless internet access throughout the entire site area.

- 5.36 Proposals which do not respect the context, or where servicing and/or parking areas take precedence over creating well designed places and defined spaces should be avoided.

- 5.37 The public realm should be designed as an integral part of any submitted scheme. The choice of materials, lighting, street furniture, landscaping and public art requires careful consideration to ensure that spaces function well, are made from high quality, durable materials and are aesthetically interesting and pleasing. This does not imply that modern materials cannot be employed or that 'traditional' street furniture is a substitute for well thought out design solutions.

- 5.38 Street trees should be included as part of the overall design to complement efforts to incorporate more soft landscaping into the built environment. Tree species should be carefully selected and positioned where they function well and contribute to the enhancement and definition of the spaces.

### Car Parking

- 5.39 In addition to the uses set out in paragraphs 4.6 – 4.12 car parking provision will need to be incorporated into any development scheme. This will only need to meet the needs of the development; it will not be expected to act as a replacement for existing facilities or contribute to meeting the strategic needs of the town centre.
- 5.40 Car parking should be sensitively located, away from street frontages, in courtyards, within, under or above buildings to avoid inactive frontages. If parking is proposed to be located above buildings, this will only be permitted where it does not detract from the existing or newly created roofscapes and skylines. Facilities should be incorporated to meet the needs of disabled users including the provision of dedicated parking spaces. Currently the figure is 6% of the total capacity where the size of the car park does not exceed 200 spaces.

#### What do we mean by a quality design?

A quality design is one which achieves the following attributes:

**Responsive to the local context** – demonstrates a clear assessment and understanding of the immediate and wider site context, and seeks to enhance the positive qualities of the existing townscape.

It must be a site specific design and not one imported from another development. Should maximise the opportunities presented by the site and include creative solutions to overcome constraints.

**Appropriate scale, massing and height** – new buildings should be sympathetic to the site context and surrounding buildings and should complement the existing buildings rather than competing with them. A variety of block sizes may be necessary to achieve a coherent development.

**Visual appropriateness and distinctiveness** – has a strong visual image which aids legibility and is appropriate to the location and the use of the development.

The choice of materials should relate to the built form of the development and the wider environment. Together with the detailing on buildings this can and help to achieve places which people will remember.

**Robust and sustainable design** – is capable of adapting to changes in the future, which may include accommodating different uses. Maximises opportunities for energy efficiency and low carbon development.

**Adds value to the area** – achieves this in a variety of ways including environmentally, socially, culturally, economically.

- 5.41 New car parking should meet the standards required for Park Mark accreditation. Park Mark is a national scheme that assesses car parks in relation to:-

- Boundaries and perimeters;
- Crime recording and statistics;
- Lighting;
- Management practice;
- Parking areas;
- Pedestrian access;
- Signage;
- Surveillance;
- Vehicular access

More information on the Park Mark scheme can be found at [www.securedcarparks.com](http://www.securedcarparks.com)

### **Taxi rank and passenger pick up point**

- 5.42 A new taxi rank and passenger pick up point is earmarked within the development area as part of the new transport interchange proposals. Applicants will be required to work with the Council's Engineering Team to ensure the provision of safe links between the Stockwell Gate South development and these facilities.

### **Designing out crime**

- 5.43 A safe environment which is perceived as such by users should be designed for at the outset. Safe environments are those which are well used and populated by people throughout the day and evening. Any development should seek to develop a mix of uses and a series of high quality public spaces where people are encouraged to spend time.
- 5.44 Opportunities for crime and anti-social behaviour should be minimised and appropriate measures should be part of the scheme from an early stage. Designing out crime and opportunities for anti-social behaviour is preferable to addressing this challenge through the conventional installation of CCTV cameras. Enhancing opportunities for natural surveillance of the public realm through the design and layout of buildings, including their internal arrangement, is therefore of paramount importance.
- 5.45 Where CCTV is required, it should be designed in from the outset to avoid the need to erect camera stands which detract from the visually amenity of the streetscape and contribute towards generating 'street clutter'.
- 5.46 A lighting scheme is required for any development in order that functional, public safety and perceptual needs and the appropriate illumination of buildings are achieved to best effect and minimise energy wastage.



## Archaeology

- 5.47 Developers should investigate potential archaeology in the site area. The Council will be guided by advice received from Nottinghamshire County Council's Sites and Monuments Records Officer who retains a record of any known archaeology on the site. The County Archaeologist can be contacted at Nottinghamshire County Council. Please refer to the contact details section for further details.

## Sustainability through Design

- 5.48 The site is expected to be an exemplar development of excellent building practice, with an emphasis placed on achieving a low carbon development. The Council will therefore expect developers to fully embrace the concept of sustainable design and construction in the design process for the site. Such requirements should be planned from the outset of the design stage rather than 'fitted' in at the end of the planning process when the Building Regulations process usually begins. Developers should seek to ensure that the minimum requirements required by the Building Regulations are exceeded and that BREEAM 'Very Good' standards are met
- 5.49 The need to help address the causes of climate change by reducing green house gases is the key driver for the requirements for sustainable building practice. However, reduced overall running costs of buildings, improved conditions within buildings making them more comfortable, attractive and healthy places and a higher profile for the development are some of the other positive reasons for the incorporation of sustainable design and construction techniques.

### How can the development be designed and laid out to make efficient use of energy?

The following techniques offer the opportunity to reduce overall energy demands:-

**Solar gain** – passive solar gain can make a significant contribution towards the heating and lighting of a building. Through careful positioning and design, the sun's heat can be trapped within buildings. To maximise access to the sun, buildings should have their main elevations within 30 degrees of due south.

**Natural day lighting** – natural day lighting can reduce the energy demand for new buildings through the controlled entry of natural light through new windows, skylights, atria, and sun pipes.

**Natural ventilation** – maximum use of natural ventilation is a more sustainable option than air conditioning systems. The simplest method is to create opportunities for cross ventilation. Openings on opposite walls (or even adjacent walls) can draw air through space.

**Thermal mass** – the use of internally exposed thermally massive materials with a high specific heat capacity can have beneficial effects through their ability to absorb solar radiation received during the winter and to store cool air absorbed during the night during the summer.

**Green and brown roofs** – the use of green and brown roofs can provide buildings with greater thermal mass. A green roof is one that has been surfaced with a growing medium, with vegetation on top of an impermeable membrane. Brown roofs work on the same concept but with a broken substrate e.g. broken bricks replacing the organic growing medium.

5.50 In applying for planning permission for development the Council will expect proposals to have addressed the following key areas of sustainable design and construction:

- Energy conservation;
- Renewable energy generation;
- Water conservation; and
- Waste reduction and recycling.

5.51 **Energy Conservation:** In addition to the minimum energy performance requirements required by the Building Regulations the Council will expect development to maximise the opportunity to incorporate best practice in energy efficiency and energy conservation through the design, layout and orientation of new buildings on the site.

5.52 A wide range of measures, including those set out in the adjoining panel, can all be used to reduce energy demand in the new buildings. Developers should demonstrate how the development has been laid out to optimise renewable energy sources, and how the designs of the buildings on the site make the most efficient use of energy in meeting overall requirements.

5.53 The overall design concept should aim to conserve energy and maximise the use of energy conservation techniques.

5.54 **Renewable Energy Generation:** As well as energy efficient measures the utilisation of energy from renewable sources offers the opportunity to reduce the demand for electricity produced in non-renewable ways and cut down on green house gas emissions.

**What are the options for the generation of energy from renewable sources?**

The following technologies offer the opportunity for the generation of energy from renewable sources:

**Active solar water heaters** – active solar heating involves the heating of water in solar collectors. Solar collectors comprise panels containing fluid that absorb the sun's heat and use this to heat water contained within a storage tank. Solar water collectors can be installed at low level or on the roof of a building or incorporated as part of the roof finish.

**Photovoltaic cells** – photovoltaic cells are used to directly convert solar radiation into electricity. Materials called semiconductors, usually made from pure silicon, transfer light energy (photons) into electrical energy in a process known as the photoelectric effect. Because they produce electricity from light, rather than heat, they work even if the sun is not shining.

**Ground source heat pumps** – ground source heat pumps make use of the natural heat capacity in the soil to provide heating and cooling to buildings. Water is pumped through a series of underground pipes absorbing and utilising the ground's natural heat.

**Small scale wind energy** – small scale wind turbines depending on the prevailing wind regime can be used to generate on-site power. Small stand alone turbines have hub heights ranging from 6 to 30 metres and power ratings of anything between 2.5 to 20kW.

**Biomass** - biomass is a fuel which is derived from plant or animal material. The form most readily available in the U.K. is chipped wood. This can be from woodland lop and top, purpose grown coppice or green wood residues from sawmills etc. Beyond this, the primary source is miscanthus, a large fibrous grass and wood which is produced in a pelletised form. The CO<sub>2</sub> released when energy is generated from biomass is balanced by that absorbed during the fuel's production.



- 5.55 In order to aim to fulfil the target of at least 20% reduction in carbon emissions the Council will expect developers to explore a range of technologies in energy generation including those set out in the panel.
- 5.56 The predicted baseline carbon emissions should be based on the proposed development meeting the requirements of Parts L1A and B and L2A and B of the Building Regulations 2000, as amended. It should also be calculated after the application of the suitable energy conservation measures and technologies as set out above.

5.57 **Water Conservation:** The Council will expect development to be designed and constructed to reduce the demand for water and its consumption. Developers should demonstrate that all water demand management and reduction options have been considered in the preparation of development proposals for the site.

5.58 A wide range of different measures can be used to improve water efficiency and conserve water resources such as the incorporation of rainwater harvesting systems, grey water recycling systems, water saving devices and sustainable drainage.

5.59 In particular where buildings are planned to have their water consumption metered the use of a range of water management solutions will provide a more cost effective solution to end users.

### **Waste Reduction and Recycling**

5.60 In order to maximise re-use and recycling and to ensure that the development is best able to cater for the significant number of people that will use it the Council will expect the design and layout to provide facilities which allow for the source separation of and storage of different types of waste for collection.

#### **How can the development be designed to conserve and re-use water?**

The following measures can be used to improve efficiency in use of water, conserve water resources and minimise the vulnerability to flooding:

**Rainwater harvesting** – rainwater harvesting involves collecting water from roofs and channelling it through underground pipes to a storage tank. More than 50% of mains water can often be substituted by rainwater delivered on demand, typically by a submersible in-tank pump and filtration system, direct to toilets, washing machines. Untreated rainwater can be used for watering plants.

**Grey water recycling** – buildings can be designed to allow recycling of grey water for purposes that do not require mains supplies such as flushing toilets and green space irrigation. Where grey water is used for non-potable uses such as washing up it will require treatment to remove living micro-organisms.

**Water saving devices** – installing water saving devices can serve to significantly reduce consumption levels e.g. low flush toilets, aerating taps and low flow shower heads.

**Sustainable drainage systems** – sustainable drainage is an approach to managing rainfall that replicates natural drainage. Surface water run-off is collected and stored to allow natural cleaning prior to infiltration or collected release to watercourses. There are four general design options: filter strips and swales, filter drains and permeable surfaces, infiltration devices, and basins and ponds

Further advice about surface water drainage and sustainable drainage systems can be found in annex F of PPS25.

- 5.61 In particular, the development should be planned to maximise the opportunities for recycling by creating space for the safe storage of recyclable waste including paper, cans, glass, cardboard and plastics.
- 5.62 For further information about making developments better for people and the environment developers and their agents are referred to “Building a Better Environment” which is produced by The Environment Agency. This can be viewed on their website [www.environment-agency.gov.uk](http://www.environment-agency.gov.uk)

## 6 Contact Details

- 6.1 The Council strongly encourages prospective applicants and investors to engage in dialogue with the authority prior to submitting a planning application.
- 6.2 If you wish to discuss the opportunities at Stockwell Gate South informally or wish to obtain further information or advice please contact Mansfield District Council utilising the following phone numbers:

Planning Policy: Telephone: 01623 463182 / 463195

Urban Regeneration: Telephone: 01623 463714

Development Control: Telephone: 01623 463204

Engineers: Telephone 01623 463283

- 6.3 In addition it is recommended that guidance be sought from the following officers / departments at Nottinghamshire County Council:-

Sites and Monuments Record Officer (archaeological queries): Telephone 0115 977 2129

Highways: Telephone 01623 558207

## 7 Glossary

**Active Frontages:** Active frontages add interest, life and vitality to the public realm. This means:

- Frequent doors and windows with few blank walls;
- Narrow frontage buildings, giving vertical rhythm to the street scene;
- Articulation of facades, with projections such as bays and porches incorporated, providing a welcoming feeling; and, on occasion, lively internal uses visible from the outside, or spilling onto the street.

**Active Uses:** Uses which generate a high level of activity e.g. cafes, shops

**Car Dominated:** Design or development that gives priority to the needs of car rather than pedestrians / public transport

**Human Scale:** The use within development of elements that relate well in size to an individual human being and their assembly in a way that makes people feel comfortable rather than overwhelmed

**Legibility:** The degree to which a place can be easily understood so that people can find their way around

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

**Mansfield Central Area Action Plan:** Document that will form part of the LDF and will set out the vision and policies for the positive management of change in the central area of Mansfield and replace existing policies in the 'saved' Mansfield District Local Plan.

**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.

**Outward Facing:** Frontages of the buildings that face onto the public realm and areas which are accessible to the public

**Pedestrian Scale Streets:** A street environment where a pedestrian feels safe and comfortable.

**Perimeter Blocks:** Development that locates buildings around the perimeter of each development block that leads to internal closed spaces surrounded by building blocks.

**Planning Policy Statement 6 (PPS6):** Planning Policy Statements set out the Governments national policies on different aspects of planning. Those in PPS6 focus on the planning for the future of town centres and the main uses that relate to them

**Pre-fabricated Buildings:** A building that is put together from components (walls, floors, roof etc) that have been built off site e.g. in a factory

**Retail Park Style Developments:** Large, box style developments which have bland, blank frontages

**Secure Development:** Design and development that reduces the opportunities for criminal activity and anti-social behaviour

**Townscape Value:** Areas or buildings that may not merit statutory protection but are afforded recognition that they are of architectural interest

**Vertical Rhythm:** A building or groups of buildings with an emphasis on repetitive vertical elements.

## **8 References**

Baker Associates (2007) Urban Design Compendium;

Barton Willmore (2001) Stockwell Gate Urban Design Study;

East Midlands Regional Assembly (2006) Draft East Midlands Regional Plan

GVA Grimley (2005) Mansfield Retail Study;

Nottinghamshire County Council & Nottingham City Council (2006)  
Nottingham and Nottinghamshire Joint Structure Plan;

ODPM (2005) East Midlands Regional Strategy;

ODPM (2005) Planning Policy Statement 6 "Planning for Town Centres";

## **APPENDICES**

### **APPENDIX 1: PLANNING APPLICATION REQUIREMENTS**

Pre-planning discussions with Planning Policy, Development Control, Design and Conservation Team and Regeneration Team are strongly recommended.

Applicants are encouraged to contact the Council's Design and Conservation Team with respect to guidance on the design and selection of materials. In addition they should refer to the Council's Urban Design Compendium for further information relating to building design.

Applicants are encouraged to contact the Environment Agency in respect of flood risk issues.

Developers will be expected to submit a Design and Access statement, Traffic Impact Assessment, Retail Assessment and Contaminated Land Survey in view of the previous industrial use of the site.

Developers may be expected to enter into Section 106 agreements, and are advised to contact the Development Control Team for further discussions and advice.

An outline planning application covering the site may be most appropriate initially, to set out the application criteria, i.e. uses and the proportion of each use, initial layout and basic principles.

The outline application should be followed up with an application for reserved matters.

Full applications / reserved matters will need to include:

- All level floor plans and site plan;
- Elevations and sections;
- Ground investigations, Geological Survey, Contaminants Survey (in accordance with guidance in PPG23);
- Information on Phasing of development;
- Landscaping;
- Level / Topography Survey;
- Method statement for works – both demolition and new build;
- Party wall / historic building issues relating to demolition;
- Retail Assessment;
- Screening for Environmental Impact Assessment;
- Site Sections – including adjoining land and buildings;
- Street scenes; and
- Traffic and Transport Impact Assessments

Developers will be encouraged to consult the community as set out in section 8 of Mansfield District Council's Adopted Statement of Community Involvement.

## APPENDIX 2 - DEVELOPMENT PLAN AND OTHER MATERIAL POLICIES

The planning policies covering the site are set out in the East Midlands Regional Spatial Strategy (March 2005) (RSS), the Nottinghamshire and Nottingham Joint Structure Plan (February 2006) (JSP), and the Mansfield District Local Plan (November 1998) (MDLP), which together comprise the development plan for the area. In addition to the development plan, there are a number of documents that will be material to the consideration of proposals that come forward for the re-development of the Stockwell Gate South site. Of these an important consideration is the emerging Regional Plan (September 2006) (Draft RSS), which is at an advanced stage and when adopted will replace the strategic policies contained in the adopted RSS and the JSP.

Other material considerations include the:-

- Interim Planning Policy Guidance Note 1: Community Safety by Design (Mansfield District Council, 2006);
- Urban Design Compendium (Baker Associates 2007)

All relevant development plan and other material policies are summarised below.

### Mansfield District Local Plan (1998)

In addition to the site specific policies set out in section 4 there are a number of other local plan policies that will be relevant to any development in the Stockwell Gate Area:

DPS2	Concentration of development within and adjoining the main urban areas of Mansfield, Mansfield Woodhouse and Warsop
E3	Criteria for the development of employment uses
E4	Protection of Employment land and buildings
BE1	Criteria for the design of new development
BE2 - BE5	Development affecting listed buildings
BE12/13	Archaeological sites and remains
BE14	Shopfronts
M9	Bus services
M13	Providing for the safety, security and needs of pedestrians
M15	Cycling
M16	Criteria for developments, in relation to movement
M17	Protection of off street parking
M18	Car parking
LT18	Criteria for the development of tourist facilities
LT20	Criteria for the development of hotels, guest houses, bed and breakfast and self catering accommodation
U1	Energy consumption / efficiency
U2	Water supply and sewerage

R7	Design of new retail developments
R8	Community, leisure, office and residential uses as elements of retail development proposals
R9	Provision for small retailers and specialist businesses
R10	Extension of existing shop premises
MTC2	Conversion of upper floors in the sub-regional centre
MTC3	Criteria for development in the sub-regional centre
MTC6	Concerns secondary shopping areas
MTC8	Development at first floor level and above in the sub-regional centre

These are available on the Council's website alternatively a copy of the Local Plan can be viewed at the Council's principal offices at the Civic Centre, Chesterfield Road South.

### **Regional Spatial Strategy (2005)**

Since the Council adopted its planning policies, the RSS has established new regional policies that identify Mansfield as a sub-regional centre within the East Midlands Northern Sub-Area where economic, social and environmental regeneration is a priority. It recognises the capacity of the town to support sustainable development objectives and promotes a strategy aimed at creating a stronger, more diverse and vibrant town, by attracting new jobs, services and facilities in and around the Mansfield urban area. In addition, it promotes a high standard of design in all new developments and expects development to minimise energy use, reduce waste and improve water efficiency through innovative approaches to sustainable design and construction.

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 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 42	Sets out objectives for the Northern Sub-Area
Policy 44	Highlights measures for a reduction in the rate of traffic growth

### **Nottinghamshire and Nottingham Joint Structure Plan (2006)**

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.

The JSP recognises that Mansfield is the second largest centre in Nottinghamshire and in the shopping and central area hierarchy it is defined as a major sub-regional centre. The County's 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. In relation to the historic environment the JSP aims to protect and enhance the historic and architectural character and appearance of the plan area.

Policy 1/1	Encourages sustainable development
Policy 1/3	Concerns planning contributions
Policy 2/12	Requires the protection and enhancement of the historic and architectural appearance and character of an area
Policy 2/15	encourages renewable energy generation in new developments
Policy 4/1	Sets a provision target of 240 Ha of employment land
Policy 4/2	Requires review of employment land to ensure adequate supply of readily developable sites up to 2021
Policy 4/4	Seeks the protection of employment sites
Policy 5/4	Encourages accessibility to jobs, shops and services by sustainable transport modes
Policy 6/1	Seeks to locate recreation and tourism uses in or on the edge of defined centres
Policy 7/1	Identifies the retail hierarchy within the county

### **Emerging Regional Spatial Strategy (2006)**

For the East Midlands Northern Sub-Region, the Draft RSS continues with the existing regional strategy of urban concentration and regeneration. It recognises the sub-regional importance of the Mansfield urban area as a focus for new jobs, homes, services and facilities by designating the town as a Sub-Regional Centre.

Policy 2	Sets out a sequential approach to all new development giving priority to previously developed land within urban areas
Policy 3	Promotes high standards of sustainable design and construction
Policy 4	Designates Mansfield as a sub-regional centre and aims to concentrate development within its urban area
Policy 8	Gives priority to the economic, social and environmental regeneration of the Northern Sub-area including Mansfield
Policy 19	Gives priorities for regeneration including the northern sub area
Policy 20	Requires review of employment land to ensure adequate supply of good quality land for office and industrial uses in sustainable locations
Policy 21	Sets priorities for town centre and retail development including bringing forward retail and leisure development in town centre where there is an identified need
Policy 31	Sets out priorities for the protection and enhancement of the historic environment
Policy 32	Promotes improvements in water efficiency in all new developments
Policy 35	Seeks to manage flood risk by encouraging sustainable urban drainage in all new development where practicable



Policy 38	Aims to cut down on energy needs through the location of development, site layout and building design
Policy 41	Seeks to improve the access into and around the Mansfield sub-regional centre
Policy 43	Aims to reduce the need to travel and encourages sustainable transport choices
Policy 46	Sets out standards for car parking across the East Midlands region
Northern Sub-regional policy1	Sets out the priorities for development in the northern sub area including Mansfield
Northern Sub-regional policy	Promotes the enhancement of centres in the sub-region including Mansfield

### **Statement of Community Involvement (2007)**

The Council's Adopted Statement of Community Involvement (SCI) was adopted in February 2007 and within the new local development framework is relevant in so far as it sets out to positively encourage dialogue between developers, the Council and other key stakeholders prior to the formal submission of any planning application for the re-development of the Stockwell Gate Site.

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।

若你提出请求，我们可以其他格式或语言提供此资讯。

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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 फार्मेट्स तथा भाषाओं 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।

ਇਹ ਜਾਣਕਾਰੀ ਕਿਸੇ ਬਦਲਵੀਂ ਬੋਲੀ ਜਾਂ ਰੂਪ ਵਿਚ ਲੈਣ ਵਾਸਤੇ ਕ੍ਰਿਪਾ ਕਰਕੇ 01623 463463 ਤੇ ਟੈਲੀਫੋਨ ਕਰੋ।

یہ معلومات گزارش 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۔

**Postal Address**  
Mansfield District Council  
Civic Centre  
Chesterfield Road South  
Mansfield  
Nottinghamshire  
NG19 7BH

**Telephone & Fax**  
Civic Centre  
01623 463463  
Civic Centre Fax  
01623 463900

**Web**  
www.mansfield.gov.uk  
**Email**  
planningpolicy@mansfield.gov.uk



**Mansfield District Council**

*Creating a District where People can Succeed*