

MANSFIELD DISTRICT LOCAL PLAN

Written Statement November 1998

Prepared by the Planning & Building Control Service

**C Collison
Director of Development Services**

MANSFIELD DISTRICT COUNCIL

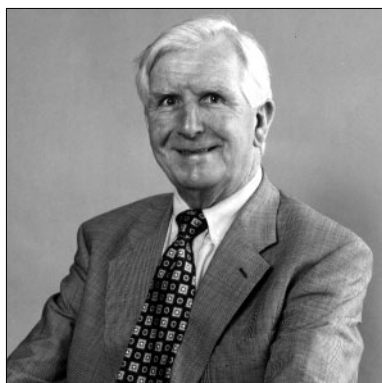
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FOREWORD

Mansfield District is currently facing many challenges. This Local Plan sets out policies and proposals for future development in the District to help meet those challenges. The Plan represents a clear vision of the future. The entire local community and others affected by the Plan have had the opportunity to shape and influence that vision. Within a strategic framework the Plan seeks to take full advantage of the opportunities available to the local community where on balance benefits will occur. It has been drawn up and amended in the light of the many comments made on the draft versions of the Plan and was finally adopted on November 25th, 1998. It represents a major milestone in planning Mansfield's future.

The Plan (the first to cover the entire District) has been 5 years in the making since the first consultative draft version was published in December, 1993. We would like to take this opportunity to thank all those persons and organisations who have taken the time and trouble to comment on the Plan at its various stages of progress. We hope that people feel that as full a public debate as possible on the contents of the Plan has taken place.

The adopted Plan will now act as the framework for the basis of all planning decisions in the District. Important decisions have now been taken in order to try to make the District a pleasant place in which to live, work or visit. We hope this blueprint will serve the District well and be well regarded by future generations.

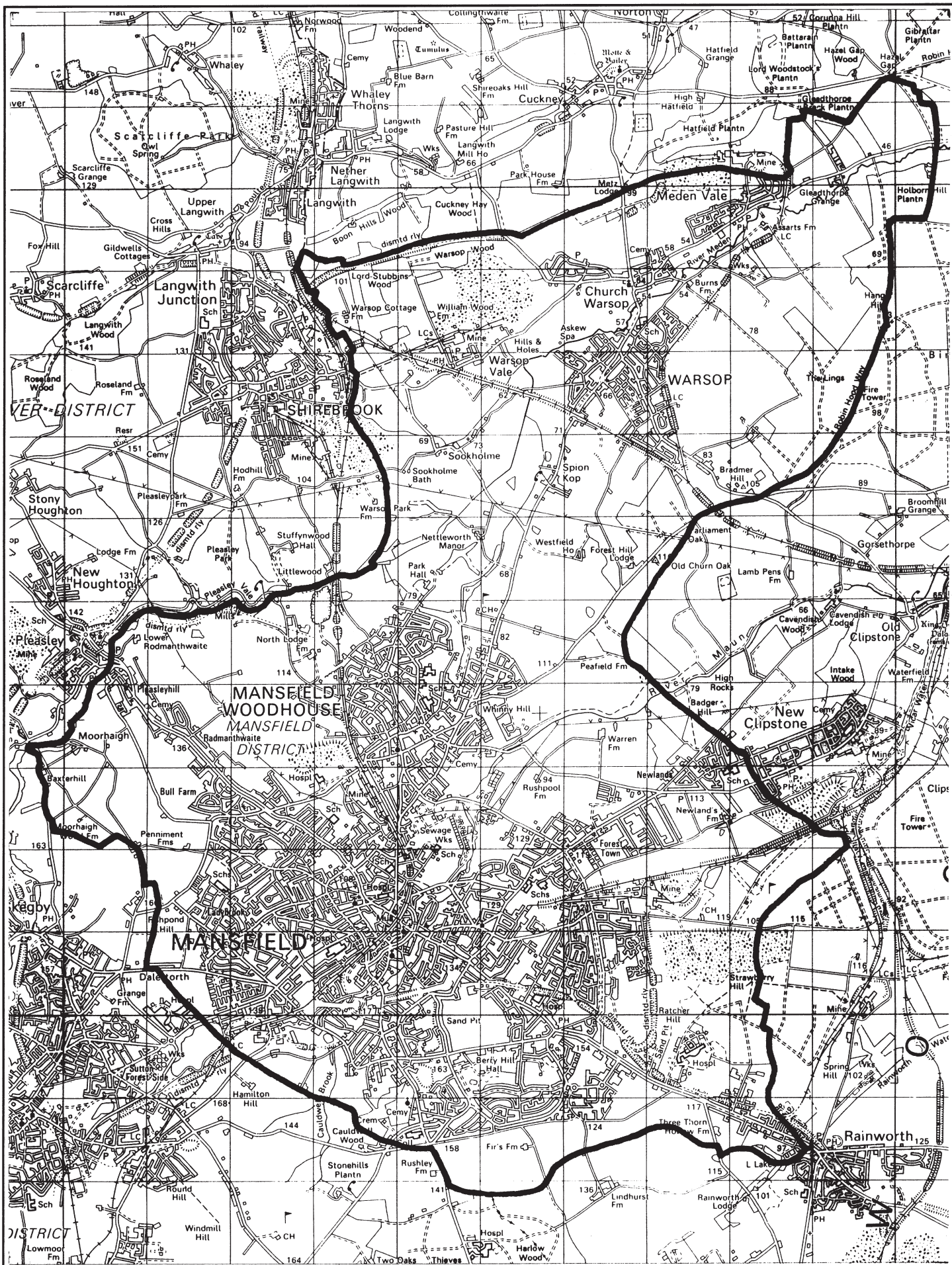


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MANSFIELD DISTRICT LOCAL PLAN

**PLAN 1: MANSFIELD DISTRICT - Local Plan Boundary.
Plan not to scale**

CHAPTER 1 - INTRODUCTION

1.1 Role and Status of the Local Plan

1.1.1 This is the adopted version of the Mansfield District Local Plan, which, as the name suggests, covers the whole of the Mansfield District area. The area involved is shown on Plan 1. The Plan was adopted on 25th November, 1998, following approval by the District Council on the 21st October, 1998.

1.1.2 This Local Plan is a statutory document and will be used to guide development in the area up to the year 2006. Whilst plan making is a continuous process involving regular review, as a statutory document, the Plan has had to follow certain procedures as laid out in law (see Figure 1).

1.1.3 The Local Plan supersedes the previous statutory Local Plans in the District, namely:-

- Woodhouse Local Plan (Adopted October 1983);
- Woodhouse Centre Action Area Local Plan (Adopted October 1983);
- Mansfield Town Centre Action Area Local Plan (Adopted February 1991).

1.2 Purpose of the Local Plan

1.2.1 The Local Plan sets out a policy framework to guide and encourage development in the District whilst enhancing its environment in the period up to 2006. It has five principal functions, which are:-

- to apply the policies of the Nottinghamshire Structure Plan to the Mansfield area;
- to provide a detailed basis for development control;
- to provide a detailed basis for co-ordinating and directing development and other use of land;
- to bring local planning issues before the public of Mansfield;
- to set a framework for ongoing monitoring and review.

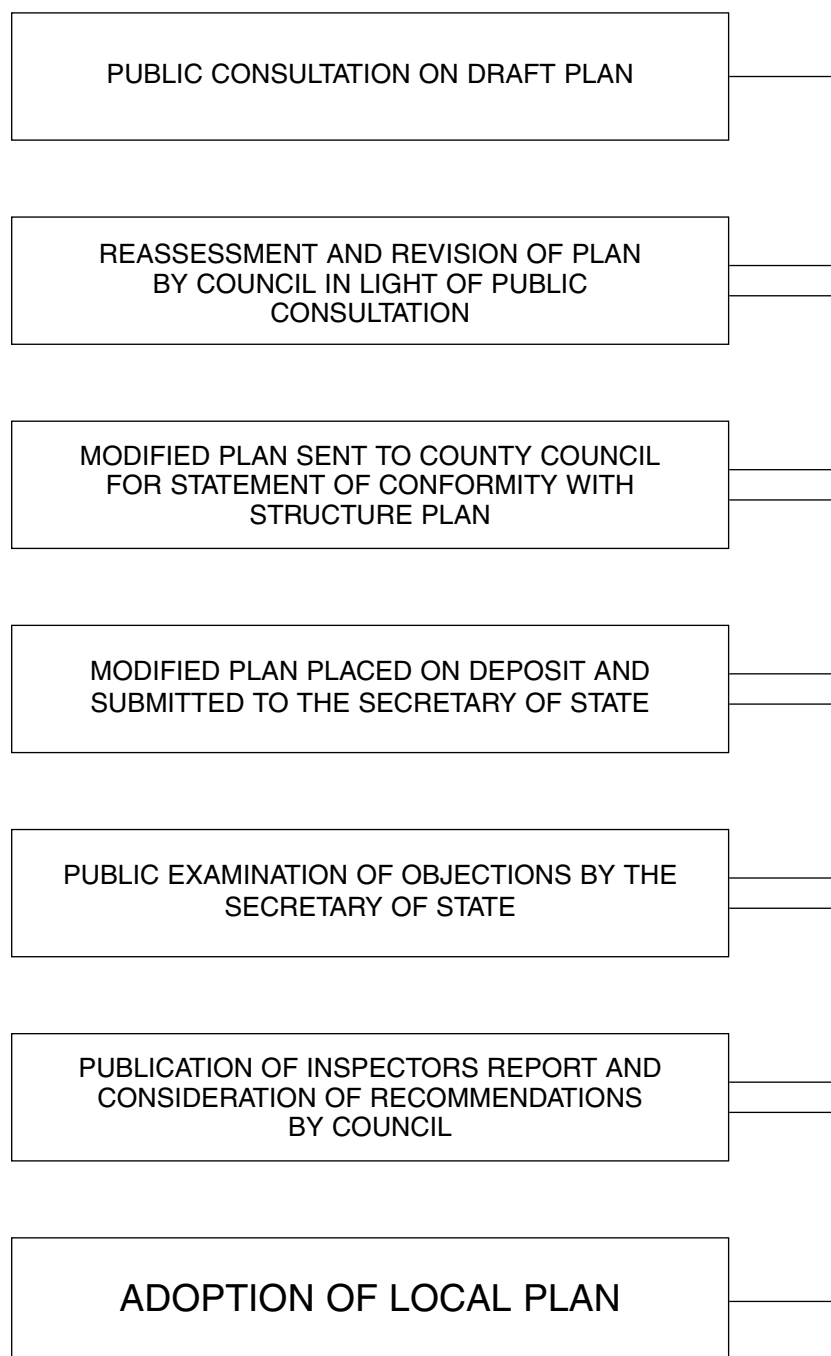
1.2.2 This Local Plan has been prepared taking into account all relevant legislation and guidance issued by the Department of the Environment, Transport and the Regions. The contents of this Plan have been approved by the District Council.

1.3 Need for the Local Plan

1.3.1 The Planning and Compensation Act 1991 instructs all local authorities to prepare plans in accordance with the new development plan system. In Mansfield's case this means preparing a Local Plan for the whole of the District. The Act also makes reference to the enhanced status of up-to-date development plans as a planning consideration (Section 26 and 58), for Development Control.

1.3.2 There is a need to update the existing planning policies for the District of Mansfield and to take account of the changing circumstances prevailing in the area. The continued demise of the mining industry in the area has presented it with serious economic problems and threatens the whole future of the Mansfield area. The Local Plan will aim to address these issues and to provide a framework for the future development of the District.

Figure 1: **MANSFIELD DISTRICT LOCAL PLAN
TIMETABLE**



1.4 Form and Content of the Local Plan

1.4.1 The Local Plan comprises three main elements;

i) The Written Statement

This sets out, in written form, the Council's approach to the District's future. It contains proposals for individual sites as well as wider policies to be applied to existing areas and features. Policies and proposals are set out in bold **UPPER CASE** type and are identified by a letter and a number (e.g., **H1**, **E2**). Applications for planning permission should have regard to all the policies contained in the Plan and the criteria contained within them. The statement contains chapters dealing with:

- the strategy for the District as a whole
- nine specific topics (e.g., housing, retail)
- three specific areas, Mansfield town centre, Woodhouse centre and Warsop centre.

ii) The Proposals Map

This consists of a map covering the whole District. Development sites and proposals are identified by the relevant proposals number on the map. Policies applying to particular areas are also shown on the Proposals Map and in the key. Policies applying to the whole of the District or its developed areas are not shown on the Proposals Map though they are referred to in the key. Proposals not identified but which come forward on undeveloped land will be judged against policies applying to the whole of the Local Plan area which are relevant to the particular use(s) proposed.

Inset maps are shown on the Proposals Map for Mansfield town centre and the centres of Woodhouse and Warsop. For these areas proposals and policies are shown at a larger scale. These areas also contain action areas which envisage comprehensive development taking place within the next ten years.

iii) Appendices

Appendices are included at the back of the document to provide background information relevant to the Local Plan including the following:-

- Local Plan summary lists
- environmental guidelines
- development requirements

1.5 Environmental Appraisal of the Local Plan

1.5.1 In accordance with recent government guidance, the District Council has undertaken an environmental appraisal of all the Plan's proposals and policies. This has been published as a technical document. The District Council will undertake an environmental appraisal at an early stage of the review of the Plan.

1.6 **Consultation and Publicity on the Deposit Period**

1.6.1 The Mansfield District Local Plan was placed on Deposit in November, 1995. The Plan was available for viewing at ten inspection points in the District. Over 390 organisations were advised that the Plan had been placed on Deposit. At the end of the Deposit period 237 organisations/individuals had made a total of 903 representations on the Plan.

1.6.2 Following detailed consideration of all the comments received during the Deposit period, the District Council published a schedule of amendments it wished to make to the Deposit Draft version of the Local Plan in advance of the Local Plan Inquiry. These Pre-Inquiry Amendments were placed on Deposit in May, 1996.

1.6.3 The total number of valid representations finally made on the Local Plan totalled 1597. Of these 1371 were objections, either to the Deposit version of the Plan or the Pre-Inquiry Amendments.

1.7 **The Public Inquiry**

1.7.1 The Public Inquiry into the Local Plan was held in two sessions, the first between the 13th and 30th August, 1996, and the second session between the 15th October and 6th November, 1996. The Local Plan Inquiry was formally closed by the Inspector on the 10th December, 1996. In total the Inquiry lasted for a seven week period and sat for 21 days covering 23 separate sessions. The Inquiry ranged in scope from sessions with full legal and professional representation on both sides to informal hearings with individual objectors. The Inquiry also included two round table discussions covering the topics of retailing and housing. In addition to appearances at the Public Inquiry, objections to the Plan by written representation were also answered. 289 proofs of evidence were prepared to counter objections made to the Plan.

1.7.2 Arising out of the Inquiry and the submission of proofs of evidence, a number of changes to the Deposit Plan and Pre-Inquiry Amendments were made, which were published as 'Changes to the Deposit Draft and Pre-Inquiry Amendments'.

1.8 **The Inspector's Report**

1.8.1 The Inspector's Report into the Mansfield District Local Plan was received by the District Council on the 24th November, 1997. The report covered all the written representations made on the Plan together with all the representations made at the Public Inquiry.

1.9 **Proposed Modifications to the Plan**

1.9.1 Following careful and detailed consideration of the Inspector's Report, the District Council placed its Proposed Modifications to the Plan on Deposit in June, 1998.

1.9.2 A total of 190 representations were made on the Proposed Modifications. Having carefully considered all the representations made, the District Council decided that no further modifications materially affecting the content of the Plan were required and gave notice of its intention to Adopt the Plan on the 25th November, 1998.

1.9.3 Further information regarding the preparation and adoption of Local Plans is set out in a booklet "Development Plans - What you need to know" prepared by the Department of the Environment, Transport and the Regions. Copies of this booklet can be obtained from the Civic Centre, Chesterfield Road South, Mansfield.

1.10 **Other Planning Documents**

- 1.10.1 Some sites within the District and some forms of development raise issues which require more detailed guidance and consideration than is possible in a Local Plan. In these areas planning and development briefs will be prepared by the Council.
- 1.10.2 Some development control guidance notes have already been prepared by the Council and others are in the process of being reviewed/revised. Whilst not forming part of this Local Plan they do nevertheless provide useful guidance for those submitting planning applications.



CHAPTER 2 - DISTRICT PLAN STRATEGY

2.1 Introduction

2.1.1 Mansfield District lies at the heart of North Nottinghamshire close to the M1 motorway. Much of the District is substantially urban in character though it does contain valuable tracts of open countryside. Mansfield town centre serves as a sub-regional centre for the North Nottinghamshire area and adjacent parts of Derbyshire. The District covers an area of about 77 square kilometres (30 square miles).

2.1.2 Mansfield District's resident population at the 1991 Census was 100,386, comprising 49,211 males and 51,175 females. The breakdown of population between the District's three main areas was:-

- Mansfield - 69,326;
- Mansfield Woodhouse - 18,019;
- Warsop Parish - 13,037

(N.B. these figures are rounded down slightly and do not, therefore, match the District total).

Figure 2 illustrates the District's 1991 Census age breakdown.

Figure 2: 1991 CENSUS AGE BREAKDOWN

AGED	MALES	FEMALES	TOTAL
0-4	3,591	3,233	6,824
5-17	8,480	8,214	16,694
18-39	16,022	16,265	32,287
40 - Retirement	14,596	11,999	26,595
Retirement +	6,522	11,464	17,986

Throughout the 1980s Mansfield District's population remained stagnant. According to Census figures there was a slight fall in the District's population of 0.6% between 1981 and 1991 (based on the 1981 survey method). During this ten year period, Ravensdale, Leeming and Forest Town wards experienced the highest growth whilst Meden, Cumberlands and Lindhurst wards experienced the greatest declines in population. According to population projections, provided by the County Council (1991 based projections, assuming Structure Plan Review migration levels), Mansfield District's population is anticipated to rise to approximately 104,100 by 2001 and to 105,100 by 2006. According to the 1991 Census (based on a 10% sample), 21.6% of the District's resident population in employment, worked in distribution and catering, 19.6% in manufacturing industry and 12.2% in energy/water. Only 1.1%, by 1991, worked in mining. Of the total in employment, 43% worked outside the District.

- 2.1.3 Much of the District's employment activity has centred on the coal mining and textile industries. Both these traditional industries have suffered severely in the last ten years. The District now has no 'active' collieries within its area. The effects of the coal review and the recent privatisation of the coal industry have led to significant reductions in employment opportunities in coal related activities in the North Nottinghamshire/Derbyshire area. There will also be additional employment losses arising out of the impact on firms supporting the coal mining industry and the reduction of money spent in the local economy. Unemployment in the Mansfield Travel to Work Area was 14.8% in June 1995, the highest in Nottinghamshire. Because of the above factors this is likely to increase in the near future. Mansfield's role as a sub-regional centre creates a variety of job opportunities in the town centre.
- 2.1.4 The District comprises two urban settlements, Mansfield and Warsop. Whilst none of the open countryside surrounding these settlements is included in the green belt, it is valued by local communities. Much of the land in the eastern part of the Local Plan area adjoins the Sherwood Forest area. The rivers Maun and Meden flow through the District and contain some important features of interest. The District's substantial natural mineral resources, both deep mined coal and Sherwood sandstone have been exploited over a period of many decades and the resultant workings have had a profoundly damaging impact on the District's environment. However the District also contains a substantial number of environmental assets which it is the District Council's intention to protect and enhance. The District contains ten conservation areas, over 240 listed buildings and four scheduled ancient monuments. The area covered by the Plan also includes seven ancient woodland sites and six Sites of Specific Scientific Interest (SSSIs), which include a number of important areas of lowland heath, such as those at Strawberry Hills and Sherwood Forest Golf Course. In addition there are many "sites of nature conservation interest" including areas of woodland, heathland and sites of local geological and biological interest. These assets provide a sound environmental base and framework on which to build.
- 2.1.5 Mansfield has suffered in the past from low levels of development activity. This has resulted partly from the development industry having a poor perception of the area and because of infrastructure problems (subsidence, damage to drainage/other utilities and poor transport infrastructure). This 'poor' image has been reversed in the recent past with the attraction of the Japanese textile company 'Toray' to Mansfield and other major developments at Oakham Business Park. A major programme of improvements has also taken place in Mansfield town centre. The District Council has also invested heavily in industrial infrastructure at Oakham Business Park and Crown Farm Industrial Park and has provided workshop units at Grove Street (Mansfield Woodhouse), Burns Lane (Warsop) and Tenter Lane. Enterprise Zones have also been designated in the Newlands Road/former Mansfield Colliery areas. Other facilities such as the Manor Park recreational complex and the Water Meadows Wet Leisure Complex also add to the attractions of the District. Substantial sums of money are currently being invested in Mansfield's sewerage network (by Severn Trent Water Limited) and a major extension to the water treatment works at Bath Lane is nearing completion. The passenger railway service between Nottingham and Worksop has also been re-opened with new stations at Mansfield town centre and Mansfield Woodhouse.
- 2.1.6 This Local Plan aims to build on the strengths of the District and to have the flexibility to be able to grasp opportunities as they arise.

2.2 **National Policy Context**

2.2.1 In preparing this Local Plan account has been taken of national planning guidance and other relevant planning policies, principally Acts of Parliament and associated regulations. Of direct relevance to the process of preparing this Plan are the Planning Policy Guidance Notes (PPG's) published by the Department of the Environment, Transport and the Regions. These provide general advice on local plans, retail developments, housing etc. Recent PPG's of particular relevance to local plans include PPG 6: Town Centres and Retail Developments, PPG 13: Transport and PPG 15: Planning and the Historic Environment.

2.2.2 The new Planning Policy Guidance Note on Local Plans (PPG 12) entitled "Development Plans and Regional Policy Guidance" contains some important guidelines on what Local Plans should or should not contain. In particular the note introduces the concept of 'sustainable' development to the Local Plan process. This means that whilst Plans must make adequate provision for development they must at the same time take account of the need to protect the natural and built environment. Development decisions should not therefore deny future generations the best of today's environment.

2.2.3 The District Council will continue to press for more central government funding for Mansfield in recognition of the declining coalfield, high unemployment levels and urban deprivation. The Mansfield Travel to Work Area has recently been granted Development Area status and two Enterprise Zones have been established around the Mansfield Colliery/Newlands Road area in Forest Town.

2.3 **Regional Policy Context**

2.3.1 "Regional Planning Guidance for the East Midlands" was issued in March 1994 (RPG8). This document sets out the strategy which will carry planning in the East Midlands forward into the next century. The document sets out a number of key objectives for the future development of the East Midlands. Of particular relevance to the Mansfield area is the aim to spread the benefits of economic growth to the less well favoured areas such as the coalfields. The need for improved east-west links between the M1 and A1 to the East Coast ports is highlighted with the idea of a route improvement between the A1 and the M1 via Mansfield.

2.3.2 The District is eligible for funding from the European Union (under Objectives 2 and 5b). The Warsop area and parts of Pleasley Hill, Forest Town and Rainworth are included in the Nottinghamshire Rural Development Area and are eligible for Rural Development Commission funding. The Mansfield Partnership has also recently been successful in obtaining funding under the Single Regeneration Budget for the District, with a particular concentration of projects in the Mansfield Woodhouse area.

2.4 **County Strategy**

2.4.1 The Nottinghamshire Structure Plan Review was adopted in November, 1996. The Review replaces the 1991 Structure Plan and covers the period 1991 - 2011.

2.4.2 The Structure Plan Review reflects the need to assist in regenerating and restructuring the local economy by ensuring that the land and infrastructure the County needs to 2011 is provided and in the right locations; to sustain the quality of the environment as a place to live, work and visit; and to improve accessibility within the County and to the rest of Britain and abroad.

2.4.3 The County Council adopted its Nottinghamshire Minerals Local Plan in November, 1997, and placed its Nottinghamshire Waste Local Plan on Deposit in January, 1998.

2.5 **The Local Plan Strategy**

2.5.1 This District Wide Plan will provide guidance on and control over the scale, location and character of development which is considered appropriate in different parts of the Plan area. This will be determined through a process of public consultation and examination and to withstand this examination it is important that the policies and proposals in the Plan emanate from a coherent and consistent strategy. The development plan should provide:-

- guidance (to help people plan confidently and sensibly);
- incentive (to stimulate development);
- control (to ensure developers cannot insist on a change against the public interest);
- certainty (for both developers and the public interest);
- involvement (in the plan process for the general public and organisations).

2.5.2 A major plank of the strategy of the Local Plan is the Council's commitment to achieving economic growth and widening the employment base of the District. The Plan will also seek to maintain and enhance Mansfield's role as a sub-regional centre for North Nottinghamshire and adjacent areas. This growth and development should be achieved in a manner that is environmentally sustainable and accords with the undoubted economic needs of the area. The policies and proposals of the Local Plan will thus seek to achieve a balance between the undoubted needs of development in the area and the need to conserve the best features of Mansfield's environment. Land use planning is a fundamental tool of environmental protection and enhancement which can help to improve the quality of life within Mansfield District, both for existing and future residents. The policies and proposals of the Local Plan should reflect this.

2.5.3 Primarily the overriding strategic objectives of the Local Plan will fall within three main categories. These are:-

Economic Growth and Development: Objectives are aimed at accommodating residential, industrial and commercial development and at encouraging enterprise, investment and the creation of jobs.

Quality of Life: Objectives are aimed at ensuring provision for retailing, leisure and countryside recreation, to maintain and enhance accessibility to protect residential amenity and to meet social and community needs.

Conservation of Environmental Resources: Objectives are aimed at protecting and enhancing the environment including listed buildings, archaeological sites, ancient monuments, designated sites of nature conservation value, the countryside, best agricultural land, natural habitats and to protect the best features of Mansfield's built environment.

2.6 **Sustainable Development**

2.6.1 Recent Government guidance has placed great emphasis on the role that development plans can play in ensuring that development and growth are sustainable. Sustainable development has been defined as:-

“development that meets the needs of the present without compromising the ability of future generations to meet their own needs”.

2.6.2 The effective control of development through the land use planning system and the protection of the environmental attributes of the District are major considerations of this Plan. The Plan tries to ensure the full and effective use of land within the urban area. It recognises the need to locate development close to existing facilities so as to minimise transport journeys and the use of the private car. This is reflected both in the strategic policies and all other policies put forward in this Plan.

2.7 **Environmental Appraisal**

2.7.1 PPG12 now recommends that Local Authorities should carry out an Environmental Appraisal (E.A.) of the policies and proposals in their development plans. The advice does not stipulate how this should be done, but it should seek to demonstrate how environmental concerns have been consistently taken into account in the preparation of the Plan.

2.7.2 During the preparation of the Plan the District Council collected a variety of environmental information which has been used to provide a basis for formulating policies and proposals. This information has been used to balance the development needs of the District with environmental concerns.

2.7.3 The Plan has a series of major aims. These include the conservation of environmental resources and quality of life objectives. In addition, the two overriding strategic objectives of the Plan seek to :-

- i) balance the development needs of the District with the protection and enhancement of the environmental attributes of the District;
- ii) concentrate development within and adjoining the main urban areas of the District.

This strategy seeks to concentrate development into established settlement patterns so that housing, employment and other developments are well related to transport routes and existing infrastructure.

2.7.4 The environmental implications of the individual policies and proposals of the Plan were considered during their formulation and environmental considerations feature prominently in the written statement of the Plan. Many of the policies of the Plan include environmental criteria against which planning applications will be judged.

2.7.5 An environmental appraisal of the Local Plan has been undertaken to assess the Plan's likely environmental impact.

2.8 **Major Aims of the Local Plan**

2.8.1 Economic Growth and Development:-

- To ensure that at all times there is an adequate supply of housing and employment land available in the District;
- To facilitate development and economic activity that will provide jobs for Mansfield residents;
- To achieve compatibility between the interests of economic development and environmental protection;
- To maintain and enhance Mansfield's role as a sub-regional centre;
- To meet the needs of new development; (including the use of planning obligations in the case of major new development).
- To ensure that all new development is co-ordinated with the provision of the necessary infrastructure.

2.8.2

Quality of Life:-

- To ensure the provision of shopping, recreation and community facilities that meet the needs of Mansfield;
- To seek to maintain and enhance the role of Mansfield town centre and the district centres, as locations for shopping and commercial activity;
- To improve the quality of the physical environment of the District through derelict land reclamation and other enhancement schemes;
- To ensure that community safety issues are fully considered in the consideration of all development proposals;
- To ensure due attention is paid to creating a safe and secure environment;
- To seek to prevent excessive traffic generation and environmental pollution;
- To assist and facilitate the process of urban regeneration;
- To enable public enjoyment of suitable parts of the countryside.

2.8.3

Conservation of Environmental Resources:-

- To protect, conserve and enhance the architectural, historic and environmental qualities of the built environment;
- To protect, conserve and enhance the open countryside;
- To conserve higher quality agricultural land wherever possible;
- To protect, conserve and enhance valued areas of open space and wildlife habitat in the District.



2.9

Strategic Objectives of the Local Plan

2.9.1

The District Council will identify a continuing supply of land for the growth of employment and housing in the District which:-

- Meets the needs of Mansfield District;
- Is well related to the Transport Network;
- Accords with the detailed policies of the Plan.

2.9.2

The District Council will continue to support and promote Mansfield town centre as a sub-regional centre for shopping, commercial and leisure based activities.

- 2.9.3 The District Council will support and promote the development of new retail schemes where these accord with the detailed policies of the Plan.
- 2.9.4 Encouragement will be given to the provision of community, leisure and tourist facilities where these accord with the detailed policies of the Plan.
- 2.9.5 Priority will be given towards the reuse or recycling of vacant or redundant sites and suitable schemes for the reuse or restoration of derelict land will be encouraged.
- 2.9.6 There will be a presumption against development outside the defined areas in the Local Plan unless a proven need can be demonstrated which cannot be met elsewhere in the Plan area.
- 2.9.7 Protection will be afforded to the open countryside and its amenity value and recreation potential will be enhanced.
- 2.9.8 Encouragement will be given to the conservation and enhancement of the existing built environment and to the achievement of a high quality and standard of design in new development.
- 2.9.9 The nature conservation resources of the District will be protected and enhanced.
- 2.9.10 The District Council will seek to ensure that the relevant agencies provide the infrastructure necessary to support the level of development proposed in the Plan.
- 2.9.11 To ensure the particular needs of disabled people, elderly people, young children and the less mobile are given due consideration in development proposals.
- 2.9.12 Major development proposals should provide appropriate community and infrastructure facilities based on the scale, location and nature of the development.
- 2.9.13 In considering all development proposals the District Council will ensure that due attention is given to crime prevention and the creation and maintenance of a safe and secure environment.

POLICIES AND PROPOSALS

- 2.10 **Commitment to Economic Development and Environmental Protection**
- 2.10.1 The District Council is committed to the creation of jobs necessary to replace those lost in the mining and textile industries. These needs however have to be balanced against the need to protect the environmental attributes of the District.

DPS1 PROVISION WILL BE MADE WITHIN THE PLAN PERIOD (1996-2006) FOR THE SCALE OF DEVELOPMENT NECESSARY TO MEET THE NEEDS OF THE DISTRICT WHILST AT THE SAME TIME PROTECTING AND ENHANCING THE ENVIRONMENTAL ATTRIBUTES OF THE DISTRICT TO PROGRESS TOWARDS A SUSTAINABLE PATTERN OF DEVELOPMENT.
- 2.10.2 This policy reflects the need within the District to regenerate and restructure Mansfield's economy and to cater for the needs of Mansfield's present and future population. Such development needs to be carried out in a manner consistent with the concept of sustainable development which recognises the constraints imposed by the environmental attributes of the District.

- 2.10.3 The Plan seeks to secure urban regeneration through the reuse of derelict land and under used land in the urban areas and the reinforcement of the role of the town centres of Mansfield, Woodhouse and Warsop.
- 2.10.4 The Local Plan earmarks a variety of sites for employment purposes including some prestige and exceptional sites on the fringe of the urban areas. The allocation of these sites is essential to attract inward investment to the District, but wherever possible these sites have been selected to ensure that the environmental attributes of the District are not compromised. Provision is also made for the level of housing required over the Plan period together with sufficient provision for shopping facilities to be provided for the District's population over the Plan period.
- 2.10.5 The strategy will also seek to ensure that land use and transportation issues are considered in concert to help promote sustainable solutions to development objectives.
- 2.10.6 The environmental attributes of the Plan area are set out in the document and policies are proposed to ensure their proper protection and enhancement. All development proposals would be expected to respect and take account of the environmental attributes of the District.
- 2.11 **Distribution of Development**
- 2.11.1 In order to achieve sustainable patterns of development in the District it is considered preferable to concentrate development within the main urban areas of Mansfield.

DPS2 DEVELOPMENT WILL BE CONCENTRATED WITHIN AND ADJOINING THE MAIN URBAN AREAS OF MANSFIELD, WOODHOUSE AND WARSOP.



CHAPTER 3 - EMPLOYMENT

3.1 Introduction

- 3.1.1 Since the 1960's the British economy has witnessed the gradual decline of its manufacturing base, due to falling demand for many long established products, improvements in labour productivity / increased computer controlled mechanisation and greater international competition, particularly from Asia.
- 3.1.2 During the 1980's, the British economy experienced more dramatic restructuring and rationalisation, particularly within the traditional 'heavy' manufacturing industries of the North and Midlands. This was largely the result of national anti-inflationary policies, greater use of technology, more flexible working practices and a move away from subsidised state ownership to privatised companies based on competition. This in turn accentuated and increased the reliance on the move towards financial, personal and other services and the attraction of inward investment from foreign owned high-tech industries to replace the loss of jobs in traditional manufacturing, heavy engineering and textiles.
- 3.1.3 In order to try to offset the contraction of traditional industries, greater encouragement was also given to the creation and expansion of small firms. This became particularly important for local authorities who were unsuccessful in attracting the limited amount of mobile capital, labour and other resources available. However, the expansion of these sectors has been unable to create the numbers of jobs required to replace those lost, and which continue to be lost, by old large manufacturing employers, particularly during the recent recession. In addition, the expansion of the labour force has compounded this situation.
- 3.1.4 The problems facing the older industrialised regions of the country have been exacerbated recently by the colliery review programme and the defence review, which have resulted in large job losses in mining, shipbuilding and other defence industries.
- 3.1.5 At the same time, there has been a greater awareness of the damage being inflicted on the environment by human activity and increased public pressure for legislation by governments to control such damage, resulting in particular, in a wave of legislation and regulation directives by the European Union.

3.2 Mansfield District

- 3.2.1 The effect on Mansfield of the globalisation of competition and the restructuring of the economy has been traumatic, mainly due to its dependence on a narrow economic base. As with other areas of the United Kingdom, which have relied on heavy manufacturing industry, textiles and / or coal mining for their prosperity, Mansfield suffered economically not only during the national recession of the early 1980's but also during the economic upturn of the late 1980's, when metal goods, textiles and footwear and coal mining continued to decline. The rapid contraction of these sectors, combined with the resulting poor environment and the ageing infrastructure of the District, made it difficult for the area to attract enough of the growing service and high-tech sectors to compensate.
- 3.2.2 Consequently, unemployment rates in the Mansfield Travel To Work Area (M.T.T.W.A.) and the District have remained consistently above those at regional and national levels, as illustrated in Figure 3. Between March 1985 and March 1996, the M.T.T.W.A. unemployment rate has been 3.0% higher on average over the past 10 years or so than the U.K. average rate and 2.4% higher than the County. The District likewise has

averaged 1.4% higher unemployment rates than the U.K. average and 0.7 % higher than the County. In addition, whereas since March 1993 the U.K. unemployment rate has been steadily falling, the County, M.T.T.W.A. and District unemployment rates have resisted the downward trend. In March, 1996, the official unemployment rate for the M.T.T.W.A. was 13.0% and for the District 10.6%, compared to Nottinghamshire's 10.7% and the U.K., seasonally adjusted, total of 9.2%. The loss of the traditional sources of employment which were mainly male dominated (the exception being textiles), has reflected the national trend of rising male unemployment.

Figure 3: **UNEMPLOYMENT RATES 1985 TO 1996**

Area/Year	Mar. 1985	Mar. 1986	Mar. 1987	Mar. 1988	Mar. 1989	Mar. 1990	Mar. 1991	Mar. 1992	Mar. 1993	Mar. 1994	Mar. 1995	Mar. 1996
U.K.*	13.5	13.7	12.8	10.5	7.9	6.7	8.8	11.1	12.2	11.4	9.9	9.2
Nottinghamshire	13.2	13.5	13.1	11.1	9.0	7.4	9.2	11.4	12.6	12.9	11.2	10.7
Mansfield T.T.W.A.	14.2	15.0	15.9	14.4	12.6	9.2	10.8	13.5	14.8	16.5	14.8	13.0
Mansfield District	12.9	13.8	14.2	13.1	12.1	8.4	9.9	11.7	12.7	13.5	11.6	10.6

* Narrow base rates, comparable with the County rates.

- 3.2.3 The results of the coal review and coal privatisation measures have contributed to this problem. It is generally accepted that for every two jobs lost in coal mining, one is lost in the remainder of the economy due to the adverse impact on supporting firms and the reduction of money circulating in the local economy for goods and services (although this may be delayed as miners spend their redundancy).
- 3.2.4 The Council aims to prevent further industrial decline within the Plan area by encouraging appropriate forms of development and redevelopment and where possible preventing the loss of industrial land to other uses. Most importantly, the Council will facilitate and encourage the diversification of the local economy by assisting the start-up of new firms, the expansion of existing firms and the attraction of inward investment. A major element of this strategy will be the provision of a range of factory units and sites (in terms of size, location and quality of environment), fully serviced where possible, throughout the time-span of the Plan. This will be complemented by improvements to the environment, the upgrading of leisure and cultural facilities and the provision of infrastructure and housing, as detailed in the appropriate chapters of the Plan.
- 3.2.5 As Local Authority funds continue to be limited, the Council's role will frequently be as an enabler rather than provider. However, the Council has been successful in providing starter and medium sized units for new firms and expanding small firms. Small, indigenous firms have become very important for the national economy, as larger, heavy industries and the amount of mobile capital has declined.
- 3.2.6 Further assistance is available from the Government and European Union through grants, which have been extensively utilised by the Council in the past. The Mansfield Travel To Work area has recently been designated a Development Area, part of the District is included in the Nottinghamshire Rural Development Area and European grants through EMROP and RECHAR programmes are available. Development Area status, in particular, should provide additional encouragement for companies to move to the Mansfield area. Enterprise Zones have also been designated in the Newlands Road / former Mansfield Colliery area. In addition, Derelict Land Grant is available for land which has been so damaged by industrial and other development that it is incapable of beneficial use without treatment.

3.3 **Town Centres**

- 3.3.1 Town centres are the hub of local economies and the one place where all aspects of community life interact. Town centres also allow developments to capitalise on and gain maximum benefits from the vast amount of previous infrastructure investment and so make the best use of the resources available. This reinforces the important role of town centres in achieving sustainable living, offering as they do the widest range of opportunities and facilities in a confined area. They also reduce the need for excessive travel and facilitate the greater use of public transport services. However, care needs to be taken not to overload centres with demand.
- 3.3.2 Mansfield town centre is the most important single area in the District for job provision. It provides about one third of all employment in the District, and is a particularly important source of employment for women.
- 3.3.3 The town centre is the major source of service sector jobs in the District. These service sector jobs depend on the businesses who locate there (to exploit the town centre's access and catchment opportunities) and on the visiting public, some of whom are tourists. However, Mansfield has failed to accommodate and generate an expansion of service sector employment at the same rate as the national economy, in contrast to many other regional centres. This has exacerbated Mansfield's reliance on its narrow, declining economic base. This is partly due to the lack of flexible, purpose built offices within the centre.
- 3.3.4 In order to facilitate the expansion of the service sector, Mansfield is highlighted as being in need of new modern office developments. Targeting the town centre for this type of activity would support the existing facilities already there and help expand its role as a sub-regional centre. Similar but smaller scale proposals would be beneficial in other district and local centres.
- 3.3.5 Additionally, the town centre contains a number of small and large manufacturing firms, most of which are located on the fringe (where they do not detract from the character and essential retail and service role of the centre) whilst capitalising on the accessibility and potential linkage benefits to other businesses and markets. These make an important contribution to local employment and the range of opportunities available in the town.
- 3.3.6 In conclusion, town centres provide a range of different but complementary uses both during the day and evening which can reinforce each other and increase their attractiveness to businesses, the indigenous population and tourists alike. The Plan, therefore, aims to strengthen the role of Mansfield, Woodhouse and Warsop town centres and the many important local centres, through policies and proposals contained in this and other chapters.

3.4 **The Take-up of Industrial Land**

- 3.4.1 Mansfield has suffered from low levels of industrial development activity (less than 2 ha. per annum during the 1980's) partly as a result of infrastructure problems and partly as a result of investors having a poor perception of the area.
- 3.4.2 Between March 1991 and 1996, development has increased with over 44 hectares of land being taken up. This includes developments such as the 'Toray' factory at Forest Town, Johnsons Controls at the Oakham Business Park and other major schemes at Southwell Road and Hermitage Lane. The remaining developments have largely been

the result of activities by Mansfield District Council with the assistance of others at Tenter Lane (Mansfield), Grove Street (Mansfield Woodhouse) and Burns Lane (Warsop). With the winning of Development Area status, Enterprise Zone designations and continued assistance from Europe, land take-up is likely to increase significantly in the future, as developers take advantage of Mansfield's favourable financial incentives which are now some of the best in the country.

- 3.4.3 Although commercial developments do create employment opportunities, it is the medium to large manufacturing and industrial developments which create hundreds of jobs and which Mansfield urgently requires. Therefore, sites which can accommodate this sort of development have and will continue to be identified in the Local Plan and protected from other development uses.
- 3.4.4 The attraction of small and large commercial and manufacturing businesses, and regional and head offices of large companies, are important in bringing finance and jobs into the District. Therefore, a complementary range of general employment sites, business parks and prestigious employment sites are identified in the Local Plan. Within the total land allocation, there are sites for which employment is one of a number of acceptable uses, thus providing flexibility in the overall allocation of employment land. This range of employment sites reinforces the Council's commitment that no desirable industrial, commercial or office development should be lost to the District for want of a suitable site.
- 3.4.5 As at April, 1996, 190 hectares of land were available for employment developments, of which 72 hectares was immediately so, having planning permission. Mansfield can demonstrate a reasonable portfolio of fully serviced sites, supplemented by those which are yet to come on stream subject to infrastructure and / or land ownership constraints, as identified in the Plan.
- 3.4.6 Oakham Business Park will continue to be a focus for major industrial development during the Plan period. Located to the east of Hermitage Lane it has already had much of the infrastructure and services provided (including substantial landscaping). Major developments have already been undertaken by British Coal Enterprises, Johnson Controls and by English Estates. The site has received planning permission for B1, B2 and B8 uses. A development brief has been produced which stipulates that land fronting the main distributor road will be restricted to B1 uses only.



- 3.4.7 In the long term the distributor road, which accesses Hermitage Lane, will be extended through Bleak Hills to Sheepbridge Lane. This will give direct access to the town centre via Quarry Lane. Bleak Hills will be an extension of the Oakham Business Park, but will ostensibly be for smaller scale employment development.
- 3.4.8 A woodland has been created on the southern and eastern boundaries of the site to both enhance the environment of the development and prevent a major visual intrusion into the open countryside. The Council will continue to encourage developments to have a 'wooded' character / setting which will contribute towards the Greenwood Community Forest initiative and improve the living and working environment. Bleak Hills Lane is retained, with its existing hedgerows, allowing the general public to continue to use it as a bridleway and as a footpath link between Cauldwell Brook and the River Maun Valley.
- 3.4.9 Mansfield Colliery closed in 1988. Since that time an extensive reclamation scheme has been carried out by the Council at the site, now referred to as Crown Farm, using Derelict Land Grant. The reclaimed site now has planning permission for major employment development uses, with B1 and B8 uses being allowed between the existing access road and nearby houses. A buffer landscape zone has been created adjacent to Violet Hill and further landscaping has been established bordering housing on the south side of the site. The majority of the site is now a designated Enterprise Zone. Planning permission has also been granted for earthworks to facilitate employment development on land south of Newlands Road. As at Crown Farm, an Enterprise Zone has been designated on the majority of the site. Its development will help secure the implementation of the link road between Violet Hill and Clipstone Road East which has already been partially developed along the former railway mineral line. The provision of the link road, together with the on-going improvements to the Mansfield Outer Ring Road will greatly assist development at these sites and their access to the wider transport network.
- 3.4.10 The District Council is seeking to enhance the environment and image of the industrial estates by way of environmental improvements. For example a 'Gateway' project for Hermitage Lane, has now been completed. This action will also help ensure that an attractive approach to major industrial sites is offered, and to assist their development. The District Council will liaise with land / property owners of existing, vacant and derelict buildings / sites and other relevant bodies to improve such premises and bring them into optimum use.
- 3.4.11 Employment site proposals have been made possible due to the investment of substantial sums of money in Mansfield District's sewerage network by Severn Trent. A major expansion of the Bath Lane Works is now underway.
- 3.4.12 New recreational and leisure complexes (Manor Park, Water Meadows, Superbowl) have greatly improved the attractiveness of the District to outside employees and local residents alike. The relevant chapters within this Plan will expand on these successes as part of the comprehensive, inter-related package of policies and proposals which are required to create employment opportunities and enhance the vitality of the District.
- 3.5 **Employment Policy Guidance**
- 3.5.1 Planning Policy Guidance Notes 4 and 6 produced by the Government, emphasise the need to provide a wide portfolio of employment sites (in terms of size, location and environment) in order to accommodate the range and quantity of jobs required by a modern, diverse and secure local economy and to sustain and enhance the vitality of town centres.

- 3.5.2 The East Midlands Regional Planning Guidance published in March 1994, highlights the considerable disparities in the region between the successful towns in the south which have outperformed the national economy over the past decade and those towns in the north, such as Mansfield, which have and still rely on declining industries and which have higher unemployment levels than the national average. These towns have failed to benefit from relocating businesses from the south east and the national economic shift to high technology and service industries. Consequently, the Guidance emphasises the need to diversify the economic base of these settlements and to incorporate policies in Development Plans which attract inward investment.
- 3.5.3 The Government has recently granted Development Area status to the Mansfield Travel To Work Area to encourage further indigenous and inward investment. In addition Enterprise Zones have been designated at the Crown Farm sites. These are East Midlands Enterprise Zone No. 5 (Crown Farm), the former Mansfield Colliery site, and East Midlands Enterprise Zone No. 6 (Crown Farm), the neighbouring greenfield land off Newlands Road. Within these two areas, a simplified planning regime will be brought into force which will have the effect of granting planning permission for employment developments (B1 and B2 uses) subject to certain exclusions and standard conditions.
- 3.5.4 The District Council will continue to press for assistance from the European Union to provide funding for infrastructure and other works, in order to encourage employment generating developments.
- 3.5.5 The Nottinghamshire Structure Plan provides the general background and supporting framework for the detailed land use planning put forward in this Local Plan. Guided by Central Government advice contained in the East Midlands Regional Planning Guidance, the Structure Plan indicates the amount of employment land required in the District and places importance on local authorities providing a wide portfolio of employment sites, whilst at the same time taking steps to safeguard existing employment land uses.
- 3.5.6 The Structure Plan states that employment land should be provided, where possible, within or adjoining existing urban areas, to capitalise on the available infrastructure and conserve the countryside from unnecessary development. However, in order to expand the economies of local communities, by attracting large companies (to offset the decline of other large employers such as British Coal) and higher level professional, technical and managerial expertise, large greenfield sites would be acceptable where they are intended for exceptional, prestige or other business/ science park developments that cannot be incorporated on existing urban land. The Plan also acknowledges that this type of investment is attracted by the opportunity to incorporate hotel and conference facilities.



3.6 Level of Employment Land Required

- 3.6.1 In March 1996, there were 7,066 people unemployed within the Mansfield Travel to Work Area and 4,595 within the District, rates of 13.0% and 10.6% respectively, compared to the U.K. equivalent rate of 9.2%. Traditionally much employment in the area was underground and, therefore, hidden from view in miles of tunnels, the only visible sign being the pit heads and spoil tips.
- 3.6.2 This requires the identification of land. In order to adhere to the concept of sustainability and to preserve the natural environment as much as possible, the Council prioritises the redevelopment of suitable derelict land and the allocation of underdeveloped land within the urban area where appropriate. Unfortunately, the amount of land required necessitates the development of some greenfield sites. This is because much more land is needed to accommodate the same level of employment above ground, because of the less labour intensive nature of the majority of modern manufacturing industry and commercial industries.
- 3.6.3 The Nottinghamshire Structure Plan Review was adopted in November 1996. It makes provision for 305 hectares of land in Mansfield District to be protected for employment development, during the period between 1991 and 2011. A breakdown figure of 230 hectares has been identified as appropriate for the first fifteen year period, i.e. up to 2006, coinciding with the end of the Mansfield District Local Plan period. The figures for employment land include land for all types of uses under Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended), including most office uses as well as research industrial and storage uses. These consequently exclude a variety of important job creating uses such as retailing, leisure and tourism and minerals for which there are separate policy chapters.
- 3.6.4 In addition, following the consultation exercises on the Plan, undertaken since the beginning of 1994, the policies and proposals contained herein have been modified to take account of those representations received and the changed circumstances. As with all development plans, once produced the District Local Plan begins to be overtaken by economic events, developments and other environmental and legislative changes. For instance, in the interim, much of the land originally identified in the Consultative Draft has been granted planning permission (either in outline or detail) and some has been developed and is, therefore, no longer available.
- 3.6.5 As detailed in Figure 4 the Local Plan allows for the development of just under 234 hectares of land for employment uses, in the period between 1991 and 2006. An element of this total, i.e. 44.4 hectares, had already been completed by the end of March 1996. The Local Plan, therefore, makes provision for the development of 190 hectares of land for employment uses during the Local Plan period, i.e. 1996 to 2006. Some of this land (71.6 hectares), had the benefit of planning permission as at April 1996. Of the remaining total, it should be borne in mind that a number of sites are included as optional proposals and may, therefore, not necessarily be developed for employment uses.

Figure 4: **LOCAL PLAN EMPLOYMENT LAND PROVISION BREAKDOWN**

Employment land required, between 1/4/1991 and 31/3/2006	230.0
Employment land developed between 1/4/1991 and 31/3/1996	44.4
Employment land required in Mansfield District Local Plan up to 31/3/2006	185.6
Employment land with planning permission at 1/4/1996	71.6
Local Plan proposals between 1/4/1996 and 31/3/2006	
Employment use proposals	50.5
Business Park proposals	24.5
Exceptional employment use proposal	28.4
Office use proposals	1.1
Optional employment use proposals	1.8
Optional business use proposal	0.8
Optional office use proposals	10.7
	189.4

- 3.6.6 The Council believes that there is a need for the District to capitalise on the attractive financial assistance, whilst it is still available to businesses, in order to tackle the significantly higher unemployment rate in the area (which has continued for many years and is likely to be prolonged due to the delayed effects of the colliery closure programme) and to successfully diversify Mansfield's economic base. The provision and promotion of economic development is the central element in the strategy of this Local Plan. In order to achieve this, it is important that a range of sites are available to give potential developers a choice in terms of size, location and environment and to provide flexibility and competition in accordance with PPG12.
- 3.6.7 A number of large employment sites have been identified in order to try to attract new large employers that could create significant employment opportunities quickly and have major multiplier effects for the economy. Left solely to the development of small and medium sized enterprises the process of economic regeneration would take much longer. Another aspect of attracting large companies, such as Toray, to the area is that they can raise the profile of the District within the region and nationally and encourage investor confidence. Likewise, the attraction of the headquarters or regional offices of major companies within a prestigious office development would have a similar impact.
- 3.6.8 Although this has meant the need to utilise some greenfield sites (as larger sites are hard to find within urban areas and become available very infrequently) it is felt that the need to strike a balance between development and environmental protection has been accomplished. It must also be remembered that the identification of employment sites does not mean that they will all be developed during the Plan period. As already stated, the aim is to provide a range of opportunities that are attractive to the wide range of potential employers.

3.7 Objectives

3.7.1 Increase the diversity of the economic base of the District and so ensure a range of employment opportunities in the future by:-

- identifying and securing an adequate supply of serviced land for employment purposes;
- ensuring that there is a range of sites available throughout the Plan period in terms of size, location and quality;
- catering for the needs of new and expanding indigenous firms and inward investment;
- integrating policies for infrastructure, telecommunications, tourism, movement and the environment.

3.7.2 Maintain employment opportunities by protecting existing industrial land and buildings from inappropriate changes of use.

3.7.3 Ensure that employment development has a minimal impact on the environment and implements the philosophy of sustainable development by:-

- reducing the need to utilise greenfield sites through the rapid reclamation of derelict land and the recycling of other land within the urban area;
- the creation of employment opportunities near labour markets across the District to reduce the need to commute;
- locating employment sites near to public transport routes to reduce the reliance on private transport and encouraging developers to accommodate cyclists / pedestrians;
- encouraging developers to achieve a high level of design, energy / efficiency, security and quality of landscaping;
- encouraging the trend towards home working.

3.7.4 Throughout the Local Plan reference is made to various classes of employment uses. These are taken from the Town and Country Planning (Use Classes) Order 1987 (as amended) and are outlined below.

Class B1 = Business Use. This includes offices (other than those falling in Class A2 Financial and Professional Services), research and development and industrial processes provided the use could be carried out in any residential area without detriment to amenity by reasons of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Class B2 = General Industrial Uses. This includes uses for the carrying out of industrial processes. Since March 1995 this class has also included the former B4 to B7 uses (special industrial groups B-E). As such the District Council will give particular attention to the potential impact from operations/processes, now included in this use, on nearby land and properties, e.g. in terms of noise, vibration, fumes, smoke, dust, etc.

Class B8 = Storage and Distribution Use. This includes uses for storage or as a distribution centre.

POLICIES AND PROPOSALS

3.8 Scale of Employment Land Provision

3.8.1 In order to meet the above objectives the District Council considers it appropriate to provide the level of new employment land as detailed in Policy E1.

E1 PROVISION WILL BE MADE FOR APPROXIMATELY 190 HECTARES OF EMPLOYMENT LAND TO BE DEVELOPED IN THE LOCAL PLAN AREA DURING THE PERIOD BETWEEN 1996 AND 2006.

3.8.2 The above level of employment land provision is required to meet:-

- the demands of industry and commerce;
- to improve the employment prospects of Mansfield residents;
- to enable local businesses to expand and relocate;
- to attract new enterprises and investment to the District;
- to ensure a supply and range of readily available sites for employment purposes;
- to cater for a range of different types of employment sites;
- to encourage job opportunities within the District and to reduce the need for local residents to travel long distances to obtain employment;
- to strike a required balance between employment needs and environmental protection.

3.8.3 A number of sites within the District had the benefit of outline or detailed planning permission, at April 1996, for the development of employment uses. The majority of such sites are identified on the proposals map as employment development commitments. New or revised planning applications for the same uses on these sites will normally be granted provided that there are no other policies or proposals to the contrary.

3.9 Locations for Employment Developments

3.9.1 In accordance with the Local Plan's District Planning Strategy, new employment developments will normally be directed to sites within or adjoining the defined built up areas.

E2 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EMPLOYMENT USES OUTSIDE THE URBAN BOUNDARY, AS DEFINED ON THE PROPOSALS MAP, PROVIDED THAT THEY WOULD MEET ONE OR MORE OF THE FOLLOWING CRITERIA:-

- 1) **BE WITHIN A SITE IDENTIFIED FOR SPECIAL EMPLOYMENT PURPOSES, AS DEFINED ON THE PROPOSALS MAP;**
- 2) **INVOLVE THE REUSE OF AN EXISTING BUILDING, WHICH IS OF PERMANENT AND SUBSTANTIAL CONSTRUCTION, AND WHOSE FORM, BULK AND GENERAL DESIGN IS IN KEEPING WITH ITS SURROUNDINGS;**

- 3) **IT CAN BE CLEARLY DEMONSTRATED THAT THE PROPOSAL CANNOT BE ACCOMMODATED WITHIN THE DEFINED URBAN BOUNDARY AND WOULD MAKE A SIGNIFICANT CONTRIBUTION TO THE DIVERSIFICATION OF THE RURAL ECONOMY;**

ALL PROPOSALS MUST DEMONSTRATE THAT THEY WOULD NOT HAVE A DETRIMENTAL EFFECT ON THE RURAL ENVIRONMENT DUE TO VISUAL IMPACT, NOISE, VIBRATION, SMELL, FUMES OR TRAFFIC GENERATION.

3.9.2 This policy will assist the process of urban regeneration and take advantage of existing infrastructure, service provision and established local labour markets. Just as important, it will help prevent or reduce the outward expansion of development into open countryside wherever possible.

3.9.3 The Local Plan has aimed to identify as much land as possible, that can be suitably developed for employment purposes, within the built up areas. In addition, priority will be given to the reclamation and return to productive use of derelict land, in the majority of cases for employment creating uses. However, in an exception to this general principle, the Plan does recognise that suitable employment developments can be located in rural areas where proposals make use of rural buildings and are acceptable on environmental grounds. Additionally the District Council recognises that in exceptional circumstances certain employment generating uses / activities may require a rural location. Any such proposals must clearly demonstrate that they would not have an adverse impact on the environment, e.g. visual impacts, noise, etc.

E3 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EMPLOYMENT USES WITHIN THE URBAN BOUNDARY, AS DEFINED ON THE PROPOSALS MAP, PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) **INTEGRATE WITH THE EXISTING PATTERN OF SETTLEMENT AND SURROUNDING LAND USES;**
- 2) **NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER AND APPEARANCE OF THE SURROUNDING AREA;**
- 3) **NOT HAVE A DETRIMENTAL EFFECT ON THE AMENITY OF THE SURROUNDING AREA / NEARBY PROPERTIES, PARTICULARLY WITH RESPECT TO NOISE, VIBRATION, SMELL, FUMES, SMOKE, DUST, ETC.;**
- 4) **RETAIN IMPORTANT EXISTING SITE CHARACTERISTICS / FEATURES;**
- 5) **ARE LOCATED WHERE THERE IS, OR IS THE POTENTIAL FOR, EASY ACCESS TO PUBLIC TRANSPORT AND INCORPORATE PROVISION FOR CYCLISTS AND PEDESTRIANS;**
- 6) **INCORPORATE RELEVANT CRIME PREVENTION MEASURES.**

3.9.4 In order to increase the level of employment within the District and diversify the economic base to bring stability and security in the future, the development of existing and new industrial areas should be encouraged as far as possible, provided that it is environmentally acceptable to do so. This policy is designed to make sure that no potential investment is lost through want of a suitable, quality employment site.

- 3.9.5 Mansfield experienced a very low rate of industrial development during the 1980s which worsened the impact of the decline in the traditional industries. This was not simply due to the downturn in the economy, it was also a reflection of the poor image that grew in the minds of people living outside the area and, perhaps the most prohibitive factor, the lack of serviced industrial land and accommodation that could be offered to potential industrial investors.
- 3.9.6 In considering planning applications for employment developments the District Council will give particular attention to their potential impact on the site and its surrounding area. Developments will not be permitted where they would have an adverse impact on the environment. This issue has become more relevant recently with the inclusion in use class B2 of the former special industrial use classes B4 to B7. In this respect the District Council may approve developments in certain locations on condition that certain operations would not be permissible.
- 3.9.7 If a proposal for industrial development involves the creation of a new major hazards installation then it will be referred to the Health and Safety Executive (H.S.E.), to advise on the nature and severity of the risks associated with it. Due account will be taken of the advice from the H.S.E. when the application is determined. Major hazards installations include sites which require a consent under the Planning (Hazardous Substances) Act, sites which attract the application of the Control of Industrial Major Accident Hazards Regulations; licensed explosives factories and magazines, notifiable pipelines, etc. Planning permission will not be granted if there are existing users of land within the vicinity of the proposal site who would be placed at intolerable risk by the development.
- 3.9.8 The District Council will prepare where necessary planning and/or development briefs to guide and promote the development of appropriate parts of the Local Plan area, in order to try and make sure that proposals, by private developers, are in the interests of the community and mitigate as far as possible their environmental impact.

E4 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF EMPLOYMENT LAND AND / OR PREMISES, UNLESS THEY WOULD MEET ONE OF THE FOLLOWING CRITERIA:-

- 1) INVOLVE THE REMOVAL OF AN ACTIVITY WHICH IS CAUSING ENVIRONMENTAL DAMAGE AND / OR IS CURRENTLY INCOMPATIBLE WITH THE SURROUNDING AREA / LAND USES;
 - 2) IT CAN BE CLEARLY DEMONSTRATED THAT ITS LOSS OR RELOCATION WOULD LEAD TO WIDER BENEFITS;
 - 3) IT CAN BE CLEARLY DEMONSTRATED THAT THE EXISTING PREMISES ARE INCAPABLE OF SUSTAINING ACCEPTABLE STANDARDS OF ACCOMMODATION FOR EMPLOYMENT PURPOSES.
- 3.9.9 Development which would result in the loss of employment land, or viable industrial premises, will not normally be permitted unless there are exceptional circumstances for doing so. Mansfield District Council has had a shortage of genuinely available serviced industrial land particularly near residential areas and town centres, which is now being rectified, and the loss of any such facilities to other uses would be undesirable.

3.9.10 Mansfield town centre is the main source of service sector jobs in most communities. Whilst the provision of the conditions for the growth of manufacturing industry in the District is an important priority, the Local Plan has highlighted the need for, and is committed to, the expansion of service sector employment as part of an overall package to diversify the local economy. The Central Areas Chapter contains a range of policies aimed at encouraging and facilitating the town centre's role in the provision of jobs, public and private services and administration. However, as mentioned earlier policies aimed at encouraging the reuse of rural buildings are an exception to the principle of urban concentration, which may lend itself to accommodating service sector jobs so helping to diversify and strengthen the rural economy.

3.10 **Employment Proposals**

3.10.1 The Local Plan identifies ten sites which the District Council considers appropriate for the development of employment uses.

E5 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EMPLOYMENT USES AT THE FOLLOWING LOCATIONS:-

E5(A) 4.2 HECTARES OF LAND OFF OLD NEWARK ROAD/SOUTHWELL ROAD WEST.

3.10.2 During the Plan period Southwell Road West is likely to be the focus of major industrial development. The location has good accessibility, with Southwell Road linking Mansfield with Newark and the A1. This will be further enhanced by the implementation of the proposed Rainworth Bypass and the proposed Southern Bypass which will provide improved access to western Mansfield and the M1. A large area of land at this location had the benefit of outline planning permission, as at April, 1996, for employment uses, although only part can be developed prior to construction of the Southern Bypass. The site subject of this proposal will be expected to integrate with adjacent commitments and be a high quality development. Particular attention will need to be given to the amenity of residential properties on Southwell Road and a buffer zone will need to be created between this proposal and the residents of Bellamy Road Housing Estate. Any development will be expected to provide appropriate landscaping to the site's western and southern boundaries.

E5(B) 18.2 HECTARES OF LAND AT MILE HILL.

3.10.3 The adopted Nottinghamshire Structure Plan previously sought to make provision for major employment development in north western Mansfield. A site has been identified at Mile Hill with direct access off the A617, which will form a critical part of the District Council's industrial land strategy. A high standard of design will be expected and extensive landscaping will be incorporated within the development to protect the amenity of nearby residential properties, including a woodland belt on the north east and south east edges of the site. A new access to this site from Chesterfield Road North (third party land will be required to facilitate the junction) will need to be provided, controlled by traffic lights and consideration given to the proposal's potential impact on the nearby highway network. The site offers an attractive environment with good transport communications to the M1 motorway, which will be further improved by the Pleasley Bypass extension and Western Bypass proposals. More importantly the location of this site will provide much needed employment opportunities for

the north west of Mansfield. This site, when combined with the land off Abbott Road (identified for exceptional employment development), will help to balance the current and future opportunities for employment development found elsewhere in Mansfield, particularly in the east. Consequently, the need for long distance, cross-town commuting for residents of western Mansfield (and others), will be much reduced, easing congestion and reducing energy consumption. Concentrations of employment sites, located on major public transport routes and near to residential areas throughout the District, are beneficial for employers, employees and the environment.

E5(C) 3.1 HECTARES OF LAND OFF DEBDALE LANE.

- 3.10.4 The former Sherwood Colliery site has been cleared and levelled providing a good opportunity for employment creation uses between the two settlements of Mansfield and Mansfield Woodhouse. A development brief has been produced for the site which identified employment (B1, B2 and B8) uses on 3.1 hectares of land. A further 0.8 hectares has been identified for a variety of uses immediately to the north. Being only 1/2 mile from Mansfield town centre there is good access to central services. The planned local improvements to the A6075 (as part of the Mansfield Outer Ring Road) and the return of the Nottingham to Worksop railway line for passenger use (the Robin Hood Line), will improve access to the national road and rail networks. The location of the railway station just to the north of Debdale Lane will be a significant asset. It is recommended that interested developers should refer to the development brief at the earliest opportunity and familiarise themselves with the constraints affecting the site. The developer will be required to provide a high standard of landscaping, particularly where the site abuts the Robin Hood Line.

E5(D) 3.6 HECTARES OF LAND AT MAUN VALLEY, MANSFIELD WOODHOUSE.

- 3.10.5 Access to this site will be via the existing estate road network. One major constraint affecting the site, however, relates to the proposed installation of the bio-scrubber at the Bath Lane Sewerage Works. No built development will be allowed within fifty metres of the plant, in line with Severn Trent Water's Cordon Sanitaire policy. Consequently, within this area, only uses such as parking will be allowed. Development here may require improvements to nearby junctions.

E5(E) 0.4 HECTARES OF LAND OFF OXCLOSE LANE, MANSFIELD WOODHOUSE.

- 3.10.6 Between Oxclose Lane and Grove Street there is an already established industrial use, housed mainly in purpose built accommodation which has recently been improved with the building of a number of small industrial units and a new access road. With the construction of the new railway station off Debdale Lane, there is now the opportunity to complete the consolidation of the area by redeveloping the small site immediately south of Oxclose lane, adjacent to the railway line, this site will be used for car parking for the adjacent railway station.

E5(F) 0.8 HECTARES OF LAND OFF BLAKE STREET, MANSFIELD WOODHOUSE.

- 3.10.7 The development of this site would utilise derelict former railway sidings and would create jobs close to a residential area. Access to this site would be from Blake Street. Careful consideration must be given to the design of proposals due the proximity of housing.

E5(G) 6.5 HECTARES OF LAND AT BLEAK HILLS.

- 3.10.8 With the completion of the infrastructure projects and the successful take-up of land at the Oakham Business Park, work can now proceed on the Bleak Hills extension, first identified in the non-statutory Mansfield Local Plan. This site will complete the industrial nature of the land between the railway line and Sheepbridge Lane and will utilise the proposed extension of the Oakham access road through to Sheepbridge Lane. It will, therefore, have good links with the town centre via Quarry Lane and the existing and proposed bypasses via Hamilton Road. This access road may require third party land and improvements to the junction with Sheepbridge Lane and to Quarry Lane depending on traffic generation. The land includes an area of Grade Two Biological value. Where possible development proposals should include mitigating measures to safeguard the biological value of the most important parts of this area.

E5(H) 2.0 HECTARES OF LAND AT SPION KOP.

- 3.10.9 In order to try and provide further employment opportunities in the north of the District, where suitable employment land is very limited, the Council feels that this site could be attractive. Situated on the main north - south transport route (A60) between Mansfield and Worksop, this is a flat area of land, currently utilised as a timber yard. Unfortunately this presents a rather unattractive appearance on a major route, within a rural location adjacent to housing. Consequently, proposals to develop the site for employment uses, incorporating a high standard of design and landscaping, compatible with such a sensitive location, will be encouraged. Development would require the provision of a surface water sewer outfall into the Leas Brook, after discussion with Severn Trent Water and with Environment Agency consent. The foul flows from the site currently discharge into the public sewer in Mansfield Road (A60), which terminates at the pumping station on the nearby recreation ground. If foul flow from any proposal is balanced to the equivalent daily existing flow from the timber yard, then no alteration to the pumping station would be required. Otherwise, works would be required by the developer, in negotiation with Severn Trent Water. Being relatively flat, the maintenance of existing land drainage and the protection against surface water overland flows from adjacent fields, should be considered carefully as part of the development to prevent the risk of flooding.

E5(I) 3.3 HECTARES OF LAND OFF NETHERFIELD LANE, MEDEN VALE.

- 3.10.10 Recent colliery closures at Warsop Vale, Shirebrook and reduction in manning at Welbeck Colliery has deprived the area of employment opportunities and further reduced Warsop's economic base. Compounding this Warsop has no serviced industrial land and limited scope for industrial development within the urban area. The District Council in association with the County Council and Rural Development Commission has already provided 1,368 square metres of workspace at this location, with all the associated infrastructure. This proposal continues that process and utilises semi-derelict / under-utilised land and poultry houses in an area that has few suitable locations for employment developments. The site is close to an electricity sub-station, pumping station and can be drained of surface water into the River Meden. The site will provide employment opportunities in the north of the Warsop area, complementing those in Warsop town centre. The site is suitable for small light-industrial or workshop units up to 465 square metres. Extensive screen planting will be required on the boundaries of the site, especially along the western boundary to reinforce the visual integrity of the remaining gap between Meden Vale and Church Warsop.

E5(J) 8.2 HECTARES OF LAND ADJACENT TO RATCHER HILL QUARRY.

- 3.10.11 The main Ratcher Quarry will continue to be worked for the foreseeable future. However a section of the quarry forming a triangular piece of land between Jubilee Way and the Mansfield to Rainworth Walkway is now worked out and has been subject to partial filling. This brownfield site has development potential if a land reclamation scheme involving earthworks and levelling is carried out. Careful consideration will need to be given to the adjacent Mansfield to Rainworth Walkway and to nature conservation interests near the site. Development of this site will require improvements to the access on Southwell Road which should be carried out as part of a comprehensive scheme including other employment development sites in the area.

3.11 Business Park Proposals

- 3.11.1 The Local Plan identifies two sites which the District Council considers appropriate for the development of Business Parks. The term Business Park refers to developments falling within use class B1 only, with a high standard of design, layout and landscaping. Such developments will be at a low building density with good accessibility to both public and private transport.

E6 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF BUSINESS PARK USES (USE CLASS B1 ONLY*) AT THE FOLLOWING LOCATIONS:-

E6(A) 5.4 HECTARES OF LAND AT RANSOM HILL.

(A definition of Use Class B1 is included in paragraph 3.7.4)*

- 3.11.2 Following demolition of some of the old hospital buildings at the former Ransom Hospital site, a very attractive woodland setting is left for suitable employment development. Construction of the Rainworth and Southern Bypasses will serve to increase the site's potential. In order to preserve the site's attractive setting, any new development should be of a scale and density commensurate with the footprint of the original hospital buildings and of a high standard of design. Care will also need to be taken to preserve the majority of the existing trees within the site and to maintain the open break with Rainworth on the eastern side. Access to and from the site will be via the existing entrance, although this could require improvements to the junction and the road network. Such highway works as are needed must be coordinated with any required for the development of land off Southwell Road West. Detailed proposals for the site should also include for the provision of appropriate crime prevention measures, in view of the site's location.

E6(B) 19.1 HECTARES OF LAND OFF CLIPSTONE ROAD EAST (WHICH MAY ALSO INCLUDE THE DEVELOPMENT OF A HOTEL).

- 3.11.3 The intention to extend Crown Farm Way to establish a link road between Violet Hill and Clipstone Road East will increase the accessibility to and create the opportunity for further employment development in this area. Planning permission has already been granted for employment uses on land adjacent to Toray, which is now a designated Enterprise Zone. This leaves the above site which the District Council feels would be suitable for development as a Business Park to provide complementary but alternative employment opportunities in this locality. This proposal would provide a more open and environmentally attractive area in keeping with the character of adjoining housing and open areas. The site would also be suitable for the incorporation of a hotel development.



3.12 **Exceptional Employment Proposal**

3.12.1 The Local Plan identifies one site which the District Council considers appropriate for the development of exceptional employment uses.

E7 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EXCEPTIONAL EMPLOYMENT USES ON 28.4 HECTARES OF LAND OFF ABBOTT ROAD, PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) THE EMPLOYMENT USES PROPOSED WOULD BE;-**
 - A TRAINING / CONFERENCE CENTRE;
 - A MAJOR COMPANY OFFICE CENTRE;
 - DEVELOPMENTS FOR MAJOR EMPLOYERS REQUIRING SITES OF 8 HECTARES OR MORE (USE CLASSES B1 AND B2 ONLY*);
 - A HIGH TECHNOLOGY / SCIENCE DEVELOPMENT;
 - A COMBINATION OF THE ABOVE;

*(*A definition of Use Classes B1 and B2 is included in paragraph 3.7.4)*

- 2) BE OF A “CAMPUS” STYLE DEVELOPMENT, WITH AROUND 40% OF THE GROSS SITE AREA DEVOTED TO LANDSCAPING (EITHER EXISTING OR PROPOSED);**
- 3) THE PROPOSAL WOULD NOT HAVE A DELETERIOUS IMPACT ON HIGHWAY SAFETY OR TRAFFIC FLOWS ON SURROUNDING ROADS AND WOULD NOT CAUSE HARM TO LOCAL ENVIRONMENTAL QUALITY DUE TO NOISE, POLLUTION OR VISUAL INTRUSION;**
- 4) THE TYPE OF DEVELOPMENT ENVISAGED COULD NOT BE ACCOMMODATED ON OTHER LAND PROPOSED FOR EMPLOYMENT USES IN THE LOCAL PLAN;**

5) THE PROPOSAL INCLUDES PROVISION FOR ACCESS TO BE GAINED FROM THE WESTERN BYPASS WHEN IT IS CONSTRUCTED AND FOR ANY NECESSARY IMPROVEMENTS TO BE UNDERTAKEN TO ABBOTT ROAD PENDING CONSTRUCTION OF THE BYPASS.

3.12.2 The area of land to the west of Abbott Road represents the best opportunity within the District for the development requirements of major companies / employers (i.e. those requiring a site of eight or more hectares and / or would provide at least 300 jobs), in a good accessible location and affording a quality environment. This location is flat, with an attractive environment and has very good accessibility to junctions 28 and 29 of the M1 motorway, which will be further enhanced by programmed improvements to the A6075 and the proposed Western Bypass between the A6075 and A617. In recognition of its "fringe" location and to keep its visual impact on the surrounding area to a minimum, there will be a need to incorporate approximately 40% landscaping as part of any development of this site. The development will be accessed from the Western Bypass upon its completion. In the meantime access may be gained from Abbott Road, subject to detailed approval from the Highway Authority. The site offers an excellent opportunity for any of the uses referred to in policy E7, but in particular the development for major employers who require a large site for manufacturing or product assembly.

3.13 Office Proposals

3.13.1 The Local Plan identifies a number of sites which it considers appropriate for the development of offices.

E8 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF OFFICES ON 0.2 HECTARES OF LAND OFF COMMERCIAL GATE.

3.13.2 This small site is considered appropriate for the development of offices, being located adjacent to existing office developments. It is ideally located next to the ring road and close to the railway station.

E9 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:-

1) OFFICES;

2) WORKSPACE UNITS,

ON 0.2 HECTARES OF LAND SOUTH OF NURSERY STREET.

3.13.3 This site is located in an area that already includes a range of business users. It is, therefore, appropriate that proposals for offices and workspace units be granted planning permission.

E10 PLANNING PERMISSION WILL BE GRANTED FOR A MIXED DEVELOPMENT OF OFFICES AND CAR PARKING ON 0.7 HECTARES OF LAND OFF SHERWOOD STREET.

3.13.4 This site is currently used as a temporary car park. A mixed use development incorporating offices and car parking would be acceptable. Sufficient public car parking should be included in the scheme to replace that lost through development, i.e. 60 spaces.

3.14 **Optional Employment Proposals**

3.14.1 The Local Plan identifies two sites which the District Council considers appropriate for employment uses, as alternatives to other developments.

E11 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EMPLOYMENT USES (USE CLASSES B1 AND B2 ONLY*), AS ALTERNATIVES TO OTHER LAND USE OPTIONS, AT THE FOLLOWING LOCATIONS:-

E11(A) 0.6 HECTARES OF LAND OFF SUTTON ROAD

3.14.2 Previously used as an informal car park, this site has been vacant for quite some time, yet is a prime frontage location on the main Mansfield to Sutton road. Consequently, the Council would wish to see the site developed to a high standard of design and feel it is suitable for a number of alternative uses. Alternative uses for the site could include hotel, restaurant, leisure or motor vehicle related retail operations, e.g. petrol filling station.

E11(B) 1.2 HECTARES OF LAND OFF NOTTINGHAM ROAD.

(A definition of Use Classes B1 and B2 is included in paragraph 3.7.4)*

3.14.3 This vacant site and buildings were previously used for car sales / showroom. Interest has been expressed for retail warehouse development of this site. Following a Retail Study of the area undertaken by Hillier Parker, however, the District Council considers that such development would be inappropriate. The development of Employment uses, however, would be acceptable as would alternative land use options, such as leisure or its previous use as a motor vehicle related retail operation.

3.15 **Optional Business Use Proposal**

3.15.1 The Local Plan identifies one site which the District Council considers appropriate for business uses as alternatives to other developments.

E12 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF BUSINESS USES (USE CLASS B1 ONLY*), AS ALTERNATIVES TO OTHER LAND USE OPTIONS, ON 0.8 HECTARES OF LAND OFF DEBDALE LANE.

*(*A definition of Use Class B1 is included in paragraph 3.7.4)*

3.15.2 This is a prime location off a busy north / south route between Mansfield and Mansfield Woodhouse, which is close to the Mansfield Woodhouse railway station. A high standard of design will be required for such a prime frontage development. The site will have to be accessed from a suitable junction on Debdale Lane which must be compatible with the proposed car park entrance to the railway station opposite.

3.16 **Optional Office proposals**

3.16.1 The Local Plan identifies a number of sites which the District Council considers appropriate for offices as alternatives to other developments.

E13 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF OFFICES, AS ALTERNATIVES TO OTHER LAND USE OPTIONS, AT THE FOLLOWING LOCATIONS:-

E13(A) 0.3 HECTARES OF LAND AT THE FORMER BRUNTS SCHOOL SITE.

- 3.16.2 This site was formally part of the Brunts school and is available for development of either offices or a hotel. The site offers a prominent location on the A60 to the immediate north of Mansfield town centre close to the Inner Ring Road.

E13(B) 0.4 HECTARES OF LAND AT AVENUE HOUSE.

- 3.16.3 Avenue House is situated to the north of the Mansfield General Hospital complex. Whilst the remainder of the hospital site is proposed to be developed for housing, Avenue House also has the potential for conversion to offices.

E13(C) 0.4 HECTARES OF LAND OFF WOODHOUSE ROAD.

- 3.16.4 The Queen Elizabeth Girls School has recently re-located. The site comprises the oldest part of the former school and includes a listed building which should be retained in any proposals for the site. The building has an extremely attractive setting and offers the potential for re-use for a number of employment uses: offices, hotel, restaurant / public house or non-residential institution.

3.17 **Employment Consolidation Areas.**

- 3.17.1 The Local Plan identifies three areas where the District Council considers it would be appropriate to consolidate employment uses.

E14 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS, INCLUDING THE CONVERSION OF RESIDENTIAL PROPERTIES WHERE APPLICABLE, WHICH WOULD CONSOLIDATE EMPLOYMENT USES AT THE FOLLOWING LOCATIONS:-

E14(A) LAND OFF BOTANY AVENUE.

- 3.17.2 Until 1988, Mansfield Hosiery Mills on Botany Avenue was a major employer, at its peak employing nearly 2,000 people. The decline in the textile industry, however, was no more poignantly emphasised than by its closure with the loss of 1,000 jobs. Since that time, most of the buildings have remained vacant. There is a great deal of local support for the complex to remain in employment generating use. This, combined with the fact that there is a consistently high level of unemployment within Ladybrook and few suitable alternative employment sites, means that the Council would wish to see the site reused for industrial / commercial purposes. Consequently, the above policy will be pursued to obtain this goal and help resist pressure for retail development, currently being experienced at the site.

E14(B) LAND OFF VICTORIA STREET / GARDEN ROAD.

- 3.17.3 Over time, the eastern end of Victoria Street and Garden Road has become predominantly industrial / commercial in character. Consequently, the environment for the few remaining residents has deteriorated and there are areas of cleared land suitable for employment use. Further new residential development or conversion to residential uses is, therefore, not considered desirable and so the Council will seek to consolidate the industrial character of this area, whilst seeking ways of improving the amenity of nearby residents.

E15 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EMPLOYMENT USES, AS ALTERNATIVES TO OTHER LAND USE OPTIONS, WHICH WOULD CONSOLIDATE THE NEWGATE LANE / RATCLIFFE GATE LOCAL CENTRE.

3.17.4 In addition to the large number of small shops along Newgate Lane, which meet local needs, the area also contains a significant number of small commercial concerns who are unable or do not wish to pay higher rents that prevail elsewhere. Unfortunately, the general environment is very poor, with a number of small derelict sites. The Council is keen to consolidate small scale employment uses such as offices and small businesses as well as the range of other uses which are appropriate in this local centre. These alternative uses include retailing, food and drink and leisure uses.

3.18 Office Consolidation Areas

3.18.1 The Local Plan identifies three areas which the District Council considers appropriate for the consolidation of office uses.

E16 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH WOULD CONSOLIDATE OFFICE USES WITHIN THE FOLLOWING AREAS:-

E16(A) NOTTINGHAM ROAD.

E16(B) BRUNTS STREET.

3.18.2 These areas are substantially in office use through conversions and are well defined. There is a continued demand for small, low rental space which should be accommodated near to the town centre (a further office consolidation area is defined at St. John Street by policy MTC1, in the Central Areas chapter).



CHAPTER 4 - ENVIRONMENT

4.1 Introduction

4.1.1 Public awareness of environmental issues has increased markedly in recent years. There is now widespread concern about the quality of the urban environment and countryside and about the need to reduce the use of scarce natural resources. The District Council has, along with others, a responsibility for the care of the environment and is currently undertaking a range of initiatives to improve it. This Local Plan can only reflect those initiatives which have land use implications and this chapter includes policies covering the built and natural environment.

4.1.2 Recent legislation, circulars and Government advice such as the UK Biodiversity Action Plan have introduced the concept of sustainability into the planning process. This seeks to achieve a balance between economic growth, technological development and environmental considerations. Sustainable development is development which does not exceed levels or take forms that cannot be sustained without detriment to key environmental assets, capacities or thresholds. As stated in PPG 15, concepts of sustainability have particular relevance to the preservation of the historic environment, which by its nature is irreplaceable, as well as the preservation of the natural environment. The Government's White Paper "This Common Inheritance" recognises that economic growth has to respect the environment as well as being soundly based. Thus in meeting the District's undoubted economic development requirements the future well being of Mansfield's environment should not be prejudiced nor sacrificed for short term gains.

BUILT ENVIRONMENT

4.2 Background

4.2.1 Mansfield District contains a surprisingly rich diversity of historic buildings, structures and archaeological remains. This heritage provides a sense of continuity and historic development which contributes greatly to Mansfield's attractiveness as a place to work, live and visit.

4.2.2 Buildings, civic structures and monuments are part of Mansfield's heritage, adding historic interest and a unique character to the District's urban area and countryside.

4.2.3 Local economic development is essential if Mansfield's community is to thrive. However the historic character provided by past development phases in the District and within its settlements is vitally important. Great care must be taken to preserve townscapes, buildings, civic structures, spaces and views which contribute to this character and to the District's sense of history and place. Further change and development will contribute to the District's future history.

4.2.4 The District Council attaches great importance to the enhancement of the built environment, both as an end in itself and as a means to encourage regeneration and investment in Mansfield. The Council can seek to achieve this through:-

- its statutory role and influence as planning authority;
- its responsibilities as landowner and developer;
- the undertaking of improvement projects, either on its own or with other agencies;

- awarding grants (e.g., Town Schemes, Facelift) for improvement and refurbishment schemes;
- affording additional protection to areas (e.g., conservation areas) or buildings (e.g., building preservation notices).

4.3 **Objectives**

- 4.3.1 Enhance the quality of Mansfield's built environment.
- 4.3.2 Ensure new developments, including alterations and extensions, are designed sensitively and to a high standard, using appropriate materials.
- 4.3.3 Protect and enhance buildings of architectural or historic interest and their settings, ancient monuments and archaeological features.
- 4.3.4 Protect and enhance conservation areas and other areas of special character.
- 4.3.5 Secure improvements to those areas with a poorer quality environment.
- 4.3.6 Encourage the effective use of hard and soft landscaping to enhance the built environment

POLICIES AND PROPOSALS

4.4 **New Development**

- 4.4.1 The District Council attaches great importance to a high standard of visual appearance for all development. This applies to all areas but is of particular significance in those areas of historic, architectural or landscape value.

BE1 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH ACHIEVE A HIGH STANDARD OF DESIGN PROVIDED THEY MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) **THE SCALE, DENSITY, MASSING, HEIGHT, LAYOUT AND ACCESS RELATE WELL TO NEIGHBOURING BUILDINGS AND THE LOCAL AREA GENERALLY;**
- 2) **THE MATERIALS USED ARE IN KEEPING WITH THE SITE'S SURROUNDINGS;**
- 3) **THE LEVEL OF HARD AND SOFT LANDSCAPING IS CONSISTENT WITH THE TYPE AND DESIGN OF THE DEVELOPMENT AND ITS SETTING;**
- 4) **THE PROPOSAL INTEGRATES EXISTING LANDSCAPE AND NATURE CONSERVATION FEATURES.**

- 4.4.2 The Council will execute its development control and other responsibilities in a firm and positive way to achieve a high standard of development and design which complements the existing character of the District and allows for new design solutions where appropriate.

4.4.3 Development proposals of all kinds can benefit from a well designed setting, incorporating hard and soft landscaping. The wider environment can also benefit from the incorporation of existing features within the development proposals such as trees, walls, paving etc.

4.4.4 The District Council will encourage developers to have discussions with the Police Architectural Liaison Officer to try to ensure that new developments of all types will create secure environments which lessen the risk of crime.

4.5 **Listed Buildings**

4.5.1 There are presently 243 buildings listed as being of special architectural or historic interest within the District (details outlined in Appendix 2a). These buildings represent the best of this country's heritage and they form an important part of the local urban fabric.

BE2 PLANNING AND RELATED APPLICATIONS FOR LISTED BUILDING CONSENT WILL NOT BE GRANTED FOR DEVELOPMENT PROPOSALS WHICH INVOLVE DEMOLITION OF A LISTED BUILDING OTHER THAN IN EXCEPTIONAL CIRCUMSTANCES. APPLICATIONS WILL BE JUDGED AGAINST THE FOLLOWING CRITERIA:-

- 1) **THE IMPORTANCE OF THE BUILDING, ITS INTRINSIC ARCHITECTURAL AND HISTORIC INTEREST AND RARITY, IN BOTH NATIONAL AND LOCAL TERMS;**
- 2) **THE PARTICULAR PHYSICAL FEATURES OF THE BUILDING WHICH JUSTIFY ITS INCLUSION ON THE STATUTORY OR LOCAL LISTS;**
- 3) **THE BUILDING'S SETTING AND ITS CONTRIBUTION TO THE LOCAL SCENE;**
- 4) **THE EXTENT TO WHICH THE PROPOSED WORKS WILL BRING SUBSTANTIAL BENEFITS TO THE COMMUNITY, IN PARTICULAR BY CONTRIBUTING TO THE ECONOMIC REGENERATION OF THE AREA OR THE ENHANCEMENT OF ITS ENVIRONMENT.**

4.5.2 Demolition of a listed building is seldom justified and Government advice in Circular 8/87 indicates that there is a presumption in favour of preserving listed buildings. The District Council will not, therefore, be prepared to grant consent unless every effort has been made to continue the current use or to find a suitable alternative use. Evidence should be provided that the building has been offered for sale on the open market, as should details of the condition of the building. Permission is required from the District Council's Building Control Services for the demolition of any building in the District. When the local authority is considering an application for listed building consent, it does not have a statutory duty to have regard to the development plan, unlike the duty that is placed on it when dealing with applications for planning permission. Nevertheless, the Local Authority does have a statutory duty to have a special regard to the desirability of preserving any listed building or its setting, or any features of special architectural or historic interest which the listed buildings possess. Policies relating to listed buildings need to be included in local plans as there is often a close link between considerations relating to applications for listed building consent and to planning applications, the local plan is the correct place in which to specify the approach that the authority will take when dealing with such applications.

BE3 LISTED BUILDING CONSENT AND/OR PLANNING PERMISSION WILL ONLY BE GRANTED FOR ALTERATIONS/ADDITIONS/CHANGES OF USE OF A LISTED BUILDING OR STRUCTURE WHERE THIS WOULD NOT ADVERSELY AFFECT ITS CHARACTER, ITS ARCHITECTURAL MERIT OR HISTORICAL INTEREST.

4.5.3 The alteration or extension of listed buildings requires skill and care in order to preserve the architectural or historic character of the building. Depending on the nature of any alterations, planning permission may be required as well as listed building consent. Any internal or external alterations should be in keeping with other parts of the building and should harmonise with the buildings surroundings. The District Council administers various grant schemes in certain areas to help owners meet the additional costs which may arise with repairs to listed buildings because of the need to restore particular detailing or to use specialist materials or skills. This policy is intended to apply in cases when, any proposals, which require both listed building consent and planning permission, have the potential to have an impact on the character of a listed building. This will also apply in cases where proposals require only listed building consent.

BE4 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD HAVE AN ADVERSE IMPACT ON THE SETTING OF A LISTED BUILDING. APPLICATIONS WILL BE JUDGED AGAINST THE FOLLOWING CRITERIA:-

- 1) **WHETHER THE SETTING OF THE LISTED BUILDING WOULD BE PRESERVED OR ENHANCED;**
- 2) **WHETHER THE DESIGN OF THE PROPOSED DEVELOPMENT WOULD BE IN KEEPING WITH THE SETTING OF THE LISTED BUILDING;**
- 3) **WHETHER EXISTING LANDSCAPE FEATURES WHICH CONTRIBUTE TO THE SETTING OF THE BUILDING WOULD BE RETAINED OR ENHANCED;**

4.5.4 The setting of a listed building is often an integral part of its character and value which development may alter. The District Council will therefore, carefully consider the effect that proposed developments may have on the setting of listed buildings and will closely monitor the use of adjoining premises and land. It will also seek to enhance their setting by appropriate measures such as the control of design, traffic, tree planting and the preservation of existing trees and other landscape features. When planning applications are made, the applicant will be expected to provide detailed evidence that they satisfy all of the policy criteria.

BE5 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH WOULD INVOLVE THE BENEFICIAL RE-USE OF LISTED BUILDINGS.

4.5.5 The continued use of a listed building is the most positive means of securing its adequate maintenance and ensuring its long term future. The best use for a listed building is that for which it was designed and wherever possible the original use should continue or be resumed. This policy is directed at ensuring that buildings are not neglected because the owners cannot find a use for them. However, changes of use which would have a detrimental effect on the appearance and character of the listed building will not be permitted.

4.6 Conservation Areas

4.6.1 There are now ten conservation areas within the District (listed in Appendix 2b):-

Bridge Street (Mansfield town centre)
Market Place (Mansfield town centre)
West Gate (Mansfield town centre)
The Park (Mansfield)
Nottingham Road (Mansfield)
Crow Hill Drive (Mansfield)
Mansfield Woodhouse centre
Pleasley Vale
Market Warsop centre
Church Warsop

4.6.2 The Planning (Listed Buildings and Conservation Areas) Act, 1990, places a duty on local authorities to review existing conservation areas and to consider the designation of new ones. As part of the preparation of the Plan the Council has reviewed the conservation areas within the District. This has resulted in the declaration of four new conservation areas at Nottingham Road, Crow Hill Drive, Church Warsop and Market Warsop. These were declared by the District Council in September, 1994.



The boundaries of the existing conservation areas were also reviewed at the same time and extensions were made to the Bridge Street Conservation Area (Midworth and Dame Flogan Streets), Market Place Conservation Area (Leeming Street) and West Gate Conservation Area (St John Street and Wood Street).

BE6 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WITHIN CONSERVATION AREAS PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) RESPECT THE SPECIAL CHARACTER OF THE CONSERVATION AREA;**
- 2) BE DESIGNED TO RESPECT AND INTEGRATE WITH THE SURROUNDINGS. PARTICULAR ATTENTION SHOULD BE GIVEN TO THE MASS, FORM AND SCALE OF DEVELOPMENT AND ITS IMPACT ON THE SURROUNDING ENVIRONMENT;**

- 3) **USE MATERIALS WHICH ARE OF GOOD QUALITY, AND REFLECT THE DESIGN OF THE BUILDING(S) AS A WHOLE. INFILL DEVELOPMENTS SHOULD USE MATERIALS WHICH ARE SYMPATHETIC TO THEIR SURROUNDINGS AND WHICH COMPLEMENT MATERIALS USED IN ADJACENT AND PROMINENT BUILDINGS IN THE STREET SCENE. EXTENSIONS TO OR ALTERATIONS TO BUILDINGS SHOULD USE MATERIALS WHICH MATCH OR ARE COMPATIBLE WITH THE ORIGINAL BUILDING;**
- 4) **NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER OR AMENITY OF THE SURROUNDING AREA BY WAY OF VISUAL IMPACT, NOISE, TRAFFIC GENERATION OR OTHER FACTORS;**
- 5) **NOT SPOIL OR DESTROY ATTRACTIVE VIEWS AND VISTAS INTO, WITHIN OR OUT OF THE CONSERVATION AREA WHERE THESE ARE IMPORTANT TO THE CHARACTER OF THE AREA.**

4.6.3 The District Council is anxious to ensure that new development or any alteration in a conservation area is well designed and respects the character of the area. Particular attention will need to be given to the scale, form and detailing of proposals as outlined in PPG 15. For these reasons it is not usually appropriate to consider applications for development in outline form only.

4.6.4 Conservation area designation is not a mechanism for prohibiting change, but rather it ensures that change is carried out sensitively and in a manner sympathetic to the character of the area. The District Council is committed to ensuring that development within conservation areas is to the benefit of the local environment. It will use its development control and other powers in a firm but positive way to ensure a high standard of design and development in all conservation areas.

BE7 PLANNING PERMISSION AND RELATED APPLICATIONS FOR CONSERVATION AREA CONSENT WILL NOT BE GRANTED FOR DEVELOPMENT PROPOSALS WHICH INVOLVE DEMOLITION IN CONSERVATION AREAS OTHER THAN IN EXCEPTIONAL CIRCUMSTANCES. APPLICATIONS WILL BE JUDGED AGAINST THE FOLLOWING CRITERIA:-

- 1) **THE PART PLAYED BY THE BUILDING IN THE ARCHITECTURAL OR HISTORIC INTEREST OF THE AREA;**
- 2) **THE CONDITION OF THE BUILDING AND THE VIABILITY OF ITS RETENTION AND CONTINUED OCCUPATION;**
- 3) **THE WIDER EFFECTS OF DEMOLITION ON THE SURROUNDINGS AND ON THE CONSERVATION AREA AS A WHOLE;**
- 4) **WHETHER THE REPLACEMENT SCHEME WILL MAKE A POSITIVE CONTRIBUTION TO THE APPEARANCE OR CHARACTER OF THE AREA OR BRING OTHER SUBSTANTIAL BENEFITS TO THE COMMUNITY THAT OUTWEIGH THE HARM CAUSED BY THE LOSS OF THE BUILDINGS. IN SUCH CASES, CONSENT WILL ONLY BE GRANTED WHERE THERE ARE ACCEPTABLE DETAILED PROPOSALS FOR THE REDEVELOPMENT OF THE SITE.**

- 4.6.5 When the Local Authority is considering an application for conservation area consent it does not have a statutory duty to have regard to the development plan, unlike the duty that is placed on it when dealing with applications for planning permission. Nevertheless the local authority does have regard to the desirability of preserving or enhancing the character or appearance of any conservation area in exercising their development control functions (Planning, Listed Buildings and Conservation Areas Act 1990 s72(1)). It is the view of the District Council that, although it does not have a statutory duty to have regard to this Plan when considering applications for conservation consent, conservation policies should be included in development plans as there is often a close link between considerations relating to applications for conservation area consent and planning permission.
- 4.6.6 This policy is also designed to prevent the appearance of unsightly gaps in conservation areas following premature demolition. Therefore even when a case for demolition has been made, consent will only normally be given where there are acceptable and detailed plans for redevelopment.
- 4.6.7 The cumulative effect of minor alterations to some residential buildings in conservation areas can lead to a dramatic erosion of character in historic areas and the District Council will consider the use of Article 4 Directions to control “permitted development” rights where necessary.
- BE8 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS ADJACENT TO CONSERVATION AREAS IF THEY WOULD ADVERSELY AFFECT THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA.**
- 4.6.8 Development of land and buildings adjoining conservation areas can often have a significant impact on the character of these areas. This policy is aimed at ensuring the proper consideration of such factors in the development process.
- BE9 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE REMOVAL OF FEATURES IN CONSERVATION AREAS SUCH AS WALLS, TREES, HEDGES, OPEN SPACES AND FENCES WHERE SUCH FEATURES CONTRIBUTE TOWARDS THE CHARACTER OF THE AREA.**
- 4.6.9 The character of conservation areas can often be due as much to the existence of trees, walls, fences, open spaces etc. as the buildings themselves. Therefore the District Council will seek to retain such features where their existence contributes to the character of the area.
- BE10 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS THAT WOULD ENABLE THE IMPLEMENTATION OF ENVIRONMENTAL IMPROVEMENTS IN CONSERVATION AREAS.**
- 4.6.10 The District Council will in association with landowners and other interested parties, seek to improve the appearance of conservation areas by appropriate environmental improvement schemes. Improvements could include repaving, tree planting and the provision of street furniture.

4.7 **Town Centre Conservation Areas**

- 4.7.1 There is no single building style predominant in Mansfield's town centre conservation areas. Many of the oldest buildings are constructed of Mansfield stone with British slate or clay pantile roofs. In other areas nineteenth and early twentieth century brick buildings predominate. The different styles all contribute to Mansfield's character and are indicative of the town's dynamic past. In recognition of the many historic listed buildings in Mansfield centre, three conservation areas have been declared, centred around the Market Place, Bridge Street and upper Westgate. Future developments should respect and grow out of this character and maintain or improve upon the existing situation by the use of sympathetic design and where appropriate, traditional materials such as British slate, brick, clay pantiles and locally quarried sandstone or limestone.
- 4.7.2 Attention will be paid to how proposed developments, whether within or on the edge of the conservation area, affect important views, streetscapes and skylines.

4.8 **The Park**

- 4.8.1 The Park and Park Avenue have a unique character. Large detached Victorian houses stand in extensive grounds along tree lined streets, beside impressive terraced and semi-detached houses. Many houses are built from local Mansfield stone, with others built from red brick. Most have slate roofs. A notable feature of the area is the presence of stone walls, in particular along Windmill Lane. The fields running down from Windmill Lane to the River Maun give an open aspect to the area and extend the countryside to within half a mile of the town centre. Carr Bank Park is one of Mansfield's formal parks and forms an attractive setting for the listed Carr Bank House.
- 4.8.2 Special attention will be paid to materials when new development is proposed. Traditional building materials such as Mansfield stone, Midland Imperial red bricks and British slate will usually be required. Traditional design and detailing of windows, doors, gables, eaves and roofs will be encouraged for all new developments. Similar criteria will be used when considering appropriate boundary treatments.
- 4.8.3 Development affecting trees, important open spaces and views, particularly in respect of the open countryside and Carr Bank Park, will be given particularly careful consideration.

4.9 **Nottingham Road (Mansfield)**

- 4.9.1 The area contains important groups of listed buildings. There are two important churches together with their associated almshouses. A very significant late Victorian terrace fronts Nottingham Road and gives the area its character. Originally built as large town houses, these now contain offices. All of these buildings are finely detailed and, in the main, are constructed from locally quarried stone, together with British slate roofs. This area is located along an important gateway into Mansfield. Conservation area status protects this significant collection of substantial and historically important buildings adjacent to Titchfield Park. Future developments should respect and reflect this character and maintain or improve upon the existing situation by the use of sympathetic design and, where appropriate, traditional materials such as British slate, brick, clay pantiles and locally quarried sandstone or limestone.

4.10 **Crow Hill (Mansfield)**

- 4.10.1 This area has an open character with large finely detailed Victorian homes constructed from stone and brick, which stand in attractive grounds with many trees. Stone walls are a prominent feature. The former Queen Elizabeth's Girls school and grounds also contribute to the area's character. Stone Cross Lane has a distinctive character and is bounded by stone walls, trees and open spaces. Its narrowness and lack of kerbs lends it a semi-rural appearance. Future developments should respect and reflect this character and maintain or improve upon the existing situation by the use of sympathetic design and where appropriate traditional materials such as British slate, brick, clay pantiles and locally quarried sandstone or limestone.

4.11 **Mansfield Woodhouse**

- 4.11.1 Historic Woodhouse is centred on the High Street, Station Street and Church Street. It contains many fine vernacular buildings constructed in local Woodhouse stone. Some are in residential and some in commercial use. The village is recognised as one of the finest stone built centres in Nottinghamshire. There are attractive court developments and open spaces often enclosed by stone walls. It is this layout of contrasting enclosure and open spaces as well as the design and materials of the buildings that give this part of Woodhouse its character. Unfortunately many of the individual and groups of buildings are in need of renovation and repair. For this reason Conservation Area Partnership and Facelift Grant Schemes have been approved for the financial years 1995-98. Mansfield Woodhouse conservation area has great potential for enhancement. Close attention will be paid to planned new developments which will be expected to make use of local traditional building materials such as Mansfield Woodhouse limestone or Mansfield sandstone, British slate and clay pantiles. Local traditional design and detailing of windows, doors, gables, eaves and roofs will also be encouraged. Similar criteria will be used when considering appropriate boundary treatments.

- 4.11.2 The use of rough cast reconstituted stone will not usually be acceptable. The use of smooth (Ashlar) recast stone, which matches the local stone in colour and texture may be considered in particular circumstances.

4.12 **Pleasley Vale**

- 4.12.1 The area contained within the conservation area has a specific topographical character of woods, open spaces and rock outcrops, which is closely associated with the Pleasley Mills complex and its estate houses and village buildings which include a fine church. All of these features are set in the valley of the River Meden.
- 4.12.2 Any new development within the Vale will be required to use local traditional building materials including Mansfield Woodhouse limestone or Mansfield sandstone, British slate and clay pantiles. Local traditional design and detailing of the windows, doors, gables, eaves and roofs will also be encouraged. Similar criteria will be used when considering appropriate boundary treatments.

4.13 **Market Warsop**

- 4.13.1 This settlement's medieval layout is still clearly identifiable. There are a number of buildings of late 17th Century and 18th Century which testify to a considerable period of rebuilding in the village during that period. Many still retain their long narrow plots. The

village is full of character with its own distinctive feel. Future developments should respect and reflect this character and maintain or improve upon the existing situation by the use of sympathetic design and, where appropriate, traditional materials such as British slate, brick, clay pantiles and locally quarried sandstone or limestone.

4.14 **Church Warsop**

- 4.14.1 Church Warsop is a fine settlement of stone houses and farms centred on the church of St Peter and St Paul, parts of which date back to the 14th century. Included within the conservation area are the remains of a mill and mill pond on the edge of an attractive open park, known as “The Carrs”. Moorfield and Manor Farms are included, together with their surrounding stone barns and outbuildings. Close attention will be paid to planned new developments which will be expected to make use of local traditional building materials such as Mansfield Woodhouse limestone or Mansfield sandstone, British slate and clay pantiles. Local traditional design and detailing of windows, doors, gables, eaves and roofs will also be encouraged. Similar criteria will be used when considering appropriate boundary treatments.

4.15 **Sites of Archaeological Importance**

- 4.15.1 The history of human settlement in the District has left a legacy of sites of archaeological importance. The most significant of these are formally scheduled as ancient monuments and there are currently four of these in the District. In addition to these sites there are numerous others of more local importance. Government advice in PPG 16 “Archaeology and Planning” states that such remains are part of our essential national identity and are valuable both for their own sake and for their role in education, leisure and tourism.

BE11 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD DAMAGE OR ADVERSELY AFFECT SCHEDULED ANCIENT MONUMENTS AND THEIR SETTINGS.

- 4.15.2 Where nationally important archaeological remains, whether scheduled or not, and their setting, are affected by proposed development there should be a presumption in favour of their physical preservation. There are four scheduled ancient monuments within the District as shown on the Proposals Map (further details outlined in Appendix 2c) at Kings Mill Viaduct; Roman Villa off Common Lane, Mansfield Woodhouse; Village Cross, Mansfield Woodhouse; Beeston Lodge, Mansfield Woodhouse. Such monuments have statutory protection and certain defined works which affect them require the consent of the Secretary of State for Culture, Media and Sport. The District Council will seek the preservation in situ of all nationally important archaeological remains and planning permission will not normally be granted for developments which would adversely affect them or their setting.

BE12 WHERE PLANNING APPLICATIONS ARE SUBMITTED WHICH MAY AFFECT SITES OF KNOWN OR POSSIBLE ARCHAEOLOGICAL INTEREST THE DISTRICT COUNCIL MAY REQUIRE AN ARCHAEOLOGICAL ASSESSMENT OF THE SITE, COMPRISING A DESKTOP EVALUATION AND, WHERE APPROPRIATE, A FIELD EVALUATION TO DETERMINE THE EXTENT AND LEVEL OF SUCH INTEREST AND THE IMPACT OF THE PROPOSED DEVELOPMENT. THE DISTRICT COUNCIL MAY ALSO REQUIRE A SCHEME OF TREATMENT FOR THE ARCHAEOLOGICAL REMAINS PRIOR TO DETERMINING THE APPLICATION.

- 4.15.3 There are many sites of archaeological interest in the District which are not scheduled. Details of the likely archaeological potential of a site can be obtained from the County Sites and Monument Records. In considering planning applications the District Council will consider the effects of development on sites of known archaeological interest. Where development is likely to disturb or destroy remains the Council may request that an archaeological evaluation be undertaken prior to determining the planning application. Such an evaluation will normally assess the potential importance of the site and the impact of the proposed development. Where such interest does exist the Council will then determine whether it is necessary to impose any conditions with regard to archaeological treatment of the site.

BE13 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS ON SITES OF ARCHAEOLOGICAL SIGNIFICANCE UNLESS THEY MAKE PROVISION FOR AN APPROPRIATE SCHEME FOR THE TREATMENT OF REMAINS. IN DETERMINING A PLANNING APPLICATION, THE COUNCIL WILL WEIGH THE IMPORTANCE OF REMAINS AGAINST THE NEED FOR DEVELOPMENT AND OTHER MATERIAL CONSIDERATIONS.

- 4.15.4 In the few cases where development may be acceptable on sites of archaeological significance, the District Council will prefer that the remains are preserved in-situ. Where it can be demonstrated that this is not possible and it is considered acceptable for the remains to be destroyed then detailed records will need to be made before development commences.

4.16 **Shopfronts and Advertisements**

- 4.16.1 Insensitively designed shopfronts and overbearing advertisements can have a damaging effect both on individual buildings and on the street scene in general. This can be especially true in conservation areas and with regard to listed buildings.

BE14 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF, OR ALTERATIONS TO, SHOP FRONTS AND CONSENT GRANTED TO DISPLAY ADVERTISEMENTS ON SHOP FRONTS PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER OR APPEARANCE OF THE BUILDING AND SURROUNDING AREA;**
- 2) HAVE REGARD TO EXISTING ARCHITECTURAL AND DECORATIVE FEATURES;**
- 3) HAVE REGARD TO THE SECURITY OF THE PROPERTY AND THE SURROUNDING AREA;**
- 4) HAVE REGARD TO ACCESSIBILITY.**

- 4.16.2 The District Council is keen to ensure that schemes to develop/extend/refurbish shopping facilities are well designed. Schemes should ensure compatibility between shop fronts and their immediate surroundings, including the upper floors of the building within which they are to be installed. The design of advertisements should follow the same principles.

- 4.16.3 To avoid the later installation of roller shutters and other visually obstructive security measures, consideration needs to be given to safety in the design of any new shop fronts. The District Council has prepared guidance notes covering shopfronts and shop security issues.

BE15 CONSENT FOR POSTER ADVERTISEMENT HOARDINGS WILL BE GRANTED PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) NOT RESULT IN LOSS OF AMENITY;**
- 2) NOT CREATE A TRAFFIC SAFETY HAZARD;**
- 3) RELATE IN SCALE AND DESIGN TO THEIR SURROUNDINGS.**

THE DISTRICT COUNCIL WILL NOT RENEW TEMPORARY PLANNING PERMISSIONS FOR ADVERTISEMENT HOARDINGS IF THEY DO NOT SATISFY ALL THE ABOVE REQUIREMENTS. POSTER ADVERTISEMENTS ARE NOT APPROPRIATE IN CONSERVATION AREAS.

4.16.4 This policy aims to ensure that buildings, streets and open land are not disfigured by unsightly advertising. If not properly controlled large advertisement hoardings can dominate their surroundings. Where possible the Council will encourage the removal of large poster advertisements either through its development control powers or by seeking the early redevelopment of vacant sites.

4.17 Derelict Land

4.17.1 The District Council will give a high priority to the reclamation of derelict and underused land.

4.18 Environmental Improvements

4.18.1 Environmental improvements can not only help to enhance the quality of the environment but can also enhance the image of the District. This in turn can encourage more people to come into the area and can foster investment and trade. The Council has in the last few years (in association with others such as the County Council) embarked on a variety of improvements throughout the District utilising a variety of sources of finance. The Council will continue to undertake such improvements and will also encourage others to do so. Parts of the Plan area suffer from a poor quality environment ranging from small derelict sites to major areas spoiled by the coal industry.

4.18.2 The District Council will continue to promote and to initiate schemes which result in the reclamation and reuse of derelict and despoiled land. It will continue to use derelict land grant funds and other funding to secure this aim.



BE16 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREVENT IMPLEMENTATION OF ENVIRONMENTAL IMPROVEMENTS WHICH AIM TO:-

- 1) IMPROVE PROMINENT VACANT/DERELICT SITES;**
- 2) IMPROVE THE APPEARANCE OF THE MAIN ACCESS ROUTES INTO MANSFIELD;**
- 3) IMPROVE THE APPEARANCE OF COLLIERY SPOIL COMPLEXES.**

4.18.3 There are parts of the Plan area which suffer from environmental problems of one sort or another. Industrial premises may be in close proximity to houses or derelict areas may adversely affect the appearance of an area. The colliery tipping complexes at the former collieries of Mansfield, Sherwood, Warsop and Shirebrook also present an opportunity for environmental enhancement. The District Council will use all means at its disposal to bring about a programme of improvements. This will mean encouraging private owners and other agencies to participate in the regeneration process by improving their own sites and property and encouraging the removal of uses incompatible with the local area, as well as the District Council promoting its own schemes. Many derelict/vacant sites may have wildlife interest and nature conservation opportunities.

4.19 Environmental Assessment

4.19.1 Environmental assessments may now be required for certain categories of major development (Town and Country Planning (Assessment of Environmental Effects) Regulations, 1988) in the District.

4.19.2 The Town and Country Planning (Assessment of Environmental Effects) Regulations, 1988, defines two categories of development where an Environmental Assessment (E.A.) may be required. Schedule 1 outlines those developments which will automatically require an E.A. such as a major chemical or steel works. Schedule 2 developments are at the discretion of the District Council to decide if the development would result in significant environmental effects. Generally an E.A. will be required for projects that are:-

- of more than local importance;
- proposed in particularly sensitive or vulnerable locations;
- unusually complex or would have potentially damaging environmental effects.

The District Council feels that there are a number of sensitive or vulnerable areas where an environmental assessment may be required to accompany a planning application relating to a development falling within Schedule 2 of the Town and Country Planning (Assessment of Environmental Effects) Regulations 1988. These include conservation areas, scheduled ancient monuments, ancient woodlands, sites of special scientific interest and other areas of major nature conservation interest, including the River Maun and the Meden valley areas. The above list indicates where an environmental assessment is more likely to be required but does not preclude environmental assessments under Schedule 2 being required in other areas of the District.

NATURAL ENVIRONMENT

4.20 Background

4.20.1 Whilst predominantly an urban district, Mansfield does contain significant areas of countryside particularly in the north of the District. Much of the countryside is attractive and valued by local people. None of the District is included in the green belt and the open areas of the District are likely to continue to face pressures for development. In some cases these developments may be acceptable or even promoted in the plan. Other developments could have a dramatic effect on the nature and character of the countryside which is not static or unchanging but continually evolving in response to the changing needs of farming, forestry, recreation, tourism and other development pressures. Some of the countryside has been damaged by mineral extraction and waste disposal associated with collieries.

4.20.2 Much of Mansfield's countryside is still in agricultural use, a proportion of which is likely to be of higher quality as defined by the Ministry of Agriculture, Fisheries and Food. Woodlands make up another major land use in the countryside and are important both for landscape and ecological reasons. The District contains several Sites of Special Scientific Interest and a variety of ancient woodlands. The Council is anxious to protect the inherent qualities of the natural environment and to strike a balance between the essential long-term development needs of the District and the countryside.

4.21 Objectives

4.21.1 Protect the countryside from intrusive and inappropriate development.

4.21.2 Enhance the recreational and visual value of the countryside.

4.21.3 Safeguard high quality agricultural land and encourage acceptable agricultural diversification.

4.21.4 Ensure no development causes lasting damage to the countryside.

4.21.5 Achieve an acceptable balance between the needs of conservation and the demands of development.

4.21.6 Protect areas of ecological or visual landscape value.

POLICIES AND PROPOSALS

4.22 Development in the Countryside

4.22.1 The Local Plan aims to concentrate development within the built-up area, as defined on the Proposals Map, or on adjacent greenfield sites which are the subject of specific Local Plan proposals.

NE1 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS OUTSIDE THE URBAN BOUNDARY, AS DEFINED ON THE PROPOSALS MAP, ONLY WHERE THEY WOULD FALL INTO ONE OR MORE OF THE FOLLOWING CATEGORIES:-

- 1) DEVELOPMENT WHICH CAN ONLY BE UNDERTAKEN IN A RURAL LOCATION;**

- 2) **OUTDOOR RECREATION AND TOURISM RELATED USES WHOSE NATURE AND SCALE ARE IN KEEPING WITH THE RURAL CHARACTER OF THE AREA;**
- 3) **CEMETERIES;**
- 4) **ESSENTIAL ROADSIDE SERVICES;**
- 5) **DEVELOPMENT ASSOCIATED WITH FARM DIVERSIFICATION SCHEMES WHERE IT CAN BE CLEARLY DEMONSTRATED IT WOULD BENEFIT THE RURAL ECONOMY;**
- 6) **PROPOSALS FOR THE RE-USE OR CHANGE OF USE OF BUILDINGS, PARTICULARLY FOR EMPLOYMENT, TOURISM OR RECREATIONAL USES, PROVIDED THEY ARE OF PERMANENT CONSTRUCTION, WOULD NOT REQUIRE MAJOR REBUILDING, AND THEIR FORM, BULK AND GENERAL DESIGN ARE IN KEEPING WITH THEIR SURROUNDINGS;**
- 7) **SMALL-SCALE EXTENSIONS OF EXISTING EDUCATIONAL, COMMERCIAL, OR RESIDENTIAL BUILDINGS;**
- 8) **REDEVELOPMENT OF ESTABLISHED COMMERCIAL AND INSTITUTIONAL SITES (INCLUDING EDUCATIONAL PREMISES).**

ALL PROPOSALS MUST DEMONSTRATE THAT THEY WOULD NOT PREJUDICE TOWN OR VILLAGE VITALITY AND WOULD NOT CAUSE HARM TO THE RURAL ENVIRONMENT. DEVELOPMENTS SHOULD BE DESIGNED TO RELATE SYMPATHETICALLY TO THEIR SURROUNDINGS.

4.22.2 This policy aims to prevent the loss of areas of open countryside and to encourage the development of vacant and derelict sites within the urban area. National Government policy document PPG 7 "Rural Enterprise and Development" is aimed at strictly controlling new development in the countryside. Some activities do demand a rural location due to their nature or scale of operation. These include agriculture and forestry and the other activities listed in 3 to 8 above.

4.22.3 The activities and uses likely to be covered under criteria 1 include agricultural activities, forestry uses, mineral extraction and waste management activities, essential utility installations, animal boarding establishments and horticultural nurseries. The applicant should demonstrate that it is impractical and/or undesirable to locate these activities or uses within the urban area. Essential roadside services includes those services necessary to sustain travellers on their journeys through Mansfield. This could include petrol filling stations, car wash facilities, toilets, eating areas and rest facilities. Evidence of the need for the facility and an explanation of the reason(s) why the facility could not be accommodated in the urban area will be required from the applicant. Criteria 7 relates to extensions of no more than 10% of the size of the building as originally constructed. Criteria 8 relates to sites which have been in use for a minimum of 5 years and any redevelopment should be no greater in scale or footprint than the existing development. Any redevelopment should not involve a significant increase in car usage or traffic.

4.22.4 The District Council will oppose proposals for large scale quarrying activities in areas of recognised landscape quality. Whilst the County Council is the mineral planning authority, the District Council will oppose applications for mineral extraction in areas of high landscape quality. Much degradation of the landscape has been caused by these activities in the past and the Council is keen to avoid the despoilation of attractive countryside areas.

4.23 **Agricultural Land**

4.23.1 Government policy as outlined in PPG 7 recognises the need to safeguard and protect the best and most versatile agricultural land from development (Grades 1,2 and 3a).

NE2 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS ON THE BEST AND MOST VERSATILE AGRICULTURAL LAND.

4.23.2 In Mansfield District the best and most versatile land is predominantly grades 2 and 3a. In the Plan area this includes grade 2/3a land in the north western part of the District (Pleasley Hill/Mansfield Woodhouse) and some parts of Warsop. However, lower grade agricultural land can often have a nature conservation value.

4.24 **Agricultural Buildings**

4.24.1 In order to cater for continual changes in the agricultural industry the District Council recognises the potential need to alter farming operations. It is also necessary, however, to ensure that any such changes would not have a detrimental effect on the surrounding environment.

NE3 WHERE PLANNING PERMISSION IS REQUIRED FOR NEW AGRICULTURAL BUILDINGS AND EXTENSIONS/ALTERATIONS TO EXISTING ONES, THIS WILL BE GRANTED PROVIDED THAT THE PROPOSAL WOULD MEET ALL OF THE FOLLOWING CRITERIA;

- 1) **BE WELL INTEGRATED WITH EXISTING FARM BUILDINGS;**
- 2) **HAVE REGARD TO THE CHARACTER OF ADJOINING BUILDINGS AND THE SURROUNDING LANDSCAPE;**
- 3) **INCLUDE MEASURES TO PREVENT POLLUTION OF NEARBY LAND AND WATER COURSES;**
- 4) **INCORPORATE SUFFICIENT LANDSCAPING TO REDUCE THEIR IMPACT ON THE SURROUNDING AREA;**

4.24.2 Whilst many farm buildings and operations lie outside of planning control, or are subject to the “prior determination procedure” as set out in Annex C of PPG 7, where permission is required the Council will expect a high standard of design, layout and landscaping, particularly in prominent locations.

4.25 **Landscape Areas**

4.25.1 There are certain parts of the Plan area where it is considered essential to retain, protect and enhance the natural landscape features of the area. The Plan seeks to prevent a) the coalescence of separate settlements, b) the erosion of green wedge areas by urban

sprawl and c) inappropriate development of important landscape areas such as the Sherwood Forest Special Landscape area and Mature Landscape Areas.

NE4 PLANNING PERMISSION WILL NOT BE GRANTED FOR ANY DEVELOPMENTS WHICH WOULD DETRACT FROM THE OPEN CHARACTER OF SENSITIVE GAPS BETWEEN SETTLEMENTS IN THE FOLLOWING LOCATIONS:-

NE4(A) BETWEEN SUTTON-IN-ASHFIELD AND MANSFIELD, FROM FISHPOND HILL TO SKEGBY LANE.

4.25.2 The Plan aims to prevent the coalescence of settlements on the edge of the urban area. Uses which are open in character and would not prejudice these open breaks would be acceptable to the District Council. Any planning applications will be considered primarily with regard to their impact on the openness of the surrounding area. The open break areas as defined on the Proposal Map help to prevent coalescence of adjoining settlements and play an important part in the character and appearance of the District.

4.25.3 Land adjacent to the north of Kings Mill Hospital up to Brick Kiln Lane/Abbott Road helps maintain an important break between the outer edges of Mansfield and Sutton. It is important for the character and appearance of the area, and indeed, the perception of local people that the two towns do not merge.

NE4(B) BETWEEN MANSFIELD AND RAINWORTH FROM RATCHER HILL QUARRY AND THE RANSOM HOSPITAL SITE TO THREE THORN HOLLOW FARM.

4.25.4 Land north and south of the A617 helps form a distinctive break between the outer limits of Oak Tree and Bellamy Road and Rainworth. To the north of the A617 is coniferous woodland whilst to the south is open farmland. There is considerable pressure for development in the area, which if permitted would result in the coalescence of Rainworth with Mansfield. It is therefore important that this open break is maintained.

NE4(C) BETWEEN FOREST TOWN AND CLIPSTONE.

4.25.5 The open area south of Clipstone Road East helps prevent the coalescence of Forest Town and Clipstone. This open break will assume greater importance once the link road and other developments in this vicinity are commenced. It is important for the character and appearance of the area and indeed the perceptions and wishes of local people that the two settlements do not merge.

NE4(D) BETWEEN MARKET WARSOP, CHURCH WARSOP AND MEDEN VALE.

4.25.6 This open break along the River Meden will help prevent the coalescence of Market Warsop and Church Warsop along the River Meden valley. This area has pressure for development which would result in the merging of the two settlements. It is important for the character and appearance of the area and indeed the perceptions and wishes of local people that the settlements do not join. The open break will also protect this part of the Meden valley against development.

4.25.7 The Plan area is dissected by a number of river valleys such as the Maun and Cauldwell Brook and open areas of land such as along Debdale Lane and Bath Lane. These features help bring green areas close to Mansfield town centre and provide important green spaces adjacent to the defined urban areas and contribute to the town's character.

Such areas are a valuable resource for Mansfield both in terms of their landscape value and the opportunities for informal recreation that they provide. They also add to the quality of the town's overall environment and provide important wildlife habitats. Once such areas are built on they are lost forever. Green wedges are also important for creating a mosaic of woodland and other habitats linking the countryside with the heart of settlements. They enable all sectors of the community to have access to the countryside.

NE5 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD EITHER DETRACT FROM THE OPENNESS AND LANDSCAPE QUALITY OF THE FOLLOWING GREEN WEDGES OR UNDERMINE THEIR VALUE AS A RECREATIONAL AND WILDLIFE RESOURCE:-

NE5(A) ALONG THE MAUN VALLEY

- 4.25.8 This green wedge along the Maun Valley brings the countryside to within half a mile of the town centre. This area provides a valuable recreational asset as well as a wildlife resource close to the communities of Mansfield Woodhouse and Forest Town. It provides a valuable green area in an otherwise predominantly urban area.

NE5(B) BETWEEN RADMANTHWAITE AND MANSFIELD WOODHOUSE

- 4.25.9 This green wedge between Radmanthwaite and Mansfield Woodhouse will prevent the coalescence of the two settlements. It also plays an important role in bringing the countryside to Mansfield's built up area. Debdale Lane has a rural character with many fine trees. The future reclamation of the former Sherwood Colliery tip for informal recreational uses will further contribute to this rural feel.

NE5(C) ALONG THE CAULDWELL BROOK

- 4.25.10 Besides being an important green spur into Mansfield's built up area, the green wedge along the Cauldwell Brook is a buffer between the industrial area off Hermitage Lane and the housing to the east. Designation as a green wedge will help to prevent the loss of this area to development to the detriment of the wider environment of Mansfield District.

NE6 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WITHIN THE SHERWOOD FOREST HERITAGE AREA, AS DEFINED ON THE PROPOSALS MAP, WHICH WOULD EITHER DETRACT FROM THE LANDSCAPE QUALITY OR ADVERSELY AFFECT THE ECOLOGY OF THE AREA.

- 4.25.11 A small part of the Plan area, in the north-east, is included in the Sherwood Forest Heritage Area. This area contains those areas of highest landscape and nature conservation value. It is unlikely that this area could accommodate any major new tourist or recreation facilities as other parts of the Sherwood Forest area may be able to do.

NE7 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WITHIN THE SHERWOOD FOREST SPECIAL LANDSCAPE AREA, AS DEFINED ON THE PROPOSALS MAP, EXCEPT FOR PROPOSALS WHICH WOULD FALL INTO ONE OR MORE OF THE FOLLOWING CATEGORIES:-

- 1) **IT WOULD CONSERVE OR ENHANCE THE LANDSCAPE AND ECOLOGY OF THE AREA;**
- 2) **IT WOULD MAINTAIN AND/OR DEVELOP ITS FUNCTION AS A RECREATION AND TOURISM AREA, SUBJECT TO ANY DEVELOPMENT BEING OF A SCALE AND DESIGN IN KEEPING WITH THE CHARACTER OF THE AREA.**

4.25.12 Parts of the Sherwood Forest Special Landscape Area are located on the eastern edge of the Plan area and here the management of the landscape will try to promote acceptable forms for recreational and tourist development, whilst at the same time protecting the areas special landscape and ecological value. This area has traditionally been seen as part of Sherwood Forest. Nottinghamshire County Council is preparing a management plan for this area. The purpose of the plan is management of Sherwood Forest as a mechanism for partnership and participation for all those who live in, work in or visit the Forest area. The plan embraces nature conservation and landscape issues, environmental concerns such as the effects of transport systems, provision of recreational opportunities of high quality and development that is both environmentally and economically sustainable.

NE8 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD DETRACT FROM THE LANDSCAPE OR ENVIRONMENTAL QUALITY OF MATURE LANDSCAPE AREAS AT THE FOLLOWING LOCATIONS:-

4.25.13 Nottinghamshire County Council has undertaken an assessment of Mature Landscape Areas in the county and this has assisted in the formulation of those areas worthy of special protection in the District. Mature Landscape Areas usually contain one or more of the following features; mature deciduous woodland; intact field patterns; permanent grassland/heathland/parkland and mature river and stream courses. The policy aims to ensure that these special features are protected and where possible enhanced.

NE8(A) RIVER MAUN

4.25.14 The Maun river valley contains some of the most attractive parts of the District. The area has great potential for informal recreational purposes as well as providing a rich resource of wildlife and natural habitats. There are also opportunities to provide increased access to outlying recreational areas such as Kings Mill Reservoir. The District Council is developing a route along the Maun Valley. Bodies such as the Environment Agency may be able to offer assistance for schemes to enhance the river valleys.

NE8(B) RIVER MEDEN

4.25.15 Together with the Maun Valley, the Meden Valley contains some of the most attractive parts of the District. The area has great potential for informal recreational purposes as well as providing a rich reserve of wildlife and natural habitats. There are also opportunities to provide increased access to outlying recreational areas such as Pleasley Vale. Bodies such as the Environment Agency may be able to offer assistance for schemes to enhance the river valleys.

NE8(C) NETTLEWORTH MANOR, MANSFIELD WOODHOUSE

4.25.16 Nettleworth Manor is a landscape centred around an area of mature parkland comprising permanent pasture, improved grassland and broad-leaved woodland. A number of water courses, lakes and established hedgerows are also contained in the

area. The area has considerable potential for informal recreational uses and has been identified by the District Council as a possible extension to the adjacent Manor Park for a country park use.

4.26 **Woodlands**

- 4.26.1 The woodlands in the District, some of which are extensive, are important both as features of the landscape and as wildlife habitats. The Council will use its powers to both protect and enhance ancient woodlands and other groups of trees considered to be of importance.

NE9 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD ADVERSELY AFFECT WOODLANDS WHICH ARE EITHER OF AN AMENITY VALUE OR WHICH PROVIDE VALUABLE WILDLIFE HABITATS.

- 4.26.2 The District has many fine trees which contribute to its attractiveness and provide valuable habitats. Trees in many parts of the Plan area are protected by Tree Preservation Orders (details in Appendix 2d). The Council will seek to ensure the retention of trees of important amenity and/or wildlife value where they are under threat from development, by means of additional Tree Preservation Orders. It will also seek to ensure that development proposals include measures for the preservation and protection of trees when considering planning applications.



- 4.26.3 Mansfield District has many areas of amenity woodland. These are woodland areas to which members of the public have access and enjoyment, both visually and physically. As such woodlands develop over a considerable period of time, once lost, they are gone for good and the character of the local area will be greatly altered. It is therefore important that such areas are protected against harmful development.

- 4.26.4 The management of woodlands, including felling and restocking is essential to maintain their health and vitality. Unmanaged woodland can soon become derelict and woodland in such a state can more easily be lost.

NE10 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF, OR DAMAGE TO, ANCIENT WOODLANDS.

- 4.26.5 Ancient woodlands are defined by English Nature based on historical evidence and species diversity. The seven ancient woodlands in Mansfield District are shown on the

Proposals Map (details in Appendix 2e). Ancient woodlands have significant ecological value and will be afforded protection if not already designated as Tree Preservation Orders (TPO's) or Sites of Special Scientific Interest (SSSI).

NE11 THE GREENWOOD COMMUNITY FOREST PLAN WILL BE A MATERIAL CONSIDERATION IN DETERMINING PLANNING APPLICATIONS WITHIN THE GREENWOOD COMMUNITY FOREST, AS SHOWN ON THE PROPOSALS MAP. PLANNING PERMISSION WILL BE GRANTED FOR PROPOSALS WHICH MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) ARE SMALL SCALE AND INTEGRAL TO THE DEVELOPMENT AND MANAGEMENT OF THE COMMUNITY FOREST;**
- 2) REFLECT THE LOCAL ARCHITECTURE AND THE COMMUNITY FOREST SETTING IN ITS DESIGN, THE MATERIALS USED AND ITS LAYOUT;**
- 3) INCORPORATE ON-SITE OR OFF-SITE PLANTING WHICH WILL CONTRIBUTE TO THE ESTABLISHMENT OF THE COMMUNITY FOREST AND IS DIRECTLY RELATED IN SCALE AND NATURE TO THE DEVELOPMENT. THE DISTRICT COUNCIL WILL USE PLANNING CONDITIONS AND/OR SEEK TO NEGOTIATE PLANNING OBLIGATIONS TO ACHIEVE THIS AIM;**
- 4) WOULD NOT INHIBIT THE ESTABLISHMENT OF THE COMMUNITY FOREST;**

DEVELOPMENT WHICH IS CONTRARY TO NATIONAL AND LOCAL PLANNING POLICIES WILL NOT BE PERMITTED WITHIN THE GREENWOOD COMMUNITY FOREST MERELY BECAUSE THE APPLICANT IS PREPARED TO UNDERTAKE TREE PLANTING.

4.26.6

The Greenwood Community Forest covers the greater majority of the District (excluding Warsop) and seeks to provide a new environment for leisure and nature conservation close to centres of population. Community forests cover large areas on the edge of towns and cities where major environmental improvements will create well-wooded landscapes for wildlife, work, recreation and education. The District Council is actively involved, along with other bodies, in preparing a management plan for the Greenwood. The Council strongly supports the creation of the Community Forest and over the Plan period will work with the appropriate agencies to promote and implement the scheme. The Forestry Authority offers grant aid for managing existing woodlands and the planting of new woodlands. The Greenwood Community Forest is one of 12 community forests which are being promoted in England by the Countryside Commission. It covers some 40,000 hectares of Nottinghamshire between Nottingham and Mansfield, and includes most of Mansfield District apart from the Warsop area (see plan). The Greenwood Forest Plan was approved by the Department of the Environment and is to be treated as a material consideration in the determination of planning applications. The Greenwood Forest concept aims not only to create new opportunities for recreation, education and employment but also to improve the appearance of the landscape of surrounding urban areas.

4.27 **Nature Conservation**

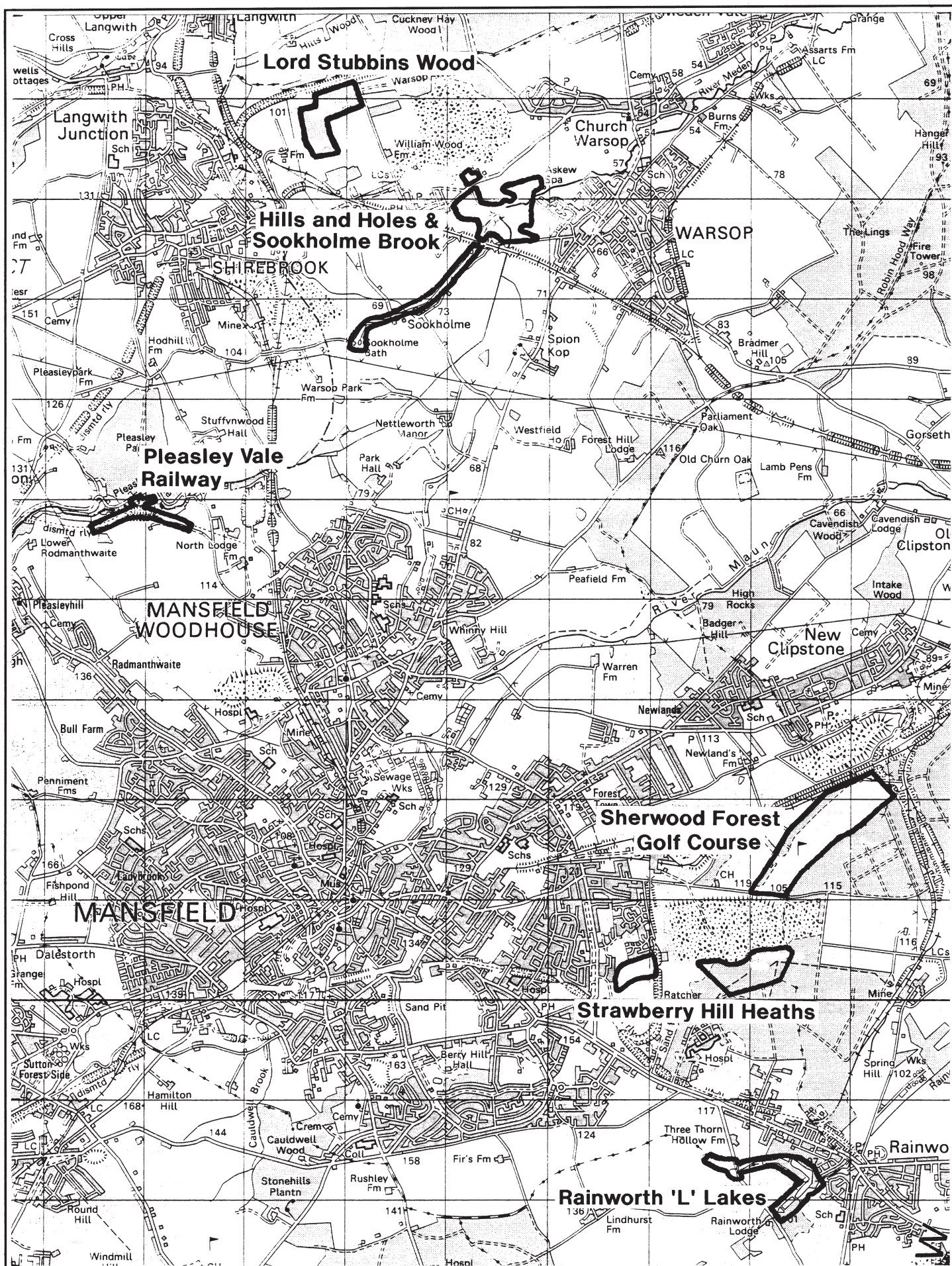
- 4.27.1 The District contains six sites defined by English Nature as being of Special Scientific Interest, shown on Plan 3 (details in Appendix 2f). These sites are afforded statutory protection. In addition there are sixty sites considered to be of major local importance, as surveyed by the Nottinghamshire Geological and Biological Records Centre (NGBRC). These non-statutory sites are graded according to their county wide significance (Grade 1) or District wide importance (Grade 2). They can include sites of biological or geological significance (details in Appendix 2g).

NE12 PROPOSALS FOR DEVELOPMENT LIKELY TO AFFECT SITES OF SPECIAL SCIENTIFIC INTEREST WILL BE SUBJECT TO SPECIAL SCRUTINY. WHERE A DEVELOPMENT WOULD HARM OR DAMAGE THE SSSI, EITHER DIRECTLY OR INDIRECTLY, IT WILL NOT BE PERMITTED UNLESS THE REASONS FOR THE DEVELOPMENT CLEARLY OUTWEIGH THE VALUE OF THE SITE AND THE NATIONAL POLICY TO SAFEGUARD THE NATURE CONSERVATION VALUE OF A NETWORK OF SUCH SITES.

- 4.27.2 It is the District Council's intention that SSSI's will be protected from harm. Any development proposals likely to affect them will be subject to special scrutiny. Exceptions to this policy will only be considered where there is an overriding need for the development, which clearly outweighs the value of the site itself and the national policy to safeguard the intrinsic nature conservation value of the national network of such sites. In such circumstances the Council will require substantial compensatory arrangements to minimise the impact of the loss and the provision of alternative habitats in the immediate locality. As a total resource the amount of undeveloped land will go on getting smaller. Planning for nature conservation must be seen against a background of strong pressure for development. Development is a major threat to wildlife, other threats arise from insensitive land management practices, land drainage schemes, pollution, culverting of natural water courses and indiscriminate use of herbicides and pesticides. The District Council will also make all reasonable efforts to enhance sites of nature conservation importance.

- 4.27.3 Numerous opportunities for nature conservation exist within the Plan area. New developments may bring new opportunities for habitat creation or for improving public access. Sites of Special Scientific Interest are notified by English Nature under the provisions of the Wildlife and Countryside Act 1981 (amended 1985). They are of local and national importance and their protection can be required by international obligations such as S.P.A's and Ramsar sites. SSSI status is the highest national level of protection that may generally be afforded to a site of natural interest outside statutory nature reserves. National criteria for the selection of SSSI's are rigorously applied so that these sites are the best, or typical examples of rare and irreplaceable features and habitats.

NE13 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD DAMAGE LOCAL NATURE RESERVES AND OTHER SITES CONSIDERED TO BE OF ECOLOGICAL, GEOLOGICAL OR GEOMORPHOLOGICAL IMPORTANCE, UNLESS THE REASONS FOR THE DEVELOPMENT CLEARLY OUTWEIGH THE INTRINSIC VALUE OF THE SITE OR THE CONTRIBUTION IT MAKES TO THE LOCAL NETWORK OF SUCH SITES.



MANSFIELD DISTRICT LOCAL PLAN

**PLAN 3: MANSFIELD DISTRICT - Sites of Special
Scientific Interest.
Plan not to scale**

4.27.4 Mansfield District has many sites of nature conservation importance, whether nature reserves or sites of ecological, geological or geomorphological importance (these sites are listed in Appendix 2g). Several forestry commission plantations exist in the area, such as Shining Cliff and Ratcher Hill, together with several other private woodland areas like Bishop Hill plantation and Vale Close plantation. There are also several disused railway lines throughout the Plan area which also have a nature conservation role to play. There are a number of ponds in the Plan area ranging from the Spa ponds in Forest Town to Pleasley Mill pond and sites identified in the Site Alert Schedule prepared by the Nottinghamshire Geological and Biological Records Centre. All these areas contribute to the District's wide range of different natural habitats.

4.27.5 A Nature Conservation strategy has now been approved by the District Council which will be used to assist the development process and help implement nature conservation projects in the District. An action plan to achieve this is currently in preparation.

NE14 WHERE PLANNING PERMISSION IS GRANTED FOR DEVELOPMENTS THAT WOULD ADVERSELY AFFECT SSSI's, SITES OF LOCAL NATURE CONSERVATION VALUE, OR LANDSCAPE FEATURES OF MAJOR IMPORTANCE FOR WILD FAUNA OR FLORA, THE COUNCIL WILL, WHEREVER POSSIBLE, REQUIRE APPLICANTS TO UNDERTAKE THE FOLLOWING:-

- 1) RETAIN AND ENHANCE IMPORTANT NATURE CONSERVATION FEATURES AND HABITATS WITHIN THE SITE;**
- 2) ENSURE THE PROTECTION OF SUCH FEATURES AND HABITATS FROM DAMAGE BOTH DURING AND AFTER DEVELOPMENT;**
- 3) MAKE PROVISION FOR THE FUTURE MANAGEMENT OF SUCH FEATURES AND HABITATS;**

WHERE LOSS IS UNAVOIDABLE THE COUNCIL WILL REQUIRE COMPENSATORY MEASURES TO REPLACE OR REINSTATE THE NATURE CONSERVATION VALUE THAT HAS BEEN LOST. WHERE APPROPRIATE THE COUNCIL WILL ACHIEVE THESE OBJECTIVES BY THE IMPOSITION OF PLANNING CONDITIONS AND/OR THE NEGOTIATION OF PLANNING OBLIGATIONS AND/OR MANAGEMENT AGREEMENTS.

4.27.6 Landscape and nature conservation features and habitats e.g., trees, hedgerows, ponds etc. should be retained wherever possible and should be protected during development works. The Council recognises that some development proposals will involve the loss of trees or other landscape features. To ensure the District retains these features, the Council will encourage the planting of replacement trees and the provision of alternative landscape features elsewhere. Any replacement should be on an equal or larger scale and its long term maintenance may be sought through Section 106 planning obligations.

4.27.7 The declaration of Local Nature Reserves ensures the protection of nature conservation sites. Where appropriate the Council may be able to instigate by-laws for their protection. Local Nature Reserves provide opportunity for study and research. For areas such as Strawberry Hill and Garibaldi Plantation, Local Nature Reserve designation may be appropriate. The District Council in consultation with English Nature will use its powers to declare statutory Local Nature Reserves.

4.27.8 Where appropriate the District Council will use its powers under Section 39 of the Wildlife and Countryside Act, 1981, to enter into management agreements with landowners of nature conservation sites, where the purchase or lease of the land is not available or feasible. These powers will be used to conserve the natural beauty and amenity of an area.

4.27.9 The District Council will promote the conservation of wildlife on all land that it owns and will encourage other agencies and landowners to adopt similar principles. Nature conservation can help to secure significant environmental improvements through the sympathetic management of open spaces, grass verges, landscaped areas etc. It can also help procure significant benefits by providing a more attractive environment both for residents, visitors and inward investment. The District Council will examine its current amenity management techniques and will implement sympathetic management techniques to encourage wildlife and diverse habitats on land which it owns.

NE15 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF OR CAUSE DAMAGE TO IMPORTANT HEATHLAND SITES. THE DISTRICT COUNCIL WILL TAKE INTO ACCOUNT THE IMPORTANCE OF HEATHLANDS WHERE NEW DEVELOPMENTS AFFECT HEATHLAND AREAS. WHERE APPROPRIATE, THE COUNCIL WILL USE PLANNING CONDITIONS AND/OR SEEK TO NEGOTIATE PLANNING OBLIGATIONS AND AGREEMENTS TO ENCOURAGE THE RESTORATION OF EXISTING HEATHLANDS AND THE CREATION OF NEW ONES AND TO SECURE THE POSITIVE MANAGEMENT OF BOTH EXISTING AND NEW HEATHLAND.

4.27.10 The District includes two of the most important heathland sites in the County, Strawberry Hill and Sherwood Forest golf course (both SSSI's) as well as several other smaller areas to the east of Mansfield. The national and international importance of this resource is recognised in the Nottinghamshire Heathland Strategy to which the District Council has made a significant contribution. The District Council will take into account the importance of heathlands where new developments directly or indirectly affect heathland areas. Where appropriate planning conditions, obligations and agreements will be used to protect, enhance or create heathland sites. The District, together with other bodies has been involved in the establishment of the Nottinghamshire Heathland Forum. This group has produced a Heathland Strategy for Nottinghamshire. The aims of the Strategy are (1) to promote the conservation and management and enhancement of all Nottinghamshire heathlands and (2) to encourage the creation of new heathlands where appropriate and to raise public awareness of the status and importance of heathlands.

NE16 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WHICH WOULD HAVE AN ADVERSE IMPACT ON BADGERS OR SPECIES PROTECTED BY SCHEDULES 1,5 AND 8 OF THE WILDLIFE AND COUNTRYSIDE ACT 1981, AS AMENDED. WHERE IN EXCEPTIONAL CIRCUMSTANCES PERMISSION IS GRANTED THE COUNCIL WILL EITHER IMPOSE PLANNING CONDITIONS AND/OR NEGOTIATE PLANNING OBLIGATIONS TO MINIMISE ANY ADVERSE EFFECTS ON PROTECTED SPECIES.

4.27.11 The District Council will have full regard to the protection of species safeguarded under the provisions of the Wildlife and Countryside Act 1981. This includes badgers and other species protected by Schedule 1,5 and 8. The EC Habitats and Species Directive 92/43 EEC requires the UK government to protect such species in accordance with Articles 12-16. The presence of a protected species will be regarded as a material consideration when determining planning applications and the District Council will consult with English Nature on such applications. English Nature can also supply further information on protected species. The District Council will impose planning conditions and/or enter into planning obligations to minimise adverse effects on protected species.

NE17 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD HAVE AN ADVERSE EFFECT ON THE QUALITY OF AIR AND SOIL RESOURCES WHERE THIS WOULD EITHER RESULT IN A SIGNIFICANT LOSS OF ENVIRONMENTAL QUALITY OR HAVE A CONSTRAINING EFFECT ON THE USE OF OTHER LAND IN THE SURROUNDING AREA, EITHER NOW OR IN THE FUTURE.

4.28.1 The planning system has an important role to play in determining the location of developments which may give rise to pollution. This policy aims to ensure that air and soil resources are protected from any potential detrimental effects of development.



CHAPTER 5 - MOVEMENT

5.1 Introduction

5.1.1 The ease with which people can move around and goods be transported is vital to the area's economy and welfare of its population. Movement/transport issues have a direct impact on the District's economic regeneration in attracting new investment, its environment and the quality of life enjoyed by its residents.

5.1.2 The District's accessibility to the rest of the County and beyond has an important bearing on the area's economy, particularly its potential to attract new industrial and commercial investment. Its links to the national motorway network (M1) are reasonable with three junctions (27 to 29) providing access to the District. In particular, links to the south-west of Mansfield have improved considerably with the opening of the A38 Sutton Bypass and its direct link to junction 28 of the M1. Passenger rail services for Mansfield District have been greatly enhanced by the opening of the Robin Hood Line from Nottingham to Worksop.

5.1.3 There is an overwhelming need for highway investment which would assist in the promotion and regeneration of the District. Such infrastructure investments should relate to and be co-ordinated with areas identified for employment development in the Local Plan. These issues have been constantly brought to the Council's attention by the Nottinghamshire Chamber of Trade and Commerce and the Mansfield 2010 partnership organisation. Thus for example links between Hermitage Lane and the A38; Radmanthwaite and the A617; Old Newark Road and the A60/A617 all need improving for developments to occur and to be made attractive propositions for investors. A link between Violet Hill and Clipstone Road East, and improvements to the outer ring road will also open up areas for employment developments. In addition, the upgrading of links to the strategic highway network, including connections to the national motorway network and the re-opening of the Robin Hood Line to Worksop, will assist in attracting investment into the District.

5.2 Car Ownership and Congestion

5.2.1 Car ownership in the Mansfield area increased between 1981-1991 though car usage has not, due to economic factors. Figure 5 provides a comparison of car ownership in Mansfield District between the 1981 census and 1991 census. If regeneration initiatives for the area are successful traffic growth can be expected to grow more in line with national trends.

Figure 5: **CAR OWNERSHIP 1981 AND 1991**

	1981 Census		1991 Census		Change	
Number of Households	36,390	(100.0%)	39,816	(100.0%)	+3,426	(9.4%)
No Car	15,074	(41.4%)	13,937	(35.0%)	-1,137	(7.5%)
1 Car	17,105	(47.0%)	18,222	(45.8%)	+1,117	(6.5%)
2 Cars	3,682	(10.1%)	6,494	(16.3%)	+2,812	(76.4%)
3 Cars or More	529	(1.5%)	1,163	(2.9%)	+634	(119.8%)

5.2.2 Recent Department of Transport forecasts indicate that, nationally, the number of miles travelled by road vehicles may grow by between 72% and 120% between 1990 and 2025. Plan 4 shows the latest traffic flows on the main road network in the District. The level of traffic growth predicted above means that over half of these routes will be overloaded by the end of the Local Plan period. Several of the District's major roads already suffer from severe traffic congestion especially at peak periods.

Those particularly affected include:-

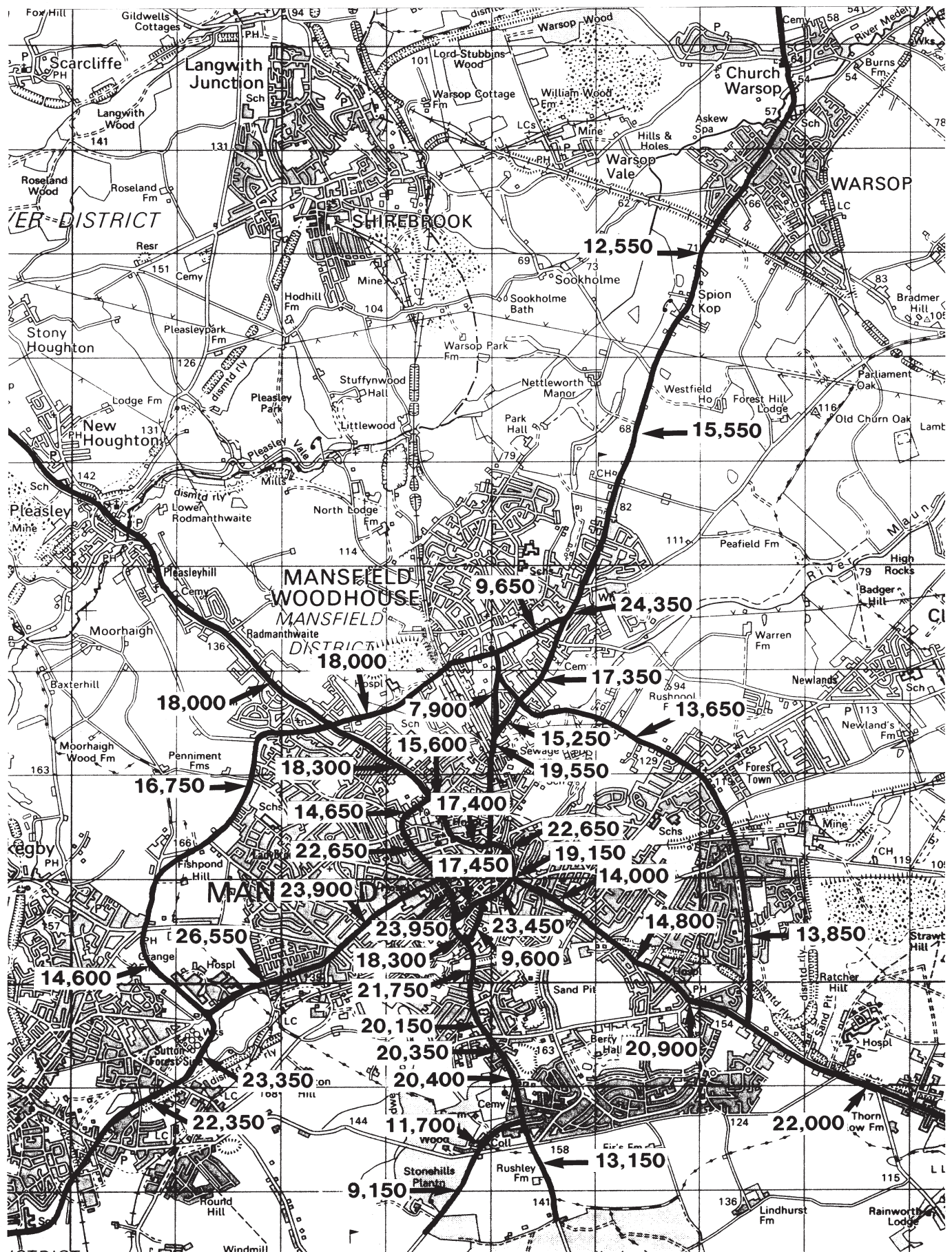
- Woodhouse Road/Leeming Lane/Nottingham Road (A60);
- Sutton Road (A38), Sheepbridge Lane and Hermitage Lane junctions;
- Chesterfield Road (A617)/Abbott Road/Debdale Lane junctions;
- Ratcliffe Gate (A617)/Newgate Lane to St Peters Way junctions;
- Southwell Road (A617), through Rainworth;
- Clipstone Road West, Forest Town;
- Nottingham Road/Berry Hill Lane junction.

The above list is not exhaustive, merely indicating which are considered to be the worst trouble spots.

5.3 **Public Transport**

5.3.1 The national trend of traffic growth and congestion anticipated over the local plan period places greater importance upon the role of public transport. The need to reduce dependence upon the car, and encourage alternative modes of travel which have less environmental impact is a major commitment during the Plan period. The Council, therefore, fully supports policies to improve/enhance travel by bus, train, foot and cycle in line with central government guidance within PPG 13.

5.3.2 Reference has already been made to the re-opening of passenger rail services in to the area with the Robin Hood Line. Local bus services play an important role in the lives of people without access to a car. However following deregulation of all bus services in 1986, the ability of the District and County Councils to directly influence bus services is limited. The provision of local services, mainly by Stagecoach East Midland and Trent



MANSFIELD DISTRICT LOCAL PLAN

PLAN 4: MANSFIELD DISTRICT - Traffic Flows
(Annual average daily traffic flows 1997).
Plan not to scale

Buses, however, is generally good. Policies will seek to ensure continuity and stability in the operation of routes and service levels. Similar support for taxi services meeting local needs will also be given.

5.4 Traffic Management and Environmental Improvements

5.4.1 At a local level there is a continuing need for environmental improvement and traffic management schemes which will assist in:-

- the smooth operation of public transport services;
- reducing the conflict between industrial and residential users;
- reducing through traffic, parking problems or servicing difficulties;
- reducing/eliminating heavy goods vehicles penetrating into residential areas;
- providing overnight lorry parking;
- reducing environmental problems and pedestrian/vehicular conflict;
- providing facilities for pedestrians, cyclists and horseriders.

5.5 The Nottinghamshire Structure Plan

5.5.1 The Structure Plan Review states that good accessibility between homes, jobs and other services and facilities is an important consideration to take into account in preparing Local Plans. The Structure Plan contains general policies relating to accessibility, an outline of specific transport proposals and considers the implications of transport for land use and the environment.

5.6 Economic Regeneration

5.6.1 If the economic regeneration of the District is to progress then it will be essential to improve the area's connections to the national highway network. It is proposed to improve the strategic network in the Mansfield area and undertake localised improvements to the A617 between Rainworth and Newark, thereby improving access from the West Nottinghamshire area to the M1 in the west and the A1 in the east. The regional benefits from such a proposal would be supplemented by the greatly enhanced employment opportunities at the Southwell Road and Oakham areas. It would also help reduce through traffic and, therefore, congestion particularly in Mansfield town centre.

5.7 Objectives

5.7.1 Provision of co-ordinated transport infrastructure to promote and stimulate employment developments.

5.7.2 Provision of a high standard, strategic highway network linking Mansfield to the M1, A1 and other major highway routes into/out of the District.

5.7.3 Resolve deficiencies in the existing road network in terms of traffic capacity, road safety and the environment.

5.7.4 Seek the maintenance and improvement of public transport facilities within the District.

- 5.7.5 Conserve energy by increasing transport user benefits for both public and private transport by measures which would reduce journey times and running costs, and improve levels of service.
- 5.7.6 Take all necessary action to bring about the enhancement of passenger rail services to the Mansfield area.
- 5.7.7 Reduce vehicular and pedestrian conflicts in residential areas, shopping centres and other public places.
- 5.7.8 Ensure that all new developments are built to the appropriate standard, with adequate provision for access, internal movement, parking and servicing.
- 5.7.9 Consider the needs of all sections of the community, including people with physical and sensory handicaps, the elderly and people with young children, when considering new developments/improvements.
- 5.7.10 Secure improved facilities for pedestrians, cyclists and horse riders, through the establishment of a comprehensive network of public rights of way accessible to pedestrians, cyclists and horse riders throughout the District and to consider their role as recreational and commuter facilities.

POLICIES AND PROPOSALS

5.8 Major Highway Schemes

- 5.8.1 In order that the Highway Authority's programmed major schemes are not prejudiced, it will be necessary for the Local Plan to safeguard land and resist developments that would prevent their implementation.

M1 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREVENT IMPLEMENTATION OF THE FOLLOWING MAJOR HIGHWAY SCHEMES OR THE ALTERNATIVE UPGRADING OF EXISTING ROUTES:-

M1(A) RAINWORTH BYPASS

- 5.8.2 As well as improving the strategic highway network this scheme will bring considerable environmental benefits to Rainworth, by relieving it of heavy vehicles. Depending on finance being made available, it is anticipated that construction of this proposal will commence in 1998/99. A range of complementary traffic management measures are proposed in connection with the bypass including:-

- an HGV ban through Rainworth village;
- replacement of the main signal controlled junction in Rainworth village with a roundabout;
- traffic calming on Southwell Road and Mansfield Road;
- improved cycling/pedestrian facilities along with environmental improvements for the existing shopping centre.

M1(B) MANSFIELD WESTERN BYPASS

- 5.8.3 This scheme will form part of high standard improvements to the strategic highway network, strengthening links between the M1 north via the A617 and the A38. Depending on finance being made available, the first stage of this proposal between Chesterfield Road North and Abbott Road, is anticipated to commence after 2000/2001, with the second stage between the A38 and A60 Nottingham Road following.

M1(C) MANSFIELD SOUTHERN BYPASS

- 5.8.4 This scheme will also contribute towards improving the area's strategic highway network, linking the A60 Nottingham Road with the A617 Southwell Road. Depending on finance being made available it is anticipated that construction of this proposal will commence, subject to funding, in 2000/2001.

M1(D) PLEASLEY BYPASS EXTENSION

- 5.8.5 As with the Rainworth Bypass this scheme will provide considerable environmental benefits and will be an important component in improving links between the District and the M1, via junction 29. Depending on finance being made available it is anticipated that construction of this proposal will commence after 2000/2001.

5.9 Road Improvement Schemes

- 5.9.1 In order that the Highway Authority's programmed road improvement schemes are not prejudiced, it will be necessary for the Local Plan to safeguard land and resist developments that would prevent their implementation.

M2 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREVENT IMPLEMENTATION OF THE FOLLOWING ROAD IMPROVEMENT SCHEMES:-

M2(A) MANSFIELD EASTERN OUTER RING ROAD, PHASE 3.

- 5.9.2 This scheme will involve a number of improvements along Old Mill Lane and Butt Lane at specific problem points.

M2(B) RATCLIFFE GATE.

- 5.9.3 This scheme will provide road widening and junction improvements to the A617 as it enters Mansfield town centre.

M2(C) WELBECK ROAD / PORTLAND STREET JUNCTION, MANSFIELD WOODHOUSE.

- 5.9.4 This scheme will provide improvements to the junction of Welbeck Road/Warsop Road/Portland Street/New Mill Lane.

M2(D) PRIORY ROAD / CHURCH STREET JUNCTION, MANSFIELD WOODHOUSE.

- 5.9.5 This scheme will provide improvements to the junction of Priory Road/Welbeck Road/Church Street/Church Hill.

M2(E) WOODHOUSE ROAD AND LEEMING LANE.

5.9.6 This scheme will involve the following:-

- the introduction of parking bays between Haddon Road and Birding Street;
- road widening along Woodhouse Road between Stone Cross Lane and Yorke Street;
- improvements to the junction of Leeming Lane South and New Mill Lane;
- improvements to the junction of Leeming Lane and Warsop Road;
- road widening along Leeming Lane North, between Warsop Road and Peafield Lane;
- improvements to the junction of Leeming Lane North and Peafield Lane/Sandgate Road.

M2(F) ABBOTT ROAD.

5.9.7 This scheme will involve road widening and junction improvements.

M2(G) HERMITAGE LANE RAILWAY BRIDGE.

5.9.7 This scheme will involve works to the railway bridge to provide standard headroom and road width together with additional footway width, facilitating improved access along Hermitage Lane.

M2(H) NEW MILL LANE

5.9.9 This scheme will involve road widening, to the west of Holly Drive and amend vertical/horizontal profiles to accord with modern standards.

M2(I) FOREST ROAD

5.9.10 This scheme will involve road/footway widening, although it may only be feasible in conjunction with any redevelopment of the foundry.

M2(J) NOTTINGHAM ROAD/FOREST ROAD JUNCTION

5.9.11 This scheme will improve the junction of Nottingham Road (A60) and Forest Road.

5.10 Link Roads to be Provided Through Developments

5.10.1 A number of development proposals contained in the Local Plan will necessitate the construction of associated highway schemes. None of these are included in any Highway Authority programmes and will, therefore, have to be provided as part of the relevant developments.

M3 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS ON LAND OFF NEWLANDS ROAD /CLIPSTONE ROAD EAST SUBJECT TO THE NEGOTIATION OF A SECTION 106 AGREEMENT FOR THE PROVISION OF A LINK ROAD BETWEEN CROWN FARM WAY AND CLIPSTONE ROAD EAST.

5.10.2 This scheme would have considerable environmental and economic benefits for the surrounding area. Depending on finance being made available, it is anticipated that construction of this proposal will commence in 1998. Such a proposal, however, is not in any approved County Council programme and funding must, therefore, come from the release of land for development. Part of this link has already been completed as part of the 'Toray' development. The District Council will continue to negotiate Section 106 planning obligations with developers to ensure the construction of this link road. The link road would assist in the development of employment land at the former Mansfield Colliery site and at Newlands Road as well as providing relief to the currently congested Clipstone Road. In the longer term the road could link through to Ravensdale Road and also form part of a Bypass for Clipstone, although this is unlikely to occur in the Plan period. Consequential changes may be required to junctions in the area to accommodate reassigned traffic patterns.

M4 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS ON LAND AT BLEAK HILLS LANE SUBJECT TO THE NEGOTIATION OF A SECTION 106 AGREEMENT FOR THE PROVISION OF A LINK ROAD BETWEEN HERMITAGE LANE AND SHEEPBRIDGE LANE.

5.10.3 This scheme will greatly enhance the accessibility of the proposed major industrial development in the Bleak Hills area and is supported by Nottinghamshire County Council. Part of the link from the Hermitage Lane end has been implemented by the the District Council, as part of the Oakham Business Park development. The reclamation of a site off Sheepbridge Lane by Nottinghamshire County Council for industrial development may provide a further section of this link road. The District Council will seek to negotiate Section 106 planning obligations with developers to ensure implementation of this link road.

M5 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS ON LAND OFF CHESTERFIELD ROAD SUBJECT TO THE NEGOTIATION OF A SECTION 106 AGREEMENT FOR THE PROVISION OF AN ACCESS ROAD WITH ASSOCIATED JUNCTION.

5.10.4 The Local Plan proposes over 18 hectares of land, east of Chesterfield Road North for industrial development. A new traffic controlled junction to facilitate safe access to and from this site to Chesterfield Road North will be required as part of the development. The District Council will seek to negotiate Section 106 planning obligations with developers to ensure implementation of this link road. Nottinghamshire County Council has not expressed objections to the proposed scheme.

5.11 Traffic Management

5.11.1 Problems occur in many parts of the District due to through traffic, parking/servicing difficulties and conflicts between users.

M6 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREVENT IMPLEMENTATION OF TRAFFIC MANAGEMENT SCHEMES WHERE THERE ARE, OR ANTICIPATED TO BE, PROBLEMS RELATED TO:-

- 1) EXCESSIVE VEHICLE SPEEDS;
- 2) SEVERE CONGESTION;

- 3) **USE OF INAPPROPRIATE THROUGH ROUTES;**
- 4) **USE OF UNSUITABLE ROADS BY HEAVY GOODS VEHICLES;**
- 5) **ON-STREET PARKING AND SERVICING;**
- 6) **CONFLICTS BETWEEN ROAD USERS.**

5.11.2 Traffic management measures can alleviate such problems and assist in making the best use of existing highways, reduce congestion, improve road safety and improve the environment. Measures can include the provision of waiting restrictions, traffic regulation orders, pedestrian crossing facilities, provision of bus lanes/gates, improved road signing and the introduction of special parking schemes.

5.12 **Rail Services**

5.12.1 Restoration of passenger rail services between Nottingham and Worksop have now been secured by way of the Robin Hood Line. Stations along the route are located at Nottingham, Bulwell, Hucknall, Newstead, Kirkby, Sutton Parkway, Mansfield Town and Mansfield Woodhouse, Shirebrook, Langwith-Whaley Thorns, Creswell, Whitwell and Worksop.

M7 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREJUDICE THE EFFECTIVE OPERATION OF THE ROBIN HOOD LINE.

5.12.2 The restoration of passenger rail services to the District, with the opening of the Robin Hood Line in November 1995, has greatly improved the area's accessibility to the national rail network. The Robin Hood Line will help improve the District's image, reduce congestion and increase travel opportunities generally. There are two stations in the District at Mansfield town centre and Mansfield Woodhouse. The Robin Hood Line is now also linked through to Worksop, which completes Stage 3 of the project.



5.12.3 The efficient movement of people and goods outside as well as within the District is of great importance to the area's economy. The District Council in conjunction with the County Council and other authorities will campaign for improved rail links between the district/county and the national network. The District Council believes that there is a need for the early electrification of the Midland Main Line with appropriate interim improvements to secure its long-term future including the potential for through services to and from the continent via the Channel Tunnel.

M8 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A TRANSPORT INTERCHANGE, INCLUDING RAILWAY FACILITIES, PARKING AND OTHER ASSOCIATED REQUIREMENTS, ON LAND NORTH OF DEBDALE LANE, MANSFIELD WOODHOUSE.

5.12.4 The reopening of direct passenger rail services to the District, along the Robin Hood Line has necessitated provision of a new railway station at Mansfield Woodhouse. Planning permission will be granted for the development of additional related requirements e.g., bus, cycle facilities and further car parking within the site shown on the proposals map.

5.12.5 The Local Plan also proposes a new station/transport interchange on the site of the former station in Mansfield town centre, as detailed in the Central Areas chapter.

5.13 Bus and Taxi Services

5.13.1 Within the District there are significant numbers of people who rely on bus services for their personal mobility needs. Following deregulation of bus services in 1986, the County Council has directed efforts towards ensuring that levels of service are at least broadly maintained to meet community needs. The County Council's policies have largely ensured continuity and stability in the routes and service levels available.

M9 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS UNLESS THEY INCLUDE ADEQUATE PROVISION FOR THE NEEDS OF EXISTING AND POTENTIAL BUS USERS AND OPERATORS.

5.13.2 The District Council will support policies that maintain and promote local bus services, such as bus lanes/priorities, co-ordinated ticketing systems, interactive passenger information systems ("network" and "next bus" systems) and passenger real-time information. In particular, the District Council will liaise with the County Council and bus operators etc. on the implementation of a proper programme of bus priority measures in Mansfield town centre. Additionally, the District Council will seek to ensure that developments make provision for bus loading and unloading facilities to be sited to the greater advantage of the travelling public, having regard to road safety and other highway constraints, and to support initiatives to help the needs of the disabled and elderly. Bus promotion measures are proposed in the West Nottinghamshire area to improve accessibility and encourage modal change away from the private car. This will be achieved through a variety of initiatives including the "Quality Partnership" approach (between bus operators and the County Council which seeks to significantly improve facilities and services for bus passengers on principal bus networks). The County and District Councils will also continue to pursue a cost effective improvement to modal interchange at Mansfield railway station. Up to 2001 "Quality Partnerships" will be pursued in the Mansfield/Warsop corridor. Bus priority measures will be implemented on the B6033 Bath Lane, A60 Woodhouse Road and A38 Stockwell Gate. Upgrading of facilities at Mansfield Bus Station is also under consideration. After 2001 the corridor programme will move on to the Mansfield/Chesterfield route. It may also be possible to implement bus priority measures on the A617 Ratcliffe Gate and A617 Chesterfield Road South.

M10 PLANNING PERMISSION WILL BE GRANTED FOR THE REDEVELOPMENT OF THE ROSEMARY STREET CENTRAL BUS STATION PROVIDING THAT AN ACCEPTABLE ALTERNATIVE FACILITY IS PROVIDED IN MANSFIELD TOWN CENTRE. THE COUNCIL WILL

EITHER USE PLANNING CONDITIONS OR SEEK TO NEGOTIATE A PLANNING AGREEMENT IN ORDER TO SECURE THE PROVISION OF AN ALTERNATIVE FACILITY.

5.13.3 Mansfield town centre is the focus of an extensive network of local bus services which link it with the surrounding built-up area and neighbouring settlements. Many of the services use the central bus station, off Rosemary Street, which affords easy access to central area shops and facilities. The bus station is also the terminus of a network of regular scheduled long distance express coach services to major centres including London, Birmingham, Liverpool and Manchester. The District Council will seek improvements to the station through environmental works, improved lighting/safety considerations and explore its potential links with other forms of transport, particularly the Robin Hood passenger railway and the provision of interchange facilities at Mansfield town centre station.

5.13.4 Taxis also form an important element in the local transportation network. The District Council will seek to ensure that access to taxis is satisfactory through the provision of taxi ranks in appropriate places within the District.

5.14 **Footpaths, Bridleways and Byways**

5.14.1 The provision, protection and improvement of local routes for pedestrians/walkers, cyclists and horse riders, linking central areas with housing estates, areas of employment, other services/facilities and the open countryside are particularly important. As well as providing vital access such routes can also be utilised as recreation facilities and often provide a valuable habitat for wildlife. Usually associated with such routes are areas of informal space, which are often important in terms of their landscape/wildlife value and/or potential for passive recreational use.



M11 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD LEAD TO THE LOSS OF FOOTPATHS, BRIDLEWAYS, BYWAYS OR CYCLE ROUTES UNLESS ACCEPTABLE ALTERNATIVE ROUTES WOULD BE PROVIDED.

5.14.2 Planning permission for developments likely to affect routes for the above will only be granted provided that they take full account of the needs of all potential users and provide any necessary alternative routes that would be suitable, safe and accessible. The District Council will seek, in association with the County Council, to develop a network of safe and pleasant routes both within the District and to link up to routes beyond. Attention will be given to ensure that there would be no conflicts between different potential users of such routes.

5.14.3 Provision for cyclists throughout the District in the past has been poor, a situation which the District and County Council are committed to reversing. Attention will be given to measures which would make cycling safer and more enjoyable. Measures such as improved lighting and edge of road maintenance are of benefit to cyclists, as is the provision of cycle parking areas, particularly in central areas. In order to encourage cycling in the District, a network of cycle routes will be established and links will be created from Mansfield and Warsop with the proposed National Cycle Network.

5.14.4 Horse riding is a popular leisure activity in certain parts of the District. The District Council in association with the County Council will examine ways in which safe areas for horse riders can be provided.

5.14.5 The District Council recognises that many people enjoy motorised recreational pursuits such as trial bike riding or four wheel driving. For the above users, linkages between areas are very important. Often routeways have been in use for long periods of time and have a unique heritage value. This policy aims to protect the integrity of such routes.

M12 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD PREVENT IMPLEMENTATION, OR LEAD TO THE SUBSEQUENT LOSS, OF STRATEGIC ROUTES FOR WALKERS, HORSE RIDERS AND CYCLISTS, INCLUDING ASSOCIATED AREAS OF INFORMAL SPACE, UNLESS ACCEPTABLE ALTERNATIVES ARE PROVIDED, AT THE FOLLOWING LOCATIONS:-

M12(A) RIVER MAUN VALLEY.

5.14.6 The extension and improvement of this route, running adjacent to the River Maun, would link the countryside with important areas of open space and Mansfield town centre. The District Council will consult the Environment Agency where the development of this proposal may effect the River Maun.

M12(B) RIVER MEDEN VALLEY.

5.14.7 The extension and improvement of this route alongside the River Meden, would create a network from Pleasley through open countryside and past important natural features at Pleasley Vale, Little Matlock and Sookholme as far as Market Warsop and Meden Vale. It would also provide links to the Manor Park recreation complex at Mansfield Woodhouse. The District Council will consult the Environment Agency where the development of this proposal may effect the River Meden. It will also liaise with Derbyshire County Council and Bolsover District Council to ensure the continuation of the route outside the District.

M12(C) BETWEEN MANSFIELD TOWN CENTRE AND RAINWORTH.

5.14.8 This scheme was created when the former mineral railway line was reclaimed. This valuable facility provides a link from the centre of Mansfield to Rainworth. It also offers potentially excellent links from existing and proposed housing sites in eastern Mansfield to the Racecourse Recreation ground.

M12(D) BETWEEN CLIPSTONE AND WARSOP

5.14.9 The development of a route from Packmans Road, Forest Town to Warsop would facilitate access to the Sherwood Forest from the eastern part of the District and other major routes.

M13 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS UNLESS THEY MAKE PROVISION FOR THE SAFETY, SECURITY AND NEEDS OF PEDESTRIANS. IN PARTICULAR PROPOSALS SHOULD HAVE REGARD TO:-

- 1) LIGHTING OF PEDESTRIAN AREAS;**
- 2) INTEGRATION WITH OTHER MODES OF TRANSPORT;**
- 3) THE PROVISION OF FACILITIES FOR PEDESTRIANS;**
- 4) CRIME PREVENTION MEASURES.**

5.14.10 In line with PPG 13 the County and District Councils are working closely together to give pedestrians better conditions. All developments should have regard to the needs of pedestrians and should consider the factors listed above in their design. The County and District Councils will continue to implement environmental improvements (finance permitting) in major areas of pedestrian activity, such as Mansfield town centre, Woodhouse and Warsop centres. Such improvements could include environmental improvements, resurfacing, landscaping, traffic management and other measures designed to make these areas more attractive as town centre areas, and to give priority to pedestrian users as opposed to other forms of transport.

M14 IN CO-OPERATION WITH NOTTINGHAMSHIRE COUNTY COUNCIL AND LANDOWNERS, THE DISTRICT COUNCIL WILL SEEK TO SECURE A SAFE NETWORK OF ROUTES FOR HORSE RIDERS, TAKING ACCOUNT OF HORSE RIDING NEEDS.

5.14.11 Whilst much of the District is urban in character there are rural areas and areas on the periphery of the urban area where the provision of routes for horse riders could be beneficial. The District Council will work with other organisations and landowners to try to secure a safe network of routes which also link to routes outside the District.

M15 THE DISTRICT COUNCIL WILL IMPROVE, DEVELOP AND EXTEND A NETWORK OF CYCLE ROUTES THROUGHOUT THE DISTRICT. SUCH ROUTES WILL SEEK TO LINK MAIN CENTRES OF POPULATION WITH THE TOWN CENTRE AND MAJOR CENTRES OF EMPLOYMENT AND TO LINK TO ROUTES OUTSIDE OF THE DISTRICT. NEW DEVELOPMENTS WHICH ARE DIRECTLY RELATED TO PROPOSED CYCLE ROUTES WILL BE EXPECTED TO CONTRIBUTE TO SUCH ROUTES, EITHER THROUGH THEIR PROVISION OR BY THE PAYMENT OF COMMUTED SUMS. THE DISTRICT COUNCIL WILL USE PLANNING CONDITIONS AND/OR SEEK TO NEGOTIATE SECTION 106 PLANNING OBLIGATIONS TO ACHIEVE THIS AIM.

5.14.12 PPG 13 urges local authorities to implement specific measures to encourage people to use bicycles. To date cycling has not been an especially popular activity in the Mansfield area. In the recent past however, cycling facilities have been provided by the County Council on some main commuter routes into Mansfield along the A38, A617 and A60. A working party of District, County Council and other representatives is currently looking into the issue of strategic trail networks across the District for the use of non-motorised modes of transport (pedestrians, equestrians and cyclists). The District Council is particularly keen to encourage links to the national cycle network via eastern Mansfield

and Warsop. There is also an opportunity to link urban areas of Mansfield to open countryside and to provide links to places such as Sherwood Forest, Center Parcs, Teversal Trails etc.

5.15 **Development Requirements**

5.15.1 Planning applications for new development will need to consider the movement/transport issues associated with their proposals. Sufficient information should be provided to allow proper assessment of the potential impact of the proposal on the surrounding highway network. New developments will be expected to provide necessary access arrangements, internal road/footpath routes, parking and servicing for all vehicles generated by that development, without having a detrimental effect on the local environment.

M16 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) HAVE REGARD TO THE NEEDS AND SAFETY OF ALL MODES OF TRAVEL, INCLUDING PUBLIC TRANSPORT, WALKING, CYCLING AND HORSE RIDING;**
- 2) NOT HAVE A DETRIMENTAL EFFECT ON THE SURROUNDING HIGHWAY NETWORK;**
- 3) INCORPORATE PROVISION FOR SAFE VEHICLE ACCESS, EGRESS AND INTERNAL MOVEMENTS;**
- 4) PROVIDE THE OPERATIONAL MINIMUM LEVEL OF CAR PARKING NECESSARY TO MEET THE NEEDS OF THE DEVELOPMENT OR WHERE RELEVANT MAKE CONTRIBUTIONS TOWARDS MEASURES TO ASSIST OTHER MODES OF TRAVEL;**
- 5) WHERE NECESSARY, INCLUDE SAFE SERVICING, PREFERABLY SEGREGATED FROM PEDESTRIAN FLOWS;**
- 6) BE LOCATED WHERE THERE IS, OR IS THE POTENTIAL FOR, EASY ACCESS TO PUBLIC TRANSPORT.**

5.15.2 The development of new residential, industrial, commercial and recreational areas should take account of all modes of transport in both their overall layout and detailed design. Effective bus penetration will be sought, as will convenient, safe and well-lit routes for pedestrians and other modes of travel. Where relevant the District Council will seek to negotiate commuted sum payments towards the provision of facilities for all modes of travel, particularly those other than the car. Current car parking standards for new developments in Mansfield District are outlined in Appendix 3 "A Guide to Parking Standards for New Developments in Mansfield District". These standards are currently being reviewed in the light of PPG 13.

5.15.3 Special provisions are required to ensure that people with physical and sensory disabilities are able to use facilities available to the general public. The provision of dropped kerbs at junctions, tactile paving, audible traffic signals and special parking

facilities will continue to be pursued. Measures to improve access for the disabled can benefit many other sections of the community e.g., people with young children in prams/pushchairs.

- 5.15.4 The District Council has now introduced a restriction on the maximum amount of parking (4 hour stay) in a selected number of town centre car parks. Season ticket concessions are also no longer available for these car parks. It is felt that these measures will help to discourage commuter parking in the town centre and reflect advice contained in PPG 13.

5.16 **Parking and Roadside Services**

- 5.16.1 It is important that existing off-street parking is protected and new facilities considered with regard to their potential impact on the highway and surrounding area.

M17 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD LEAD TO THE LOSS OF OFF-STREET PARKING FACILITIES, WHERE UNACCEPTABLE INCREASES IN PARKING PROBLEMS MAY RESULT, UNLESS THEY WOULD MEET EITHER OF THE FOLLOWING CRITERIA:-

- 1) AN ACCEPTABLE ALTERNATIVE FACILITY CAN BE PROVIDED;**
- 2) CONTRIBUTIONS ARE MADE TOWARDS MEASURES TO ASSIST OTHER MODES OF TRAVEL E.G. PUBLIC TRANSPORT, WALKING AND CYCLING.**

- 5.16.2 Off-street parking facilities can add to the amenity of areas by providing a much needed facility. This is particularly true in the heavily built-up, older parts of the District where on-street parking problems can occur. The District Council will judge any proposals for the redevelopment of such facilities in the light of the following criteria:-

- the current level of use and need for the facility;
- the availability of alternative off-street parking facilities in the immediate locality;
- the availability of nearby on-street parking;
- the condition/appearance of the facility;
- whether the development proposed would result in significant planning or economic development benefits.

M18 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF PARKING FACILITIES AND ROAD SIDE SERVICES PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) NOT INTERFERE WITH THE SAFE FLOW OF TRAFFIC;**
- 2) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;**
- 3) INCORPORATE ACCEPTABLE STANDARDS OF SURFACING, DRAINAGE AND LANDSCAPING;**

4) HAVE REGARD TO CONVENIENCE/ACCESSIBILITY, SAFETY/ SECURITY AND CRIME PREVENTION;

5) NOT RESULT IN AN INCREASE IN COMMUTER PARKING.

5.16.3 It is important to ensure that access and egress to any parking/service facilities do not increase congestion or danger on the local road network. This could have a particular adverse impact on pedestrians etc. and the reliability of bus services, with consequent inconvenience to passengers.

5.16.4 The efficient use of existing parking spaces will assist in meeting current demand and reduce pressures for additional facilities. The District Council will support improved directions/signage to parking areas and investigate the possibility of advance notification systems, to advise motorists of the availability of parking.

There are currently approximately 3,000 public car parking spaces available in Mansfield town centre, together with several private car parking areas and a limited number of on-street car parking spaces. The District Council will endeavour to maintain and enhance this level of car parking in the town centre to aid the competitiveness and attractiveness of Mansfield as a sub-regional centre. It is proposed that additional car parking facilities will be provided at Clumber Street, approximately 240 spaces and White Hart Street, at least 100 spaces, (through development proposals) to replace sites which will be lost to development during the Plan period, providing potentially up to 590 spaces. Such a policy however will seek to discourage commuter parking by limiting the maximum stay (4 hours) at Clumber Street, Toothill Road, Toothill Lane, Handley Arcade, Church Lane, Station Road, Walkden Street and Four Seasons car parks. Season ticket concessions will also not be available at these car parks and will be limited to peripheral car parks.

5.16.5 The District Council will endeavour to set aside car parking spaces for disabled people in all new public car parks close to shopping, leisure and other facilities. The District Council will continue to operate and aims to extend a "Shop Mobility Scheme" at Walkden Street for disabled persons.

5.16.6 Some existing car parks, particularly multi-storey are unpopular because of their design. Many people find such facilities intimidating because of the presence of badly lit enclosed spaces. Personal safety, vehicle security and ease of movement in and out of car parks is vital if such developments are to be successful. In designing car parks particular attention should be given to access points, lighting, surveillance and information/signing.

5.16.7 The use of land for parking, whilst awaiting development, provides a beneficial use for the owners and spaces for use by the community. Temporary parking areas, however, can often become eyesores and give the District a poor image to visitors. Landscaping, surfacing treatments and the provision of drainage would avoid these problems and make such facilities more convenient for the people using them.

5.16.8 There is an identified need for overnight lorry parking in the Mansfield area. No lorry park currently exists and the establishment of one would have significant environmental benefits in terms of preventing overnight lorry parking in residential areas.

5.16.9 There is often the need along main highway routes for road side services such as petrol filling stations, refreshment facilities and parking. Such facilities, however, should not interfere with traffic movement nor create an increased risk of accidents. They should

also, wherever possible, be grouped together to provide a focus for a range of facilities and, in the interests of preserving the countryside, be developed within the built-up framework unless there are no alternative appropriate sites available.

M19 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF PARK AND RIDE FACILITIES WITH ASSOCIATED BUS AND/OR TRAIN SERVICES INTO MANSFIELD TOWN CENTRE PROVIDED THAT ANY DEVELOPMENT WOULD MEET THE FOLLOWING CRITERIA:-

- 1) THE PARK AND RIDE FACILITY IS DEVELOPED ON AN “OUT OF TOWN CENTRE” LOCATION;**
- 2) THE PROPOSAL IS LOCATED ALONG A MAIN ARTERIAL ROUTE LEADING INTO MANSFIELD TOWN CENTRE;**
- 3) THE PROPOSAL DOES NOT HAVE A DETRIMENTAL EFFECT UPON THE SURROUNDING ENVIRONMENT;**
- 4) THE DESIGN, LAYOUT AND LOCATION OF THE PROPOSED FACILITY WOULD MAXIMISE THE TRANSFER FROM CAR USE TO BUS AND/OR TRAIN USE.**

5.16.9

The District Council will liaise with the County Council to investigate the feasibility of establishing Park and Ride schemes in Mansfield. Such a facility, by providing out of town centre parking and associated direct bus or train services into the town centre of Mansfield, may assist in alleviating parking difficulties in the town centre, particularly at peak shopping periods such as Saturdays and in the run-up to Christmas.



CHAPTER 6 - HOUSING

6.1 Introduction

- 6.1.1 Mansfield District had a total of 100,386 residents, in 39,816 households, at the time of the 1991 Census. The tenure breakdown of this total is shown in Figure 6, with comparisons to the 1981 Census.

Figure 6: **HOUSING TENURE - 1981 AND 1991**

	1981 Census		1991 Census		Change	
Total Households	36,390	(100.0%)	39,816	(100.0%)	+3,426	(9.4%)
Owner Occupied	19,942	(54.8%)	27,455	(69.0%)	+7,513	(37.7%)
Local Authority	12,273	(33.7%)	8,739	(21.9%)	-3,534	(28.9%)
Housing Association	466	(1.3%)	983	(2.5%)	+517	(110.9%)
Rented Privately	2,674	(7.4%)	2,144	(5.3%)	-530	(19.8%)
Other	1,035	(2.8%)	495	(1.3%)	-540	(52.2%)

The above totals clearly illustrate the increasing importance and dominance of owner occupied housing and decreasing contribution made by rented accommodation, particularly local authority, to the housing stock. This is partly due to reductions in the number of local authority houses with the introduction of the 'Right to Buy' and partly to the Council's inability to fund new build.

- 6.1.2 Average household sizes have decreased from 2.73 persons in 1981 to 2.52 in 1991. This reflects a continuing trend which is, in part, explained by the increase in the proportion of the population within the older age groups. There is an increasing need for the provision of additional single person and certain types of elderly person accommodation.
- 6.1.3 The District contains the full range of housing types from pre-twentieth century to modern. Most of the older housing is located in the central areas of Mansfield, Mansfield Woodhouse and Market Warsop. Whilst many houses are in need of maintenance the greatest problems in these central areas relate to poor residential environments including: land use conflicts; lack of garden spaces; lack of car parking and areas of dereliction. Away from the centres, housing areas are concentrated into communities, each with strong identities. These include a variety of housing types, e.g. turn of the century terraced areas, former Coal Board estates / settlements, pre and post war Council estates and newer private housing estates. Many of these areas also have their own problems, for example lack of maintenance, through traffic and poorly developed recreational, community or shopping facilities.

6.2 Housing Policy Guidance

- 6.2.1 In developing housing policies and proposals for inclusion in the Local Plan, regard has been given to Planning Policy Guidance Notes (PPG's), particularly PPG3: Housing, March 1992, and the Nottinghamshire Structure Plan Review.

6.2.2 The District Council undertakes Housing Land Availability Studies which provide information on the status of housing sites in the District every year. Annual reports on such studies will continue to be published, as a way of monitoring the performance of the Local Plan's housing policies and proposals and to ensure that sufficient land is genuinely available in the District for the level of housing required.

6.3 **Scale and Broad Location of Housing**

6.3.1 The scale and broad location of housing in the District of Mansfield, are strategic issues which are dealt with by the County Structure Plan. The Nottinghamshire Structure Plan Review was adopted by the County Council in November, 1996. It makes provision for approximately 6,500 dwellings to be built in Mansfield District between 1991 and 2011. A breakdown figure, agreed by Mansfield District Council and Nottinghamshire County Council, of 4,850 dwellings has been identified for the period 1991 to 2006.

6.3.2 In accordance with the development strategies of the Nottinghamshire Structure Plan, new residential development will be concentrated within and adjoining the existing urban areas. In Mansfield District residential development is proposed to be concentrated in the Mansfield and Mansfield Woodhouse urban areas. This policy is designed to encourage the urban regeneration process, the redevelopment of derelict / unused land and to reduce the need to travel, especially by car. Such policies will also help prevent:-

- development in important open breaks between separate settlements;
- the consolidation / growth of isolated pockets of development;
- the outward spread of the urban area into areas of surrounding countryside;
- development in areas poorly related to infrastructure, services and facilities.

It will also help to protect from development important green spaces, areas of landscape value in the countryside and sites of ecological or archaeological value. The value of these areas has been assessed and taken into account in the allocation of sites for residential development.

6.3.3 The average annual completion rate in Mansfield District envisaged by the Structure Plan Review is just over 320 dwellings per annum, between 1991 and 2006. The actual house completion rate for the District over the last ten years has been an average of approximately 300 dwellings per annum, as illustrated in Figure 7.

Figure 7: **HOUSE COMPLETION RATES - 1986 TO 1996**

	1986/87	1987/88	1988/89	1989/90	1990/91	1991/92	1992/93	1993/94	1994/95	1995/96
Private	227	248	357	286	133	225	228	232	206	249
Local Authority	-	-	-	16	-	-	-	-	-	-
Housing Association	11	-	-	82	8	15	143	130	129	89
Additions*	10	10	10	10	-	-	-	-	-	-
TOTAL	248	258	367	394	141	240	371	362	335	338
*N.B. Surveys undertaken before 1990/91 did not include developments of less than three dwellings. An estimated additional ten dwellings per year have, therefore, been included in the totals to cover such developments.										

6.3.4 Since the Nottinghamshire Structure Plan Review 1991 base date, a total of 1,646 dwellings had already been built by the end of March 1996 (an average of just under 330 per year), with an additional 56 dwellings under construction as at March 1996. The District Council considers that an average annual house completion rate of over 300 should be maintained for the following reasons:-

- To reflect the District's recent house completion rate;
- To support policies seeking economic and social regeneration of the District;
- To effect general issues relating to the concept of sustainability;
- To reflect wider concerns on the need to reduce travel, i.e. by concentrating developments to centres such as Mansfield and Mansfield Woodhouse, rather than more isolated settlements in the County.

In view of the above, therefore, the District Council considers that provision should be made for 4,850 dwellings to be built between 1991 and 2006, as provided for by the Adopted Nottinghamshire Structure Plan Review.

6.3.5 In identifying the number of dwellings to be provided in the Local Plan an allowance has to be made for the 1,646 dwellings already built in the District between April 1991 and March 1996, i.e. during the first five years of the Nottinghamshire Structure Plan Review period. A residual total of 3,204 is, therefore, required up to 2006. A breakdown of housing provision up to 2006 is detailed in Figure 8. Although the Local Plan April base date does not correspond exactly with the Structure Plan June base date, it is considered that this does not significantly affect overall housing requirement figures.

Figure 8: **LOCAL PLAN HOUSING PROVISION BREAKDOWN**

Total dwellings required, between 1/4/1991 and 31/3/2006	4,850
Dwellings completed between 1/4/1991 and 31/3/1996	1,646
Dwellings required in Mansfield District Local Plan up to 31/3/2006	3,204
Large site provision (i.e., 10 or more dwellings)	
Dwellings under construction at 1/4/1996	43
Dwellings with planning permission at 1/4/1996 = 1230 x 90%	1,107
Dwellings proposed on housing development sites in the Local Plan between 1/4/1996 and 31/3/2006 = 1751 x 90%	1,576
Dwellings proposed on optional development sites in the Local Plan between 1/4/1996 and 31/3/2006 = 219 x 50%	110
Allowance for dwellings expected from "Windfall" developments between 1/4/1996 and 31/3/2006	86
	2,922
Small site provision	
Dwellings under construction at 1/4/1996	13
Dwellings with planning permission at 1/4/1996 = 162 x 90%	146
Allowance for dwellings expected from infill sites between 1/4/1996 and 31/3/2006	94
Allowance for dwellings expected from conversions and changes of use between 1/4/1996 and 31/3/2006	47
	300
	3,222

- 6.3.6 Where precise numbers of dwellings, committed or proposed in the Local Plan, are not known, assumptions on housing site densities are based on an assessment of recent completions and those sites with the benefit of detailed planning permission. Additionally, with issues such as sustainability and provision of affordable housing, the District Council considers that an average site density of 30 dwellings per hectare (12 per acre) is appropriate, with the exception of certain centrally located sites where higher densities may be more relevant.

- 6.3.7 Allowances have been included in the above breakdown to take account of non-implemented permissions and proposals. The House Builders Federation have suggested that a 10% allowance may be appropriate, pending the availability of more detailed information. This level is considered acceptable, although it will be subject to future monitoring. Additionally, a number of optional development sites are proposed in the Local Plan which could enable a total of approximately 219 dwellings to be built between April 1996 and March 2006, although it is recognised that not all such sites will be developed for housing. An estimate of 50% has, therefore, been identified as appropriate and included in the housing provision breakdown, i.e. Figure 8.
- 6.3.8 The District Council acknowledges that not all sites, which may be suitable for housing have been identified and, therefore, made subject of specific housing proposals. As such, therefore, an estimate is included for “windfall” housing sites (with capacities of 10 or more dwellings). Although by their very nature they are unpredictable, an estimated allowance is made for 86 dwellings to be provided from this “other source”, between April 1996 and March 2006.
- 6.3.9 The preparation of this Local Plan has provided an opportunity to re-assess those sites previously indicated on the old style Town Maps, annual District Housing Land Availability Studies and existing Local Plans as to their suitability for residential development. This exercise has taken account of whether land is realistically likely to be available for development within the Local Plan period. It includes an assessment of the existing pattern of settlements and surrounding land uses, land ownership issues, the relative attractiveness of sites and the needs for infrastructure, i.e. drainage capacities and transport requirements, including public transport. Account has also been taken of environmental policies and objectives elsewhere in the Local Plan.



- 6.4 **Objectives**
- 6.4.1 Cater for population change and new household formation up to the year 2006.
- 6.4.2 Identify new sites for housing development, which will make full and effective use of land within the existing urban area, to assist regeneration, relieve pressure for development on greenfield sites and limit the need to travel.
- 6.4.3 Make the best use of investments already made or committed, e.g. infrastructure, transportation, community, social facilities, etc., in allocating land for housing.
- 6.4.4 Identify new sites for housing development that would allow for a choice of means of travel to locations for employment, shopping and other facilities / services.

- 6.4.5 Safeguard the existing housing stock and its environment.
- 6.4.6 Identify housing areas warranting environmental improvement and enhancement.
- 6.4.7 Provide a range of housing sites where people will want to live and housebuilders will want to build.
- 6.4.8 Encourage the development of affordable housing for those on low incomes in housing need and to provide housing for special groups such as for the disabled and elderly persons.
- 6.4.9 Encourage initiatives in self build housing and the utilisation of underused, or unused, potential accommodation such as upper floors of shops.

POLICIES AND PROPOSALS

6.5 Scale of Housing Provision

- 6.5.1 In order to meet the above objectives the District Council considers it appropriate to provide the level of new housing as detailed in Policy H1.

H1 PROVISION WILL BE MADE FOR APPROXIMATELY 3,200 ADDITIONAL DWELLINGS TO BE BUILT IN THE LOCAL PLAN AREA DURING THE PERIOD BETWEEN 1996 AND 2006.

- 6.5.2 The above level of provision is required to meet:-
 - an increase in the natural population over the Local Plan period;
 - net in-migration in the Local Plan period;
 - an increase in the number of smaller households in the Local Plan period.
- 6.5.3 Numerous sites within the District had the benefit of outline or detailed planning permission at April 1996, for housing development. The majority of such sites are identified on the proposals map as housing development commitments. New or revised planning applications for housing on these sites will normally be granted provided that there are no other policies to the contrary.

6.6 Locations for Housing Developments

- 6.6.1 The Local Plan seeks to steer developments to within the main built up area and allocated sites to:-
 - assist the process of urban regeneration;
 - prevent isolated developments placing extra demands on service provision;
 - prevent the outward expansion of development into open countryside;
 - reduce the need to travel, particularly by car.

Furthermore, there is sufficient land available, both in terms of existing commitments and proposals put forward in the Local Plan, to meet the District's anticipated housing needs up to 2006. It is recognised, however, that there are occasions where residential development outside the defined urban area is necessary.

H2 PLANNING PERMISSION WILL BE GRANTED FOR HOUSING DEVELOPMENTS WITHIN THE URBAN BOUNDARY, AS DEFINED ON THE PROPOSALS MAP, PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) INTEGRATE WITH THE EXISTING PATTERN OF SETTLEMENT AND SURROUNDING LAND USES;**
- 2) NOT LEAD TO A REDUCTION IN RESIDENTIAL AMENITY FOR ADJACENT OCCUPIERS DUE TO SUCH FACTORS AS LOSS OF LIGHT / SUNLIGHT, OVERLOOKING, NOISE, ETC.;**
- 3) RETAIN IMPORTANT SITE CHARACTERISTICS / FEATURES WHICH WOULD INTEGRATE THE BUILDING WITH ITS SETTING;**
- 4) INCLUDE APPROPRIATE CRIME PREVENTION MEASURES IN ITS DESIGN;**
- 5) BE LOCATED WHERE THERE IS, OR IS THE POTENTIAL FOR, EASY ACCESS TO PUBLIC TRANSPORT;**
- 6) INCORPORATE SUITABLE AREAS OF OPEN SPACE, INCLUDING PRIVATE GARDEN SPACE AND PUBLIC OPEN SPACE, TO MEET THE NEEDS OF RESIDENTS.**

6.6.2 Planning applications for housing developments will be considered having regard to the above. Proposals must not be in conflict with adjacent / nearby land uses and must respect the setting, character and quality of the local environment, particularly in terms of their density, scale and layout. The amenity of existing properties, and those subject of proposals, will need to be carefully considered, e.g. with respect to issues of disturbance / privacy, particularly overlooking and overshadowing. The layout of new housing schemes must consider existing site characteristics / features, e.g. general site form and the desirability of maintaining elements of visual and amenity importance, such as walls, trees, hedgerows, etc., and will also be expected to incorporate adequate open space, e.g. private gardens, public open spaces, landscaping/amenity areas and general space between dwellings. Proposals must also demonstrate that there would be, or be the potential for, access to a range of modes of travel particularly public transport. Housing schemes must also have regard to safety/security matters, e.g. specifications such as BS8220 and “Secured by Design”.

6.6.3 The layout, design and density of new housing developments can have a major impact on the environment and on the character of an area. Factors such as design, density, layout, landscaping, access, open space provision, etc., will be taken into account in the determination of planning applications and the preparation of Development Briefs, which the District Council will seek to prepare in conjunction with land owners, where relevant, developers and other interested parties. Residential developments will be expected to demonstrate imaginative layout and design to create variety and stimulate visual interest in the resultant built form. These qualities must be displayed in the design of individual buildings, their relationship with other buildings, the overall layout of the development and in the design of public open spaces / amenity areas / roads / footpaths and means of enclosure. Planning applications for residential developments will be expected to include surveys of existing natural and built features within and directly adjoining the site, including the position of windows to habitable rooms in adjacent dwellings, and to illustrate how such features would be safeguarded in terms of their setting.

H3 PLANNING PERMISSION WILL NOT BE GRANTED FOR THE DEVELOPMENT OF PERMANENT HOUSING OUTSIDE THE URBAN BOUNDARY, AS DEFINED ON THE PROPOSALS MAP, EXCEPT WHERE IT IS ESSENTIAL FOR AGRICULTURAL OR FORESTRY WORKERS TO LIVE AT THEIR PLACE OF WORK FOR THE PROPER FUNCTIONING OF AN ESTABLISHED FARM OR FORESTRY BUSINESS.

IT MUST BE DEMONSTRATED THAT THE BUSINESS IS ECONOMICALLY VIABLE, THERE IS A CLEAR PROSPECT OF IT REMAINING SO AND THE NEED COULD NOT BE FULFILLED BY ANY EXISTING ACCOMMODATION EITHER ON THE UNIT OR IN THE AREA.

ANY SUCH DEVELOPMENT WOULD ALSO NEED TO MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER AND / OR APPEARANCE OF THE SURROUNDING AREA;**
- 2) NOT LEAD TO A REDUCTION IN RESIDENTIAL AMENITY FOR ADJACENT OCCUPIERS DUE TO SUCH FACTORS AS LOSS OF LIGHT / SUNLIGHT, OVERLOOKING, NOISE, ETC.;**
- 3) RETAIN IMPORTANT SITE CHARACTERISTICS / FEATURES WHICH WOULD INTEGRATE THE BUILDING WITH ITS RURAL SETTING;**
- 4) INCLUDE APPROPRIATE CRIME PREVENTION MEASURES IN ITS DESIGN.**

6.6.4 Activities which can only take place outside of the urban framework, e.g. agriculture or forestry, may necessitate those involved with the activity to live at their place of work. Before permitting any residential developments of this nature, however, the District Council will need to be satisfied of their requirement. Functional and financial tests (as referred to in PPG7: The Countryside - Environmental Quality and Economic and Social Development, Annex I), will be necessary, to demonstrate the need for "on site" residents, e.g. in terms of safety, security, emergency response, etc. New permanent dwellings will only be allowed to support existing agricultural activities, established for at least three years, which are economically viable. The size of any dwelling should be relevant to the requirements of the enterprise, rather than those of the owner/ occupier. Any planning approvals for such dwellings may be subject to conditions removing permitted development rights. The same criteria will be applied to proposals for forestry dwellings. Where the need to provide accommodation for agricultural/ forestry workers is accepted, any planning permission will be subject to an occupancy condition, to ensure that the dwelling is kept available to meet this need, which will be monitored by the District Council.

H4 WHERE PLANNING PERMISSION IS REQUIRED FOR THE TEMPORARY ACCOMMODATION OF AGRICULTURAL OR FORESTRY WORKERS IT WILL BE GRANTED PROVIDED THE FOLLOWING CRITERIA ARE SATISFIED:-

- 1) IT CAN BE DEMONSTRATED THAT THERE IS A FIRM INTENTION AND ABILITY TO DEVELOP THE ENTERPRISE CONCERNED;**

- 2) IT IS ESSENTIAL FOR THE PROPER FUNCTIONING OF THE ENTERPRISE;
- 3) THE ENTERPRISE IS CAPABLE OF BECOMING VIABLE WITHIN A PERIOD OF THREE YEARS;
- 4) THE NEED COULD NOT BE FULFILLED BY THE USE OF ANY EXISTING ACCOMMODATION ON THE UNIT OR IN THE AREA;
- 5) THE SITING OF THE ACCOMMODATION WOULD NOT DETRACT FROM THE CHARACTER AND APPEARANCE OF THE SURROUNDING COUNTRYSIDE.

6.6.5 If it can be demonstrated that a new dwelling is essential to support a new farming activity, planning permission will be granted for temporary accommodation, normally for up to three years. Such temporary accommodation should meet the criteria set out in policy H4. Any subsequent proposals for permanent dwellings should meet the requirements of policy H3.



6.7 Housing Proposals

6.7.1 The Local Plan identifies a number of sites which the District Council considers appropriate for the development of housing.

H5 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF HOUSING AT THE FOLLOWING LOCATIONS:-

H5(A) 0.4 HECTARES OF LAND OFF PHEASANT HILL.

6.7.2 Access to this site would need to be taken off Pheasant Hill, which would have to be made up to adoption standard and necessitate removal of a “dog-leg”, probably requiring third party land. Development constraints may be more easily overcome if construction is undertaken in association with H5(B) below.

H5(B) 1.6 HECTARES OF LAND OFF CHESTERFIELD ROAD SOUTH.

6.7.3 Development of this site may require rationalisation of and improvements to, existing access points off Chesterfield Road South which currently serve Dale House and Pheasant Hill. A contribution towards further improvement of recreational facilities off Chesterfield Road South would be expected from the development of this site.

H5(C) 0.5 HECTARES OF LAND OFF LITTLE DEBDALE LANE.

- 6.7.4 Access off Little Debdale Lane should be positioned at the centre of the site with a two metre wide footpath and necessary visibility splay.

H5(D) 1.0 HECTARE OF LAND AT THE PARK.

- 6.7.5 Development of this site would need to respect the special character of The Park Conservation Area. The adopted highway would need to be extended to provide access to the site. A contribution towards improvements of nearby recreational facilities would be required.

H5(E) 0.8 HECTARES OF LAND OFF SOMERSALL STREET.

- 6.7.6 Development of this site would need to rationalise the access to Somersall Street with the adjacent Social Services facility.

H5(F) 0.6 HECTARES OF LAND OFF SHERWOOD CLOSE.

- 6.7.7 Access to this site would be taken off Sherwood Close. Its development, with the housing proposal off Sandy Lane (H5(G)), is dependent upon satisfactory rationalisation of allotments in the area and provision of other necessary recreational facilities in the vicinity of the site.

H5(G) 1.5 HECTARES OF LAND OFF SANDY LANE.

- 6.7.8 Access to this site, off Sandy Lane, should be a minimum of fifty metres south east of the junction with Bilborough Road. Development of the site, with the housing proposal off Sherwood Close (H5(F)), would necessitate the rationalisation of allotments in the area and recreational facilities in the vicinity.

H5(H) 7.1 HECTARES OF LAND OFF SHERWOOD RISE.

- 6.7.9 A number of uses, as well as housing, are proposed at the former Sherwood Colliery site. Issues relating to development of the area, e.g. access, constraints, services, etc., are referred to in a Planning Brief for the area which has been prepared by the District Council in conjunction with the land owners. In particular, development in this area would be dependent on the upgrading of Sherwood Rise to adoption standard and improvement of its junction with Debdale Lane. The housing development would need to contribute towards the proposed adjacent open space area and landscaped buffer to the railway line. It would also need to take account of the desired footpath network through the area and contribute towards the formation of a new footpath link through the proposed areas of public open space.

H5(I) 2.0 HECTARES OF LAND OFF OLD MILL LANE.

- 6.7.10 Access to this site would be via Heatherley Drive, for which issues such as possible re-alignment and adoption of the highway adjacent to the school would need to be satisfactorily resolved. Development proposals would need to clearly demonstrate that the existing priority junction between Heatherley Drive and Old Mill Lane would adequately cater for additional traffic generated from the number of houses proposed. It may be necessary to provide an emergency access from the site to Elmhurst Road.

Development of the site would need to contribute towards nearby recreational facilities. In order to avoid any possible future nuisance / disturbance problems relating to the existing animal boarding establishment, currently located within the housing proposal, it is considered that proposals for housing development on any part of the site should include measures for removal of the boarding centre from its current location. The District Council will resist piecemeal development of the site for this reason.

H5(J) 4.0 HECTARES OF LAND OFF WATER LANE.

- 6.7.11 The proposed Mansfield Western Bypass is likely to have significant implications on access arrangements to this housing site. Until such time as proposals for the bypass are resolved, it is considered appropriate for proposals relating to development of this housing site to be delayed. Development of the site, in any case, may require substantial improvements to Water Lane and particularly its junction with Abbott Road, which would require third party land. It would also be necessary for this housing development to contribute towards proposed recreational facilities, including associated footpath links at Bull Farm.

H5(K) 10.8 HECTARES OF LAND OFF BERRY HILL LANE / KING GEORGE V AVENUE.

- 6.7.12 After more than forty years of working, Berry Hill Quarry is nearing the end of its useful life. Despite past operations, i.e. sand quarrying and infill for inert wastes, it is located in an established and good quality residential area. The total gross site area is some fifty hectares, however, it is recognised that not all the site could be developed by 2006, i.e. within the Local Plan period. An area of approximately 10.8 hectares has been identified for housing development up to 2006, as the first phase of the eventual complete redevelopment of the former Berry Hill Quarry. Access to the site would be gained from the north via King George V Avenue and from the south via Berry Hill Lane. Development will need to have regard to its impact on the surrounding highway network. Additionally, due to the nature / size of the site and anticipated scale of development, proposals will need to have regard to access / penetration by all modes of transport / travel; areas of ecological / nature conservation value; ground / reformation requirements; development phasing; and public open space / landscaping requirements. With respect to the last issue, an area has been identified for the development / establishment of associated open space and landscaping. The District Council will seek to achieve the above either by conditioning any planning permission and / or negotiating section 106 planning obligations.

H5(L) 0.5 HECTARES OF LAND OFF DERWENT AVENUE.

- 6.7.13 Development of this site would be expected to be in the form of frontage development to Derwent Avenue. The provision of a footpath along the remaining stretches of this frontage would be required.

H5(M) 0.7 HECTARES OF LAND OFF REDRUTH DRIVE.

- 6.7.14 Development of this site would require the extension of Redruth Drive to adoption standard, with the provision of a footpath, although a vehicular link to Gamston Road should not be made.

H5(N) 2.3 HECTARES OF LAND OFF ATKIN LANE.

- 6.7.15 A low density development, only, will be permitted on this site, thereby respecting its quality, features and characteristics and those of its surrounding environment.

H5(O) 1.5 HECTARES OF LAND OFF NEWLANDS ROAD.

- 6.7.16 This site would form an extension to a housing development scheme, which has recently received detailed planning permission on adjacent land to the north east. Its development would be dependent upon the satisfactory rationalisation of existing allotments. Any on-site provision of public open space, in accordance with policies H8 and H9, should be located to the north of the site, have regard to the adjacent rationalised area of allotments and the Queensway recreation ground. The District Council will seek to achieve the above either by conditioning any planning permission and / or negotiating section 106 planning obligations.

H5(P) 0.4 HECTARES OF LAND OFF KING STREET.

- 6.7.17 This site is located within the Newgate Lane Renewal Area and has been identified as a possible self-build scheme. Access to the site would be via King Street and Scarcliffe Street, but egress by Scarcliffe Street only. Any housing development on the existing recreation ground, off King Street, would need to compensate for any loss of open space, e.g. by providing pedestrian links to it, improving existing footpath routes and incorporating appropriate boundary/landscaping treatment. The District Council will seek such provision either by conditioning any planning permission and / or negotiating a section 106 planning obligation.

H5(Q) 3.3 HECTARES OF LAND OFF EAKRING ROAD.

- 6.7.18 Development of this site is dependent on the completion of the emergency access road, to service the Crown Farm Industrial Estate, which will provide an appropriate physical definition between the site and open countryside to the east. In keeping with the character of the site's surrounding area and in recognition of its location at the edge of the built up area, a low density housing scheme will be expected. Development should incorporate a wide landscape buffer along the northern boundary and significant soft landscaping. Usable public open space will also be required, in accordance with policies H8 and H9. The District Council will seek the provision of the above either by conditioning any planning permission and / or negotiating a section 106 planning obligation.

H5(R) 12.2 HECTARES OF LAND OFF STINTING LANE, PROVIDED THAT A PROGRAMME OF PHASING IS AGREED WITH THE DISTRICT COUNCIL, WHICH WOULD NEED TO HAVE REGARD TO THE CO-ORDINATION OF DEVELOPMENT WITH COMMITMENTS AT THE LARKHILLS ESTATE AND RUSHPOOL FARM.

- 6.7.19 Following extension of the Local Plan period, from that of the Consultative Draft version, by three years to 2006, it is now considered appropriate to propose this site for housing development. In considering the level of housing land committed / proposed at this part of Forest Town, the District Council is keen to ensure orderly site development and avoid problems previously experienced at the Larkhills estate, where construction work has continued over a very long period of time leading to nuisance / disturbance to people

taking up residence on the estate. It is intended, therefore, that a Development Brief will be prepared to assist in the proper development of this area. Planning permission will, therefore, only be granted for the development of the Stinting Lane site where it can be clearly demonstrated that consideration has been given to the co-ordination and phasing of developments at the Larkhills estate, Rushpool Farm and Stinting Lane, to avoid potential problems relating to disturbance/nuisance from construction works. Any proposals for this site should include for the provision of associated open space and the completion of the link road between Old Mill Lane and New Mill Lane. Improvements to the existing roundabout on Old Mill Lane and other nearby junctions may also be required. The Council will seek to negotiate a section 106 planning obligation to ensure these requirements are implemented. In view of the scale of housing proposed at this location the District Council will liaise with developers to identify the possible provision of appropriate community facilities in the area.

H5(S) 0.4 HECTARES OF LAND OFF CHURCH STREET, PLEASLEY.

- 6.7.20 Development of this site would necessitate Church Street being brought up to adoption standard, including provision of a turning head. Access would need to be made via High Street.

H5(T) 2.0 HECTARES OF LAND OFF RUFFORD DRIVE, MANSFIELD WOODHOUSE.

- 6.7.21 Development of this site would require a main access with necessary visibility to New Mill Lane and link via Rufford Drive to Rushpool Avenue. A contribution towards the improvement of nearby recreation facilities would be required.

H5(U) 2.2 HECTARES OF LAND OFF HADDON ROAD.

- 6.7.22 In 1995 the Queen Elizabeth Girl's School merged with the Queen Elizabeth Boy's School off Chesterfield Road South. Planning permission was granted, "in principle", for housing development on part of the vacated site towards the end of March 1996. This was, however, subject to a section 106 planning obligation relating to the provision of public open space. In recognition of this status the areas proposed for housing and associated public open space are identified by relevant policies in the Plan. Any future proposals relating to the site will need to ensure the provision of at least 1.5 hectares of public open space, to compensate for the loss of former school playing fields. The District Council will seek such provision either by conditioning any planning permission and / or negotiating a section 106 planning obligation. The site is located within the Crow Hill Drive Conservation Area. Consent will, therefore, be required for the demolition of any existing buildings.

H5(V) 0.7 HECTARES OF LAND OFF VICTORIA STREET, MARKET WARSOP.

- 6.7.23 Development of this site would necessitate an access, to adoption standard, linking Victoria Street with Carr Lane. Housing development would be dependent on the rationalisation of allotments in the area.

H5(W) 0.7 HECTARES OF LAND OFF WOOD STREET, MARKET WARSOP.

- 6.7.24 Access to this site would be via River View with possible minimal, individual frontage access to Wood Street. Although River View would require extending, to adoption standard, a link into Wood Street would only be permitted to facilitate pedestrian and emergency access.

H5(X) 1.3 HECTARES OF LAND AT MANOR FARM, CHURCH WARSOP.

- 6.7.25 Access to this site will require third party land. In view of its sensitive location a relatively low density development would be expected on this site. Woodland to the south of this proposal has been identified as a site of interest for nature conservation. The housing proposal offers an opportunity for sensitive development and will need to protect and enhance the nature conservation interest of the River Valley. The Council will seek to negotiate a planning obligation to ensure that the floodplain and riverside woodland are properly protected and managed both during and after the completion of any development to safeguard their conservation interest.

H5(Y) 0.6 HECTARES OF LAND OFF ELKESLEY ROAD, MEDEN VALE.

- 6.7.26 The development of the site would be considered as an extension to the recently completed Housing Association scheme off Elkesley Road. Its development would be dependent on the satisfactory rationalisation of existing recreation uses at the site, particularly the provision of a children's play area.

H5(Z) 1.1 HECTARES OF LAND OFF CROW HILL DRIVE.

- 6.7.27 The Crow Hill Rehabilitation Centre is surplus to the requirements of the Health Authority. The site is in a generally pleasant and residential area and the Plan makes a firm commitment to maintaining the area in residential use by preventing further conversions to office use. In view of this commitment the only future use suggested for this site is residential. The site contains a number of buildings with potential for conversion. It also includes a number of mature trees which should be retained in any proposed redevelopment scheme.

H5(AA) 0.7 HECTARES OF LAND AT MOUNT PLEASANT.

- 6.7.28 This site currently contains a scrapyard, a bus garage, lock up garages, vacant land and a number of terraced houses. The Council considers that the scrapyard and the bus garage are incompatible with residential amenity. Local environmental conditions are poor. The redevelopment of this site for housing will assist in the consolidation of the area between Wood Street and Westfield Lane in residential use. It may be possible for the existing houses on Mount Pleasant to be retained in any redevelopment of this area. Developers will be encouraged to provide substantial off-street parking within the scheme in order to compensate for any loss of lock-up garages.

H5(BB) 1.1 HECTARES OF LAND AT THE FORMER MANSFIELD GENERAL HOSPITAL.

- 6.7.29 Mansfield General Hospital closed in 1993. The site is largely within a residential area and the Plan makes a firm commitment to maintaining the area in residential use. In view

of this commitment the only future use suggested is residential. A number of the existing hospital buildings have potential for conversion to residential use and a mixed conversion / redevelopment scheme may be possible.

- 6.7.30 Additional housing proposals included in the Central Areas chapter of this Local Plan are:-

MTC19(A) - 0.5 HA. OF LAND EAST AND WEST OF THE RIVER MAUN,

MTC19(B) - 0.3 HA. OF LAND NORTH OF BRIDGE STREET METHODIST CHURCH.

- 6.7.31 It is estimated that if all the above housing proposals, on a total of 62.8 hectares of land, were developed, they could provide approximately 1,751 additional dwellings. A small site off York Terrace, Market Warsop (WC10) is also proposed in the Local Plan for housing.

6.8 Optional Housing Proposals

- 6.8.1 The Local Plan identifies a number of sites which the District Council considers appropriate for housing as an alternative use to other developments.

H6 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF HOUSING, AS AN ALTERNATIVE TO OTHER LAND USE OPTIONS, AT THE FOLLOWING LOCATIONS:-

H6(A) 0.4 HECTARES OF LAND AT AVENUE HOUSE.

- 6.8.2 Avenue House is located to the north of the Mansfield General Hospital complex. Whilst the remainder of the hospital site is proposed to be developed for housing, Avenue House also has potential for conversion to offices.

H6(B) 1.3 HECTARES OF LAND OFF PEAFIELD LANE, MANSFIELD WOODHOUSE.

- 6.8.3 This site is located at the edge of the built up area of Mansfield Woodhouse on a main route out towards Sherwood Forest. Housing development, as an addition to other planned residential areas in the vicinity, would be acceptable if development for hotel use proved unattractive.

H6(C) 1.7 HECTARES OF LAND AT RUSHPOOL FARM.

- 6.8.4 The District Council recognises that the development of further housing between Old and New Mill Lanes may lead to the redundancy of the Rushpool Farm buildings. These would be considered appropriate for re-use as a hotel, as detailed in the Leisure and Tourism Chapter, or restaurant / public house, as detailed in the Retail Chapter. If it can be clearly demonstrated, however, that such uses could not be achieved then consideration will be given to their development for housing. Any residential development, however, would be based on the sympathetic conversion of existing buildings and be expected to retain site characteristics, both architectural and surrounding natural features. These issues will be examined in detail during preparation of a Development Brief for the area.

6.8.5 The following sites, for which a number of optional uses, including housing, are also proposed, are included in the Central Areas chapter:-

MW9 - 0.8 HA. OF LAND AT THE CLERKSONS HALL SITE, MANSFIELD WOODHOUSE,

MW10 - 0.3 HA. OF LAND TO THE EAST OF PORTLAND STREET, MANSFIELD WOODHOUSE,

MW11 - 0.4 HA. OF LAND TO THE SOUTH OF LEY LANE, MANSFIELD WOODHOUSE,

MW14 - 1.0 HA. OF LAND TO THE WEST OF PORTLAND STREET, MANSFIELD WOODHOUSE,

MW15 - 0.8 HA. OF LAND AT ROSE LANE, MANSFIELD WOODHOUSE,

WC4 - 0.5 HA. OF LAND ADJACENT TO THE DOG & RABBIT PUBLIC HOUSE, MARKET WARSOP.

6.8.6 It is estimated that if all the above sites were developed for housing, on a total of 7.2 hectares of land, they could provide approximately 219 additional dwellings. Land within the White Hart Street Action Area (MTC15) and small sites off Castle Street (MW7); at the former County Health Clinic (MW8); and to the rear of 31 High Street, Market Warsop (WC9) are also proposed for optional uses, including housing.

6.9 Residential Consolidation Areas

6.9.1 The Local Plan identifies two areas near the town centre which the District Council considers appropriate for the consolidation of residential uses.

H7 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH WOULD CONSOLIDATE RESIDENTIAL USES WITHIN THE FOLLOWING AREAS:-

H7(A) WOOD STREET / WESTFIELD LANE.

6.9.2 This area contains about 220 houses and is home to over 500 people. Most of the houses are small and date from the turn of the century. The area suffers from many of the problems normally associated with the inner areas of towns and cities. Whilst some houses need further repair work, there has been considerable investment in housing by the District Council, through the giving of housing grants and modernisation of Council-owned properties. Private owners have also invested large sums in housing improvement. Whilst the state of repair of individual houses is mostly good, the general physical environment is extremely poor. A number of industrial and commercial firms are located within the area in close proximity to houses. Lindley Street suffers particularly acute problems due to the presence of a bus garage and a scrapyards at the rear of houses on its eastern side. The area also suffers from pressures for the conversion of properties to office and commercial use. There is a lack of local open space and children's play facilities. Access to such facilities in surrounding areas is difficult because of the need to cross major roads. Many houses have very small gardens. Moreover, Wood Street and Westfield Lane are used by through traffic which causes considerable

concern to local people. Despite the many problems experienced there is a strong community spirit in the area and a desire to see the area remain in residential use. At the present time there are few vacant houses. The area offers a selection of relatively low cost housing in close proximity to town centre services. The Plan gives a firm commitment (subject to the availability of resources) by the Council to maintaining and improving this area by consolidating it in residential use.

6.9.3 In the Wood Street / Westfield Lane area the Council will, where possible programme environmental improvements and will seek, to limit, or where possible remove non-conforming uses. However, the Council recognises that whilst industrial and commercial activity in residential areas is environmentally unsatisfactory, it does provide local jobs. The District Council will, therefore, act extremely sensitively in cases where removal of such premises is contemplated and will seek to provide opportunities for the firms involved to relocate elsewhere in Mansfield. The removal of non conforming uses may present the opportunity to develop new housing or small areas of open space / play area on infill sites.

6.9.4 Substantial improvements to the local environment could be achieved through traffic management measures on Wood Street and Westfield Lane. The District Council will encourage the County Council to investigate the possibility of implementing such measures and consideration shall also be given to the provision of off street car parking.

H7(B) WOODHOUSE ROAD / WEST BANK AVENUE / BATH LANE.

6.9.5 This extensive area to the north of the town centre contains about 270 houses and is home to over 600 people. The area has a predominantly residential character. It is, however, subject to pressures for other town centre type developments, especially the conversion of properties to office use. Houses in the Crow Hill Drive area in particular lend themselves to this sort of conversion because of their size. On the south side of Crow Hill Drive a number of adjacent properties have been converted to office use. However, in recent years the District Council has resisted further conversions to office use and the Local Plan reaffirms this policy.

6.9.6 The area contains three major sites which are likely to become available for development, the Crow Hill Rehabilitation Centre, the Mansfield and District General Hospital and the Queen Elizabeth Grammar School site. In the first two cases the Plan proposes housing development. For the latter a mixture of office, hotel and residential uses are proposed. Residential development on other infill sites would normally be permitted and would serve to consolidate the residential character of the area.

6.9.7 Many of the streets in this area suffer from traffic problems because of their close proximity to the town centre. Whilst none of the roads are actually overloaded, the volume of through traffic carried is considered unacceptably high for a residential area. In addition, there are parking problems on some streets due to their use by Town Centre workers and shoppers. The problems associated with through traffic will have been alleviated to a large extent by the construction of Stage 3 of the Mansfield Inner Ring Road. However, the District Council will encourage the County Council to monitor the situation and to investigate the potential for further local improvements. A Residents Parking Scheme is in operation in the West Hill Drive area. The District Council will encourage the County Council to implement Residents Parking Schemes in the Crow Hill Drive area.

6.10 Open Spaces and Amenity Areas

6.10.1 Public open space contributes significantly to the environment and its provision is an important component towards an area's quality of life. New housing development should incorporate sufficient public open space to meet local needs, otherwise the overall level of provision throughout the District will be reduced as new development takes place.

H8 PLANNING PERMISSION WILL BE GRANTED FOR HOUSING DEVELOPMENTS OF ONE HECTARE OR OVER (TAKING ACCOUNT OF CUMULATIVE/PHASED DEVELOPMENTS), PROVIDED THAT 20% OF THE GROSS SITE AREA IS SET OUT AS USABLE PUBLIC OPEN SPACE. ALTERNATIVELY THE DISTRICT COUNCIL WILL SEEK TO NEGOTIATE SECTION 106 PLANNING OBLIGATIONS WITH DEVELOPERS TO ENSURE AN EQUIVALENT COMMUTED SUM CONTRIBUTION TOWARDS THE PROVISION OF NEW OFF-SITE FACILITIES OR EXCEPTIONALLY TO THE UPGRADING OF EXISTING FACILITIES. THIS POLICY WILL NOT APPLY IN CIRCUMSTANCES WHERE IT CAN BE CLEARLY DEMONSTRATED THAT THE LOCALITY WOULD BE ADEQUATELY PROVIDED FOR BY EXISTING FACILITIES, FOLLOWING COMPLETION OF THE HOUSING DEVELOPMENT.

6.10.2 A detailed survey/assessment of the District's existing recreation facilities was undertaken in the Spring of 1995. Further information on this exercise and implications on future requirements is provided in the Leisure and Tourism Chapter. In order that existing levels of public open space, per population, are at least maintained the District Council contends that the minimum provision required to make a viable contribution in new housing areas is the standard identified in the above policy. This is based on the National Playing Fields Association's (N.P.F.A.), recommendations for a minimum standard for outdoor playing space of "6 acres per 1,000 population" (2.43 ha. per 1,000 population). Based on the N.P.F.A.'s standards the following formula would apply:-

- Average number of persons per dwelling equals 2.54 (based on Mansfield District's 1991 Census population of 100,386 and 39,592 dwellings);
- Based on the above average, 393.7 dwellings would accommodate 1,000 people;
- Assuming the District Council's average housing density (i.e. 30 dwellings per hectare), 393.7 dwellings (1,000 population), would require an area of 13 hectares;
- On this basis 2.43 hectares (6 acres) of public open space would be required for every 13 hectares of land developed for housing, which equates to 18.7%.
- As policy H8 relates only to developments of over 1 hectare, it is considered appropriate to round the 18.7% figure, referred to above, up slightly to 20%.

6.10.3 New or improved public open space should be well related to housing developments from which contributions are made towards their provision, in terms of scale and location. In certain circumstances it will be more appropriate for such provision to take the form of commuted sum contributions towards the creation or enlargement of off-site public open space (e.g. where the size, location or physical circumstances of the proposed housing site would make on-site provision impractical or where it would be adjacent or near to a proposed or existing area of public open space). In exceptional cases the Council may instead seek a contribution towards the upgrading of existing facilities (e.g. where there is no scope to provide the required additional open space either on the site or nearby). Such a contribution would only be sought for improvements which are directly related to the proposed development.

H9 PLANNING PERMISSION WILL BE GRANTED FOR HOUSING DEVELOPMENTS PROVIDED THAT ANY NECESSARY PUBLIC OPEN SPACES, INCLUDING CHILDREN'S PLAY AREAS, SPORTS PITCHES AND ASSOCIATED LANDSCAPING REQUIRED AS PART OF THE DEVELOPMENT, BE LOCATED SO AS TO MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) RESPECT EXISTING SITE CHARACTERISTICS / FEATURES;**
- 2) BE ACCESSIBLE, SAFE AND SECURE PARTICULARLY FOR YOUNG CHILDREN;**
- 3) MINIMISE CONFLICT WITH, AND NUISANCE TO, ANY NEARBY PROPERTIES;**
- 4) HAVE REGARD TO FUTURE MAINTENANCE REQUIREMENTS.**

THE DISTRICT COUNCIL WILL SEEK TO NEGOTIATE SECTION 106 PLANNING OBLIGATIONS WITH DEVELOPERS TO ACHIEVE THE ESTABLISHMENT OF SUCH PROVISION TO A STANDARD ACCEPTABLE FOR SUBSEQUENT ADOPTION BY THE DISTRICT COUNCIL. THIS WILL NORMALLY NECESSITATE AN INITIAL ESTABLISHMENT PERIOD OF FIVE YEARS, THE COST OF WHICH WILL BE EXPECTED TO BE BORNE BY THE DEVELOPER.

6.10.4 To be effective public open spaces need to be accessible and capable of effective, safe use for either formal or informal activities. They should be designed so as to minimise potential nuisance problems and vandalism. Play equipment and landscaping are essential components of open spaces. The District Council will liaise with and provide advice to, applicants on the design and layout of such facilities where necessary.

6.10.5 Just as the provision of public open space is a proper requirement of new housing development, so too is the establishment / initial maintenance of such facilities, in the early years. The District Council will adopt open spaces only if they are of an acceptable standard in terms of type, layout and quality. Section 106 legal agreements will be used to ensure that adequate public open space relating to new housing developments is provided and maintained.

6.11 Existing Housing

6.11.1 It is important that housing provision is maximised not only through new development or redevelopment but also by protecting the existing housing stock. It is also important that the character and amenity of existing housing areas is protected.

H10 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF EXISTING SOUNDLY BUILT DWELLINGS PROVIDED THAT THEY WOULD MEET ONE OF THE FOLLOWING CRITERIA:-

- 1) THE PROPOSED DEVELOPMENT WOULD SIGNIFICANTLY ENHANCE THE CHARACTER AND APPEARANCE OF THE SURROUNDING AREA OR THE AMENITY OF ADJACENT RESIDENTS;**

- 2) **THE PROPOSED USE OF THE PROPERTY WOULD BE MORE APPROPRIATE THAN A HOUSING USE, CONSIDERING ITS DESIGN, LOCATION, ADJACENT LAND USES AND SURROUNDING ENVIRONMENT;**
- 3) **SUITABLE REPLACEMENT ACCOMMODATION WOULD BE PROVIDED WITHIN THE IMMEDIATE VICINITY.**

6.11.2 The District Council recognises that there are circumstances where development, which would lead to the loss of sound residential accommodation, may actually benefit the property, site and / or local area. It is also acknowledged that some properties used for residential purposes would be suited to other uses, more in keeping with, or conducive to, their surrounding environment, e.g. where residential use may be having adverse impacts or subject to nuisance problems etc. The District Council will seek necessary replacement accommodation by either conditioning any planning permission and / or by negotiating a section 106 planning obligation.

6.11.3 Within available resources the District Council will continue to support and promote the improvement and renovation of housing (both private and public), through the declaration of renewal areas, the availability of house renovation grants, house modernisation proposals and any other method / means at its disposal. Detailed proposals for improvements will be prepared in close collaboration with local residents.

6.12 **Conversions**

6.12.1 There are pressures in certain parts of the District for the conversion of dwelling houses to hotels, hostels, residential institutions or flats.

H11 PLANNING PERMISSION WILL BE GRANTED FOR THE CONVERSION OF EXISTING HOUSING TO SMALLER DWELLING UNITS/FLATS, HOSTELS, HOTELS OR RESIDENTIAL INSTITUTIONS PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) **COMPRISE SUBSTANTIAL HOUSES LARGE ENOUGH TO ENABLE A SATISFACTORY CONVERSION;**
- 2) **INTEGRATE WITH THE EXISTING PATTERN OF SETTLEMENT AND SURROUNDING LAND USES;**
- 3) **NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;**
- 4) **HAVE REGARD TO THE AMENITY OF ALL HABITABLE PROPERTIES / UNITS WITHIN THE DEVELOPMENT;**
- 5) **HAVE REGARD TO EXISTING ARCHITECTURAL AND SITE CHARACTERISTICS / FEATURES;**
- 6) **BE LOCATED WHERE THERE IS EASY ACCESS TO PUBLIC TRANSPORT;**
- 7) **HAVE REGARD TO PERSONAL SAFETY / SECURITY AND CRIME PREVENTION;**
- 8) **INCORPORATE SUITABLE AREAS OF USABLE OPEN SPACE TO MEET THE NEEDS OF RESIDENTS AND VISITORS.**

6.12.2 Any conversion proposals will be subject to their consideration in relation to the above criteria. Satisfactory conversion can be defined as that meeting all planning, building control and environmental health regulations.

H12 PLANNING PERMISSION WILL, IF REQUIRED, BE GRANTED FOR THE CONVERSION OF EMPTY OR UNDER UTILISED UPPER FLOORS OF SHOPS, AND OTHER SIMILAR COMMERCIAL PROPERTIES, TO RESIDENTIAL USE PROVIDED THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) INTEGRATE WITH EXISTING SURROUNDING LAND USES;**
- 2) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER AND/OR APPEARANCE OF THE SURROUNDING AREA;**
- 3) NOT LEAD TO A REDUCTION IN RESIDENTIAL AMENITY FOR ADJACENT OCCUPIERS DUE TO SUCH FACTORS AS LOSS OF LIGHT / SUNLIGHT, OVERLOOKING, NOISE, ETC.;**
- 4) RETAIN IMPORTANT ARCHITECTURAL AND SITE FEATURES;**
- 5) INCLUDE APPROPRIATE CRIME PREVENTION MEASURES.**

6.12.3 Many upper floors of shops are either unused or under-utilised. Such floorspace offers considerable scope for conversion to flats and could provide a welcome addition to the stock of rented accommodation. They can also assist in diversifying areas during evenings etc. and increase surveillance / security. In order to encourage the conversion of upper floors the District Council will offer advice on planning permissions, fire regulations, housing legislation and other matters.

6.13 House Extensions/Alterations

6.13.1 Many residents choose to extend/alter properties to meet their own specific requirements.

H13 PLANNING PERMISSION, IF REQUIRED, WILL BE GRANTED FOR THE EXTENSION/ALTERATION OF EXISTING DWELLINGS, INCLUDING SEPARATE BUILDINGS WITHIN THE CURTILAGE FOR HABITABLE OR OTHER INCIDENTAL PURPOSES PROVIDED THEY WOULD MEET BOTH OF THE FOLLOWING CRITERIA:-

- 1) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER AND / OR APPEARANCE OF THE STREET SCENE OR THE SURROUNDING AREA GENERALLY;**
- 2) NOT LEAD TO A REDUCTION IN RESIDENTIAL AMENITY FOR ADJACENT OCCUPIERS DUE TO SUCH FACTORS AS LOSS OF LIGHT/SUNLIGHT, OVERLOOKING, NOISE, ETC.**

6.13.2 Proposals to extend / alter dwellings will be considered having regard to the likely effect on the existing building, the potential impact on neighbouring properties, e.g. overlooking, disturbance, privacy, daylight, etc., and effect on the street scene generally.

6.14 Affordable Housing

6.14.1 Planning Policy Guidance Note 3 states that a community's need for affordable housing is a material planning consideration which may properly be taken into account in formulating Development Plan policies. The District Council considers such accommodation to encompass both low-cost market and subsidised housing (irrespective of tenure, ownership - whether exclusive or shared - or financial arrangements), for those who, due to level of income, are unable to buy or rent houses on the local open market. Changes in the housing market over recent years have led to a deficiency of affordable housing to meet local needs, due mainly to rising house prices and limited supply of available Local Authority housing.

H14 PLANNING PERMISSION WILL BE GRANTED FOR HOUSING DEVELOPMENTS THAT INCLUDE AFFORDABLE ACCOMMODATION, SUCH AS LOW COST HOUSING FOR SALE, RENT OR SHARED OWNERSHIP. WHERE THERE IS A DEMONSTRABLE LACK OF AFFORDABLE HOUSING, TO MEET LOCAL NEEDS, THE DISTRICT COUNCIL WILL SEEK TO NEGOTIATE SECTION 106 PLANNING OBLIGATIONS WITH DEVELOPERS, LAND OWNERS AND OTHER RELEVANT BODIES, E.G. HOUSING ASSOCIATIONS, TO ACHIEVE SUCH PROVISION AND ENSURE THAT THE BENEFITS OF AFFORDABLE HOUSING, FOR RENT AND SHARED OWNERSHIP, WOULD BE ENJOYED BY SUCCESSIVE AS WELL AS INITIAL OCCUPIERS, TAKING INTO ACCOUNT THE SIZE, ITS SUITABILITY AND THE ECONOMICS OF PROVISION.

6.14.2 The Council will undertake a comprehensive study at an early stage of the Plan period to establish where there is a demonstrable lack of affordable housing within the District. The Council will use this study to establish an appropriate threshold for the provision of affordable housing on larger housing developments taking into account the advice in Circular 06/98.

6.14.3 An effective way of ensuring that affordable housing will be enjoyed by successive as well as initial occupiers is by the involvement of a registered social landlord, such as a housing association or a trust. In other cases the Council will either impose conditions or seek to negotiate section 106 planning obligations to control future occupancy, where this is necessary to ensure the long term availability of affordable housing. The Council will normally seek to control occupancy by means of a cascade approach to allow adequate flexibility. In some instances, where it would be impractical to provide affordable housing within the proposed development, the Council will seek a financial contribution towards the provision of affordable housing on other sites within the District.



6.14.4 Whilst caravans and mobile homes can provide an important and relatively inexpensive source of residential accommodation they can have a significant effect on the environment and amenity of surrounding area. For these reasons any such proposals should be treated as residential applications and should conform to the same policies. Two mobile home parks already exist in the District, both just outside the defined urban area. For environmental reasons it is felt that if demand for additional mobile homes exists, they should be located within the defined urban area, with issues on affordability based on the above policy.

6.15 **Special Needs Housing and Accommodation**

6.15.1 Local Authorities are now limited in their scope to provide special needs housing, or indeed any housing in significant amounts. Responsibility for providing housing opportunities for all, including those with special housing requirements, must therefore be shared with the private sector.

H15 PLANNING PERMISSION WILL BE GRANTED FOR HOUSING DEVELOPMENTS THAT INCLUDE SPECIAL NEEDS ACCOMMODATION, E.G. FOR THE DISABLED AND ELDERLY. WHERE THERE IS A DEMONSTRABLE LACK OF SPECIAL NEEDS HOUSING, TO MEET LOCAL NEEDS, THE DISTRICT COUNCIL WILL SEEK TO NEGOTIATE WITH DEVELOPERS, LAND OWNERS AND OTHER RELEVANT PARTIES TO ACHIEVE SUCH PROVISION.

6.15.2 The design of special needs housing should consider internal planning for wheelchair manoeuvre. It is also important that the design of the external environment is carried out with consideration for elderly and disabled users. Steep slopes should be avoided where possible and such accommodation should be located near to important facilities, e.g. shops, etc.

H16 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF, INCLUDING CONVERSIONS TO, SHELTERED HOUSING SCHEMES, RESIDENTIAL CARE AND NURSING HOMES PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) BE LOCATED WITHIN THE URBAN BOUNDARY, AS DEFINED ON THE PROPOSALS MAP;**
- 2) COMPRISE, WHERE INVOLVING CONVERSIONS, SUITABLE BUILDINGS TO ENABLE A SATISFACTORY CONVERSION;**
- 3) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;**
- 4) HAVE REGARD TO EXISTING ARCHITECTURAL AND SITE CHARACTERISTICS / FEATURES;**
- 5) BE LOCATED WHERE THERE IS EASY ACCESS TO A MAIN ROAD, PUBLIC TRANSPORT AND AMENITIES SUCH AS SHOPS, POST OFFICES AND CHURCHES;**

- 6) **HAVE REGARD TO PERSONAL SAFETY / SECURITY AND CRIME PREVENTION;**
- 7) **INCORPORATE SUITABLE AREAS OF USABLE OPEN SPACE TO MEET THE NEEDS OF RESIDENTS AND VISITORS.**

6.15.3 There has been a growing interest and demand recently in providing accommodation for special needs groups. Such developments raise particular issues such as distance from amenities, provision of facilities and impact on neighbouring properties. In considering proposals for such developments reference will be made to the above.

6.16 **Sites for Travelling Showpeople and Gypsies**

6.16.1 The Local Plan does not identify any specific sites for travelling showpeople. The District Council will liaise with the Showmen's Guild of Great Britain in identifying the demand for and availability of suitable sites for this purpose in the Local Plan. The District Council will also consult with Nottinghamshire County Council in identifying any suitable sites for gypsies should such a need arise.



CHAPTER 7 - LEISURE & TOURISM

7.1 Introduction

7.1.1 Leisure is a major activity which fulfils an important role in contributing towards the quality of life of the population within the District. The term “leisure” not only encompasses participation in active sport, but also children’s play and informal recreational pursuits such as walking.

7.1.2 The provision of leisure facilities has been going through a period of transition with the private sector becoming more involved in the leisure industry. Whilst this does have the affect of broadening the range of facilities available, invariably these are aimed at the more affluent market e.g., Multiplex Cinemas, Theme Parks and new concepts in leisure provision involving accommodation such as Center Parcs. These have changed the way in which recreation was perceived in the 1980’s. Such changes have helped to fuel a demand for a wider range of recreational facilities.

7.1.3 Within this framework the provision of sports pitches, parks, children’s play areas, informal open space and allotments will continue to be an important element in enhancing the quality of life of the people of Mansfield District. The provision of these facilities has traditionally been the role of the Local Authority. However this role is changing, with more emphasis being increasingly put on the private sector as providers.

7.1.4 The 1994 Deposit Nottinghamshire Structure Plan Review defines “Tourism” as being the activity of all those visiting an area for leisure, business or family reasons, including day visitors. It defines tourist facilities as broadly comprising of the following:-

- tourist attractions;
- tourist services including information facilities, car parks and toilets;
- tourist accommodation.

7.2 Problems and Needs

7.2.1 Although existing sports pitch provision in the District is more than the minimum recommended levels, as suggested by the National Playing Fields Association, there is an uneven distribution of such facilities. This does not give ready access for all the District’s population to sports pitches. In particular there is a paucity of sports pitches in eastern and western Mansfield, which includes the wards of Leeming, Cumberlands, Lindhurst, Ladybrook, Broomhill, Sherwood, Ravensdale and Titchfield.

7.2.2 The East Midlands Council for Sport and Recreation, in its publication “Beyond the Barriers” (1994) has identified that within the District there is a shortfall of the following “built” facilities:

- 2 sports halls (4 badminton court size)
- 1 indoor bowls centre

- 7.2.3 The East Midlands Council for Sport and Recreation, in its previous publication “Taking Shape” (1988) identified that there is also a shortfall of golf courses within the District. This shortfall equates to one 18 hole and one 9 hole golf course.
- 7.2.4 The District Council is looking to increase the amount of public open space, where finances permit, in order to improve the urban environment and the quality of life enjoyed by Mansfield residents and visitors.
- 7.2.5 Further provision of equipped children’s play grounds is required in the Mansfield Woodhouse, Warsop, Titchfield and Oak Tree areas of the District. This is in addition to the upgrading of existing playgrounds programme.
- 7.2.6 There are numerous allotment garden sites within the Plan area which in the past adequately served adjacent residential areas. However development has created a possible need for new sites in the Oak Tree, Kings Mill and Forest Town areas.
- 7.2.7 The East Midlands Tourist Board has estimated that in 1990, over £144 million was spent by tourists in Nottinghamshire, little of which was spent in Mansfield District. This can be attributed to three specific factors:-
- poor regional image of the District;
 - lack of hotel accommodation;
 - no major tourist attractions.

7.3 **Opportunities**

- 7.3.1 The imbalance of sports pitches within the District will be addressed by the following additional provision of playing fields:-
- developing land adjacent to Abbott Road Playing Fields on the corner of Abbott Road and Brick Kiln Lane;
 - developing fields at Bull Farm centred on the District Council’s existing Recreation Ground and school playing fields;

These are in addition to proposals already being implemented at Oak Tree.

- 7.3.2 Throughout the District opportunities exist to create major areas of open space. These include land at Sherwood Colliery and Litton Road and will often be provided in association with development proposals. With the closure of the collieries within the District, this has created the unique opportunity for recreational facilities on areas previously used for tipping. As a consequence, this authority will encourage the provision of recreational facilities, particularly utilising these tips e.g., at Sherwood and Warsop collieries.
- 7.3.3 In relation to sports halls, the Local Plan identifies appropriate locations at Forest Town, Bull Farm, Pleasley Hill and Manor Park.

- 7.3.4 The provision of children's play space facilities particularly in densely populated areas, is important with regard to the quality of life for young children. As a consequence, the Plan will look to increase provision, particularly in the Mansfield Woodhouse, Warsop, Ravensdale, Titchfield and Oak Tree areas of the District.



- 7.3.5 In order to help alleviate the shortfall of allotment gardens that has come about as a result of the growth of specific areas, the Plan identifies the possible need for sites in Forest Town and Oak Tree.
- 7.3.6 In order to greatly increase Mansfield's contribution towards attracting tourists to the region, the Plan identifies a broad range of hotel sites to increase accommodation. It also highlights a number of other opportunities to help broaden Mansfield's tourism base.
- 7.3.7 In all, the Local Plan recognises that there is an overall deficiency of major recreational facilities in the District. There are, however, major opportunities to address this problem, e.g., disused colliery tips. These offer large areas which can be used to provide recreational facilities for the use of not only the District's population, but also well beyond its boundaries.

7.4 **Objectives**

- 7.4.1 Ensure sufficient land is allocated for both organised sport and informal recreation.
- 7.4.2 Identify areas of under provision.
- 7.4.3 Ensure the protection and provision of open space.
- 7.4.4 Ensure an even distribution of recreation space throughout the District.
- 7.4.5 Provide a wide range of good quality recreational facilities and ensure that those facilities are available to all members of the community, including disabled and elderly persons.
- 7.4.6 Ensure provision is properly co-ordinated with other forms of development and other land use policies.
- 7.4.7 Ensure the availability of public rights of way.

- 7.4.8 Ensure a proper contribution to open space is made by developments in the District, either by new provision or in the form of commuted sums to be used to enhance existing open space.
- 7.4.9 To improve the quality and range of existing facilities.
- 7.4.10 Make effective multiple use of land and buildings for tourism, leisure and recreation, as well as other uses, where possible.
- 7.4.11 To strike a balance between providing opportunities for expanding tourism, leisure and recreation in the District whilst also protecting the natural and built environment and residential amenity from detrimental impact.
- 7.4.12 To capture an increasing share of the tourism market by:-
- identification of suitable locations for the development of a range of leisure and business accommodation;
 - improving the quality of the built and natural environments, with particular attention paid to areas of existing and potential interest;
 - ensuring the existing and proposed infrastructure is adequate to meet the needs of tourists.
- 7.4.13 To encourage a high quality of design in the provision of tourist and recreational facilities and to ensure good access for people with disabilities, the elderly and infirm.

POLICIES AND PROPOSALS

7.5 Major Areas of Public Open Space and Local Parks

- 7.5.1 Major areas of public open space and local parks provide an important facility, over wide sections of the urban area. All of these areas contribute towards the communities that they serve usually within a half mile radius. Where developments can be proven to enhance such facilities, then they will receive favourable consideration by the District Council.

LT1 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF MAJOR PUBLIC OPEN SPACE AREAS AND LOCAL PARKS, AS DEFINED ON THE PROPOSALS MAP, UNLESS THEY WOULD ENHANCE THE FACILITY FOR RECREATIONAL USE.

- 7.5.2 Both local parks and major areas of open space provide important sports facilities, children's play equipment and informal recreation areas. It is essential that their provision is continued. The location and topography of such facilities often make them desirable for alternative forms of development. The Local Plan will protect them from such alternative development. Only small-scale developments that would enhance the facility for recreational use e.g. the provision of changing facilities, children's play equipment or facilities for the storage of recreational or grounds maintenance equipment, will be viewed favourably.

- 7.5.3 Major areas of public open space and local parks are defined as those which are regarded as having considerable local importance e.g. Oak Tree Common or, have been established for such a long period of time that they have become an integral part of the local landscape e.g. Yeoman Hill Park.

7.6 Public Open Spaces

- 7.6.1 All existing playing fields, play areas and incidental open space in the Plan area contribute towards the well being and quality of life of the communities that they serve, usually within a quarter mile radius.

LT2 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF PUBLIC OPEN SPACES, AS DEFINED ON THE PROPOSALS MAP, UNLESS THEY WOULD MEET ONE OR MORE OF THE FOLLOWING CRITERIA:-

- 1) BE ANCILLARY TO THE RECREATIONAL USE;**
- 2) CLEARLY DEMONSTRATE THAT THERE IS SUFFICIENT PUBLIC OPEN SPACE IN THE IMMEDIATE AREA TO MEET BOTH THE CURRENT AND LONG TERM RECREATIONAL NEEDS OF THE LOCAL POPULATION;**
- 3) PROVIDE AN ACCEPTABLE REPLACEMENT FACILITY IN THE IMMEDIATE LOCALITY.**

- 7.6.2 Public open spaces can often be subject to pressure for development and are, therefore, protected from development by this policy, except where at least one of the above mentioned criteria can be satisfied. Replacement facilities are defined as being of a size and consisting of features similar to the lost open space. The types of open spaces covered by this policy include those areas which are not covered by Policy LT1 but which still have local significance and importance. Exercises showing that there is sufficient public open space in the immediate area should also consider the long term needs of the community and its continued growth.



7.7 Amenity Open Spaces

- 7.7.1 Amenity open spaces are defined, in the context of this Plan, as informal areas of less than 0.3 hectares. Whilst relatively small in area they do nevertheless make a significant contribution to the overall amenity of areas in which they are situated.

LT3 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF AMENITY OPEN SPACES, OF LESS THAN 0.3 HECTARES IN AREA, UNLESS THEY WOULD MEET ONE OR MORE OF THE FOLLOWING CRITERIA:-

- 1) BE ANCILLARY TO THE EXISTING RECREATIONAL USE;**
- 2) CLEARLY DEMONSTRATE THAT THERE IS SUFFICIENT PUBLIC OPEN SPACE IN THE IMMEDIATE AREA TO BOTH MEET THE CURRENT AND LONG TERM NEEDS OF THE LOCAL POPULATION;**
- 3) PROVIDE AN ACCEPTABLE REPLACEMENT FACILITY IN THE IMMEDIATE LOCALITY.**

7.7.2 Amenity open spaces are important features of an area particularly if landscaped and properly maintained. They can be especially important elements of housing estates. The District Council will, therefore, resist developments/changes of use that would lead to their loss.

7.8 Informal Spaces

7.8.1 Within the District there are many attractive countryside routes that extend into the urban area. These facilities provide important greenways for public use both inside and out of the urban area. They contribute significantly to the environment of the District, have considerable potential for further recreational development and often adjoin important green spaces which can make a valuable contribution to the District's wildlife habitats. They will, therefore, be protected from development.

7.9 Private and Miners Welfare Organisation Recreational Facilities

7.9.1 Whilst it has traditionally been the role of the Local Authority to be the main provider of recreation facilities within the District, private sports clubs/facilities and Miners Welfare Institutes also play an important part in ensuring a broad range of facilities are available to club members and the public. The importance of their continued provision is identified by the District Council.

LT4 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF PRIVATE/COAL INDUSTRY SOCIAL AND WELFARE ORGANISATION RECREATIONAL FACILITIES, AS DEFINED ON THE PROPOSALS MAP, UNLESS THEY WOULD MEET ONE OR MORE OF THE FOLLOWING CRITERIA:-

- 1) BE ANCILLARY TO THE EXISTING RECREATIONAL USE;**
- 2) ASSIST IN THE RETENTION AND ENHANCEMENT OF THE RECREATIONAL USE OF THE SITE;**
- 3) PROVIDE AN ACCEPTABLE REPLACEMENT FACILITY IN THE IMMEDIATE LOCALITY.**
- 4) CLEARLY DEMONSTRATE THAT THERE IS AN EXCESS OF SUCH FACILITIES IN THE IMMEDIATE LOCALITY.**

- 7.9.2 Sports pitches, operated by the Coal Industry Social and Welfare Organisation (CISWO) make an important contribution towards the overall level of formal sports facilities in the District. There are currently seven sites within the District, Berry Hill Park, Longden Terrace (Warsop), Clipstone (Forest Town), Church Warsop, Welbeck (Meden Vale), Sherwood and Mansfield Colliery Miners Welfare Organisations. With only Welbeck Colliery now operational, the recreational facilities within the District will become increasingly difficult to maintain and upgrade with a likely reduction in income. This could result in their loss to alternative development which would be resisted by the District Council.

LT5 PLANNING PERMISSION WILL BE GRANTED FOR THE REDEVELOPMENT OF THE STADIUM TO MEET THE REQUIREMENTS OF HEALTH AND SAFETY IN FOOTBALL STADIUMS AND FOR ANCILLARY ASSOCIATED COMMUNITY LEISURE FACILITIES.

- 7.9.3 Mansfield Town Football Club plays an important role within the District and beyond. It is ideally located at Field Mill being on a major transport route and close to public transport facilities. The Local Plan therefore seeks to retain this use in this area. Any redevelopment of the site should make provision for pedestrian and cycle links into the site of Proposal R5. In the interest of the efficient use of land the District Council will encourage the use of car parking areas within the site by the general public on 'non-match days. Any redevelopment of the Football Stadium would be expected to meet the requirements of the Justice Taylor Report in terms of health and safety within football stadiums.

7.10 **Allotment Gardens**

- 7.10.1 Allotment gardens have historically fulfilled an important role in providing land for cultivation in urban areas. They are also important in terms of nature conservation and open amenity areas.

LT6 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF ALLOTMENT GARDENS, AS DEFINED ON THE PROPOSALS MAP, UNLESS THEY WOULD MEET EITHER OF THE FOLLOWING CRITERIA:-

- 1) **PROVIDE AN ACCEPTABLE REPLACEMENT FACILITY IN THE IMMEDIATE LOCALITY;**
- 2) **CLEARLY DEMONSTRATE THAT THE ALLOTMENT GARDENS ARE NO LONGER REQUIRED.**

- 7.10.2 There are a number of allotment sites within the District which are owned either by the District Council, the Trustees of the Allotments for the Labouring Poor or privately. Allotments that are either owned/administered by this Authority or the Trustees, in March 1993 totalled 1,581 plots. Of these, 1,303 were used, 278 were vacant. Vacant plots do not mean however, that there is a lack of demand. It often reflects plots which suffer from vandalism and theft.

- 7.10.3 Nevertheless, it is accepted that some sites are poorly used. In some cases these could be relinquished or rationalised, providing there would remain sufficient allotments within the immediate locality to meet long term needs of the local population. Any disposal of statutory allotment land will require consent from the Secretary of State for the Environment, Transport and Regions under the Provisions of the Allotment Act 1925.

- 7.10.4 There are two sites in Ravensdale Ward off Sandy Lane which are in close proximity to each other and which are little used. The Plan proposes the allocation of land off Sandy Lane and off Sherwood Close for housing. This would be dependent on the satisfactory rationalisation of the allotments and the provision of other necessary recreational facilities in the vicinity. There is considered to be capacity within adjacent allotments for displaced tenants.
- 7.10.5 The allotments at Woburn Road, Pleasley Hill are no longer used and are required for road improvement schemes, as are the allotments at Clarence Street. Displaced tenants can be accommodated at Water Lane and New England gardens.
- 7.10.6 Whilst relinquishing and rationalising some allotment gardens is appropriate, some urban areas of the District have grown rapidly. The provision of allotment gardens has not kept pace with this growth. As a consequence, some areas are considered to suffer from a shortfall of allotment garden provision. This is particularly so in the Forest Town and Oak Tree Lane areas of the District. As further growth occurs and demand increases, this Authority will seek to provide appropriate sites within these localities, subject to demand.

7.11. **Playing Fields at Education Establishments**

- 7.11.1 The term “education establishment” in the Local Plan relates to all centres where the predominant activity is the process of training and learning e.g., all schools and colleges within the District. Educational playing fields occupy large areas of land predominantly within established urban settlements and create valuable areas of open space. As well as being important for school use, they also offer the opportunity of increased community use. Once such playing fields have been used for purposes other than recreation, their value to the community and to the school is lost. As school sizes are likely to fluctuate, then this will lead to differing levels of demand for school playing fields. Even when demand is low, it is still likely to increase over a longer period.

LT7 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF SCHOOL/COLLEGE PLAYING FIELDS, AS DEFINED ON THE PROPOSALS MAP, UNLESS THEY WOULD ONLY RESULT IN THE LOSS OF A SMALL PART OF THE AREA USED FOR RECREATIONAL PURPOSES AND MEET ONE OR MORE OF THE FOLLOWING CRITERIA:-

- 1) BE ANCILLARY TO THE EXISTING RECREATIONAL USE;**
- 2) PROVIDE AN ACCEPTABLE REPLACEMENT FACILITY ACCESSIBLE TO CURRENT USERS;**
- 3) ASSIST IN THE RETENTION AND ENHANCEMENT OF THE RECREATIONAL USE OF THE SITE;**
- 4) BE FOR EDUCATIONAL USE ESSENTIAL FOR THE CONTINUED OPERATION OF THE ESTABLISHMENT;**
- 5) CLEARLY DEMONSTRATE THAT THERE IS A SUFFICIENT LEVEL OF SPORTS PITCH AND OPEN SPACE PROVISION IN THE IMMEDIATE AREA TO MEET BOTH THE CURRENT AND FUTURE RECREATIONAL NEEDS OF THE LOCAL COMMUNITY.**

7.11.2 This presumption against the loss of school/college playing fields to development aims to ensure the continuation of an important resource for the community in terms of open breaks or green spaces. This is particularly true in areas lacking public open space. The District Council will continue to press for the joint use of such facilities outside school/college hours. This policy is also in line with recent Government advice contained in PPG 17. Where the educational use of the site ceases, proposals for the development of its playing fields will only be considered favourably where it can clearly be demonstrated that a surplus of open space exists in the surrounding locality.

7.12 **Proposed Sports Pitches**

7.12.1 As stated previously, the overall provision of sports pitches is relatively good. It is the distribution of such facilities that fails to meet identified objectives. The Plan seeks to improve the provision of such facilities and will consider favourably proposals that increase formal sports facility provision.

LT8 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF NEW SPORTS PITCHES AT THE FOLLOWING LOCATIONS:-

LT8(A) BULL FARM.

7.12.2 The area north west of Bull Farm is proposed for further sports pitch provision. This will help address the paucity of such provision in western Mansfield. Contributions towards the provision for such facilities will be expected as part of the housing development proposals off Water Lane.

LT8(B) ABBOTT ROAD.

7.12.3 An area south east of Abbott Road is proposed for further sports pitch provision along with Bull Farm. This will help address the paucity of such provision in western Mansfield.



7.12.4 It is accepted that the most effective way of developing sports pitches is to concentrate them in large areas, leading to economies of scale in terms of management, maintenance and development. It does not, however, ensure a fair distribution of resources. In order to make facilities available to all members of the community, the Plan will ensure that facilities are distributed evenly throughout the District. In particular, sites allocated, will look to make greater use of existing or proposed facilities. Not only will the above areas provide new pitches, but areas of informal open space will also be provided adjacent to them.

7.13 **Proposed Public Open Space**

- 7.13.1 Public recreational space has an important role to play within the overall hierarchy of open space provision in terms of areas to walk, sit and for children to play, as well as to enhance the local environment. Whilst for the most part, there is an even distribution of such recreational areas throughout the District, some areas do suffer from a lack of such facilities.

LT9 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF PUBLIC OPEN SPACE AT THE FOLLOWING LOCATIONS:-

LT9(A) WOBURN ROAD, PLEASLEY HILL.

- 7.13.2 The construction of the Pleasley Bypass extension will result in the loss of the existing recreation ground at the junction of Woburn Road and Chesterfield Road North. It will therefore be necessary for a replacement facility to be provided as part of the highway proposal at this location. This area will function as an area of amenity open space as a buffer between the proposed road and adjacent housing.

LT9(B) BELLAMY ROAD.

- 7.13.3 The existing Bellamy Road area is poorly served by current recreational facilities. It is proposed to create additional recreational facilities in association with housing development proposed off Redruth Drive, the District Council will seek to negotiate a Section 106 planning obligation to achieve this. The area will serve as a local amenity area and act as a buffer between the housing and employment areas in this locality.

LT9(C) BALMORAL DRIVE.

- 7.13.4 A buffer zone is proposed north of Chesterfield Road, on the north eastern boundary of the employment site at Mile Hill and west of Balmoral Drive. This will create an open break between the proposed industrial and housing developments in this area and the proposed green wedge, achieved through negotiation with the developers of the adjacent employment development site.

LT9(D) SHERWOOD RISE.

- 7.13.5 It is proposed that part of the former Sherwood Colliery site be used for informal recreation purposes but also to act as a buffer between housing and employment proposals. The District Council will seek to negotiate Section 106 planning obligations with developers to ensure its provision.

LT9(E) LITTON ROAD, MANSFIELD WOODHOUSE.

- 7.13.6 Litton Road is an area of Mansfield Woodhouse that is not sufficiently provided for in terms of informal open space. It is proposed to increase provision and to improve access from the Peafield Lane Estate to the proposed Maun Valley route. The District Council will seek to negotiate Section 106 planning obligations with developers to ensure its provision.

LT9(F) STONE CROSS LANE.

- 7.13.7 The former site of Queen Elizabeth's Grammar School for Girls provides an opportunity to provide an excellent area of informal open space in a built up area. Any new use of the Girls School will need to take into account the increase of public access which this

Authority will be looking to achieve in an area that is currently deficient of open space. The District Council will seek to negotiate Section 106 planning obligations with developers to ensure its provision.

LT9(G) LARKHILLS.

- 7.13.8 As part of continuing housing development at Larkhills further areas of open space will need to be provided. These will facilitate a network of areas for recreational use and associated footpath links, from New Mill Lane/Holly Road/Laurel Avenue through to the west of the Larkhills Estate, where future housing is proposed.

LT9(H) RUSHPOOL FARM/STINTING LANE.

- 7.13.9 The development of substantial new housing areas at Rushpool Farm and Stinting Lane will necessitate the provision of associated public open space linking the Larkhills estate to the River Maun Valley. This will include the creation of a new park off New Mill Lane. The District Council will seek to negotiate Section 106 planning obligations with developers to ensure its provision.

LT9(I) PORTLAND STREET, MANSFIELD.

- 7.13.10 Planning permission will not be granted for developments which would prevent the implementation of a landscaping scheme on land off Portland Street. The seven houses which comprise this site are considered unsuitable for residential occupation because of their poor condition and their proximity to the heavily used Portland Street. Their removal will present an opportunity to improve the local environment by introducing a landscaped area.

LT9(J) BERRY HILL LANE/KING GEORGE V AVENUE.

- 7.13.11 Development of a major recreational area in the former Berry Hill quarry will require the sensitive provision of open space and footpath/cycle routes through the site. The protection of existing nature conservation features such as the woodland area off King George V Avenue and provision of new heathland areas will also be a requirement. The District Council will seek to negotiate Section 106 planning obligations with developers to secure the above.

LT10 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF PUBLIC OPEN SPACES OR SPORTS PITCHES PROVIDED DURING THE PLAN PERIOD, UNLESS THEY WOULD MEET ONE OR MORE OF THE FOLLOWING CRITERIA:-

- 1) BE ANCILLARY TO THE RECREATIONAL USE;
- 2) CLEARLY DEMONSTRATE THAT THERE IS AN EXCESS OF PUBLIC OPEN SPACE OR SPORTS PITCHES IN THE IMMEDIATE LOCALITY TO MEET BOTH CURRENT AND FUTURE RECREATIONAL NEEDS OF THE LOCAL COMMUNITY.
- 3) PROVIDE AN ACCEPTABLE REPLACEMENT FACILITY IN THE IMMEDIATE LOCALITY.

7.13.12 Clearly, once new public open space and sports pitches have been provided due to an identified need, it would be inappropriate for the site to be lost to development. Consequently new public open space provided over the Plan period will be given the same protection as that already in existence.

7.14 **Proposed Country Park**

LT11 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A COUNTRY PARK ON LAND AT MANOR PARK/PARK HALL INCLUDING THE PROVISION OF ANCILLARY LEISURE/TOURIST FACILITIES WHERE THESE WOULD ENHANCE THE PUBLIC ENJOYMENT OF THE AREA.

7.14.1 To complement the formal recreation facilities already located at the Manor Park Sports Complex, a Country Park will be provided in the Park Hall area to the north of the existing complex. This will provide a more informal recreational area and facilitate access to the surrounding countryside. The development of the Country Park will include the provision of appropriate leisure/tourist facilities to enhance the public enjoyment of the area. The Council will encourage the involvement of private developers to achieve these objectives. A development brief will be prepared for the area in co-operation with the landowner and other interested parties. A significant part of this area is subject to designation as a Mature Landscape Area in the Environment Chapter under Policy NE8(C).

7.15 **Proposed Major Recreational Areas**

7.15.1 The tipping areas relating to the District's three former collieries and the tipping area of the former Shirebrook colliery, which lies partly within the District, offer considerable potential for recreational activities.

LT12 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF RECREATIONAL USES AT FORMER TIPPING AREAS AT THE FOLLOWING LOCATIONS:-

LT12(A) FORMER MANSFIELD COLLIERY.

7.15.2 The tipping area associated with the former Mansfield Colliery is ideally located to serve a large catchment population. It is proposed to reclaim it for recreational purposes. The area has sufficient scope to be developed as a Country Park. This could include for example landscaped areas, footpaths, bridleways, cycle paths, golfing facilities, etc. In view of its location outside the defined urban boundary special consideration will be given to the extent of built facilities which may be required.

LT12(B) FORMER SHERWOOD COLLIERY.

7.15.3 The former Sherwood Colliery tip north of Debdale Lane is suitably located, adjacent to the proposed Robin Hood Line Station at Mansfield Woodhouse, for recreational development. Once the tip has been reclaimed there could be scope for the development of an 18 hole golf course and other recreational activities e.g. dry ski slope. Potential also exists to link this complex to Pleasley Vale through a series of footpath links. The site lies outside the defined urban boundary and special consideration will be given to the extent of built facilities which may be required.

LT12(C) FORMER WARSOP COLLIERY.

7.15.4 The former Warsop Colliery tipping area has the potential for informal recreation use such as forestry, walking, horse riding or even reversion back to agricultural uses.

7.15.5 The resources of the District Council are unlikely to enable it to be actively involved in the development of all four tip areas and the Council will seek to pursue an enabling role in the development of these areas.

LT12(D) FORMER SHIREBROOK COLLIERY TIP.

7.15.6 The former Shirebrook Colliery lies outside the District within Derbyshire, but a substantial portion of the tipping area is located within the District. The tip is to be restored by Nottinghamshire County Council for forestry/recreation uses. There is considerable potential to link the recreational use of this site with the proposed Meden Valley route which is intended to cross the southern part of the tip area. The District Council will liaise with Nottinghamshire County Council and Bolsover District Council to achieve this.

7.16 Proposed “Built” Leisure Facilities

7.16.1 The term “built” leisure facilities refers to a wide range of sports activities throughout the District. It includes sports halls, swimming pools, squash courts, indoor bowling greens, ice rinks, outdoor pitches, golf courses, synthetic athletics tracks, floodlit areas, water sports facilities and country parks.

LT13 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF “BUILT” LEISURE FACILITIES PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) BE OF A SIZE, SCALE AND NATURE IN KEEPING WITH THE CHARACTER AND APPEARANCE OF THE AREA;**
- 2) INTEGRATE WITH THE EXISTING PATTERN OF SETTLEMENT, LANDSCAPE AND SURROUNDING LAND USES;**
- 3) NOT HAVE A DETRIMENTAL EFFECT ON THE AMENITY OF ADJACENT OCCUPIERS;**
- 4) RETAIN IMPORTANT SITE CHARACTERISTICS /FEATURES;**
- 5) BE LOCATED WHERE THERE IS, OR IS THE POTENTIAL FOR EASY ACCESS TO PUBLIC TRANSPORT;**
- 6) INCORPORATE RELEVANT CRIME PREVENTION MEASURES.**

7.16.2 As with other forms of development it is important that any facilities built for leisure/recreation uses should have regard to their potential impact on the surrounding environment. Planning applications will, therefore, be considered having regard to the above. It is particularly important that they must respect the setting, character and quality of the local environment, especially if located outside of the defined urban boundary. The amenity of any existing surrounding properties will need to be carefully

considered especially with respect to issues of disturbance/nuisance, e.g. noise, flood lighting, etc. Proposals must consider existing site characteristics/features, e.g. site form, trees, hedgerows, walls, etc. Such features usually enhance the development and often assist in reducing possible adverse impacts on surrounding areas. Proposals must also demonstrate that there would be, or be potential for, access to a range of modes of travel particularly public transport. New facilities built for leisure uses must have regard to safety/security matters and include measures to assist crime prevention, where possible.

7.16.3 As stated earlier, the East Midlands Council for Sport and Recreation has identified the following shortfall in built sports facilities within the District:-

- Two sports halls (4 badminton court size);
- One indoor bowls centre;
- One 18 hole and one 9 hole golf course.

(N.B. The sports halls will meet the “Standardised Approach to Sports Hall” SASH design. The SASH size is the equivalent area of four badminton courts. It is recognised to serve a catchment area of approximately 15,000 to 20,000 people).

7.16.4 There are already two main golf courses within the District, Woodhouse and Sherwood Forest Golf Courses, with further provision at Racecourse and King George V parks. In addition, a golf driving range exists off Jubilee Way in eastern Mansfield. However, there has been a substantial increase in participation in golf during the last decade. As a consequence this authority will look to encourage the development of at least one eighteen hole and one nine hole course in the Mansfield area.

7.16.5 The development of golf courses, particularly eighteen holes, requires considerable amounts of land and can only be appropriately developed on the fringe of the urban area. Potential sites that are capable of supporting such facilities include; the Cauldwell Valley, land in the Maun Valley north east of Mansfield and in the long-term, reclaimed land associated with Sherwood Colliery tip.

7.16.6 A variety of recreation opportunities are available at seven District Council operated leisure centres and numerous private sports clubs. The District Council will also continue to press for the joint use of school facilities. There is, however, considered to be a need for the provision of two additional sports halls within the District.

LT14 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF SPORTS HALLS AT THE FOLLOWING LOCATIONS:-

LT14(A) BULL FARM.

7.16.7 Bull Farm, located in Pleasley Hill Ward, currently has no Sports Hall to serve the local population. There are also no Sports Hall facilities in the neighbouring Wards of Cumberlands, Northfield or Sherwood. These Wards have a total population of 13,833 (1991 Census). The current nearest facility is Mansfield Leisure Centre which is considered too far away for residents of the above Wards. Therefore this Authority will look to provide one SASH type building at Bull Farm.

LT14(B) MANOR PARK.

- 7.16.8 Manor Park is an extensive sports complex serving not only the local residents of Mansfield Woodhouse but also from within and beyond the boundaries of the District. Whilst it provides a good variety of outdoor sports facilities, there are currently no indoor facilities. Manor Park is located in the Manor Ward, which is adjacent to Leeming and Northfield Wards. None of these have indoor recreation facilities. The total population in the Wards of Manor, Leeming and Northfield equates to 16,308 (1991 Census). For a population of this size, 1 SASH (4 badminton courts) building would be required. Therefore, the District Council will look to provide such a facility at Manor Park, to take advantage and complement facilities already located there.
- 7.16.9 There are also indications of the need for a new sports hall in Forest Town. Whilst a new sports hall would undoubtedly be of benefit to the community, it is not the most cost effective way of increasing provision, particularly as there already exist built facilities at the Garibaldi School. The District Council will seek community use of these facilities in order to increase provision by the most effective means.
- 7.16.10 Mansfield currently has no indoor bowling facility. "Beyond the Barriers" recommends the provision of one six rink indoor green within the District. Proposals for such a development within the urban area will be encouraged, subject to there being no overriding highway or environmental objections. Any proposal should be well related to public transport facilities.

LT15 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF LEISURE USES ON 1.4 HECTARES OF LAND OFF CHESTERFIELD ROAD SOUTH.

- 7.16.11 This site is currently occupied by the Mansfield Leisure Centre and a large surface car park. The Council will consider the future extension of the Leisure Centre in this area, subject to the retention of essential town centre car parking.

7.17 Optional Leisure Proposals

- 7.17.1 The Local Plan identifies a number of sites which the District Council considers appropriate for Leisure facilities, as alternatives to other developments.

LT16 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF LEISURE FACILITIES, AS ALTERNATIVES TO OTHER LAND USE OPTIONS, AT THE FOLLOWING LOCATIONS:-

LT16(A) 0.6 HECTARES OF LAND OFF SUTTON ROAD.

- 7.17.2 This site was previously used as an informal car park, occupying a prime frontage location on the main Mansfield to Sutton road. The District Council will, therefore, require a high standard of design. As well as leisure uses, acceptable alternatives would include employment, hotel, restaurant or motor vehicle related retail operations.

LT16(B) 1.2 HECTARES LAND OFF NOTTINGHAM ROAD.

- 7.17.3 This site was previously used as a car showroom. The District Council considers that it would be appropriate for the development of leisure uses, which could integrate with the adjacent Titchfield Park. Other acceptable uses of the site would include employment or re-use for motor vehicle related retail operations.

LT16(C) 0.3 HECTARES ON THE FORMER BRUNTS SCHOOL SITE.

- 7.17.4 This site was formerly part of the Brunts School and the District Council considers it is suitable for either Hotel development or offices. The site offers a prominent location on the A.60 to the immediate north of Mansfield town centre close to the inner ring road.

7.18 Recreation Facilities in new Housing Development

- 7.18.1 Public open space contributes significantly to the environment and its provision is an important component towards the quality of life in housing areas. Therefore, new developments likely to increase pressure for use of public open space will be expected to make a contribution towards its improved provision. New housing schemes will be expected to incorporate or make a contribution towards useable public open space (see Policies in the Housing chapter).

7.19 Water Based Recreation

- 7.19.1 There are no major areas of water, suitable for water based recreation, that lie entirely within the District. However, several are partially located within its boundaries. These include Kings Mill Reservoir, the L Lakes and Vicar Water.

- 7.19.2 Kings Mill Reservoir is the largest area of water, immediately accessible to residents of Mansfield, where facilities for water sports activities are provided. The L Lakes at Rainworth are part of an SSSI. Whilst the Plan seeks to protect the flora and fauna of the area, it also aims to enhance its potential as a beauty spot, fishing venue and to improve access. Although this will only be done in so far as it is compatible with the objectives of the site's designation as a SSSI.

- 7.19.3 The District Council will encourage access to these areas of water, to enhance and promote their recreational use.

7.20 Motorised Sport

LT17 PLANNING PERMISSION WILL BE GRANTED, WHERE REQUIRED, FOR "MOTORISED SPORTS" ACTIVITIES PROVIDING THEY MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) THEY WOULD NOT HAVE A DETRIMENTAL IMPACT ON THE CHARACTER OR ENVIRONMENTAL QUALITY OF THE AREA;**
- 2) THEY WOULD NOT SERIOUSLY CONFLICT WITH EXISTING OR PROPOSED ADJACENT LAND USES;**
- 3) THEY WOULD NOT ADVERSELY AFFECT THE AMENITY OF NEARBY RESIDENTS DUE TO NOISE, DISTURBANCE, VIBRATION, SMELL, FUMES, ETC;**
- 4) IT CAN BE CLEARLY DEMONSTRATED THAT A MANAGEMENT AGREEMENT HAS BEEN ENTERED INTO WITH THE LANDOWNER IN RESPECT OF THE PROPOSED ACTIVITY.**

7.20.1 Motorised sports are enjoyed by many people from spectating to active participation. The term “motorised sport” covers a broad range of activities from motor cycling to trials bike riding, car racing and four wheel driving. The District Council encourages the development of links with motor sports organisations. Any proposals for motor sport recreation within the District will need to show that the facility/event will be appropriately managed to mitigate any impacts on affected land users and the environment. Proposals for given sites will need to demonstrate the existence of a management agreement with the owner(s). In certain circumstances the District Council will require the signing of a Section 106 Agreement to secure such a management agreement.

7.21 Tourism

7.21.1 Whilst the District Council will generally welcome proposals for tourist related development it will seek to limit their impact on the surrounding environment. This will be particularly relevant outside the established urban area. Any such development should be in harmony with the surrounding countryside and should not create environmental or highway problems.



LT18 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF TOURISM FACILITIES PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) BE OF A TYPE, SIZE AND SCALE APPROPRIATE TO THE AREA;**
- 2) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;**
- 3) HAVE REGARD TO EXISTING LANDSCAPE, HISTORICAL, NATURAL AND BUILT FEATURES;**
- 4) PAY PARTICULAR ATTENTION TO DESIGN, LAYOUT AND MATERIALS AND INCORPORATE CONSIDERABLE LANDSCAPING;**
- 5) BE LOCATED WHERE THERE IS, OR IS THE POTENTIAL FOR, EASY ACCESS TO PUBLIC TRANSPORT;**
- 6) HAVE REGARD TO PERSONAL SAFETY/SECURITY AND CRIME PREVENTION.**

7.21.2 The development of tourism developments must have regard to their potential impact on the surrounding area. In particular they must respect the setting, character and quality of the local environment, especially if located outside the defined urban boundary. They must have regard to the amenity of existing nearby properties, particularly with respect to possible disturbance/nuisance. Proposals must consider existing site characteristics/features, e.g. site form, trees, hedgerows, etc. They must also demonstrate that consideration has been given to access to a range of travel modes, particularly public transport and have regard to safety/security and crime prevention.

LT19 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A MIXED USE SCHEME, AIMED AT CREATING A TOURIST/LEISURE FACILITY AT PLEASLEY MILLS, PROVIDED THAT IT WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) BE OF TYPE, SIZE AND SCALE IN KEEPING WITH THE CHARACTER AND APPEARANCE OF THE AREA;**
- 2) NOT HAVE A DETRIMENTAL EFFECT ON THE AMENITY OF NEARBY OCCUPIERS;**
- 3) RETAIN IMPORTANT LANDSCAPE, HISTORICAL, NATURAL AND BUILT FACILITIES;**
- 4) REFLECT THE SETTING OF THE SITE IN ITS DESIGN, THE MATERIALS USED, ITS LAYOUT AND IN THE AMOUNT OF LANDSCAPING PROVIDED;**
- 5) INCORPORATE RELEVANT CRIME PREVENTION MEASURES.**

7.21.3 In order to establish Mansfield as a Tourist destination in its own right, a major tourist attraction will be developed within the District. The District Council has considered potential locations for such a development and concluded that land close to Pleasley Mills is a suitable location. It offers a good supply of land in an attractive setting. The location is easily accessible to the M1 motorway. Any development should incorporate a tourism theme of a heritage or medieval nature though it may include other elements in order to make the rehabilitation of the Mills Complex viable.

7.21.4 The majority of the disused Mill buildings found in the Vale have been acquired by Bolsover District Council. Some of them have been converted for employment creating uses and this will continue, however, there is still plenty of scope to create a tourist/leisure facility at this location.

7.21.5 The Pleasley Vale area is particularly environmentally attractive and sensitive. Consequently, the area has a number of nationally and locally recognised designations to protect important natural and built features (including a Site of Special Scientific Interest, an Ancient Woodland, a Conservation Area and a Mature Landscape Area designation). The Council will seek, therefore, to ensure that any development is of a high standard, integrates well with the surrounding environment and mitigates, as far as possible, any detrimental effects.

7.22 Hotel and Other Tourism Related Accommodation

7.22.1 A range of hotel accommodation is required in the District in order to cater for the increased number of visitors attracted to Mansfield by its improved shopping, leisure and business facilities. At present the main established hotels are The Midland, The Fringe, Pine Lodge and Carr Bank. Studies undertaken by John Brown Consultants and Sheffield Hallam University, have indicated the need for a budget road-side and four star hotel, complete with associated restaurant and conference facilities. This will enable the District to accommodate and encourage the development of business tourism. Sites are also proposed in the Central Area Chapter.

LT20 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF, INCLUDING THE UPGRADING/EXTENSION OF EXISTING, HOTELS, GUEST HOUSES, BED AND BREAKFAST AND SELF CATERING ACCOMMODATION, PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) INTEGRATE WITH THE EXISTING PATTERN OF SETTLEMENT AND SURROUNDING LAND USES;**
- 2) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;**
- 3) HAVE REGARD TO THE EXISTING LANDSCAPE, HISTORICAL, NATURAL AND BUILT FEATURES;**
- 4) PAY PARTICULAR ATTENTION TO DESIGN, LAYOUT AND MATERIALS;**
- 5) BE LOCATED WHERE THERE IS, OR IS THE POTENTIAL FOR, EASY ACCESS TO PUBLIC TRANSPORT;**
- 6) HAVE REGARD TO PERSONAL SAFETY/SECURITY AND CRIME PREVENTION.**

7.22.2 Whilst the District Council is keen to increase the variety of hotel accommodation in the Plan area (as part of the Tourism Strategy for the District) proposals should not create environmental or traffic problems, nor should they detract from the residential amenity of an area.

LT21 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF HOTEL ACCOMMODATION, AS AN ELEMENT OF EMPLOYMENT PROPOSALS, AT THE FOLLOWING LOCATIONS:-

LT21(A) LAND SOUTH OF CLIPSTONE ROAD EAST.

7.22.3 Hotel accommodation is lacking in this part of Mansfield. Considering the vicinity and accessibility to Sherwood Forest, hotel development is urgently required and would be particularly appropriate at this location. It is expected that any development would meet tourism standards. Any development at such a prominent location on the edge of an urban area, close to residential areas will require a high standard of design and

landscaping. This site has also been identified (in the Employment Chapter) as a suitable location for the development of a business park.

LT21(B) LAND OFF ABBOTT ROAD.

- 7.22.4 This site is described in detail in the Employment Chapter and is designated for exceptional employment development. Should a prestige proposal be forthcoming, the Council feels that such an attractive location, on a primary route to the west of Mansfield with good links to the M1 (which will be further facilitated by the proposed Western Bypass) is particularly suitable for a prestige hotel development.

LT22 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF HOTEL ACCOMMODATION, AS AN ALTERNATIVE TO OTHER LAND USE OPTIONS, AT THE FOLLOWING LOCATIONS:-

LT22(A) 0.4 HECTARES OF LAND OFF WOODHOUSE ROAD.

- 7.22.5 The Queen Elizabeth Girls School has recently relocated. The site comprises the oldest part of the former school and includes a listed building which should be retained in any proposals for the site. The building has an extremely attractive setting and offers the potential for the re-use as a hotel. Other land use options include offices, restaurant/public house or non-residential institutions.

LT22(B) 0.6 HECTARES OF LAND OFF SUTTON ROAD.

- 7.22.6 This vacant site provides a prime frontage location on the main Mansfield to Sutton road. A high standard of design will be sought for any proposed development. Alternative uses for the site would include leisure uses, restaurant/public house and vehicle related retail operations.

LT22(C) 1.3 HECTARES LAND OFF PEAFIELD LANE.

- 7.22.7 Situated on the edge of Mansfield Woodhouse, this site is on a main route to and is one of the closest urban locations to Sherwood Forest. Consequently, it provides a great opportunity for the development of a hotel, to take advantage of the tourist potential for the Forest and surrounding historical estates. Being adjacent to existing and proposed residential developments a high standard of design and landscaping would be required.

LT22(D) 0.9 HECTARES OF LAND OFF DEBDALE LANE.

- 7.22.8 This site is close to the existing Woodhouse railway station and would occupy a main road frontage. A high standard of design would therefore be required. Other uses proposed for this site could include B1 employment uses, restaurant/public house or motor related retail operations.

LT22(E) 1.7 HECTARES OF LAND AT RUSHPOOL FARM.

- 7.22.9 Should development of housing between Old Mill and New Mill Lanes lead to the redundancy of the Rushpool Farm buildings, then its conversion and re-use as a hotel would be acceptable. Any new buildings must respect its position with regard to proposed nearby residential developments and its prominent location at the edge of the Maun Valley.

7.23 **Caravan/Camping Sites**

7.23.1 There are at present no overnight facilities for caravans and tents within the District. Many tourist attractions, such as Sherwood Forest, attract many short stay visitors and the Local Plan seeks to promote the development of tourist facilities within the District.

LT23 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF NON-RESIDENTIAL CARAVAN/CAMPING SITES PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) BE OF TYPE, SIZE AND SCALE APPROPRIATE TO THE AREA;**
- 2) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;**
- 3) HAVE REGARD TO EXISTING LANDSCAPE, HISTORICAL, NATURAL AND BUILT FEATURES;**
- 4) PAY PARTICULAR ATTENTION TO DESIGN, LAYOUT AND MATERIALS AND INCORPORATE CONSIDERABLE LANDSCAPING;**
- 5) BE LOCATED WHERE THERE IS OR IS THE POTENTIAL FOR, EASY ACCESS TO PUBLIC TRANSPORT;**
- 6) HAVE REGARD TO PERSONAL SAFETY/SECURITY AND CRIME PREVENTION.**

7.23.2 In order to meet the objective of providing a range of accommodation, the provision of non-residential caravan/camping sites in the Plan area will be encouraged, subject to consideration on highway and environmental grounds. The Council would be willing to discuss the opportunities for certified locations with the Caravan and Camping Club to realise this objective.



CHAPTER 8 - EDUCATION, COMMUNITY & HEALTH

8.1 Introduction

- 8.1.1 The provision of education, community and health facilities, conveniently located throughout the District, is essential to serve the needs of the population. It is the purpose of the Plan to attempt to ensure that land and/or buildings are available to accommodate new or replacement facilities.

8.2 Education

- 8.2.1 The responsibility for the provision of education facilities currently lies with the County Council. At the present time, it is difficult for the Local Education Authority to identify and plan provision over the life span of the Local Plan. This can be explained by the following reasons:-

- Capital guidelines set by Central Government, to Local Education Authorities, are allocated on an annual basis. This makes budgeting over the Plan period for facilities whose requirement is still not known, very difficult.
- It is impossible to predict the pattern of actual Local Authority provision over the next ten year period.

- 8.2.2 In light of the above, it is very difficult for the Local Plan to give a definitive structure for education provision over its life span.

- 8.2.3 Provision within Mansfield is currently on a twin-track basis: A two tier system; this is in operation in schools throughout Mansfield Woodhouse, Forest Town, Warsop and the Catholic Schools, with children from 5 years to 11 years attending infant, junior and primary schools and those from 11 years to 18 years attending secondary schools. The remainder of the District, namely the old Borough of Mansfield, is organised on a three tier basis:- 5 years to 9 years attend First schools; 9 years to 13 years, attend Middle Schools; 13 years to 18 years, attend Upper Schools.

- 8.2.4 It is likely that during the plan period, the County Council and other educational establishments, may identify buildings and/or land which are no longer needed for educational purposes. The District Council may need to make its views known to the County Council on suitable alternative uses for redundant buildings and land. Surplus playing fields should be utilised as public open space where existing provision is poor. This issue is further discussed in the Leisure and Tourism Chapter.

8.3 Community Facilities

- 8.3.1 Community centres can fulfil a vital role in every day life, providing a meeting point for all sections of the community. They can help foster community spirit in allowing residents to take a democratic part in their own social development. They also allow the establishment of pre-school play groups, youth groups, local organisations etc. Church Halls play a similar role. However, Community Centres must not be confused with Tenants Meeting Rooms, which play an entirely separate role.

- 8.3.2 There are 16 Community Centres in Mansfield District. These can be broken down into three distinct categories:- Centres which are currently operated by Community Associations; Centres directly managed by the District Council and rooms available for hire for community association use.

- 8.3.3 Some criticism can be levelled at Community Centres for not achieving maximum use levels, as is often the case. However, it is not the primary purpose of community centres to achieve maximum use levels. Their purpose is to provide a place where a cross section of the community can meet and play a positive role in the activities of the neighbourhood. They also provide a facility for less mobile and isolated people to meet and socialise. It is therefore preferable that all residents have access to such a facility.
- 8.3.4 The Local Plan can assist with the provision of future Community Centres. However, whilst clear deficiencies can be identified, in many instances, new centres are unlikely to be constructed during the plan period. In these cases, the Local Plan will have supportive policies towards potential provision.
- 8.3.5 No new library facilities are planned in the Plan period. All existing facilities will be maintained and, where possible, improved.
- 8.3.6 Colliery Welfare Institutes play a similar role to community centres. However, with the contraction of the mining industry, the future of the institutes is likely to become uncertain. They provide an important community facility in terms of recreation, entertainment etc. The District Council may take appropriate action to ensure the continued operation of these welfare institutes.
- 8.3.7 Nottinghamshire Constabulary are currently looking to build a new Divisional Headquarters within Mansfield.
- 8.4 **Health**
- 8.4.1 Mansfield Community Hospital and part of the Kings Mill Hospital site are located within the plan area.
- 8.4.2 Following reorganisation, the District is now covered by the North Nottinghamshire Health Authority, with services provided by the Central Nottinghamshire Healthcare (NHS) Trust and the Kings Mill Centre for Healthcare Services (NHS) Trust.
- 8.4.3 Mansfield Community Hospital Site (previously Victoria Hospital) will concentrate on providing active rehabilitation and day care for the Mansfield area.
- 8.4.4 Land at the Kings Mill Hospital site within Mansfield District has been declared surplus to the Health Authority's requirements and has previously been identified for residential development. This is no longer considered necessary and residential development per se is not considered to be an appropriate use. However, any proposals ancillary to the operation of the hospital may be considered favourably e.g. residential development specifically for occupation by hospital staff.
- 8.4.5 Health care, within the District, is going through a period of change with recent reorganisation. Proposals for further provision of health centres/doctor's surgeries, would be considered favourably, subject to consideration on highway and environmental grounds and their integration with surrounding land uses.
- 8.4.6 Applications for the construction of new nursing homes or homes for the elderly, change of use of existing premises to those uses or to extend existing nursing homes or homes for the elderly should meet policy criteria contained in the Housing Chapter, as should proposals for day nurseries.

8.5 Objectives of the Local Plan

- 8.5.1 Ensure that land is available to accommodate new education facilities which are already known to be required.
- 8.5.2 Give favourable consideration to any future proposals for education facilities not currently identified.
- 8.5.3 Be supportive to the provision of additional community facilities within the District where a specific need can be identified.

POLICIES AND PROPOSALS

8.6 Schools

- 8.6.1 The Queen Elizabeth's Grammar Schools Trustees will merge the Boys and Girls Schools together and locate all facilities at the Boys School, off Chesterfield Road. This will vacate a large site within the Plan area, that was previously used as a school with extensive playing fields. This creates the opportunity of providing an important resource for the community as an open break or green space. As a consequence, the playing fields will be protected in the Local Plan from other development. Details of the future use of the buildings and grounds can be found elsewhere in the Plan.

8.7 Further Education

- 8.7.1 Within the District, West Nottinghamshire College of Further Education is the predominant body providing further education. It is currently decentralised with sites at Chesterfield Road, Derby Road, Old Mill Lane and Rosemary Street. This Authority will encourage expansion of educational establishments for youth/adult education and training, subject to consideration on highway and environmental grounds and that they are well served by public transport. Future use of buildings, which become vacant, will be considered as and when the use for educational purposes ceases.



8.8. Community Facilities

- 8.8.1 Generally speaking the District is adequately served in terms of community facilities. However where a deficiency can be identified the District Council will be supportive of proposals to rectify that deficiency.

ECH1 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF COMMUNITY FACILITIES PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) BE LOCATED WITHIN THE URBAN BOUNDARY, AS DEFINED ON THE PROPOSALS MAP, OR CLEARLY DEMONSTRATE THAT THERE ARE NO SUCH SITES AVAILABLE FOR THE INTENDED USE;**
- 2) INTEGRATE WITH THE EXISTING PATTERN OF SETTLEMENT AND SURROUNDING LAND USES;**
- 3) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;**
- 4) BE LOCATED WHERE THERE IS EASY ACCESS TO PUBLIC TRANSPORT;**
- 5) HAVE REGARD TO PERSONAL SAFETY/SECURITY AND CRIME PREVENTION.**

8.8.2 Where deficiencies are clearly demonstrated, future Community Centres should be based on the Sports Council's approved design (Small Community Recreation Centres), this will allow a wide range of age groups and activities to take place, ranging from the relatively sedate through to the more physically active. Areas within the District where a deficiency in community centre provision has been identified are:- Pleasley Hill - this area has a sparsity of easily accessible facilities to local residents. There is very limited provision of community facilities within the locality and the area rates highly on the County Deprivation Rating as prepared by the County Council. Forest Town - this expanding area is currently served by the Newlands Community Centre, the Colliery Welfare Institute (Mansfield) and various Church Halls. However, the new housing areas off Old and New Mill Lane are lacking in community facilities.

ECH2 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A NON-RESIDENTIAL INSTITUTION, AS AN ALTERNATIVE TO OTHER LAND USE OPTIONS, ON 0.4 HECTARES OF LAND OFF WOODHOUSE ROAD.

8.8.3 The Queen Elizabeth Girls School has recently re-located. The site comprises the oldest part of the former school and includes a listed building which should be retained in any proposals for the site. The building has an extremely attractive setting and offers the potential for re-use for a number of uses, such as offices, hotel or restaurant/public house.

8.9 Colliery Welfare Institutes

8.9.1 The role of the Colliery Welfare Institutes in the community is facing radical change in the light of the rapid contraction of the coal mining industry. The retention and continued operation of these facilities is still of considerable importance, however, to the communities they serve.

ECH3 PLANNING PERMISSION WILL NOT BE GRANTED FOR THE DEVELOPMENT OF EXISTING COAL INDUSTRY SOCIAL AND WELFARE ORGANISATION FACILITIES UNLESS THEY WOULD MEET ONE OR MORE OF THE FOLLOWING CRITERIA:-

- 1) BE ANCILLARY TO THE RECREATIONAL AND/OR COMMUNITY USE;**
- 2) ASSIST IN THE RETENTION AND ENHANCEMENT OF THE SITE FOR ITS EXISTING USE;**
- 3) PROVIDE AN ACCEPTABLE REPLACEMENT FACILITY IN THE IMMEDIATE LOCALITY;**
- 4) CLEARLY DEMONSTRATE THAT THERE IS AN EXCESS OF FACILITIES IN THE IMMEDIATE LOCALITY.**

8.9.2 Colliery Welfare Institutes are provided in Warsop, Clipstone, Church Warsop, Meden Vale, Forest Town and Sherwood. With the contraction of the mining industry, the viability of these facilities is likely to come under threat. The role of these facilities is likely to become increasingly important in providing a community facility. The District Council may take appropriate action to ensure the continued operation of these welfare institutes.

8.10 Cemeteries and Crematorium

8.10.1 There are currently four cemeteries within the District at Nottingham Road, Leeming Lane South (Woodhouse), Pleasley Hill and Cuckney Hill (Church Warsop). There is sufficient capacity for burial places within the Plan period at Nottingham Road cemetery. There is also a crematorium facility for the District at Nottingham Road.

ECH4 PLANNING PERMISSION WILL BE GRANTED FOR THE EXTENSION OF CEMETERIES AT THE FOLLOWING LOCATIONS:-

ECH4(A) 2.0 HECTARES OF LAND OFF LEEMING LANE SOUTH, MANSFIELD WOODHOUSE.

8.10.2 The advantage of expanding the existing cemetery at Leeming Lane South revolves around the question of utilising existing facilities. A new site elsewhere would require expenditure on a Chapel of Rest and other facilities. This expenditure could not be justified where there is scope to extend the current cemetery.

ECH4(B) 0.7 HECTARES OF LAND OFF CHESTERFIELD ROAD NORTH, PLEASLEY HILL.

8.10.3 The existing cemetery is nearing full capacity. This proposal would utilise land between the existing cemetery and the proposed Pleasley Bypass extension.

ECH4(C) 2.0 HECTARES OF LAND OFF CUCKNEY HILL, CHURCH WARSOP.

8.10.4 This cemetery will be extended using land north of the existing cemetery.



CHAPTER 9 - UTILITIES & ENERGY

9.1 Introduction

- 9.1.1 In order to sustain existing development and facilitate future development there must be adequate provision of utilities. Utilities include the generation and supply of electricity, the supply and reclamation of water, the supply of gas, the collection and disposal/treatment of foul wastes and surface water drainage and the provision of telecommunication services. The existing capacity, current availability and the economic costs of expansion of such services is particularly important in influencing the timing, scale and location of new development.

9.2 Gas and Electricity

- 9.2.1 Both British Gas (East Midlands) and East Midlands Electricity have indicated that there are unlikely to be problems supplying future developments in the plan area. If existing provision does prove to be inadequate, services may have to be reinforced and/or upgraded by the developer through agreement with the relevant authority, especially if loads capable of causing disturbance to other customers are required. However, colliery closures and other traditional industry contractions, (outlined in the Employment Chapter) combined with system improvements, means that most of Mansfield District has significant spare capacity.

9.3 Water Quality and Supply

- 9.3.1 Within Nottinghamshire, around 80% of public supply is ground water abstracted from Sherwood Sandstone. This and ground water from Magnesium Limestone is a major supply for industrial and agricultural needs. However, this source of water is particularly vulnerable to pollution as a result of modern industrial and agricultural processes, and unlike pollution of surface watercourses, may result in the loss of the resource for many years. Effective remedial action is either difficult and excessively expensive or not feasible at all. Therefore, controls and other preventative measures must be vigorously administered. The District Council will liaise with the Environment Agency on such matters and will have regard to the policies contained in the Environment Agency's document Policy and Practice for the Protection of Groundwater.
- 9.3.2 In order to prevent the pollution of ground water, the Environment Agency has identified Water Source Protection Zones around aquifers from which public water supplies are drawn. Within these areas planning permission will not be given for certain types of development without full protective measures being implemented by the developer through agreement with the Environment Agency.
- 9.3.3 It is essential to prevent over abstraction from the Sherwood Sandstone and Lower Magnesium aquifers caused by future developments. The District Council will liaise with appropriate Agencies to identify if proposed new development is likely to have over abstraction implications and will subsequently resist such developments.

9.3.4 Although, generally, the District is well served for water supplies there may be some individual sites which will require mains reinforcement. There are no problems providing water supplies to normal domestic and light industrial development, except in certain locations where off-site mains reinforcement will be required. These reinforcements may be of major proportions in the extreme north-west and south-east of Mansfield. To accommodate major proposals, requiring process water, large scale works may be required. Any development on high ground in the vicinity of Abbott Road and Berry Hill reservoirs is likely to experience lower than normal water pressure which may require local boosters and new mains to alleviate the problem. Prospective developers are advised to discuss their requirements with Severn Trent Water so that an assessment can be made at the earliest opportunity.

9.3.5 The Environment Agency is addressing the issue of over abstraction, algae blooms and pollution in the Idle and Torne Local Environment Agency Plan. This details areas of work and investment proposed by the Agency and others, formulated as a result of the consultation process.

9.4 **Sewerage and Water Reclamation**

9.4.1 Sewerage provision and maintenance together with sewage disposal, are costly services which can significantly limit development prospects. At present Severn Trent Water is implementing a major capital investment programme, expected to take until 1997-98 to complete. Developments involving sewage treatment works are now County matters and will be determined accordingly.

9.4.2 The majority of the plan area drains to the Bath Lane sewage works. However, Forest Town in the east is drained to Edwinstowe sewage works, whilst part of Berry Hill and Lindhurst in the south east of the plan area drains to Rainworth sewage works, and Warsop drains to its own sewage works. The capacity of the Mansfield sewage works is presently fully committed to meeting existing developments. Any additional allocations will require extension of the works, for which planning permission has been given and development begun. Rainworth sewage works has some spare capacity but both Warsop and Edwinstowe works are very limited due to the effects of mining subsidence. Works may well be required from developers to facilitate any additional treatment capacity. Foul/Storm water requisition procedures may be required.



9.4.3 Since the Woodhouse Local Plan was produced in 1983, the Kingsley Avenue reclamation works have been closed and the land redeveloped for housing and recreation. The area is now served by the Bath Lane works.

9.5 **Land Drainage**

- 9.5.1 The limited capacity of the rivers which drain the District can cause some land drainage problems for development in certain areas. Developments within the catchment area of these water courses, which may result in significant water discharges, are likely to require provision of off-site watercourse improvements or on-site water balancing or other measures by developers.
- 9.5.2 Developments which result in significant water discharges, which cannot be accommodated without improvement to the storm water sewerage system will also require such measures. This is in accordance with Government advice contained within Circular 30/92 'Development and Flood Risk'.
- 9.5.3 At present, there is little available capacity for watercourse and storm system drainage within the south-east of Mansfield between Bellamy Road and Rainworth and land to the west of Abbott Road. Improvements within these areas are unlikely until the construction of the Southern and Western Bypass routes. Until such time, any development is likely to require necessary improvements by the developer. In any case, it is recommended that potential developers contact Mansfield District Council (acting as agent for Severn Trent Water plc) and the Environment Agency at the earliest opportunity to obtain up to date information.

9.6 **Floodplains**

- 9.6.1 The Rivers Maun and Meden are designated "main rivers". Any works affecting the bed or banks of these rivers will require the prior written consent of the Environment Agency under the Water Resources Act 1991. The Environment Agency is currently in the process of updating its Flood Plain Records for Mansfield District. There are land drainage problems associated with the River Meden in the Pleasley area.

9.7 **Telecommunications**

- 9.7.1 Telecommunication operators undertake the installation of equipment and facilities, the erection or conversion of buildings for use as exchanges or switches, the erection of masts and towers, the erection of antennae and dish aerials on purpose built structures or existing roof tops.
- 9.7.2 As telecommunications technology is continually changing, policies in the Plan need to be flexible enough to allow for new developments whilst addressing the environmental implications of new technology and to consider the use of materials, colours and design of any equipment which would minimise obtrusiveness. Additionally, telecommunications operators should be encouraged to use existing buildings and masts for any new equipment, subject to development control policies to minimise any detrimental impact on the environment. Where possible the dual use of facilities by telecommunications operators should be encouraged.
- 9.7.3 Prospective developers of new housing and industrial estates should be encouraged to consider how the telecommunication needs of future occupiers will be met, in co-operation with the telecommunication operators.

9.8 **Regional and Structure Plan Guidance**

- 9.8.1 The Regional Planning Guidance for the East Midlands, published in March 1994, requires local authorities to ascertain the implications of changes in utility technology processes and services in order to produce policies which provide a locational framework for their future development, with particular reference to the safeguarding of suitable land. The use of economical renewable energy resources should be encouraged where environmentally acceptable, along with waste minimisation, recycling and energy recovery, whilst importance is also attached to the conservation and safeguarding of water supplies.
- 9.8.2 The Nottinghamshire Structure Plan Review encourages and facilitates energy conservation through efficient land-use patterns, with special consideration being given to public transport, and illustrates the need to protect flood plains (to reduce the risk of flooding) and ground water supplies from contamination by land-uses such as waste disposal and agriculture. It encourages the good design and siting of utility installations and confirms the need to ensure that major development is accommodated in those areas where spare utility capacity is available so that it can be serviced economically and without delay. This is particularly attractive to inward investment and, therefore, important to the future prosperity of urban areas, of which Mansfield is specifically identified. There is also significant emphasis on protecting the investment placed in coal based energy production and to supporting its future where possible. The District Council will, where possible, argue for the introduction of technology to reduce SO₂ and other emissions, but it must be emphasised that this responsibility lies with National Government.

9.9 **Objectives of the Local Plan**

- 9.9.1 To facilitate development by ensuring that there is sufficient capacity within the utility services, where possible.
- 9.9.2 To facilitate the expansion of existing and the introduction of new telecommunication technology, where possible, to create a modern efficient and competitive local economy and to contribute towards the desirable reduction of energy consumption through reduced transport use.
- 9.9.3 To encourage the use of energy efficient design and urban layout.
- 9.9.4 To ensure that the provision of utility or energy supply facilities does not have an adverse effect on the environment.

POLICIES AND PROPOSALS

9.10 Energy

9.10.1 The growing awareness of the impact of energy production and consumption on the environment (pollution, acid rain, global warming, etc,) and the finite reserves of fossil fuels, has led to pressure to conserve these resources by reducing energy consumption, increasing energy efficiency and encouraging the exploitation of renewable forms of energy production (for both electricity and heat supply). The planning system can contribute to this by concentrating development in urban areas, where existing and new infrastructure can accommodate new building, to reduce the need for excessive transport use and to allow economic energy distribution.

U1 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH UTILISE RENEWABLE SOURCES OF ENERGY GENERATION, FOR COMMERCIAL AND OTHER PURPOSES, AND ENERGY EFFICIENT LAND USE FORMS PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER AND AMENITY OF THE SURROUNDING AREA;**
- 2) NOT HAVE AN ADVERSE IMPACT ON AREAS OF NATURAL, CULTURAL, HISTORIC AND ARCHAEOLOGICAL INTEREST AS DEFINED ON THE PROPOSALS MAP;**
- 3) NOT CAUSE HARM TO THE AMENITY OF RESIDENTIAL OCCUPIERS OR THE OPERATION OF OTHER ESTABLISHED USES IN THE SURROUNDING AREA, BOTH DURING AND AFTER CONSTRUCTION, DUE TO VISUAL DOMINANCE, NOISE, DISTURBANCE, VIBRATION, SMELL, FUMES, DUST, REFLECTED LIGHT, SHADOW FLICKER OR OTHER FORMS OF POLLUTION.**

IN ASSESSING THE IMPACT OF ANY DEVELOPMENT THE COUNCIL WILL TAKE ACCOUNT OF ANY MITIGATING MEASURES WHICH ARE PROPOSED AND THE NATURE AND EXTENT OF THE RESOURCE IN THE AREA.

9.10.2 The Council acknowledges that new and renewable energy sources can potentially contribute to energy needs in a significant and sustainable way. Renewable energy sources offer the hope of increasing diversity and security of supply, and of reducing harmful emissions to the environment. A Department of Trade and Industry sponsored Renewable Energy Resource and Planning Study has been carried out in the East Midlands, the results of which are shortly to be published. This will produce County and Regional level renewable energy resource data which will provide local authorities with better information on which to base planning policies. The Council's policy towards developing renewable energy sources, in accordance with Energy Paper 62, must be weighed carefully with its continuing commitment to policies for protecting the local environment, in accordance with PPG22. Proposals for renewable energy projects will be considered on their impact on the local environment and their wider contribution to reducing emissions of greenhouse gases. Proposals will also be considered against Structure Plan Policy, in particular Policy 10/3.

9.10.3 Concentrated decentralisation is also desirable in that it requires, where possible a range of business and social facilities and services to be developed near existing and new residential areas throughout the urban area, in order to reduce the need for cross-town commuting, to reduce congestion in town centres and to give the opportunity to do without motorised transport at all. Otherwise these facilities and services should be served by good public transport and provide accessibility to cyclists and those who are less mobile. These issues are referred to in more detail in the Movement Chapter.

9.10.4 Encouraging good siting, orientation, layout and design through land-use planning controls and supplementary planning guidance, will enable local firms, community facilities and households to realise energy savings. This is not only good for the environment but also good economic sense.

9.11 **Water Supply and Sewerage**

9.11.1 The District Council is anxious to prevent the contamination of underground water supplies by development. Equally, developments which exacerbate or create flooding or sewerage problems will not be favourably considered.

U2 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO ANY OF THE FOLLOWING UNLESS THEY FULLY INCORPORATE APPROVED MITIGATION MEASURES:-

- 1) **GROUND WATER OBSTRUCTIONS;**
- 2) **PHYSICAL DISTURBANCE OF AQUIFERS AND GROUNDWATER FLOW;**
- 3) **WASTE DISPOSAL TO LAND;**
- 4) **CONTAMINATION OF LAND;**
- 5) **DISPOSAL OF LIQUID EFFLUENTS, SLUDGES AND SLURRIES TO LAND;**
- 6) **DISCHARGES TO UNDERGROUND STRATA;**
- 7) **DIFFUSE POLLUTION OF GROUNDWATER;**
- 8) **OTHER ACTIVITIES WHICH WOULD HAVE AN ADVERSE IMPACT ON UNDERGROUND AQUIFERS, GROUNDWATER OR SURFACE WATER QUALITY.**

9.11.2 Most of Mansfield District is underlain by the Sherwood Sandstone. This is a major source of public and private water supply which warrants special protection. The Environment Agency's "Policy and Practice for the Protection of Ground Water document" outlines activities which could impact on ground water quality, for which preventative measures must be taken.

U3 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD CREATE UNACCEPTABLE SEWERAGE DISPOSAL PROBLEMS, UNLESS INFRASTRUCTURE IMPROVEMENTS ARE PROVIDED.

9.11.3 Generally speaking the sewerage systems of Mansfield District are currently working at optimum levels. Whilst there is some capability to accept additional discharge, this varies considerably across the Plan area. Off-site sewers and pumping equipment may well be required to be provided by developers in some cases. However, a major programme of improvement is currently being implemented within Mansfield.

U4 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENT WITHIN A CORDON SANITAIRE IF IT WOULD RESULT IN OCCUPIERS AND USERS OF THE DEVELOPMENT EXPERIENCING UNACCEPTABLE LOSS OF AMENITY CAUSED BY PROBLEMS ASSOCIATED WITH THE SEWAGE TREATMENT WORKS.

9.11.4 Severn Trent Water Ltd has developed a Cordon Sanitaire policy for sewage treatment works, which seeks to minimise the impact of potential nuisance and discomfort caused by odours and flies, which neighbours may consider as unacceptable. Each Cordon will be site specific and defined by the size of the works in terms of population, complaints received, liaison with the Local Authority Environmental Health Officer, topographical and environmental features and existing land uses. The Cordon Sanitaire is taken into account when locating development. Of course certain types of development near works are less subject to nuisance than others.

U5 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS ON SITES WHERE THE DISCHARGE OF ADDITIONAL SURFACE WATER WOULD EXACERBATE EXISTING FLOODING PROBLEMS OR CREATE NEW FLOODING PROBLEMS, UNLESS INFRASTRUCTURE IMPROVEMENTS ARE PROVIDED.

9.11.5 This policy is intended to prevent new developments creating land drainage/flooding problems. There are likely to be restrictions on the discharge of surface run off from new developments to certain watercourses. In these cases the run-off will require balancing on site so that the outflow is restricted to the safe capacity of the watercourse downstream. The land drainage requirements of developments will be amended individually and, where necessary, requisition procedures will be enacted to ensure standards are met.

U6 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS (INCLUDING THE RAISING OF GROUND LEVELS) IN THOSE AREAS DEFINED AS FLOOD PLAINS UNLESS THEY WOULD MEET EITHER OF THE FOLLOWING CRITERIA:-

- 1) RELATE TO EXISTING BUILDINGS IN THE FLOOD PLAIN;**
- 2) FLOOD STORAGE CAPACITY HAS BEEN PROVIDED ELSEWHERE.**

9.11.6 The flood plains are narrow and in many cases definitive boundaries have not been firmly established. They lie in the flood plains of the River Maun and Meden but have not been shown on the Proposals Map, as the boundaries were determined over 10 years ago and are due to be reviewed by the Environment Agency in the near future. Any potential developer of land close to the Rivers Maun and Meden should contact the Environment Agency at the earliest opportunity. These areas provide additional flow capacity and storage for flood water and, therefore, not only are people and property at

risk but development also reduces the capacity of floodplains, impedes water flow and so increases the risk of flooding elsewhere. Consequently, applications for development will be resisted. This policy is in accordance with Government advice in Circular 30/92 "Development and Flood Risk" and Policy 9/4 of the Nottinghamshire Replacement Structure Plan. In addition, a strip of land must be left adjacent to any watercourse clear of all buildings, structures and trees to facilitate access, essential maintenance and future improvement.

9.12 **Design Considerations**

9.12.1 The provision of essential utility installations is important to the future prosperity of the local economy and, therefore, will generally be looked on favourably by the Council.

U7 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF, INCLUDING THE EXPANSION OF EXISTING, UTILITY FACILITIES PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) INTEGRATE WITH THE EXISTING PATTERN OF SETTLEMENT AND/OR ARE SITED, DESIGNED AND LANDSCAPED TO MINIMISE ANY ADVERSE IMPACT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;**
- 2) HAVE REGARD TO EXISTING SITE CHARACTERISTICS / FEATURES;**
- 3) HAVE REGARD TO PERSONAL SAFETY/SECURITY AND CRIME PREVENTION.**

THE ABOVE CRITERIA MAY BE RELAXED WHERE A DEVELOPER CAN DEMONSTRATE THAT THEY WOULD AFFECT THE OPERATIONAL EFFICIENCY OF THE SERVICE.

9.12.2 However, in order to minimise adverse effects on the environment, the design, siting and landscaping of utility facilities must be carefully considered, particularly where neighbouring residential properties and necessary siting in the countryside are concerned.

U8 PLANNING PERMISSION WILL BE GRANTED WHEN REQUIRED FOR DEVELOPMENT OF TELECOMMUNICATION INSTALLATIONS PROVIDED THAT THEY WOULD MEET ALL THE FOLLOWING CRITERIA:-

- 1) MAST OR SITE SHARING IS UNDERTAKEN WHERE POSSIBLE;**
- 2) THE DESIGN AND SITING OF EQUIPMENT HOUSINGS MINIMISES VISUAL IMPACT;**
- 3) CABLES ARE SITED UNDERGROUND, UTILISING EXISTING CHANNELS WHERE AVAILABLE.**

THE ABOVE CRITERIA MAY BE RELAXED WHERE A DEVELOPER CAN DEMONSTRATE THAT THEY WOULD AFFECT THE OPERATIONAL EFFICIENCY OF THE SERVICE.

- 9.12.3 The District Council will require that mast site sharing is undertaken where possible, that the design and siting of equipment housing minimises visual impact and cables etc will be sited underground, utilising existing channels where available, where this will not affect the operational efficiency of the service. New installations will also not be allowed where they will interfere with the equipment and communications of neighbouring users. This is in line with advice given in Policy Guidance Note 8 (Dec. 1992) and further guidance can be found in the Council's Development Control Policy Note 'Satellite Dishes and Microwave Antenna'.



CHAPTER 10 - DERELICT LAND, WASTE AND MINERALS

10.1 Introduction

10.1.1 Many of the District's traditional industries, particularly coal mining and quarrying, whilst bringing economic benefits to the area, can leave a legacy of derelict and despoiled land. Unrestored or poorly restored workings have a depressive effect on the environment, create a poor image for the District and can act as a disincentive to investment. They also represent a wasted land resource.

10.1.2 Nottinghamshire County Council, as Mineral Planning Authority and Waste Planning Authority, prepares Minerals and Waste Local Plans, as well as making decisions on planning applications relating to such matters. The District Council is consulted on these issues. The District Council is the Local Planning Authority with responsibilities for making decisions on planning applications and the preparation of Local Plan policies relating to other matters.

10.2 Objectives

10.2.1 The improvement of derelict and despoiled sites to bring them into beneficial use.

10.2.2 Secure the full and proper restoration of past and present mineral workings.

10.2.3 Identify and encourage appropriate after uses for restored land.

10.2.4 Ensure close liaison with the Minerals Planning Authority, and make them fully aware of all economic, social and environmental issues, in their consideration of relevant mineral operations in the District.

10.2.5 Discourage new large-scale mineral workings, including extensions to existing operations, unless they bring clear benefits to the District.

10.3 Derelict Land

DWM1 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS TO RECLAIM SITES AND BRING THEM INTO APPROPRIATE BENEFICIAL USE, ON LAND THAT MAY BE DERELICT, DESPOILED OR CONTAMINATED, PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) HAVE REGARD TO GROUND CONDITIONS AND WHERE APPROPRIATE RECOMMENDATIONS FOR REMEDIAL TREATMENT;**
- 2) UNDERTAKE ANY NECESSARY REMEDIAL TREATMENT PRIOR TO CONSTRUCTION OR OCCUPATION;**
- 3) NOT CAUSE, OR LEAD TO AN INCREASED, POLLUTION THREAT TO NEARBY LAND OR WATERCOURSES;**
- 4) HAVE REGARD TO ANY WILDLIFE AND/OR GEOLOGICAL ISSUES RELATIVE TO THE SITE.**

- 10.3.1 The decline of many traditional industries in the District has left a legacy of vacant derelict land. Such damaged landscapes and redundant sites, however, present a major opportunity for new developments, environmental improvement and regeneration. Whilst many sites have been reclaimed or will be dealt with through planning conditions, there are a number of land uses/developments throughout the District which pre-date effective planning control or are subject to inadequate conditions which cannot achieve an adequate standard of restoration. The District Council will, in co-operation with the County Council, the private sector and other agencies, seek to bring about restoration schemes and appropriate beneficial after uses.
- 10.3.2 The development of derelict, despoiled and contaminated land can lead to the remobilization of contaminants and also greatly increase the volumes of pollutants which could discharge to previously clean land and ground waters. Such sites should be thoroughly investigated and applicants are encouraged to discuss development proposals on land, that is likely to have problems relating to the above, with the District Council and/or other relevant bodies.
- 10.3.3 In some cases it may be possible for the reclamation of materials to take place as part of the process of redevelopment of derelict sites. This would clearly accord with the objectives of government policy to encourage the use of secondary materials in construction. Such schemes will, therefore, be supported providing they would not lead to further pollution, cause harm to wildlife or have an adverse impact on the amenity of occupiers of adjacent land.
- 10.3.4 Derelict and vacant sites can often support features of wildlife and geological value which should be taken into account when considering development proposals. Often such interests can be maintained and enhanced through redevelopment.
- 10.4 **Waste**
- 10.4.1 Disposal of the District's waste used to be dealt with by the Hermitage Lane incineration plant. Since its closure however, in 1992, Mansfield's waste is being disposed of at Sutton and Bilsthorpe landfills. There are only two active waste disposal sites in the District, at Berry Hill and Vale Road, Mansfield Woodhouse, which accepts inert construction waste. Clinical waste is no longer incinerated at Kings Mill Hospital although it does still accept it and has it removed from the site. There are waste transfer stations at Mansfield Woodhouse, Bleak Hills and Warsop. Household waste and recycling centres (or civic amenity sites) are located at Hermitage Lane, Mansfield and Oakfield Lane, Warsop.
- 10.4.2 The Deposit Draft of the Waste Local Plan for the County was published in October, 1997. This gives guidance on the disposal of domestic, industrial and commercial waste produced in the District. The Nottinghamshire Structure Plan provides the strategic framework for all Local Plans in the County with considerable emphasis on protecting the public, the environment and the restoration of despoiled land. The Environment Agency, which includes the former Waste Regulation Authority and the National Rivers Authority, has an interest in waste disposal issues, particularly in relation to its Groundwater Protection Policy.

10.5 **Minerals Workings**

10.5.1 The District Council will liaise with the Minerals Planning Authority on matters relating to mineral operations within and near to its area. The Minerals Local Plan was adopted by Nottinghamshire County Council in November 1997. As Mineral Planning Authority, the County Council has responsibility for determining minerals planning applications. The District Council is consulted and, therefore, comments on all such applications relating to sites within or near to its area. The District Council will seek to ensure that any new proposals for mineral related operations, including extensions to existing works within or near to the District's area would:-

- not have an adverse impact on the amenity of nearby residential areas;
- respect the existing landscape character;
- consider the potential impact on the natural and historic environment;
- consider the potential impact of all operational requirements, particularly transportation.

10.6 **Coal**

10.6.1 There are no longer any working collieries within the District. The legacy of former collieries, i.e. Mansfield, Warsop and Sherwood with their tips, together with ongoing tipping at nearby collieries, i.e. Clipstone, Rufford, Shirebrook and Welbeck, is a major issue of concern. The Council will, in association with the County Council as Minerals Planning Authority, seek to ensure the satisfactory restoration of former colliery sites and tips to bring them into appropriate beneficial uses. Policies elsewhere in this Local Plan include proposals for future uses on former Colliery sites, including recreational uses of the tipping areas.

10.6.2 The Coal Measures "outcrop" (exposed coalfield), encroaches into the western part of Mansfield District. The District Council supports the Minerals Planning Authority's policies on resisting the opencasting of coal in the Teversal/Skegby Dawgates landscape area as shown on Plan 5.

10.7 **Sandstone**

10.7.1 Two major sand quarries exist in the District at Ratcher Hill, off Southwell Road and at Berry Hill, off King George V Avenue. Both are long established with major reserves. Ratcher Hill Quarry is expected to continue to be worked during the Plan period. Extensions to the workings at this quarry will be resisted by the District Council due to environmental considerations. Berry Hill Quarry is nearing the end of its useful life and part of the site will be available for development within the later part of the Plan period.

10.7.2 Gregory Quarry, off Nottingham Road, provides the only building stone, quarried in the County and is the only quarry producing magnesium sandstone nationally. 'Mansfield White' is the stone which is currently worked at Gregory Quarry and was used to build the Town Halls of Newark and Mansfield. It is especially well seen at Southwell Minster. English Heritage currently use the stone for major repairs at Bolsover Castle as it has proved to be the best available Dolomitic Sandstone. It is estimated that there are sufficient reserves to last seventy years, at recent extraction rates. Policy 9/2 of the



MANSFIELD DISTRICT LOCAL PLAN

PLAN 5: Teversal/Skegby Dawgates Landscape Area
Notts Minerals Local Plan (Deposit Draft - September 1993).
Plan not to scale

Nottinghamshire Structure Plan Review, establishes the principle of avoiding the unnecessary sterilisation of important mineral resources. The Nottinghamshire Minerals Local Plan also makes reference to issues of mineral resource sterilisation. Having regard to the above the District Council will liaise with the Minerals Planning Authority to ensure that Gregory Quarry is in no way sterilised through development.

10.8 **Limestone**

- 10.8.1 The most significant limestone related workings within the District are located at Vale Road, Mansfield Woodhouse. There are a number of major problems relating to the current status of the two quarries at this location, e.g. access, disturbance to nearby residents and safety. The District Council will continue to liaise with the County Council, in their capacity as both Minerals and Waste Planning Authority, to identify appropriate after uses and acceptable means of achieving them. The District Council considers that a recreational use would be worthy of further investigation, e.g. as a water based facility.



CHAPTER 11 - RETAILING

11.1 Introduction

11.1.1 Retailing has been one of the most dynamic sectors of the U.K. economy although retail growth has slowed significantly in recent years. Channelled correctly this growth can make an important contribution towards the economy of the Mansfield area and bring about significant benefits for the local population.

11.1.2 In common with other areas, the pattern of retail provision in Mansfield District has continuously evolved. In recent years the growth of out of centre foodstores and retail warehousing (particularly bulky durable goods) has impacted on the town centre and the other established shopping centres throughout the District. Despite the pressures for retail decentralisation, these traditional centres remain the main focus of shopping activity. They are centrally located, affording relatively easy access by all sections of the community and offer the opportunity to combine shopping trips with work and leisure activities. The continuing health and prosperity of the town and district centres, however, relies on their ability to adapt to change, in order to remain competitive and attractive to shoppers.

11.1.3 Town centre retailing has become dominated by multiple groups trading under several distinct formats. The preference of these groups is increasingly towards clear trading space of a regular shape, with good servicing. These large groups, because of their variety, are able to adopt a more innovative approach to the selling of different product lines from the same store. There is clear evidence that multiple retailers are seeking increased representation in Mansfield town centre and there is a requirement for somewhat larger stores than those which are currently available. During the 1980's, the concept of "speciality shopping" emerged, with retailers selling several lines of a single product item. Whilst the growth of speciality shopping has not been sustained, there is now a clear recognition of the important role that small, often independent, retailers have in providing specialist goods and services.

11.1.4 The terms "convenience" and "comparison" goods, referred to in this chapter are defined by Planning Policy Guidance Note 6, (P.P.G. 6):-

- Convenience: goods such as food, newspapers and drinks, which tend to be purchased regularly and for which convenience of purchase is therefore important.
- Comparison: goods such as clothes and electrical equipment, for which the consumer generally expects to invest time and effort into visiting a range of shops before making a choice.

11.1.5 Traditional town centres have clearly been affected by the changes in shopping patterns. There has been a marked loss of convenience floorspace from town centres and some centres do not now fulfil this traditional role. The growth of retail warehouses has also led to the decline of the sale of bulky, durable goods in the high street. Town centres which have failed to adapt have declined under the competition. This has resulted in vacant floorspace. Others have modernised, refurbished and diversified, giving more space over to leisure and community facilities to enhance their retail function. Investor confidence in town centres is also strengthened when it is perceived that a local authority is taking steps to make the centre more attractive. The quality of the design of buildings, good car parking facilities, pedestrianisation schemes and landscaping all play a role in improving the image of shopping areas.

- 11.1.6 Town centres have an important role to play with regard to sustainable development. Trips to shops are often combined with visits to other services such as banks, estate agents and leisure facilities. This reduces the number of car trips, which thus saves energy. The District's shopping centres have benefited from considerable public and private investment to improve the quality of the services and facilities offered to improve the environment and to consolidate their functions. Planning policies will strive to make the best use of this investment.
- 11.1.7 Latest estimates from the Unit for Retail Planning Information (U.R.P.I.) contained in Brief 97/2 indicate that growth in expenditure on comparison goods is likely to rise by 3.57% per annum and on convenience goods by 0.31% per annum (both long term trends). Although this rate of growth may not necessarily be achieved, as it is closely tied to the health of the economy, levels of new growth will, undoubtedly, need to be accommodated. If the District is to maintain and enhance its share of comparison expenditure, based on these assumptions, then approximately £84.5 million (1993 prices) of new turnover would need to be accommodated in the District by 2006.
- 11.1.8 The District Council considers that the majority of available expenditure on comparison goods, during the Plan period, should be accommodated within Mansfield town centre, in order to preserve and enhance its role as a sub-regional centre. Elsewhere, new floorspace will take the form of traditional shop units within district and local centres. It is likely, however, that there will be an expansion of the retail warehouse sector.
- 11.1.9 In the Spring of 1995, Hillier Parker undertook a retail study of Mansfield, to assess the scope for new retail development and the appropriate balance to be struck between town centre and retail warehouse floorspace, in accordance with current and emerging Government guidance. Hillier Parker's assessment of the various indicators of vitality and viability point to Mansfield under-performing for a town of its size, although it has a below average level of vacant shop units. Zone A rental levels, however, are falling at a faster rate than the East Midland or national average. Investment yields suggest that Mansfield is performing in line with the All Shops average but below the average yield for the East Midlands. Representation from national multiple retailers is limited. Many of the national multiple retailers in Mansfield are located in sub-standard units, which does not compare favourably with other towns, where they are located in larger or more attractive units. The lack of suitable units is reflected in the lack of interest to gain representation from national multiple retailers not currently represented in the District. There is also evidence of decline in total pedestrian flows in the town centre.
- 11.1.10 Hillier Parker's study concluded that the White Hart Street area, in Mansfield town centre (see policies in the Central Areas Chapter), offers the best opportunity for securing a town centre comparison goods retailing scheme. In contrast, the study views the more peripheral location of the Clumber Street site (see Central Areas Chapter) as less attractive, although its current role as a car park could be expanded to reinforce pedestrian flows along Regent Street into the town centre and thereby strengthen the function of the north side of the town centre. In common with the Magistrates Court Site (see Central Areas Chapter), it provides a possible location for more limited edge-of-centre retail development, possibly including a discount food retailer.
- 11.1.11 The study recognised the pressure for retail warehouse development in the District. It concludes that the Field Mill / Portland Sidings site offers the best opportunity for an integrated retail park to be developed and the only prospect for links to the town centre.

- 11.1.12 The combination of new retail developments in the centre of Mansfield on the White Hart Street site, together with a retail warehouse development at Field Mill/ Portland Sidings would provide a more integrated retail location, with improved pedestrian flows in the southern part of the town centre, especially from Portland Sidings through to the very centre of Mansfield at the Market Place.

11.2 The Shopping Hierarchy

- 11.2.1 The shopping hierarchy in the District is based on five broad categories and forms the basis of the District Council's retail strategy.

- 11.2.2 Mansfield town centre, which includes the 'sub regional centre', dominates shopping provision within the Plan area. It is a sub-regional comparison shopping centre with an extensive catchment area in West Nottinghamshire and East Derbyshire. It contains approximately 93,000m² of retail and service floorspace. In 1986 it had a total turnover of around £126 million. The District Council's retail strategy seeks to promote Mansfield town centre as a sub-regional centre.



- 11.2.3 There are three "district centres"; two based on historic town centres at Mansfield Woodhouse and Market Warsop and one recently developed centre based around a food superstore at Oak Tree. These serve major residential areas within Mansfield and the immediately adjacent areas. They are primarily used for convenience shopping, with some comparison shopping and also provide a range of other services. The District Council's retail strategy seeks to maintain and further develop district centres.
- 11.2.4 "Local centres" are principally concerned with the sale of food and other convenience goods to the local community in which they are located. They also provide a limited range of other services and play an important role in providing for the day to day needs of local communities, in particular, for the less mobile of these communities such as the elderly and non-car owners. Shopping areas such as these are also vital in that they act as focal points for various community facilities.
- 11.2.5 "Neighbourhood parades" serve their immediate locality and usually consist of four or more shop units, located together in a parade or group. They may not be particularly important individually, but on a collective basis, they account for a large number of shop units. They command a small but significant proportion of convenience expenditure in the District. However, these centres have suffered severely as a result of the growth of superstores. They are considered vitally important to certain sections of the community, such as those on low incomes and the less mobile. These groups include the elderly, the disabled and single parent families with young children.

- 11.2.6 “Individual shops” serve immediately adjacent residential areas.
- 11.2.7 In addition to the hierarchy outlined above, the District of Mansfield contains a free standing Morrisons Superstore on Sutton Road, which has a wide catchment area covering both Mansfield and Ashfield and a Sainsbury superstore off Nottingham Road, to the south of the town centre. The District also supports a range of non-food retail warehouses, which are generally situated at locations highly accessible by private car. The catchment area of retail warehouses is typically very large and they account for a large proportion of an area’s expenditure on the primary goods which they sell.
- 11.3 **Structure Plan Context**
- 11.3.1 In relation to Mansfield District, the Nottinghamshire Structure Plan Review aims to:-
- Maintain and enhance Mansfield town centre’s role as a sub-regional centre;
 - Make provision for the appropriate expansion of the district centres at Mansfield Woodhouse, Oak Tree and Warsop;
 - Resist proposals for major out of centre retail developments unless they meet certain criteria.
- 11.4 **Objectives**
- 11.4.1 Achieve sustainable retail development sites to take advantage of existing centres, to serve concentrations of people and locations which will minimise the need to travel large distances.
- 11.4.2 Ensure a variety of shopping sites and facilities are available to cater for both the car-borne shopper and those on foot or those who rely on public transport, in specific identified locations and to ensure the facilities are accessible to all.
- 11.4.3 Protect and enhance the role of defined shopping centres and to maintain their vitality and viability.
- 11.4.4 Ensure new development is directed to specific sites and will not harm existing shopping centres.

POLICIES AND PROPOSALS

- 11.5 **Mansfield Sub-Regional Centre**
- 11.5.1 Mansfield town centre serves an extensive catchment area in West Nottinghamshire and East Derbyshire, serving nearly 300,000 people. Its primary role is in terms of shopping for comparison goods. It also has a strong role as a food shopping centre.
- R1 WITHIN THE MANSFIELD SUB-REGIONAL CENTRE, AS DEFINED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL BE GRANTED FOR RETAIL DEVELOPMENT (USE CLASS A1), OFFICES AND OTHER CENTRAL AREA FACILITIES WHERE THEY WOULD SUSTAIN AND ENHANCE THE VITALITY AND VIABILITY OF THE CENTRE.**

WITHIN THE REMAINDER OF THE TOWN CENTRE, AS DEFINED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL BE GRANTED FOR OFFICES, HOUSING, INDUSTRY (USE CLASS B1) AND OTHER CENTRAL AREA FACILITIES TO ENCOURAGE DIVERSIFICATION OF USES. RETAIL DEVELOPMENT WILL ONLY BE PERMITTED WHERE IT IS WELL RELATED TO THE SUB-REGIONAL CENTRE, CLOSELY INTEGRATED WITH EXISTING RETAIL DEVELOPMENT AND LOCATED WITHIN EASY WALKING DISTANCE OF THE PRIMARY SHOPPING AREA.

RETAIL PROPOSALS SHOULD NOT SERIOUSLY UNDERMINE THE VITALITY OR VIABILITY OF OTHER SMALLER CENTRES IN NEIGHBOURING DISTRICTS.

Note Shopping uses refer to Class A1 of the Town and Country Planning (Use Classes) Order 1987. The types of businesses which fall into this category are:- for the retail sale of goods other than hot food, post offices, travel and ticket agencies, sandwich bars, hairdressers, undertakers, dry cleaners and domestic hire shops.

The types of business which fall into Class A2, Financial and Professional Services (other than health or medical services) are any other services (including use as a betting office) which it is appropriate to provide in a shopping area, where the services are provided principally to visiting members of the public.

The types of businesses which fall within Class A3 of the U.C.O. (Food and Drink) are use for the sale of food or drink for consumption on the premises or hot food for consumption off the premises.

- 11.5.2 Despite the current downturn in the economic climate of the District, during the Plan period expenditure per head on comparison goods is expected to grow at a rate of approximately 3.5% per annum. Investment in existing shopping centres will attract further expenditure and will strengthen Mansfield's role as a sub-regional centre.
- 11.5.3 The town centre has adapted to compete with current trends through improvements to the shopping environment, particularly through pedestrianisation schemes and environmental improvements. Initiatives such as grants for building "facelifts", car parking improvements and the very successful "Shopmobility" scheme have all contributed to an improvement in the town centre's shopping environment.
- 11.5.4 In recent years, the growth of Mansfield town centre as a shopping centre has been uncertain. This is attributed to specific factors such as the lack of suitable accommodation, lack of room for expansion and the presence of out-of-centre retailing. Detailed policies that address these issues are contained in the Central Areas Chapter. They illustrate the determination of this authority to further enhance Mansfield town centre's role as a sub-regional centre by the identification of a variety of development sites and the continuation of a programme of environmental improvements. This includes street-scene treatment, landscaping and improvements to individual buildings via facelift and conservation partnership grants. Better car parking and improved public transport services will also be pursued during the Plan period.

11.5.5 Mansfield town centre has not grown and expanded in its retail function at the same rate as other centres. The town centre has suffered because existing centres such as Nottingham, Chesterfield, and Newark have undergone expansion in the range and quality of retail provision. The development of the Meadowhall complex north of Sheffield has also significantly affected retail competition in the area. The Central Areas Chapter contains a range of proposals for major retail development such as White Hart Street. The development of these sites will enable Mansfield to compete successfully with other centres.

11.5.6 Mansfield town centre provides the focus of retail activity within the District and in order to maximise accessibility to shopping facilities, the District Council will seek to concentrate new retail development within the sub-regional centre defined on the proposals map. Comparison shopping is the mainstay of retailing in Mansfield's shopping centre and the Council will actively promote the development of new comparison floorspace in the centre with the object of sustaining and enhancing its vitality and viability. Within this area, provided that there is not conflict with other policies and proposals in this Plan, planning applications for associated retail services such as banks, building societies and other professional services, restaurants and cafes will also be granted.

11.5.7 Developments considered to be acceptable in strengthening the role of the sub-regional centre would include retail, office, residential, community and leisure uses appropriate to the town centre, e.g. hotels, health centres, flats and indoor sports facilities. The District Council will encourage and undertake the implementation of environmental improvements, including landscaping, traffic management, parking /servicing and facelift conservation schemes. Improved access to the town centre will be sought, particularly with regard to public transport proposals and pedestrian / cycle routes. The District Council also accepts that complimentary uses such as leisure / entertainment facilities, office development and in appropriate cases, residential development can also contribute towards improving the vitality of the sub-regional centre. The above uses are all acceptable central area facilities.

11.6 District Centres

11.6.1 In order for district centres to maintain their current role and status, it is essential that new investment be attracted. In the context of district centres, retail and central area facilities include hairdressers, dry cleaners etc., financial and professional services and food and drink outlets. Proposals satisfying this policy would also have to comply with other relevant Local Plan policies.

R2 WITHIN THE FOLLOWING DISTRICT CENTRES, AS DEFINED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL BE GRANTED FOR RETAIL DEVELOPMENT, OFFICES AND OTHER CENTRAL AREA FACILITIES WHERE THEY WOULD SUSTAIN AND ENHANCE THE VITALITY AND VIABILITY OF THESE CENTRES.

Note For a full definition of the Use Classes Order, see note at the end of Policy R1.

R2(A) MANSFIELD WOODHOUSE DISTRICT CENTRE.

- 11.6.2 Woodhouse centre is primarily a convenience shopping centre anchored by the 3,066m² Co-operative Foodstore. Just over half of the shops in Woodhouse are located in Woodhouse centre. This comprises an elongated shopping street stretching for nearly half a mile along High Street and Station Street between Albert Square and Priory Square. There is a concentration of units located towards the western end of High Street adjacent to the Market Place. The shopping centre corresponds to the former village street of Woodhouse. Most shops are located in old stone buildings which were formerly houses. As a consequence, the centre is characterised by small shop units. Many of the buildings are of architectural or historic interest or have particular townscape value. The designation of an Action Area in the central area of Woodhouse in 1983 helped to bring about the development of the Co-operative Superstore. This stimulated a considerable increase in the turnover of the centre in the early 1980's. The District Council considers it of major importance that shopping in Woodhouse continues to grow. Detailed policies and proposals can be found in the Central Areas Chapter.

R2(B) MARKET WARSOP DISTRICT CENTRE.

- 11.6.3 Market Warsop has an important role as a retail centre, serving a catchment population of over 13,000 people. These are drawn almost entirely from households in Market Warsop, Warsop Vale, Church Warsop, Meden Vale and Spion Kop. Over the last decade Market Warsop's role has been threatened by a number of factors outlined below. With increased personal mobility and the development of large foodstores and retail warehouses in Mansfield and Worksop, Warsop households have a greater degree of choice. Other similar sized centres such as Ollerton, Shirebrook and Mansfield Woodhouse have also expanded with the development of medium sized foodstores, further adding to the choice of centres. Secondly, the strong link between the Warsop communities and the mining industry is now beginning to have repercussions for the prosperity of the commercial centre following the closure of Warsop Main Colliery. This has led to high levels of unemployment and declining levels of disposable income locally with the knock on effect of a decline in Market Warsop as a retail centre.



- 11.6.4 The retail core is now centred around the Sherwood Street/High Street/Burns Lane/Church Street junction. Despite these pressures, it remains an important retail centre selling mainly convenience goods. The most significant development over the last decade has been the construction of the Kwik Save foodstore on Burns Lane (620m²). Other smaller retail units have been developed on Sherwood Street providing a further 420m² of floorspace. The District Council considers it of great importance that Warsop's role as a convenience centre for local people should continue, but it must expand and diversify in order to keep existing trade and attract the expenditure lost over the last

decade to rival centres. Market Warsop is the most accessible location for the local community both in terms of private and public transport and as such the objective of this Local Plan is to capitalise on existing investment and to facilitate the improvement of the Centre. More detailed policies and proposals for Warsop can be found in the Central Areas Chapter.

R2(C) OAK TREE DISTRICT CENTRE.

- 11.6.5 This is a planned district centre, completed in the late 1970's, which includes smaller retail units. It experiences high turnover/floorspace ratios principally because of the presence of the Tesco Foodstore and the lack of competition in the immediate area. Planning permission will be granted for a limited amount of non-food retailing within the defined centre. Such development will need to make provision for adequate additional parking/ servicing, maintain satisfactory access to the centre for pedestrians and non-car borne users and compensate for any loss of recreational facilities.

11.7 Local Centres

- 11.7.1 The District Council will undertake all measures it considers necessary to ensure that the vitality and viability of the three defined local centres is maintained.

R3 WITHIN THE FOLLOWING CENTRES, AS DEFINED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL BE GRANTED FOR SHOPPING DEVELOPMENT (USE CLASS A1) AND ASSOCIATED FACILITIES (USE CLASS A2 AND A3) WHERE THEY WOULD SUSTAIN AND ENHANCE THE VITALITY AND VIABILITY OF THESE CENTRES.

R3(A) CLIPSTONE ROAD WEST LOCAL CENTRE.

R3(B) NEWGATE LANE / RATCLIFFE GATE LOCAL CENTRE.

R3(C) LADYBROOK LANE LOCAL CENTRE.

Note For a full definition of the Use Classes Order, see note at the end of Policy R1.

- 11.7.2 The three local centres all provide valuable shopping facilities for the communities which they serve. The District Council is anxious to sustain and enhance the vitality and viability of the centres. Planning permission will therefore be granted for retail development and associated non-retail services within the above centres, provided that such development does not conflict with other policies and proposals of the Local Plan. Associated services in the context of local centres would include services such as hairdressers, dry cleaners etc. financial and professional services and food and drink outlets, as defined in the Town and Country Planning (Use Classes) Order 1987.

- 11.7.3 The District Council recognises that other developments such as community and leisure / entertainment facilities could also contribute towards strengthening local centres. The District Council will also encourage the implementation of environmental improvements in these centres. Improved accessibility will be sought, particularly with respect to public transport services and pedestrian / cycle routes.

11.8 Neighbourhood Parades

11.8.1 The District Council will adopt all measures it considers necessary to ensure that the vitality and viability of the twelve defined neighbourhood parades is maintained.

R4 WITHIN THE FOLLOWING NEIGHBOURHOOD PARADES, AS DEFINED ON THE PROPOSALS MAP, PLANNING PERMISSION WILL BE GRANTED FOR RETAIL DEVELOPMENT (USE CLASS A1) AND ASSOCIATED USES (USE CLASS A2 AND A3) WHERE THEY WOULD SUSTAIN AND ENHANCE THE VITALITY AND VIABILITY OF THE PARADES.

R4(A) CARTER LANE (EVEN NOS. 62A- 74 AND 104-112) NEIGHBOURHOOD PARADE.

R4(B) CHESTERFIELD ROAD NORTH (EVEN NOS. 104-116) NEIGHBOURHOOD PARADE.

R4(C) CHESTERFIELD ROAD SOUTH (ODD NOS. 203-221) NEIGHBOURHOOD PARADE.

R4(D) COX'S LANE /BROWN AVENUE NEIGHBOURHOOD PARADE.

R4(E) EGMANTON ROAD NEIGHBOURHOOD PARADE.

R4(F) GARIBALDI ROAD (ODD NOS. 21-31) NEIGHBOURHOOD PARADE

R4(G) HARROP WHITE ROAD (EVEN NOS. 42-56) NEIGHBOURHOOD PARADE

R4(H) LING FOREST ROAD NEIGHBOURHOOD PARADE.

R4(I) PECKS HILL NEIGHBOURHOOD PARADE.

R4(J) RAVENSDALE ROAD, NEIGHBOURHOOD PARADE.

R4(K) OSSINGTON CLOSE NEIGHBOURHOOD PARADE.

R4(L) NOTTINGHAM ROAD NEIGHBOURHOOD PARADE.

Note For a full definition of the Use Classes Order, see note at the end Policy R1

11.8.2 Neighbourhood parades are small groups of shops which fulfill an important role in providing local shopping facilities for nearby residential areas. Developments considered to be acceptable in promoting the consolidation and enhancement of neighbourhood parades include retail services such as newsagents, hairdressers, dry cleaners etc., associated financial services and food and drink outlets. The development of community and leisure facilities may also play a role in enhancing the vitality of these centres, as would the improvement of the environment and parking facilities. Proposals satisfying this policy would also need to meet the criteria contained in Policy R7.

11.8.3 Developments considered to be acceptable in promoting the consolidation and enhancement of the above twelve neighbourhood parades would involve retail (up to a unit size of 750m²) and environmental improvements including landscaping and traffic management / parking facilities.

R5 LAND AT PORTLAND SIDINGS WILL BE THE PREFERRED LOCATION FOR RETAIL WAREHOUSE DEVELOPMENT FOR WHICH NO SUITABLE SITES CAN BE FOUND WITHIN OR ON THE EDGE OF MANSFIELD TOWN CENTRE. PLANNING PERMISSION WILL BE GRANTED FOR SUCH DEVELOPMENT AND ASSOCIATED LEISURE AND A3 USES ON THIS SITE PROVIDED THAT THE DEVELOPMENT MEETS ALL OF THE FOLLOWING CRITERIA:-

- 1) IT FORMS AN INTEGRATED, COMPREHENSIVE SCHEME INCORPORATING SHARED PARKING AND PROVISION FOR CYCLISTS AND PEDESTRIANS;**
- 2) IT PROVIDES A FOOTBRIDGE OVER THE RING ROAD AND PEDESTRIAN LINKS TO THE RAILWAY STATION;**
- 3) THE DEVELOPMENT WOULD NOT LEAD TO A NET LOSS OF INDUSTRIAL FLOORSPACE IN MANSFIELD;**
- 4) THE NET RETAIL WAREHOUSE FLOORSPACE WOULD NOT EXCEED 12,000 SQUARE METRES AND WOULD BE DEVELOPED IN PHASES;**
- 5) THE MINIMUM SIZE OF INDIVIDUAL RETAIL WAREHOUSES WOULD BE 929 SQUARE METRES, UNLESS IT CAN CLEARLY BE DEMONSTRATED THAT A SMALLER UNIT IS ESSENTIAL TO ACCOMMODATE A USER WHO CANNOT BE LOCATED ON A SITE WITHIN OR ON THE EDGE OF MANSFIELD TOWN CENTRE;**
- 6) THE NET SALES AREA OF ANY RETAIL WAREHOUSE ON THE SITE WOULD BE PREDOMINANTLY DEVOTED TO THE SALE OF BULKY DURABLE GOODS**

AN ELEMENT OF BUSINESS OR INDUSTRIAL USE (USE CLASS B1 AND B2) AND / OR A HOTEL USE WOULD BE ACCEPTABLE AS PART OF A COMPREHENSIVE DEVELOPMENT OF THE SITE.

THE COUNCIL WILL ENSURE THESE CRITERIA ARE MET, EITHER BY IMPOSING APPROPRIATE CONDITIONS ON ANY PERMISSION, OR, WHERE NECESSARY, BY NEGOTIATING A SECTION 106 AGREEMENT.

Note For a full definition of the Use Classes Order, see note at paragraph 3.7.4 and at the end of Policy R1.

11.9.1

This site to the immediate south of the railway with direct links to the new railway station is largely clear of development. In view of its close proximity to the town centre the site is felt to be particularly appropriate for an integrated retail warehouse/ leisure development. The site includes a group of recently completed units off Highfield Way. If these units are lost through development, it will be necessary for replacement units to be provided, either within the site, or at an alternative location. The site adjoins existing industrial areas and an element of industrial or business use would be acceptable as

part of the comprehensive redevelopment of the site. The provision of an hotel on the front part of the site between Highfield Way and Wharf Road would be acceptable. It is also expected that ancillary leisure facilities and appropriate A3 uses, such as restaurants and or cafes, will be developed in conjunction with the retail warehousing. The District Council has prepared a Development Brief for the area which provides detailed information on the preferred land uses / locations, development requirements and design issues.

11.9.2 Portland Sidings has the advantage of being closer to the town centre than the existing cluster of retail warehouses on Nottingham Road. It offers the only opportunity to generate linked shopping trips between the town centre and a retail park. The intention is to provide an integrated comprehensive development of the site. The joint use of car parking areas would be encouraged. Pedestrian and cycle links should also be provided, including a footbridge over the Inner Ring Road to strengthen the relationship between the site and the sub-regional centre. The Council will seek to negotiate a section 106 agreement to ensure that the footbridge and pedestrian links to the railway station are provided.

11.9.3 In order to maintain and enhance Mansfield town centre's role as a sub-regional centre, it is important that a balance is achieved between town centre development and retail warehousing. The District Council wishes to concentrate most of the new comparison goods shopping developed during the Plan period within Mansfield town centre but accepts that bulky durable goods requiring large showroom space could be sold in retail warehouses in the Portland Sidings area. In order to maintain an appropriate balance it is the Council's view that net retail floorspace on this site should not exceed 12,000sq. metres. It is also considered that it would be preferable for the provision of this floorspace to be phased over the Plan period to ensure that it does not outstrip the necessary growth in trade retention. Net retail floorspace will be taken to include any area of floorspace which is used in whole or in part for the sale of goods to the public.

11.9.4 In order to ensure that the retail element of the proposed development only provides for retailers requiring large showrooms, which could not be accommodated on sites within or on the edge of the town centre, individual retail units should generally be of a minimum size of 929sq. metres. However, smaller units will be allowed as an exception where there is clear evidence that they are essential to accommodate an appropriate retail use for which no suitable site or premises exist either within or on the edge of the town centre. The Council will also seek to restrict the sale of non-bulky goods (e.g. food, confectionery, clothing (including sportswear and children's clothing), shoes, toys, fashion accessories (including handbags and luggage), watches and jewellery, perfume and toiletries, books, computer software, music records, video and audio tapes) by imposing appropriate conditions on any planning permission that is granted for the site.

11.10 **Locations for Retail Developments**

11.10.1 Overall retail strategy is to direct investment to those centres identified in the retail hierarchy. Shops by their very nature attract vehicular and pedestrian traffic and can alter the character of an area, particularly residential areas. For the policy of concentrating development to defined centres to be effective, new retail developments outside of them will need to be strictly controlled.

R6 PLANNING PERMISSION WILL NOT BE GRANTED FOR RETAIL DEVELOPMENTS (OTHER THAN LOCAL SHOPS SELLING CONVENIENCE GOODS TO THE IMMEDIATELY ADJOINING AREA) OUTSIDE EXISTING CENTRES, AS DEFINED ON THE PROPOSALS MAP UNLESS IT CAN BE CLEARLY DEMONSTRATED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) THERE ARE NO OTHER SUITABLE LOCATIONS AVAILABLE IN THE FIRST INSTANCE WITHIN A DEFINED CENTRE OR IN THE SECOND INSTANCE AT THE EDGE OF A DEFINED CENTRE;**
- 2) THE DEVELOPMENT WOULD NOT DIRECTLY, OR WHEN CONSIDERED WITH OTHER DEVELOPMENTS, SERIOUSLY AFFECT THE VITALITY AND VIABILITY OF ANY NEARBY CENTRE;**
- 3) THE DEVELOPMENT WILL NOT PREJUDICE FUTURE INVESTMENT IN EXISTING CENTRES OR THE IMPLEMENTATION OF LOCAL PLAN POLICIES;**
- 4) THE DEVELOPMENT WILL BE WELL SERVED BY PUBLIC TRANSPORT SERVICES AND BE EASILY AND SAFELY ACCESSIBLE FOR PEDESTRIANS AND CYCLISTS;**
- 5) THE DEVELOPMENT WILL REDUCE THE NEED TO TRAVEL, ESPECIALLY BY CAR;**
- 6) THE DEVELOPMENT WILL INTEGRATE WITH SURROUNDING LAND USES AND MAKE PROVISION FOR EFFECTIVE PEDESTRIAN MOVEMENTS;**

WHERE NECESSARY THE COUNCIL WILL IMPOSE CONDITIONS TO CONTROL THE MAXIMUM AMOUNT OF RETAIL FLOORSPACE, THE MINIMUM SIZE OF UNIT AND THE TYPE OF GOODS SOLD IN ORDER TO SAFEGUARD THE VITALITY AND VIABILITY OF EXISTING CENTRES.

11.10.2 Shopping centres are defined on the Proposals map. Any planning applications for retail developments outside defined centres will be considered with regard to the above criteria.

11.10.3 PPG6 makes clear that commercial competition, as such is not a land use planning consideration. It does, however state that account should be taken of the possible impact of a development on the vitality and viability of any nearby town centre as a whole, as well as other factors. Planning permission will not be granted for retail developments that would be likely to prejudice future private sector investment in a shopping centre where such investment would be required to safeguard its vitality and viability. The District Council's retail strategy seeks to direct future retail development / investment to defined centres, where there exists a range of services within a 'core' area, concentration of public / private sector investment and to where access is provided by public transport. Any proposal which would put this strategy at risk would not be permitted.

11.10.4 In accordance with Government guidance, the District Council supports the 'sequential' approach to retail developments. Preference will, therefore, be for new retail proposals to be located within defined centres, followed by sites on the edge of defined centres. If no such sites are available, only then would out of centre sites be considered, but only if they were or could be made, accessible by a choice of means of transport.

11.10.5 Sites will be regarded as being on the edge of Mansfield town centre if they are within an easy walking distance of the primary shopping area as defined on the proposals map, taking into account the size and nature of the development proposal, its relationship to the centre as a whole and the quality of the pedestrian routes between the development and the primary shopping area.

11.10.6 The District Council supports Government aims to reduce transport emissions of carbon dioxide and air pollutants. As such, therefore, new retail developments which would result in the generation of unnecessary journeys by private car will not be permitted. In addition, the District Council will expect all new retail developments to integrate with existing retail centres/facilities and make provision for effective pedestrian and cycle movements.

R7 PLANNING PERMISSION WILL BE GRANTED FOR RETAIL DEVELOPMENTS PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) BE OF A SCALE WHICH IS CONSISTENT WITH THE SIZE OF THE DEFINED CENTRE IN WHICH IT IS SITUATED OR TO WHICH IT RELATES;**
- 2) INTEGRATE WITH THE EXISTING PATTERN OF SETTLEMENT AND SURROUNDING LAND USES;**
- 3) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER OF THE SURROUNDING AREA;**
- 4) NOT ADVERSELY AFFECT THE AMENITIES OF NEARBY OCCUPIERS;**
- 5) HAVE A HIGH STANDARD OF DESIGN AND LAYOUT, PARTICULARLY WITH RESPECT TO THE USE OF MATERIALS AND MASSING OF BUILDINGS;**
- 6) INCORPORATE SITE CHARACTERISTICS/ FEATURES WHICH MAKE AN IMPORTANT CONTRIBUTION TO THE TOWNSCAPE;**
- 7) MAKE PROVISION FOR THE NEEDS OF THE DISABLED, ELDERLY AND PERSONS WITH YOUNG CHILDREN AND INCLUDE RELEVANT CRIME PREVENTION MEASURES.**

11.10.7 Planning applications for all retail developments will be considered having regard to the above. Proposals must not conflict with adjacent / nearby land uses and must respect the setting, character and quality of the local environment, particularly in terms of their general massing and use of materials. Particular care and attention to good design will be required in conservation areas. On more peripheral sites, or where retail warehousing is being developed, less traditional designs may be acceptable.

- 11.10.8 The Government and the District Council are committed to sustaining and enhancing the vitality and viability of town centres where competing businesses facilitate competition from which consumers benefit. Such centres, because they are accessible by all modes of transport, provide a focus for the community and enable multi-purpose trips to be made. Any new proposal for retail development will, therefore, need to be considered in this context and should not, when considered in isolation or cumulatively, detrimentally affect the vitality or viability of established centres. They should also not prejudice the development of a retail proposal on a site more suitable for such uses, i.e. in terms of safeguarding the vitality and viability of a shopping centre.
- 11.10.9 A number of major industrial concerns are located immediately outside defined shopping centres. These concerns are important to the economic prosperity of the District and their continued industrial use will be more beneficial in terms of jobs than any retail development is likely to be. The District Council will resist the conversion of such premises to retail use. New retail proposals relating to land or premises which are either in use or have been previously used for employment purposes will only be acceptable where they comply with the criteria laid down in Policy E4 of the Plan.
- 11.10.10 New retail facilities should be designed with consideration for the safety / security and needs of all people, including the disabled, elderly and families with young children. Where appropriate, they should include access and facilities for disabled and elderly people, crèches, children's play areas and baby changing facilities. The provision of such facilities will increase the attraction of retail schemes and enhance their vitality/ viability.
- 11.10.11 Hot food shops, cafes / restaurants, public houses, etc., in particular, can give rise to a great many problems, including noise, smells, litter, disturbance caused by the slamming of car doors, manoeuvring of vehicles and the arrival and departure of customers. Short term on street parking associated with these uses can cause congestion and safety hazards. Where a proposal for such a use could have a detrimental effect on the amenity of nearby occupiers, the District Council will seek to overcome problems by applying conditions, to any planning permission, regarding hours of opening, installation of sound proofing and ventilation with fume extraction equipment.

R8 PLANNING PERMISSION WILL BE GRANTED FOR COMMUNITY, LEISURE, OFFICE AND RESIDENTIAL USES AS ELEMENTS OF RETAIL DEVELOPMENT PROPOSALS.

- 11.10.12 In traditional shopping centres, shopping is mixed with a number of other community, leisure and business uses. Shopping trips are often combined with other activities. The development of major new shopping centres should reflect this diversity. The inclusion of community and leisure facilities in particular can help to keep shopping centres alive during the evenings. The incorporation of office floorspace in retail schemes can provide a much needed addition to the stock of small offices in the District.

R9 WHERE DEVELOPMENT PROPOSALS WOULD INVOLVE THE DEMOLITION OF PREMISES OCCUPIED BY SMALL RETAIL OUTLETS OR SPECIALIST BUSINESSES OR WOULD OTHERWISE SERIOUSLY PREJUDICE THE CONTINUED USE OF SUCH PREMISES FOR THIS PURPOSE, PLANNING PERMISSION WILL NOT BE GRANTED UNLESS SUITABLE ALTERNATIVE ACCOMMODATION FOR SUCH OUTLETS AND / OR BUSINESSES WOULD BE PROVIDED IN THE VICINITY.

11.10.13 In the past the development of new shopping schemes has often resulted in the demolition of older, low rental retail premises. These types of premises have traditionally provided accommodation for local retailers and specialist businesses. If centres are to attract more visitors, such shops, which provide variety to the national multiples found in most retail centres, are vital. In this context, small retailers/ specialist businesses means those businesses occupying premises with a gross floorspace of less than 100sq metres. Such businesses make an important contribution to the local economy and therefore need to be located in areas where most people do their shopping. Small retailers and specialist businesses can be harmed by redevelopment schemes and their relocation in the same general area as opposed to extinction is often in the best interests of the community. Developers could meet the requirements of this policy in various ways, such as providing new floorspace for displaced businesses or demonstrating that there are suitable alternative premises elsewhere in the locality.

11.11 **Individual Shops**

11.11.1 To complement the policy of concentrating retail development into existing and proposed centres, new shopping development outside of these centres will be strictly controlled to those serving the immediately adjoining areas.

R10 WHERE REQUIRED, PLANNING PERMISSION WILL BE GRANTED FOR THE EXTENSION OF EXISTING SHOP PREMISES PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) **NOT HAVE A DETRIMENTAL EFFECT ON THE APPEARANCE AND AMENITY OF THE AREA;**
- 2) **NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;**
- 3) **NOT LEAD TO THE OVER INTENSIVE DEVELOPMENT OF THE SITE.**

11.11.2 Whilst the Local Plan seeks to channel new shopping development into defined centres, it is recognised that many existing small individual shops will have a continuing role to play. Some scope for the limited extension of these premises will be allowed, subject to the application of criteria outlined above.

11.12 **Factory and Farm Shops**

11.12.1 The loss of industrial land and premises to retail uses will not normally be permitted unless there are exceptional circumstances for so doing. However, one exception to retail activity on employment sites relates to the provision of factory shops where a small part of a building is used for selling of goods manufactured either on the premises or elsewhere by the same company.

R11 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF FACTORY SHOPS, WITHIN THE CURTILAGE OF EXISTING FACTORIES, PROVIDED THAT THEY WOULD MEET BOTH OF THE FOLLOWING CRITERIA:-

- 1) **THE PRODUCTS TO BE SOLD ARE MANUFACTURED BY THE ORGANISATION WHO OCCUPIES THE FACTORY;**
- 2) **NOT HAVE A DETRIMENTAL EFFECT ON THE VITALITY OR VIABILITY OF EXISTING SHOPPING CENTRES.**

11.12.2 Over recent years there has been a growth in the number of factory shops, particularly in the textile industry selling products which are slightly imperfect or surplus stock. In most cases these uses do not compete with or generally affect the viability of existing shopping centres. Provided that such uses are limited to selling goods manufactured by the company in question, they do not compete with existing centres and adequate car parking is provided, they will generally be acceptable. The Council will either impose conditions or negotiate a Section 106 Agreement to control subsequent occupation.

R12 WHERE REQUIRED, PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF RETAIL OUTLETS ASSOCIATED WITH ESTABLISHED FARM HOLDINGS PROVIDED THAT THEY WOULD MEET BOTH OF THE FOLLOWING CRITERIA:-

- 1) THEY PRIMARILY SELL AGRICULTURAL / HORTICULTURAL PRODUCE GROWN ON THE FARM HOLDING;**
- 2) NOT HAVE A DETRIMENTAL EFFECT ON THE VITALITY OR VIABILITY OF EXISTING SHOPPING CENTRES.**

11.12.3 The development of farm shops will generally be accepted as forming a part of farm diversification, provided that they meet the criteria outlined above.

11.13 Retail Proposals

R13 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF RETAIL AND ASSOCIATED USES ON 1.6 HECTARES OF LAND ADJACENT TO THE OAK TREE DISTRICT CENTRE.

11.13.1 The District Council has identified a site adjacent to the Oak Tree District Centre which it considers appropriate for the extension of retail and other facilities. Any development must have regard to leisure facilities at the Centre and include provision for relocation of the all-weather sports pitch. It will also need to maintain pedestrian links through adjoining open space areas and provide any additional parking / service requirements.

11.13.2 Developments considered to be acceptable in strengthening the role of the above District Centre would include retail, office, residential, community and leisure uses appropriate to District Centres, e.g. public houses, health centres and indoor sports facilities. The District Council will encourage the implementation of environmental improvements, including landscaping, traffic management, and parking / servicing. Improved access to the District Centre will be sought, particularly with respect to public transport proposals and pedestrian / cycle routes.

11.14 Optional Retail Proposals

11.14.1 The Local Plan identifies a number of sites which the District Council considers appropriate for certain, specific, retail uses as alternatives to other developments.

R14 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF MOTOR VEHICLE RETAIL OPERATIONS, INCLUDING PETROL FILLING STATIONS, AS ALTERNATIVES TO OTHER LAND USE OPTIONS ON 1.2 HECTARES OF LAND OFF NOTTINGHAM ROAD.

11.14.2 This site was previously used as a car showroom with associated activities. The District Council considers this to be the only form of retail use appropriate to the site. Other acceptable uses include employment or leisure.

R15 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A RESTAURANT/PUBLIC HOUSE, AS AN ALTERNATIVE TO OTHER LAND USE OPTIONS, AT THE FOLLOWING LOCATIONS:-

R15(A) 1.7 HECTARES OF LAND AT RUSHPOOL FARM.

- 11.14.3 Development of housing between Old and New Mill Lane may lead to the redundancy of the Rushpool Farm Buildings. These would be considered appropriate for conversion and re-use as a restaurant / public house. Acceptable alternative uses for the buildings include a hotel or residential development.

R15(B) 0.4 HECTARES OF LAND OFF WOODHOUSE ROAD.

- 11.14.4 The Queen Elizabeth Girls School recently re-located. The site comprises the oldest part of the former school site and includes a listed building which should be retained in any proposals for the site. The building has an extremely attractive setting and offers the potential for re-use as a restaurant / public house. Other acceptable uses include offices, hotel or non-residential institution.

R16 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF RESTAURANT, PUBLIC HOUSE AND/OR MOTOR VEHICLE RELATED RETAIL OPERATIONS, INCLUDING PETROL FILLING STATIONS, AS ALTERNATIVES TO OTHER LAND USE OPTIONS, AT THE FOLLOWING LOCATIONS:-

R16(A) 0.6 HECTARES OF LAND OFF SUTTON ROAD.

- 11.14.5 This vacant site has a prime frontage location on the main A38 road into Mansfield. It is considered appropriate for the development of a restaurant/public house or motor vehicle related operations, i.e. petrol filling station/car wash. A high standard of design would be expected, considering its important location. Other acceptable development would include employment uses, hotel or leisure.

R16(B) 0.9 HECTARES OF LAND OFF DEBDALE LANE.

- 11.14.6 This prime site, with frontage on a busy route between Mansfield and Mansfield Woodhouse is close to the Mansfield Woodhouse railway station. It is considered appropriate for development of a restaurant / public house and / or motor vehicle related operations i.e. petrol filling station /car wash / vehicle showroom /car hire. Other acceptable uses would include employment uses or hotel.



CHAPTER 12 - CENTRAL AREAS

12.1 General Introduction

- 12.1.1 The Local Plan policies promote the further development of the District's three town centres; Mansfield town centre, Mansfield Woodhouse centre and Warsop centre as centres for shopping, business and leisure. They are major employment centres and also provide homes for a significant number of people. They are the historic centres of the District and contain a large number of buildings of historic and architectural significance. The future health and prosperity of the three town centres is vital to the economic regeneration of the District. This chapter makes detailed proposals for the development of the centres over the Plan period.
- 12.1.2 The District Council takes an extremely pro-active role in town centre development. The Council's own action programmes in the three centres include a major environmental improvement programme, derelict land reclamation, conservation grant schemes and, a 'living over the shop' initiative. The Council has also taken a direct role in leisure developments in the town centres and has carried out a number of industrial developments on the fringe of centre sites. The District Council has received strong support from the European Union, the Department of Environment, Transport and the Regions, English Partnerships, English Heritage, the Housing Corporation and Nottinghamshire County Council in implementing these projects.
- 12.1.3 The Council is committed to working in partnership with the private sector and housing associations in town centre renewal. The Council actively pursues an enabling role, particularly through its powers of land assembly.
- 12.1.4 In certain key areas of the town centres there is a need for concentrated action over a short period of time to bring forward sites for development. These areas are designated as Action Areas in the Local Plan and will form the focus of public and private sector urban renewal activity during the Plan period. Detailed implementation schedules for Action Areas are found at the end of each Central Area section.

A. MANSFIELD TOWN CENTRE

12.2 Introduction

- 12.2.1 A healthy and prosperous Mansfield town centre is vital to the future well being of the District as a whole. In the topic Chapters that have preceded, the various roles that the town centre fulfils for the District have been individually described. The importance of the town centre is emphasised below together with a description of how these various roles interact with each other. Clear objectives for the town centre are defined, against which the policies and proposals can be judged over time, in terms of their achievement.
- 12.2.2 The Chapter then goes on to state policies that are specifically relevant to land use issues in the town centre. These are followed by detailed development proposals for sites in the area that offer a diverse range of opportunities for growth. The Chapter provides for the designation of four Action Areas at Clumber Street, Rock Valley, White Hart Street and Station Street.

- 12.2.3 Mansfield town centre serves as a sub-regional centre for West Nottinghamshire and the north eastern part of Derbyshire. As a comparison shopping centre its catchment area encompasses almost 300,000 people in the Mansfield/Ashfield conurbation and surrounding settlements. The centre contains approximately 93,000 m² (1 million sq. ft.) of retail floorspace in nearly 400 units.
- 12.2.4 Mansfield town centre has the following key roles to play in the future development of the District:-
- providing opportunities for economic diversification and growth;
 - the expansion of its role as a comparison shopping centre;
 - the attraction of investment and people by the development of a high quality and vibrant town centre offering a wide range of business services, retail outlets together with diverse cultural, leisure and other entertainment facilities;
 - to aid tourism development.
- 12.2.5 Mansfield town centre is clearly of great importance to the District in terms of creating employment opportunities particularly as some of the town's traditional industries have been eroded away almost into extinction since the early 1980's, especially coal mining. This decline has not significantly been offset by growth in other sectors. Consequently, Mansfield has been left with an extremely serious level of unemployment. However the town centre has great potential for job creation through the development of service sector industries. During the 1980's and 1990's growth in services has unfortunately been small when compared to some neighbouring towns. Chesterfield, Derby and Nottingham have all experienced major growth in retailing over the past ten years. The Plan continues to encourage service sector growth through the identification of suitable sites for such development in or close to the town centre. These opportunities complement the portfolio of industrial land sites promoted across the District. The development of this industrial land will itself give rise to an increased demand for business services and other town centre facilities. Town centre office sites are equally promoted with a view to attracting service sector companies.
- 12.2.6 The further development of the town centre's role as a sub-regional comparison shopping centre is vital given that shopping is the principal reason for many visits to the District. Proposals are made in the Plan that will allow a major expansion of comparison shopping. The White Hart Street Action Area represents a commitment on the Council's behalf to achieving this objective as it should include a substantial increase in retail floorspace. The Plan also promotes the development of new leisure, cultural and other entertainment facilities which will also prove an important source of job creation and service sector growth. There is a particular strong link between leisure and shopping trips and the Plan seeks to exploit this in order to attract more visitors to the town.
- 12.2.7 In addition to the promotion of new facilities, the District Council will continue its efforts to enhance the environment of the town centre which will encourage more visitors to the town as well as enhancing shopping conditions for local people. Since the late 1970's major pedestrianisation schemes have been implemented in and around the Market Place together with the improvement of shop frontages. These works have greatly improved the image of the town centre. Similar positive action is proposed for upper Leeming Street, Clumber Street and Bridge Street during the Plan period. In this way, the Council working in partnership with local businesses, other local authorities and public bodies, the Government and the European Community has strived to reverse the

town's historically poor image to outsiders. The Plan puts forward other policies and proposals which will further assist the development of a positive image demonstrating a quality environment and opportunities for dynamic growth. Such action attracts more visitors, aiding the growth of local businesses leading to service sector expansion as a whole, consequently creating new employment opportunities. Environmental improvements can additionally help to attract investment into the town.



12.2.8 The Plan also aims to attract more visitors through the inclusion of proposals that will improve the town centre's accessibility by car and public transport. At the end of 1995, passenger rail services were re-introduced to the District through the Robin Hood Line which connects Nottingham to Worksop via Mansfield. A station is in operation in Mansfield town centre. It is hoped that the existence of the rail service will increase the number of visits made to Mansfield each day and enhance the attraction of the town and District to business investors. In association with the station, increased car parking provision will be made, forming part of a transport interchange that will provide bus connections, taxi services and car passenger drop off / pick up facilities.

12.2.9 This development forms part of comprehensive proposals set out in the Station Street Action Area that will promote office, leisure, retail, hotel and parking developments. Town centre accessibility was radically enhanced by the completion of the final stage of the Inner Ring Road in 1994. Proposals are made too, for increasing car parking provision in the town centre. This is of great importance in terms of attracting new businesses, shoppers and other people looking to take advantage of leisure facilities available in the town.

12.2.10 The town centre will play its role in increasing the supply and range of residential accommodation available in the District. The Rock Valley/Bridge Street Action Area development site will provide the main source of new residential accommodation in the town centre, which will be specifically developed to suit the needs of single and elderly people and couples without children. This location is ideally suited for these particular groups because of the very close proximity of shops and services. Proposals are also made to support the use of upper floors of shops for residential accommodation, making the best use of existing resources. By increasing the numbers of people living in the heart of the centre, its vitality will be enhanced.

12.3 **Objectives**

12.3.1 Reduce unemployment levels by encouraging the creation of new employment opportunities in the town centre for all sections of the community.

12.3.2 Assist in the diversification of the District's economy by encouraging growth in the town centre's service sector.

- 12.3.3 Conserve and enhance the essential character of the town centre whilst accommodating necessary change and development.
- 12.3.4 Aid tourism development within the town centre.
- 12.3.5 Extend the range and quality of shopping facilities in the town centre and so promote the further development of Mansfield as a comparison shopping centre.
- 12.3.6 Maintain and help expand existing businesses including enterprises in the manufacturing sector in the town centre.
- 12.3.7 Encourage the development of new and the enhancement of existing cultural, leisure and community facilities in the town centre.
- 12.3.8 Improve town centre accessibility by public and private modes of transport.
- 12.3.9 Increase the resident population of the town centre and enhance the housing and environmental conditions of existing housing areas.
- 12.3.10 Improve pedestrian networks and further encourage travel into the town centre by cycles.
- 12.3.11 Assist in the creation of a safer, more welcoming, attractive environment encouraging greater numbers of people to visit the town centre.

POLICIES AND PROPOSALS

12.4 Employment

- 12.4.1 The Local Plan identifies an area in the town centre which the District Council considers appropriate for the consolidation of office uses.

MTC1 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH WOULD CONSOLIDATE OFFICE USES ON ST JOHN STREET.

- 12.4.2 This area is now substantially in office use through conversions and is well defined. There is a continued demand for small, low rental space which should be accommodated in the town centre.

MTC2 PLANNING PERMISSION WILL BE GRANTED FOR THE CONVERSION OF THE UPPER FLOORS OF BUILDINGS, WITHIN THE DEFINED SUB-REGIONAL CENTRE, TO OFFICES.

- 12.4.3 There is much under-used space within the shopping centre which could be put to good use. This would provide valuable space for those office uses which prefer to be in the shopping centre in order to attract customers and to be accessible, but who do not necessarily require window frontage.

12.5 Environment

- 12.5.1 The District Council will seek to improve the town centre environment, in particular the conservation areas by the effective utilisation of Town Scheme and Facelift Grants in association with English Heritage and the County Council.

12.5.2 Town Scheme Grants and Facelift Grants supported by the District and County Councils and English Heritage provide incentives for owners to improve their properties and make an important contribution to the character of Mansfield town centre.

12.5.3 The Environment Chapter described the qualities and the role of the town centre conservation areas at Bridge Street, the Market Place and along West Gate in terms of preserving and promoting buildings and areas of historical and architectural importance. These add to the interest of the town centre and so encourage tourism development and an environment that local people can relate to and enjoy.

MTC3 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WITHIN THE DEFINED SUB-REGIONAL CENTRE PROVIDED THAT THEY WOULD MEET BOTH OF THE FOLLOWING CRITERIA:-

- 1) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE SURROUNDING AREA;**
- 2) HAVE REGARD TO THE HEIGHT, SCALE AND MASS OF ADJACENT BUILDINGS.**

12.5.4 It is important that new developments in the town's central area have regard to, and help preserve, its traditional character and maintain/enhance the quality of the street scene. The District Council will expect proposals to demonstrate an awareness of the height, scale and mass of nearby buildings. The policy will, therefore, contribute to the attraction of the town centre for visitors and investment.

12.6 Movement

12.6.1 Proposals for limiting vehicular traffic within the principal shopping streets of Mansfield town centre will continue to be promoted. The removal or reduction in traffic during the main shopping hours provides improved safety and convenience for shoppers and adds to the overall attractiveness of the town centre. The town centre pedestrianisation schemes that have been implemented in and around the Market Place have greatly improved conditions for all pedestrians by limiting vehicular access. Such improvements will be extended to Clumber Street, upper Leeming Street and White Hart Street as part of a comprehensive renewal scheme.

12.6.2 Following completion of the final phase of the Inner Ring Road, there are opportunities to consider the re-routing of bus access into, out of and through the town centre. As outlined in the Movement Chapter, measures to maintain and promote the bus services, e.g. bus lanes/gates, information systems, etc. will be encouraged.

12.6.3 The programme of co-ordinated paving schemes will continue to be implemented in Mansfield town centre in order to increase use by pedestrians and enhance the attraction of the town centre. Fully paved and pedestrianised streets create a more attractive town centre for shoppers, business people and other visitors. They also encourage increased investment in the town centre by businesses. The first paving schemes were introduced in the 1970's along lower West Gate and Stockwell Gate. The programme has been greatly advanced during the 1990's with the completion of Market Place, Leeming Street and Regent Street which have been pedestrianised together with Market Street and improvements to Queen Street. A pleasant river walkway has been created at Rock Valley, which was formally opened by the Princess Royal in November 1991. Future paving schemes are planned for Bridge Street, upper Leeming Street and Clumber Street.

- 12.6.4 The District Council will attempt to ensure the development of a network of safe and pleasant pedestrian routes linking facilities of the town centre and adjoining areas. Opportunities for improving pedestrian routes are likely to occur as a result of major renewal schemes such as that proposed at White Hart Street. The removal of through traffic from the Clumber Street/Leeming Street area offers an opportunity to greatly improve conditions for pedestrians.
- 12.6.5 As outlined in the Movement Chapter attention will be given to measures which would make cycling safer and more enjoyable. This is particularly relevant for routes to and within the town centre. Measures such as cycle only lanes, shared access with buses (i.e. along bus lanes and through bus gates) and cycle parking facilities will be considered favourably.
- 12.6.6 If major new town centre developments such as shopping centres, retail warehouses or leisure facilities increase the demand for short-stay car parking, then additional car parking may be required. Car parking provided in new developments should be open to the general public during normal shopping hours. The District Council may also seek to negotiate with developers an agreement under Section 106 of the Town and Country Planning Act 1990, to adopt the current Council parking tariff as a minimum price structure. This is to ensure that new parking provision does not attract commuter car parkers who park for long periods and thereby reduce the number of spaces available for shoppers. In some areas within the retail centre, a car park would cause an unacceptable increase in traffic or access to it may become a traffic hazard. In these cases, the District Council may require developers to provide public parking elsewhere or to make a financial contribution to the future development of a car park in a nearby location. Where new car parks are introduced to the town centre they should be designed to include good lighting and the provision of surveillance cameras will be encouraged to further the security of the car park. Development schemes may also offer opportunities for the implementation of public transport facilities. The District Council will therefore seek contributions in appropriate instances from developers towards the improvement of public transport infrastructure.
- 12.6.7 There is a danger that centrally located car parks, convenient for shoppers and other visitors staying a short time in the town centre will be filled by commuters using spaces all day. It is important for the commercial viability of the town centre that parking spaces within reasonable walking distance of the main shopping streets remain available to shoppers. To this end, the Council has reintroduced a 4 hour maximum waiting period within all the town centre car parks, with longer stay parking available for commuters in the peripheral car parks.
- 12.6.8 The car parks charging policy will be reviewed regularly in the light of changing shopping and work patterns. In order to implement a deterrent pricing policy consistently, the District Council will normally seek to ensure that car park tariff scales in private car parks are co-ordinated with those used in District Council car parks.
- 12.6.9 There are many benefits in bringing residential units back into the town centre either by changes of use or new development. However, in many cases, space does not exist to provide on-site car parking. In such cases, the District Council will allow car owners to use public car parks, perhaps on a seasonal ticket basis or assist developers or landlords to hire contract car parking spaces elsewhere in the town centre. Frequently though occupiers of centrally located residential accommodation will be non-car owners.

12.7 Leisure

12.7.1 Mansfield Palace Theatre is a key cultural facility, not only for the population of Mansfield, but for many people who live beyond the District boundaries. The Theatre therefore is an important tourist attraction.

MTC4 PLANNING PERMISSION WILL NOT BE GRANTED FOR THE REDEVELOPMENT, OR CHANGE OF USE, OF THE PALACE THEATRE/MUSEUM COMPLEX UNLESS ITS CURRENT USE WOULD BE ENHANCED.

12.7.2 By improving the facilities in the Theatre, its seating capacity and improvements to the stage and back stage areas, the potential to host larger and more popular productions will be fulfilled. This will encourage greater use by local residents and visitors alike, thereby promoting tourism development in the District. The District Council will therefore continue to implement improvements to the Palace Theatre and Museum complex and resist any proposals for change of use.

12.8 Retailing

12.8.1 It is important to concentrate retail development and investment to within or at the edge of a defined area of the town centre to maintain and reinforce its role as a sub-regional centre. Any uncontrolled expansion of retailing in the town centre would result in fragmentation of the shopping centre and the possible appearance of more vacant shop units.

12.8.2 The Retail Chapter includes policies which seek to direct new retail uses to within or at the edge of defined retail centres. It is important, therefore, that efforts be concentrated on supporting and improving the sub-regional centre and channelling new investment to the existing shopping centre with the aim of achieving a compact centre with a diverse range of activities. Any new developments should not, therefore, have a detrimental effect on the vitality/viability of the sub-regional centre. Shopping uses refer to Class A1 of the Town and Country Planning (Use Classes) Order 1987. The types of businesses which fall into this category are:- for the retail sale of goods other than hot food, post offices, travel and ticket agencies, sandwich bars, hairdressers, undertakers, dry cleaners and domestic hire shops. The types of businesses which fall into Class A2, Financial and Professional Services (other than health or medical services) are any other services (including uses as a betting shop) which it is appropriate to provide in a shopping area, where the services are provided principally to visiting members of the public. The types of businesses which fall within Class A3 of the "Use Classes Order" (Food and Drink) are use for sale of food or drink for consumption on the premises or hot food for consumption off the premises.

MTC5 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS AT GROUND FLOOR LEVEL WITHIN PRIMARY SHOPPING AREAS, AS DEFINED ON THE PROPOSALS MAP, OTHER THAN FOR SHOPPING USES (USE CLASS A1 ONLY).

12.8.3 This policy relates specifically to the following primary areas:-

- (i) West Gate - Odd Nos. 1 - 13. Even Nos. 6 - 46.
- (ii) Four Seasons Centre - All Units.

It is important to maintain the primary shopping area in Mansfield town centre in purely shopping use and to prevent fragmentation by non-shopping uses such as banks, building societies and hot food takeaways. Already the primary area has experienced some infiltration of non-retail uses such as the Yorkshire Bank. To date these have not threatened the vitality, viability or the character of the shopping area which is at the heart of the sub-regional centre. The District Council will not permit any further encroachment by non-shopping uses in this key area. This area is the focus of retail activity and contains the majority of national multiple retailers present in the town.

MTC6 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS AT GROUND FLOOR LEVEL WITHIN SECONDARY SHOPPING AREAS, AS DEFINED ON THE PROPOSALS MAP, OTHER THAN FOR SHOPPING (USE CLASS A1) AND ASSOCIATED USES (USE CLASSES A2 AND A3 ONLY). PROPOSALS FOR ASSOCIATED USES WOULD ALSO NEED TO MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) NOT RESULT IN THE LOSS OF A SHOPPING FACILITY (USE CLASS A1) IN A KEY LOCATION, FOR EXAMPLE A CORNER POSITION;
- 2) NOT RESULT IN EITHER THE FRAGMENTATION OF THE CENTRE AS A WHOLE OR AN OVER CONCENTRATION OF ASSOCIATED USES IN ANY PARTICULAR STREET OR PARADE OF SHOPS SO AS TO UNDERMINE THE VITALITY OR VIABILITY OF THE SUB-REGIONAL CENTRE;
- 3) MAINTAIN A DISPLAY OF VISUAL INTEREST WITHIN A SHOP WINDOW ON THE FRONTAGE OF THE PREMISES;
- 4) GENERATE A SUFFICIENT LEVEL OF PEDESTRIAN ACTIVITY TO MAINTAIN THE VITALITY OF THE SHOPPING AREA;
- 5) NOT GIVE RISE TO UNACCEPTABLE SMELLS, FUMES, NOISE, DISTURBANCE OR OTHER ENVIRONMENTAL CONCERNS;

IN ASSESSING ANY PROPOSAL AGAINST THESE CRITERIA THE COUNCIL WILL ALSO TAKE INTO ACCOUNT THE PROPORTION OF VACANT STREET LEVEL PROPERTY IN THE SECONDARY SHOPPING AREA.

Note- for a full definition of the Use Classes Order, see paragraph 12.8.2.

This policy relates specifically to the following secondary frontages:-

- (i) Upper West Gate - Odd Nos. 37 - 71, Even Nos. 48 - 66.
- (ii) Stockwell Gate - Odd Nos. 1 - 69, Even Nos. 2 - 26 and including Tesco and Co-op Stores.
- (iii) Regent Street - Odd Nos. 3 - 21, Even Nos. 2 - 30 including Regent House.
- (iv) Lower Leeming Street - Odd Nos. 1 - 29, Even Nos. 2 - 42 and Clumber House.
- (v) Church Street - Odd Nos. 1 - 39, Even Nos. 8 - 36 and Swan Hotel.
- (vi) Rosemary Centre - All Units.
- (viii) Market Place - Nos. 1 - 12 inclusive, 15 - 24 inclusive, 25 - 31 inclusive.
- (ix) Market Street - Nos. 1 - 4 inclusive, 10 - 19 inclusive.

- 12.8.6 This policy aims to maintain the vitality and viability of important, but secondary, shopping streets in Mansfield town centre. It aims to do this by preventing the fragmentation of shopping frontages due to concentrations of non-shopping uses. Too many non-shopping uses such as banks, building societies or hot food takeaways, in any given frontage or, the loss of a key location, is likely to reduce the overall attractiveness to shoppers. The retail function of the centre, in terms of the vitality and viability of the centre as a whole, is likely to be harmed if the proportion of units in Use Class A1 uses in a particular street falls below 50% and so is not predominantly in shopping uses.

MTC7 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF THE FOLLOWING:-

- 1) **SHOPPING AND ASSOCIATED USES (USE CLASSES A1, A2 AND A3 ONLY);**
- 2) **NON-RESIDENTIAL INSTITUTIONS;**
- 3) **LEISURE USES;**
- 4) **AMUSEMENT ARCADES;**

AT GROUND FLOOR LEVEL, EXCLUDING PRIMARY AND SECONDARY SHOPPING AREAS, WITHIN THE DEFINED SUB-REGIONAL CENTRE.

Note- for a full definition of the Use Class Order, see paragraph 12.8.2.

- 12.8.7 Outside of the primary and secondary shopping areas, no restrictions will be placed on the number of those non-shopping uses listed above. These parts of the shopping centre generally contain a greater proportion of non-shopping uses but remain largely retail in character. This approach is intended to provide sufficient scope for the location of non-shopping uses, whilst retaining a robust core of shopping areas where retail activity is dominant.

MTC8 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF THE FOLLOWING:-

- 1) **SHOPPING AND ASSOCIATED USES (USE CLASSES A1, A2 AND A3 ONLY);**
- 2) **OFFICES;**
- 3) **HOTELS AND HOSTELS;**
- 4) **HOUSING;**
- 5) **LEISURE USES;**

AT FIRST FLOOR LEVEL AND ABOVE, INCLUDING DEFINED PRIMARY AND SECONDARY SHOPPING AREAS, WITHIN THE DEFINED SUB-REGIONAL CENTRE.

Note- for a full definition of the Use Classes Order, see paragraph 12.8.2.

- 12.8.8 The objective of this policy is to encourage increased and diversified use of upper floors in the shopping centre which will stimulate activity and interest. The potential of upper floors is not presently being maximised. This policy aims to make better use of this major resource.



- 12.8.9 The Four Seasons Centre, together with West Gate, forms the main focus for shopping in Mansfield. It contains most of the national multiples currently represented in the town. The Centre, is however, at risk of becoming outdated when compared to more recent developments elsewhere. The ideal requirements of current retailers in terms of size and quality of shop units is not achievable within the existing accommodation. Ongoing change and refurbishment of the Centre's facilities during the Plan period would enhance Mansfield's shopping image and so will be encouraged by the Council. The development of the site at Walkden Street would allow for a small scale extension of the Four Seasons Centre, possibly providing a food court to strengthen its range of attractions.

MTC9 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF RETAIL USES AT THE FOLLOWING LOCATIONS:-

MTC9(A) 0.1 HECTARES OF LAND OFF WALKDEN STREET

- 12.8.10 This site consists of an open, landscaped walkway running along the Four Seasons Centre and the Bus Station. This Plan proposes that this site be developed for retail use. The site could be developed to include a food court to complement the attractions of the Four Seasons Centre. The development of this site would have the added benefit of providing a covered walkway between the shopping centre and the bus station. Development of this site could be linked with the proposed redevelopment of Stockwell Gate. Development should not however detract from the character and environment of the Old Meeting House and associated buildings.

MTC9(B) 1.3 HECTARES OF LAND OFF STOCKWELL GATE

- 12.8.11 The site consists of the bus station, the Tesco Supermarket and a multi storey car park. Although this site was redeveloped in the 1970's, it now offers a major opportunity to widen the range of shopping facilities in the town in an area attractive to national retailers. The development would probably be linked to the Four Seasons Centre via the Walkden Street proposal (MTC9(A)) and provide a covered shopping environment. The scheme should provide an improved bus station with better access to Quaker Way and Rosemary Street. It should also provide an overall addition to the number of car parking spaces on site.

12.9 Optional Development Proposals

12.9.1 The Local Plan identifies a number of sites in Mansfield town centre which the District Council considers appropriate for the development of a variety of land use options.

MTC10 PLANNING PERMISSION WILL BE GRANTED FOR ONE OF THE FOLLOWING:-

- 1) RETAIL USES;
- 2) LEISURE USES;
- 3) COMMUNITY,

IF THE PRESENT USE OF THE INDOOR MARKET HALL WERE TO CEASE.

12.9.2 If the Indoor Market closes the Plan puts forward acceptable uses for the site. The Market Hall could be used as a centre for play and nursery groups serving many groups, in particular local businesses, employees and shoppers. Alternatively, the site could be used for retailing or leisure uses.

MTC11 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ONE OF THE FOLLOWING:-

- 1) RETAIL USES;
- 2) OFFICES;
- 3) LEISURE USES,

ON 0.1 HECTARES OF LAND OFF CLUMBER STREET.

12.9.3 This site is at the rear of Woolworth's store on West Gate. It has potential for development, whether in isolation or as part of a more comprehensive scheme incorporating properties fronting West Gate. Development of this site could also be linked with development of land north of Clumber Street which comprises the Clumber Street Action Area.

MTC12 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

- 1) RETAIL USES;
- 2) OFFICES;
- 3) LEISURE USES,

ON 0.1 HECTARES OF LAND OFF TOOTHILL ROAD.

- 12.9.4 This site forms part of a larger area of land reclaimed by the District Council in 1993. To the rear of the site a permanent pay and display car park was constructed. The site itself is being utilised as a temporary car park. The site is being marketed for the following proposed uses; retail, offices or leisure. The temporary car parking function will cease upon the sale of the land for development.

MTC13 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ONE OF THE FOLLOWING:-

- 1) RETAIL USES;
- 2) OFFICES;
- 3) LEISURE USES,

ON 0.1 HECTARES OF LAND OFF TOOTHILL LANE.

- 12.9.5 This site is opposite the Toothill Road site. It is presently used for car parking, part of which is a pay and display car park. The land has, however, the potential for any of the uses proposed above. The District Council will promote the site's redevelopment.

12.10 White Hart Street Action Area

- 12.10.1 The District Council is seeking the regeneration of the White Hart Street area with a scheme that is primarily orientated towards retailing but could also include offices, leisure uses and, preferably, an element of residential use in upper storeys. The Council will work in partnership with private sector organisations and other public bodies in order to attain the desired development.

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.

- 12.10.2 The development and refurbishment of buildings in this under utilised area is seen as a major opportunity to positively enhance the town centre and contribute towards the District's economic diversification and regeneration. The prominent position of the site fronting the Market Place and, the location of several historic buildings within the area, present an opportunity to design an imaginative scheme which will make a major contribution towards an improvement in the quality of the townscape of the area.



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 FLOORSPEACE SHOULD BE ACCOMPANIED BY PROPOSALS FOR ADDITIONAL PUBLIC CAR PARKING WITHIN THE SITE.

- 12.10.3 Increasing the overall retail floorspace of the town centre is a prime objective of the development of the site. There is a lack of speciality shops in the town and any proposed scheme should contain a strong element of small shops to cater for this need. Office use in this area is acceptable and leisure uses such as bars, clubs, restaurants and cafes will be welcomed because they add vitality to such areas outside normal shopping hours. The District Council is keen to see residential accommodation aimed at single persons included in the scheme. This could be achieved by utilising the upper storeys of buildings. It is expected that any redevelopment scheme will incorporate a major increase in retail floorspace. Major retail proposals should provide for additional public car parking within the site to cater for the likely increase in shoppers visiting the town centre.
- 12.10.4 Because the site rises from Church Street, it has the potential for the redevelopment of a major retail/department store fronting Church Street, White Hart Street and the main pedestrian walkway. Levels are such that underground/basement services and car parking could be achieved and roof level car parking may also be considered. Equally, the site would lend itself to a more limited small scale centred on new development in the interior grouped around courtyards, alleyways and squares.
- 12.10.5 The District Council will pursue an enabling role contributing its services in terms of land assembly and making applications for funding available through English Partnerships, English Heritage and the European Regional Development Fund. The Council will work in partnership with local companies that have a direct interest in the site and outside development companies that wish to invest in the project. The Council may also assist in aiding the relocation of any businesses elsewhere within the District, if their relocation is required by the proposed development.
- 12.10.6 A full development brief for the Action Area is available for all interested parties which provides an up-to-date detailed guidance on matters such as design considerations, listed buildings, the future role of the White Hart Street area and land ownerships.
- 12.10.7 The land assembly process will be complex and so its completion is unlikely to be achieved until the medium term of the Plan period with the implementation of the development proposals in the medium to long term. Nevertheless, the Council regards this as a high priority scheme which is vital to the prosperity of the shopping centre and the overall economic regeneration of the town.

12.11 **Clumber Street Action Area**

12.11.1 Comprehensive redevelopment of the Clumber Street site will make a major positive contribution to the future prosperity of Mansfield town centre and the District as a whole.

MTC16 AN ACTION AREA IS DESIGNATED CENTRED ON THE CLUMBER STREET AREA TO FACILITATE ITS COMPREHENSIVE IMPROVEMENT OVER THE PLAN PERIOD THROUGH CO-ORDINATED PUBLIC AND PRIVATE SECTOR ACTION.

12.11.2 The prominent position of the site between the main shopping area and the Inner Ring Road provides an opportunity for a substantial and imposing development.

MTC17 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

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

ON 0.8 HECTARES OF LAND WITHIN THE CLUMBER STREET ACTION AREA. ANY DEVELOPMENT OF THE SITE SHOULD MAKE PROVISION FOR A SHORT STAY CAR PARK TO ACCOMMODATE AROUND 230 CARS. THE COUNCIL WILL SEEK TO NEGOTIATE A SECTION 106 AGREEMENT WITH INTERESTED DEVELOPERS TO ACHIEVE THIS.

12.11.3 The Plan makes provision for a substantial increase in retail floorspace in Mansfield town centre. The Clumber Street Action Area is one of the major sites that could help achieve this increase in retail floorspace. The wide accessibility of the town centre by public and private transport makes it an appropriate location for a major leisure development that could be combined with retailing. Although there have been a number of office developments in the town centre in recent years, Mansfield still suffers from a shortage of good quality, modern office accommodation. This Action Area offers the potential for this type of development possibly in association with other uses. A hotel development would also be acceptable. The East Midlands Tourist Board have identified Mansfield as being deficient in hotel accommodation. The town centre has no large or medium sized hotel. The Action Area offers a good opportunity for a new hotel given the prominent location and its excellent accessibility.

12.11.4 A mixed use scheme incorporating elements of two or more of the above uses would be acceptable. The provision of a public car park is however an essential element of this redevelopment scheme. Additionally, the existing surface car park on Clumber Street contains a public toilet. Replacement public toilets, including provision for the disabled and baby changing facilities should be included within the development. A high standard of design and materials will be expected, as befits a prominent town centre site. Careful attention should be paid to scale and massing of any building(s). The site presents an opportunity for a strong architectural statement. Prior to the construction of the Inner

Ring Road there was a large surface car park at Clumber Street. Most of this car park has now been lost and there is currently no large permanent public car park on the northern side of the town centre. The District Council wish to secure the development of a car park of at least 230 spaces through the redevelopment of the Clumber Street Site.

12.11.5 The District Council will work in partnership with the private sector, other public bodies and voluntary organisations to achieve the development of the site. The Council will contribute its services such as land assembly and make applications for resources from Central Government and the European Community for the project. The Council will also assist where it can if existing businesses require relocation to other suitable premises and locations within the District.

12.11.6 It is envisaged that the Action Area proposals will be implemented in the short term, including environmental improvements for Clumber Street and Leeming Street. A full development brief for the Clumber Street site which provides detailed guidance on matters such as design and access arrangements, will be made available to all interested parties during the Plan period until the proposals are complete.

12.12 **Rock Valley/Bridge Street Action Area**

12.12.1 The comprehensive development of land at the Rock Valley/Bridge Street area primarily for residential purposes will help to regenerate this part of the town centre.

MTC18 AN ACTION AREA IS DESIGNATED AT THE ROCK VALLEY/BRIDGE STREET AREA TO FACILITATE ITS COMPREHENSIVE IMPROVEMENT OVER THE PLAN PERIOD THROUGH CO-ORDINATED PUBLIC/PRIVATE SECTOR ACTION.

12.12.2 The site is in a prominent location adjacent to the River Maun and the Inner Ring Road. The District Council will continue to work with private sector organisations and other public bodies to provide much needed housing accommodation and improvements to the wider environment.

MTC19 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF HOUSING AT THE FOLLOWING LOCATIONS:-

MTC19(A) 0.5 HECTARES OF LAND EAST AND WEST OF THE RIVER MAUN.

12.12.3 The first phase of the Rock Valley residential development has been completed to the north of the Action Area boundary providing specialised accommodation for the elderly and single persons. The District Council initiated the scheme by undertaking a major reclamation scheme followed by the residential scheme constructed by East Midlands Housing Association. The second phase of the development will take place on the temporary car park immediately to the south. If the small site currently used for car sales on Toothill Lane is vacated then it too will be promoted for a similar residential use, as an extension to the existing development.

12.12.4 The conversion of 1, 2, 3 Rock Court to provide flats for single homeless people has been completed, east of the River Maun. Again, this was a partnership scheme between the Council and East Midlands Housing Association. The northern half of Rock Court forms the third phase of the Rock Valley residential development involving the same housing association.

12.12.5 A quality river walkway has been established on the western side of the River. The Action Area will ensure that a pedestrian bridge is constructed across the river together with extensions to the walkway, to assist the integration of the proposals.

12.12.6 Rock Valley is ideal for single and elderly people given its town centre location close to all the facilities and services it offers. The increased population will add vitality to the town centre enhancing the demand for goods, services and entertainment. This will improve the profitability and viability of local town centre businesses.

MTC19(B) 0.3 HECTARES OF LAND NORTH OF BRIDGE STREET METHODIST CHURCH.

12.12.7 The Methodist Church on Bridge Street has rationalised the use of its Church buildings. The Church has been retained together with the Stanhope Hall to the rear. The other buildings have been demolished. The Church has constructed a surface car park on land immediately west of the Church. To the north of the Stanhope Hall there are a few small garages used for storage and as workshops. West of these is a private car park. The Action Area proposes that the garages be relocated to a suitable alternative site allowing the land and the car park to be redeveloped for residential use. This development should have a pedestrian link to the other Rock Valley developments which are at a much lower level. The District Council will act as an enabler in the implementation of these proposals working with the Methodist Church and the housing association which will construct the new homes on the back of the site. The Council will undertake a reclamation scheme supported by Derelict Land Grant, to demolish buildings and undertake necessary earthworks to prepare the site for development.



12.12.8 A scheme to improve Bridge Street has been planned for some time. Implementation of the Bridge Street environmental improvement scheme has been delayed because of a major sewer scheme. The aim of the environmental scheme will be to make the street more pedestrian friendly. The scheme will therefore involve the replacement of outdated and unsightly infrastructure including new paving, hard and soft landscaping works. Restrictions on vehicular access and movement will be introduced. This project will complement works undertaken for Church Street and the river walkway. Environmental improvements are also proposed for the buildings fronting Bridge Street. Facelift works will be encouraged and supported by the Council. The proposals will add interest to the street scene and improve its attractiveness which will in turn encourage private sector investment in the area. These proposals are likely to receive financial support from the European Community and Nottinghamshire County Council in addition to the District Council.

12.13 **Station Street Action Area**

12.13.1 The comprehensive development of land at Station Street, in conjunction with the restoration of a passenger rail service, will contribute to the regeneration of this sector of the town centre.

MTC20 AN ACTION AREA IS DESIGNATED AT THE STATION STREET AREA TO FACILITATE ITS COMPREHENSIVE IMPROVEMENT OVER THE PLAN PERIOD THROUGH CO-ORDINATED PUBLIC AND PRIVATE SECTOR ACTION.

12.13.2 The District Council in conjunction with the County Councils of Nottinghamshire and Derbyshire, neighbouring district councils and Railtrack have pursued the restoration of a passenger rail service between Nottingham and Worksop, commonly known as the Robin Hood Line.

MTC21 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF A TRANSPORT INTERCHANGE, INCLUDING RAILWAY FACILITIES, PARKING AND OTHER ASSOCIATED REQUIREMENTS ON 0.8 HECTARES OF LAND OFF STATION STREET.

12.13.3 The transport interchange will allow rail passengers access to bus feeders that will link the railway station with the bus station at Rosemary Street and the rest of the town. The taxi rank which will also form part of the interchange will allow passengers a choice of transportation mode. Provision will also be made for car drop off facilities and disabled parking. The interchange will be constructed over the "Co-op Superstore" car park north of Station Street. If resources permit, a three level car park will be constructed which could result in more than 100 additional spaces, this car parking provision will supplement that provided north of Wharf Road.

12.13.4 The town centre station car park off Wharf Road provides spaces for people wishing to use the "park and ride" facility. The car park has recently been completed and is connected to the station.

MTC22 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ONE OR MORE OF THE FOLLOWING:-

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

ON 0.5 HECTARES OF LAND AT THE MAGISTRATES COURT, POLICE STATION AND THE ADJACENT CAR PARKING AREA OFF STATION STREET.

12.13.5 The Magistrates Court has relocated to a new site at Rosemary Street/Westfield Lane. It is also possible that a new police station will be constructed in the Plan period. This will produce an additional development opportunity when the existing police station is vacated, together with its car park in favour of a new one.

12.13.6 The fascia to the Magistrates Court which fronts St. Peter's Way is of architectural interest as is the Commercial Street side of the building. Serious consideration should therefore be given to retaining these elevations. A comprehensive development scheme incorporating more than one of the acceptable uses for the site would be preferred by the Council. The District Council will promote the redevelopment of this site when the Police and Court buildings are made redundant. It is unlikely though that the Council will be able to contribute financial resources to the scheme.

MTC23 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

- 1) RETAIL USES;
- 2) OFFICES;
- 3) LEISURE USES;
- 4) HOTEL;

ON 0.3 HECTARES OF LAND OFF STATION ROAD/QUAKER WAY. ANY DEVELOPMENT WOULD NEED TO MAKE PROVISION FOR THE REPLACEMENT OF EXISTING PARKING SPACES TO MEET THE OPERATIONAL REQUIREMENTS OF THE DEVELOPMENT.

12.13.7 The car park between Station Road and Quaker Way has particularly good pedestrian access to the town centre. Redevelopment proposals should include a significant amount of car parking to replace the spaces which will be lost through the scheme. The car parking will be achieved by the use of Section 106 Agreements. A range of uses for the site would be acceptable, including retail, offices, leisure and a hotel. The site also has the potential to accommodate the development of a multi-storey car park. The site is close to the main shopping area and the development of a car park could significantly improve the availability of short-stay, shoppers car parking in the town centre.

MTC24 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

- 1) RETAIL USES;
- 2) OFFICES;
- 3) LEISURE USES;
- 4) HOTEL,

ON 0.8 HECTARES OF LAND OFF STATION ROAD/BELVEDERE STREET. ANY DEVELOPMENT WOULD NEED TO MAKE PROVISION FOR THE REPLACEMENT OF EXISTING PARKING SPACES PLUS PROVIDE ADDITIONAL PARKING SPACES TO MEET THE OPERATIONAL REQUIREMENTS OF THE DEVELOPMENT.

12.13.8 Redevelopment proposals should include a significant amount of car parking to replace the spaces which will be lost through the scheme. The car parking will be achieved through the use of Section 106 Agreements. The profile of this site has been raised with the return of passenger rail services to Mansfield. A range of uses for the site would be acceptable, such as retail, offices, leisure and a hotel.

MANSFIELD TOWN CENTRE
WHITE HART STREET ACTION AREA IMPLEMENTATION SCHEDULE (MTC14)

PROPOSAL	AGENCIES INVOLVED	ACTION	TIMESCALE	OUTPUTS
Comprehensive redevelopment of White Hart Street area. (MTC15)	Mansfield D.C.	Market development opportunity Select companies to submit schemes Select Scheme and Developer	Short Term	Form public/private Partnership
		Seek Planning approval Commence land assembly either through Compulsory Purchase Order procedures and/or private negotiation. Seek grants/finance to fund proposed development.		
	Mansfield D.C. Private Sector Central Government European Community			Receive Planning Approval Secure Finance
	Mansfield D.C Private Sector Existing Businesses	Complete land assembly Seek relocation of existing businesses where necessary. Commence proposed redevelopment scheme.	Medium Term	Site Preparation and Commence Construction
	Private Sector	Complete Development Proposals	Medium to Long Term	Substantial increase in Town Centre retail floor space Provision of new leisure facilities, office space and car parking. Improvement of retained buildings including those listed. Floorspace: Retail/Leisure/Offices 13,000 sq.m. Minimum 110 car park spaces.

CLUMBER STREET ACTION AREA IMPLEMENTATION SCHEDULE (MTC16)

PROPOSAL	AGENCIES INVOLVED	ACTION	TIMESCALE	OUTPUTS
Comprehensive redevelopment of land off Clumber Street (MTC17)	Mansfield D.C.	Market Development Opportunity Select companies to submit schemes Select scheme and developer	Short Term	Form public/private Partnership
		Commence land assembly by private negotiation (if not successful) utilisation of Council's Compulsory Purchase Order powers		Secure Finance Land Acquisition
	Mansfield D.C. Private Sector Development Company	Seek Grant/Finance Complete land assembly		
	Mansfield D.C.	Seek relocation of existing businesses Seek planning approval		Planning Approval
	Development Company	Commence proposed redevelopment scheme and completion of works	Medium Term	Provision of multi-storey car park. Significant increase in town centre office, retail and/or leisure floorspace Floorspace targets: Offices 2,000 sq.m. Retail or Leisure 900 sq.m.

ROCK VALLEY/BRIDGE STREET ACTION AREA IMPLEMENTATION SCHEDULE (MTC18)

PROPOSAL	AGENCIES INVOLVED	ACTION	TIMESCALE	OUTPUTS
Residential Development east and west of River Maun (MTC19(A))	Mansfield D.C.	Development of land west of River Maun	Short Term	Provision of residential accommodation for the homeless, elderly, single people and couples without children
	East Midlands H.A.			
	Mansfield D.C.	Reclamation of land east of River		
	East Midlands H.A.	Residential Development east of River Maun	Medium Term	Target 65 dwellings
	Department of the Environment Mansfield D.C.	Construction of pedestrian bridge over River Maun	Short to Medium Term	
Residential Development north of Bridge Street Methodist Church (MTC19(B))	Mansfield D.C. & Church	Undertake land negotiations	Short Term	Reclamation of derelict church
	Mansfield D.C.	Upon acquisition of land undertake reclamation scheme	Medium Term	
	Department of the Environment			
	Mansfield D.C.	Relocation of garage businesses north of Church	Medium Term	Provision of residential accommodation for special groups.
	Housing Association	Residential Development		Target 20 dwellings

(continued over)

ROCK VALLEY/BRIDGE STREET ACTION AREA IMPLEMENTATION SCHEDULE (MTC18)

PROPOSAL	AGENCIES INVOLVED	ACTION	TIMESCALE	OUTPUTS
Bridge Street Environmental Improvements (12.12.8)	Mansfield D.C. Nottinghamshire C.C. European Community Local Businesses	) Environmental improvements - partial) pedestrianisation, new paving, street) furniture etc. for shops/businesses that) front Bridge Street.	Short Term Facelift scheme	Improved conditions for pedestrians. Image improvement and attraction of investment

STATION STREET ACTION AREA IMPLEMENTATION SCHEDULE (MTC20)

PROPOSAL	AGENCIES INVOLVED	ACTION	TIMESCALE	OUTPUTS
Construction of Transport interchange including railway facilities, parking and other associated requirements on land off Station Street (MTC21)	Mansfield D.C. Nottinghamshire C.C. Rail Companies Central Government European Community	Secure finance Agree reconstruction of car park with Co-op Construct station, interchange and new car park to provide 100+ additional spaces	Short Term	Formalise detailed scheme and funding, new railway station, interchange and car park. Targets: 100 additional car park spaces and transport interchange.
Redevelopment/conversion of Magistrates Court and Police Station for one or more of the following uses: Retail, leisure, offices, commercial (C1 and A3) and car parking (MTC22)	Police Nottinghamshire C.C. Central Government Mansfield D.C. Private Sector	As and when these buildings and land become available a development brief will be produced Marketing of properties Planning approval Development	Short Term Medium Term Long Term Long Term	Development Brief Comprehensive development. New investment and job creation. Floorspace Targets: Offices 800 sq.m. or 300 sq.m. of retail/leisure/commercial uses/a combination of these uses resulting in a total area of 700 sq.m.

(continued over)

STATION STREET ACTION AREA IMPLEMENTATION SCHEDULE (MTC20)

PROPOSAL	AGENCIES INVOLVED	ACTION	TIMESCALE	OUTPUTS
Land off Station Road/Quaker Way for one or more of the following uses: Retail, offices, leisure, hotel and car parking. (MTC23)	Mansfield D.C. European Community Private Sector Central Government	) Production of development brief) Marketing of proposals) Planning approval) Development	Short Term Medium Term Medium Term Long Term	Comprehensive redevelopment providing new facilities and vitality to the Centre. Floorspace targets:- Land between Station Road and Quaker Way: 230 sq.m. retail, or leisure uses and/or 60 bed hotel or 390 sq.m offices.
Redevelopment of land between the railway, Belvedere Street, Belvedere Walk, for one or more of the following uses: retail, offices, leisure, hotel and car parking (MTC24)	Mansfield D.C. European Community Private Sector Central Government	) Production of development brief) Marketing of proposals) Planning approval) Development	Short Term Medium Term Medium Term Long Term	Land between Belvedere Street and Station Road 1,000 sq.m. of offices or 400 sq.m. of leisure or retail uses or 100 bed hotel.

B. MANSFIELD WOODHOUSE CENTRE

12.14 Introduction

12.14.1 Mansfield Woodhouse lies to the immediate north of Mansfield. It is primarily a residential area of about 20,000 people. Although now absorbed into the Mansfield urban area, the settlement has retained a special character of its own. At the heart of Woodhouse is the village centre with its distinctive stone buildings. The centre now functions as a district centre. There is also a strong residential presence at the eastern end of the centre, while the western end has a largely industrial/commercial character.

12.14.2 By the late 1970's Woodhouse centre had acquired an extremely run-down appearance. Close proximity to Mansfield town centre, which had undergone considerable improvement as a shopping centre, meant that its role as a retail centre was much reduced. The centre was lacking in modern retail floorspace, with a particular lack of modern food stores. The centre's role as a housing area had also much reduced. Large areas on the fringes of the centre were vacant or derelict. In parts of the centre, the close proximity of industry and housing gave rise to particular environmental problems. Many buildings of architectural or historical importance were in a neglected state.

12.14.3 In order to address these problems, the District Council committed itself to giving Woodhouse centre priority for planning resources through the preparation of the Woodhouse Centre Action Area Local Plan. The Plan, which was adopted in 1983 contained a package of measures for revitalising the centre. The main elements of the strategy were:-

- Concentration of employment generating uses in an area at the western end of the centre. Development of a number of sites for industrial uses;
- The development of high density housing aimed particularly at elderly and single people on a number of sites;
- New retail development to be concentrated in the High Street area, to include the development of a food Superstore and a number of other smaller retail sites. Woodhouse to be promoted as a district shopping centre;
- A number of improvements to the highway network and measures to restrict traffic flows on High Street;
- Close control on developments within the Woodhouse Conservation Area.

12.14.4 Since 1983 the Council has concentrated financial and human resources in Woodhouse centre. As a result a number of the proposals of the Action Area Local Plan have been implemented. Major developments include a Co-op Superstore and car parking to the south of High Street. The District Council has developed an industrial estate on land at Grove Way, at the western end of the centre. Private developers and housing associations have also carried out a number of housing developments on sites identified in the Local Plan.

12.15 Objectives

12.15.1 Make provision for the continued development of Woodhouse as a district shopping centre.

12.15.2 Consolidate employment uses within the central area and develop new industrial sites in appropriate locations.

- 12.15.3 Encourage and promote the provision of housing on vacant and derelict sites.
- 12.15.4 Preserve and enhance the special character of the Woodhouse Conservation Area.
- 12.15.5 Enhance the appearance of the centre through environmental improvements and traffic management measures.
- 12.15.6 Encourage private sector investment in Woodhouse centre.

POLICIES AND PROPOSALS

12.16 Development Proposals

- 12.16.1 To help concentrate new investment where it is needed in the central area it is important that the shopping centre is consolidated over the Plan period.

MW1 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WITHIN MANSFIELD WOODHOUSE CENTRE PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) NOT SERIOUSLY UNDERMINE THE VITALITY OR VIABILITY OF THE WOODHOUSE DISTRICT CENTRE;**
- 2) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER OF THE AREA;**
- 3) NOT ADVERSELY AFFECT THE AMENITY OF NEARBY RESIDENTIAL PROPERTIES.**

- 12.16.2 The objective of the retail strategy is to achieve a thriving and compact district centre in Mansfield Woodhouse. This policy aims to ensure that all development proposals will make a positive contribution to Woodhouse centre. The Retail Chapter includes policies which seek to direct new retail and associated uses to within or to the edge of the defined retail centre. It is important, therefore that efforts be concentrated on supporting and improving the Mansfield Woodhouse district centre and channelling new investment to the existing retail area, with the aim of achieving a compact centre with a diverse range of activities. The impact of any development on the vitality and viability of the shopping centre will be assessed in terms of pedestrian flows, proposed floorspace, retailer representation and intentions to change representation and accessibility etc.

- 12.16.3 Woodhouse has a rather straggling shopping centre extending for nearly half a mile along the High Street and Station Street. Until the opening of the Co-op Superstore, the centre was characterised by small, traditional shop units. By the 1970's some parts of the shopping centre were experiencing large numbers of vacant units, leading to the centre having a generally run down and unattractive appearance. The response of the Woodhouse Centre Action Area Local Plan was to seek to consolidate the High Street and Station Street in retail use.

- 12.16.4 The development of the Co-op Superstore and associated small units in 1984 has greatly strengthened the retail presence in the central section of High Street. The Local Plan proposes further retail development on sites at Market Place and Rose Lane. This will further enhance the retail function of High Street. Despite the policies of the

Woodhouse Centre Action Area Local Plan, Station Street has retained its role mainly as a centre for small specialist shops in low rental premises. The presence of the Woodhouse Post Office has undoubtedly assisted in maintaining the retail role of Station Street. The Local Plan recognised the continuing role of Station Street and includes its core retailing area within the defined centre.

- 12.16.5 The Plan also identifies two sites adjoining the shopping centre on which retail development may be permitted. The sites at Vale Road/Oxclose Lane and west of Portland Street offer scope for the development of retail uses with associated car parking should there not be scope for such development within the district centre.

MW2 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS IN THE MANSFIELD WOODHOUSE CONSERVATION AREA PROVIDED THAT THEY WOULD MEET ALL THE FOLLOWING CRITERIA:-

- 1) UTILISE TRADITIONAL STYLES AND MATERIALS;**
- 2) HAVE REGARD TO THE HEIGHT OF ADJACENT BUILDINGS;**
- 3) UTILISE NATURAL STONE AND RED SINGLE ROLL PANTILES, WHERE POSSIBLE.**

- 12.16.6 There is a distinct Woodhouse style of traditional building based on the use of local stone and red single roll pantile roofs. The Council's planning and conservation policies have promoted the use of traditional building materials and styles within the conservation area. As a result the area has been considerably enhanced since 1983 through appropriately designed new development and the sensitive restoration of older properties. The further development of vacant sites will contribute to this process. A Facelift Grant Scheme is already in operation in Woodhouse Centre providing assistance for improvements to the appearance of buildings. A Conservation Area Partnership for Mansfield Woodhouse commenced in 1995.



MW3 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS WHICH WOULD LEAD TO THE LOSS OF THE FIELDS TO THE SOUTH OF WELBECK ROAD.

- 12.16.7 The fields which rise from the south of Welbeck Road form an important element in the townscape of Mansfield Woodhouse and should be protected from development.

MW4 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH WOULD CONSOLIDATE EMPLOYMENT USES, WITHIN THE AREA BOUNDED BY STATION STREET, SWAN LANE, OXCLOSE LANE AND THE RAILWAY LINE, PROVIDED THAT THEY WOULD NOT ADVERSELY AFFECT THE AMENITY OF ADJACENT RESIDENTIAL PROPERTIES. PLANNING PERMISSION WILL NOT BE GRANTED FOR THE DEVELOPMENT OF HOUSING WITHIN THIS AREA.

12.16.8 The Woodhouse Centre Action Area Local Plan contained policies and proposals aimed at promoting this area for employment uses and, over a period of time, removing non-conforming residential uses. Since the adoption of the Action Area Plan, the District Council has developed an industrial estate on former allotment gardens at Grove Way and there has been progress towards a number of other proposals, including the implementation of a Derelict Lane Reclamation Scheme on land between Station Street and Grove Street. Whilst some residential properties have been lost through the redevelopment to other uses, problems created by the close proximity of residential and industrial uses persist. Nevertheless the area now has an overwhelming industrial/commercial feel and it is proposed that the basic policy of conversion/redevelopment for employment uses continues. It is accepted that this process will take some considerable time and that some residential properties will remain for the foreseeable future. Applications for employment uses will be assessed carefully in relating their impact on neighbouring residential properties.

12.16.9 The District Council proposes to carry out a Neighbourhood Renewal Assessment in this area and adjoining parts of Woodhouse centre in order to determine future policy with regard to housing. Whilst the Local Plan can promote the gradual redevelopment/conversion of sites to employment uses, the comprehensive treatment of housing conditions will be dealt with through the powers vested in the Council by the Housing Acts and related legislation.

MW5 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EMPLOYMENT USES ON 0.2 HECTARES OF LAND TO THE WEST OF SWAN LANE.

12.16.10 The site is currently part-used for lock up garages and is part vacant. The remaining garages are extremely dilapidated and poorly used. The site is adjacent to an area subject to an employment consolidation policy. It is, therefore, proposed that it be redeveloped for employment generating uses. The site may be eligible for treatment through the Government's Land Reclamation Programme.

MW6 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

- 1) OFFICES;**
- 2) WORKSPACE UNITS;**
- 3) RETAIL USES,**

ON 0.2 HECTARES OF LAND OFF VALE ROAD/OXCLOSE LANE.

12.16.11 The site at Vale Road/Oxclose Lane is currently underused and offers potential for more intensive and productive use. Given the close proximity of housing, unrestricted employment uses are not felt to be acceptable. The site may have potential for B1 uses, or alternatively for retail uses should such sites not be available within the district centre.

MW7 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:-

- 1) HOUSING;
- 2) COMMUNITY USES,

ON 0.2 HECTARES OF LAND TO THE EAST OF CASTLE STREET. A MIXED USE SCHEME INCORPORATING ELEMENTS OF THE ABOVE MAY BE ACCEPTABLE.

12.16.12 The Woodhouse Centre Action Area Local Plan proposed a larger site in this vicinity for community use. The site has now been partly developed for housing. The Plan proposed that the site be developed for either housing or community use. The site is within the Woodhouse Conservation Area and a high standard of design and use of traditional materials is required.

MW8 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

- 1) HOUSING;
- 2) RESIDENTIAL INSTITUTION;
- 3) OFFICES;
- 4) COMMUNITY/EDUCATION USES,

WHICH WOULD LEAD TO THE CONVERSION/REDEVELOPMENT OF THE FORMER COUNTY HEALTH CLINIC ON 0.1 HECTARES OF LAND TO THE NORTH OF PARK ROAD.

12.16.13 The former County Health Clinic has been vacant for a number of years and its condition is deteriorating. It is a substantial and reasonably attractive building which should be retained if possible. The building is subject to restrictive covenants stipulating its use for community/education purposes, which may impact on proposals for its re-use. The term "Residential Institution" derives from Class C2 of the 1987 Use Classes Order and relates to the provision of residential accommodation and care to people in need of care, use as a hospital or nursing home and use as residential school, college or training centre.

MW9 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

- 1) OFFICES;
- 2) LEISURE USES;
- 3) HOTEL;

4) RESIDENTIAL INSTITUTION;

5) HOUSING,

ON 0.8 HECTARES OF LAND AT THE CLERKSON'S HALL SITE. A MIXED USE SCHEME INCORPORATING ELEMENTS OF THE ABOVE MAY BE ACCEPTABLE. ANY DEVELOPMENT SCHEME MUST INVOLVE THE RETENTION OF CLERKSON'S HALL AND THE STONE BOUNDARY WALLS. THE LOSS OF MATURE TREES IN THE GROUNDS MUST BE MINIMISED. DEVELOPMENT OF THE SITE SHOULD PROVIDE FOR THE IMPROVEMENT OF PARK ROAD.

12.16.14 Clerkson's Hall is an impressive early seventeenth century building set in open grounds and surrounded by mature trees and stone walls. The building is listed as being of architectural or historic interest and contrasts effectively with the more continuous frontage of buildings on the nearby parts of High Street and Station Street. The site, was formerly occupied by British Coal and has been vacant for some time. The northern part of the site contains extensive and unsightly prefabricated buildings.

12.16.15 This is a key site in the middle of Woodhouse centre and offers potential for a sensitive development with a range of possible uses. Any new development introduced to replace the prefabricated buildings should be carefully designed and sited. Redevelopment would also enable an improved car parking and traffic circulation system to be introduced within the site with access and egress to the whole site from an improved entrance of Park Road. It will also be necessary to widen the carriageway of Park Road and provide a 2 metre footway along the site frontage to ensure the safe use of any improved access.

MW10 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:-

1) OFFICES;

2) HOUSING,

ON 0.3 HECTARES OF LAND TO THE EAST OF PORTLAND STREET.

12.16.16 The site to the east of Portland Street contains areas of unused land as well as existing office/storage buildings. It is proposed that the site be redeveloped for either offices or housing. Future use of the site should be compatible with adjoining residential uses. The site is within the Woodhouse Conservation Area and as a result a high standard of design and the use of traditional materials will be required.

MW11 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:-

1) HOUSING;

2) COMMUNITY USES,

ON 0.4 HECTARES OF LAND TO THE SOUTH OF LEY LANE. A MIXED USE SCHEME INCORPORATING ELEMENTS OF THE ABOVE MAY BE ACCEPTABLE.

12.16.17 The development of this site will contribute towards the environmental improvement of the Ley Lane area. A number of adjacent sites have been developed for housing purposes and such a use would be compatible on this site. As the site is close to the central area, it also has the potential for community use such as a Day Centre or Nursery. The site is within the Woodhouse Conversation Area and as such a high standard of design and use of traditional materials will be required.

12.17 High Street Action Area

12.17.1 The comprehensive development of land at the High Street area will help to regenerate this part of the centre of Mansfield Woodhouse.

MW12 AN ACTION AREA IS DESIGNATED, CENTRED ON THE HIGH STREET TO FACILITATE ITS COMPREHENSIVE IMPROVEMENT, OVER THE PLAN PERIOD THROUGH CO-ORDINATED PUBLIC AND PRIVATE SECTOR ACTION.

12.17.2 The enhancement of Woodhouse centre's role as a district centre continues to form an important element of the Council's planning policies. The development of the Co-op Superstore has significantly enhanced the centre's role as a convenience shopping centre and ensured that a high proportion of Woodhouse residents' convenience expenditure is retained.

12.17.3 With the exception of the Superstore and associated small units, there has been very little improvement in the quantity or quality of shopping provision since 1983. If the centre is to build on the success of the Co-op Superstore there is a need to further develop the centre's retail facilities and to encourage the development of further modern convenience and comparison floorspace.

12.17.4 Opportunities exist for further retail/commercial and housing development in the High Street area, particularly on backland sites. Most potential development sites are in multiple ownership meaning that unless the Council takes a pro-active role, development is not likely to occur. The development of sites in the High Street area will continue to be a focus for action with the Council taking an enabling role through the assembly of sites. An Action Area has therefore been designated for the High Street area. A more flexible approach to the development of sites is proposed than previously, with a range of possible uses proposed for certain sites.



12.17.5 The development of additional retail units in the High Street area will be encouraged. The 1983 Woodhouse Centre Action Area Local Plan contained policies aimed at concentrating retailing in the High Street area, and discouraging retailing in the Station Street area west of Vale Road. This policy has been a qualified success with a concentration of retailing developing in the vicinity of the Co-op Superstore. The High Street will continue to be promoted as the main focus of retailing in the centre.

12.17.6 Despite the policies of the 1983 Plan, there remains a residual retail presence in Station Street, probably encouraged by the presence of the Post Office. The Local Plan does not now directly discriminate against Station Street which is likely to continue as a source of low rental floorspace for specialist shops and retail services.

MW13 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:-

1) RETAIL USES;

2) OFFICES;

WHICH WOULD LEAD TO THE REDEVELOPMENT OF PROPERTIES TO THE NORTH OF WOODHOUSE MARKET PLACE. PLANNING PERMISSION WILL BE GRANTED, WHERE REQUIRED, FOR THE USE OF UPPER FLOORS FOR EITHER RESIDENTIAL ACCOMMODATION OR OFFICES.

12.17.7 The current frontage to the Market Place is formed by a row of flat roofed, single storey retail and service units. The units are totally out of character with the rest of Woodhouse centre. There is an opportunity to improve the townscape of the Market Place to complement the terraced residential properties to the north and commercial properties on High Street. The site is at the historic heart of Woodhouse and offers the opportunity to create a building with a sympathetically designed two storey frontage to the Market Place. The site is within the Woodhouse Conservation Area and a high standard of design and use of traditional materials is required.

12.17.8 In order to create a site of sufficient size to allow the development to take place without reducing the size of the Market Place, the development proposal includes the land currently occupied by residential properties at 41 and 42 Charles Street and 1 and 2 Parkers Lane. The development is likely to be primarily retail in character with an element of offices. The residential use of upper floors will be encouraged. In certain circumstances, the Town and Country Planning (General Permitted Development) Order 1995 classifies the conversion of upper floors residential accommodation as permitted development.

12.17.9 The District Council owns some of the properties covered by the proposal, whilst others remain in private ownership. The Council will promote the site with a view to establishing a relationship with a private sector partner for the development of the site. A full development brief for the site has been prepared. The Council's role will be an enabling one. The Council will consider the use of compulsory purchase orders to assist in the assembly of the site. The Council's Community Services Department is currently investigating the possibility of incorporating a Housing Area Office within the development. The bank which already has a presence on the site has expressed an interest in acquiring new purpose built offices within the development. The Council is committed to pursuing a development of this site in the short term.

MW14 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

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

ON 1.0 HECTARE OF LAND TO THE WEST OF PORTLAND STREET. A MIXED USE SCHEME INCORPORATING ELEMENTS OF THE ABOVE MAY BE ACCEPTABLE, BUT MUST INCORPORATE A MAIN FRONTAGE TO PORTLAND STREET. ANY RETAIL USES MUST RELATE TO THE HIGH STREET AND INCORPORATE PEDESTRIAN ACCESS TO THE SAME.

12.17.10 This site is part of an extensive area of underused backland on the southern side of the High Street. The District Council is actively pursuing the development of the site and has acquired the ownership of most of it. Development of the frontage to Portland Street could make an important contribution to the enhancement of Woodhouse's role as a district centre. The site is within the Woodhouse Conservation Area and a high standard of design and use of traditional materials will be required. It is important that pedestrian links to High Street are achieved through this development. The small parcel of land currently forming a gap in the frontage to High Street could be developed for retail/service use. The Council's role in the development of this land will be largely promotional.

MW15 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

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

ON 0.8 HECTARES OF LAND OFF ROSE LANE. A MIXED USE SCHEME INCORPORATING ELEMENTS OF THE ABOVE MAY BE ACCEPTABLE.

12.17.11 The site includes a derelict site fronting High Street, together with extensive backland, much of which is currently used as a builder's yard. A range of alternative uses is proposed. Development should incorporate a built frontage to High Street. The site is within the Woodhouse Conservation Area and a high standard of design and use of traditional materials is required. Retail development should incorporate substantial public car parking.

12.17.12 The District Council, in conjunction with the County Council will investigate ways of improving environmental conditions on High Street through measures to reduce through traffic and create rear servicing.

12.17.13 Proposed improvements to the junctions of Priory Road with Church Street and of Welbeck Road with Portland Street will assist in the overall movement of traffic around Woodhouse centre.

**MANSFIELD WOODHOUSE CENTRE
HIGH STREET ACTION AREA IMPLEMENTATION SCHEDULE (MW12)**

PROPOSAL	AGENCIES INVOLVED	ACTION	TIMESCALE	OUTPUTS
Redevelopment of additional retail and service units within Action Area (para. 12.17.5)	Mansfield D.C. Private Sector	) Promotion of Development Opportunities))	Short, medium, long Term	Increase in retail/service floor space within Plan area.
Development of land at the rear of Woodhouse Market Place (MW13)	Mansfield D.C. Private Sector	) Promote site to attract private sector partner) Obtain partnership agreement with private sector developer, Council to perform role) Identify potential tenants for development) Engage in further land assembly utilising Compulsory Purchase Orders if necessary)	Short Term	300 sq.m. of retail floorspace and 300 sq.m. of office floorspace, or 4 residential units above shops
Development of land to west of Portland Street (MW14)	Mansfield D.C. Department of the Environment Housing Association Private Sector	) Promote site to identify possible private sector developers)) Assemble site utilising Compulsory Purchase Orders if necessary) Carry out Derelict Land Reclamation Scheme if required)	Medium Term	45 housing units plus associated car parking. 200 sq.m. of retail/service floor space on land fronting High Street.

(continued over)

HIGH STREET ACTION AREA IMPLEMENTATION SCHEDULE (MW12)

PROPOSAL	AGENCIES INVOLVED	ACTION	TIMESCALE	OUTPUTS
Redevelopment of Land at Rose Lane (MW15)	Mansfield D.C. Department of the Environment Private Sector	<p>) Promote site for development</p> <p>) (N.B. Council's role is seen as largely enabling. However, if a private sector developer does not emerge the Council may carry out a land assembly/Derelict Land Reclamation exercise on that part of the site fronting High Street)</p>	Short Term	<p>1,600 sq.m. of retail floorspace plus car parking or, 2,000 sq.m. of offices, major leisure development or 35 housing units.</p> <p>A mixed uses scheme may be possible</p>
Reduction in through traffic on High Street, creation of rear servicing (para. 12.17.12)	Nottinghamshire C.C. Mansfield D.C. Private Sector	<p>) Carry out environmental</p> <p>) improvement/traffic management scheme</p> <p>)</p> <p>)</p>	Long Term	<p>Reduction in through traffic.</p> <p>Reduction in accidents involving pedestrians.</p>

C. MARKET WARSOP CENTRE

12.18 Introduction

- 12.18.1 Even at the time of the Domesday Survey, Market Warsop provided a retail service for the surrounding agricultural community in holding a Tuesday Fair or Market, a role which continued until the discovery of coal in the late 1800s.
- 12.18.2 This led to dramatic changes in the character of the settlement, bringing a massive influx of new people into the area. Market Warsop's influence as a commercial centre grew over the twentieth century, strongly tied to the prosperity of the mining industry, reflecting the need to provide goods and services for an expanding population. Market Warsop remains an important retail centre, serving a catchment population of over 13,000 people drawn almost entirely from households in Market Warsop, Warsop Vale, Church Warsop, Meden Vale and Spion Kop. It is largely a convenience (food) centre, and the 1987 Household Shopping Survey showed that of the centre's turnover of around £9m; 68% was devoted to food. This bias has been strengthened by the extension of the Kwik Save Foodstore on Burns Lane.
- 12.18.3 The surrounding communities are linked to Warsop by the A60 which used to pass directly through the settlement along the High Street. The construction of the relief road in 1979 has drastically improved conditions for pedestrians and presented more opportunity for on-street car parking, but Sherwood Street remains a busy route for through traffic using the B6035.
- 12.18.4 Despite these changes and the rapid expansion of the settlement, the central area retains much of its historical and architectural character. There are a number of small scale 17th, 18th and 19th century stone cottages grouped along the main streets and around yards, which contrast with areas of open space that formed gardens to these older properties and which are important to the character of the area.
- 12.18.5 The Burns Lane area east of the centre has proved to be an attractive location for local firms and is now largely in use for light industrial and storage purposes, providing employment opportunities in the central area. Important pedestrian links remain in this locality between residential areas in the north of the settlement and Church Street where the Health Centre is situated.
- 12.18.6 The strong link between the Warsop communities and the mining industry is now beginning to have repercussions for the prosperity of the commercial centre with the closure of Warsop Main Colliery and a reduction in manpower at Welbeck Colliery leading to high levels of unemployment locally.
- 12.18.7 Over the last decade Market Warsop's role has been threatened by a number of factors. With increased personal mobility and the development of large foodstores and retail warehouses in Mansfield and Worksop, Warsop households have a greater degree of choice. Other similar sized centres such as Ollerton, Shirebrook and Mansfield Woodhouse have also expanded with the development of medium sized foodstores. This has resulted in the decline of Market Warsop as a convenience centre and in October 1994 there were eight vacant units in the central area.
- 12.18.8 The main retail area is now centred around the Sherwood Street/High Street/Burns Lane/Church Street junction, and Sherwood Street has become an important shopping street. The most significant development over the last decade has been the construction of the Kwik Save Foodstore on Burns Lane (620 m²). Other smaller retail units have been developed on Sherwood Street providing a further 420 m² of floorspace.

12.18.9 The District Council considers that it is of great importance to consolidate and expand the role of Market Warsop as a district centre. Market Warsop is the most accessible location for the local community both in terms of private and public transport and as such, the objective of this Local Plan is to capitalise on existing investment and to facilitate the improvement of the centre.

12.18.10 Warsop's role as a convenience centre for local people will continue, but it must expand and diversify in order to keep existing trade and attract the expenditure lost over the last decade to rival centres. Potential for the growth of retail floorspace comes from

- A small growth in the local population.
- A small increase in consumer expenditure.
- The recapture of expenditure lost to nearby centres.

12.18.11 Market Warsop as a commercial centre does have its strengths, but to encourage this new investment, the centre as a whole has to be made more attractive by improving car parking and generally enhancing the shopping environment through landscaping. By doing this, the potential for attracting day visitors to the centre can also be exploited. An improved commercial centre will also help to diversify the local economy by providing job opportunities in the service sector.



12.18.12 New housing development is proposed to add vitality to the central area and an important part of the regeneration strategy for Market Warsop will be the encouragement of Living Above the Shop Initiatives aimed at bringing into use vacant upper storeys of shops and offices. There are a number of properties in Market Warsop which have the potential for such a scheme which will be promoted by the District Council in partnership with nominated Housing Associations.

12.18.13 Warsop lies within the Nottinghamshire Rural Development Area and grant assistance is currently available from the Rural Development Commission towards a variety of economic development and environmental improvement projects. This District Council, the County Council and the Rural Development Commission in 1991 asked the Civic Trust Regeneration Unit to prepare a regeneration strategy for the Warsop Communities. Their in-depth report 'The Warsop Area - Working Together' was published in March 1992 and contained a number of recommendations for regenerating the area, many of which have formed the basis for the policies and proposals contained in the Local Plan.

- 12.19 **Objectives**
- 12.19.1 Revitalise the centre of Market Warsop to enable the settlement to consolidate its position in the retail hierarchy as a convenience centre serving the surrounding communities.
- 12.19.2 Attract new retail floorspace to Warsop centre.
- 12.19.3 Improve the range and quality of services in the centre.
- 12.19.4 Improve car parking provision in the central area through the creation of new public spaces over the next decade.
- 12.19.5 Enhance the image of the centre through environmental improvements and traffic management measures.
- 12.19.6 Ensure that the architectural character of the Conservation Area is protected and enhanced.
- 12.19.7 Diversify the central area by encouraging the development of homes either on new sites or as part of a Living Above the Shop Initiative.
- 12.19.8 Ensure that the centre continues to have a role in providing job opportunities, either in the service sector or small workshops outside it.
- 12.19.9 Improve facilities for the Warsop community by developing a Community Resource Centre.
- 12.19.10 Encourage private sector investment, and exploit the potential for Market Warsop for attracting day visitors.

POLICIES AND PROPOSALS

12.20 Development Proposals

- 12.20.1 If the commercial centre is to be regenerated, it must be consolidated and new investment concentrated in areas which will most benefit the community. If it is allowed to sprawl, this could result in the further fragmentation of the retail centre and the appearance of more vacant units.

WC1 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS PROVIDED THAT THEY WOULD MEET ALL OF THE FOLLOWING CRITERIA:-

- 1) NOT SERIOUSLY UNDERMINE THE VITALITY AND VIABILITY OF THE MARKET WARSOP DISTRICT CENTRE;**
- 2) NOT HAVE A DETRIMENTAL EFFECT ON THE CHARACTER, QUALITY AND AMENITY OF THE AREA;**
- 3) NOT ADVERSELY AFFECT THE AMENITY OF NEARBY RESIDENTIAL PROPERTIES;**
- 4) NOT RESULT IN THE OVERALL LOSS OF CAR PARKING WITHIN THE CENTRE.**

12.20.2 The objective of the strategy is to achieve a thriving, compact centre at High Street/Sherwood Street where car parking facilities are located and which are penetrated by public transport services. The Retail Chapter includes policies which seek to direct new retail and associated uses to within, or to the edge of, defined retail centres. It is important, therefore, that efforts be concentrated on supporting and improving the Market Warsop district centre and channelling new investment to the existing retail area, with the aim of achieving a compact centre with a diverse range of activities. Any new developments should not, therefore, have a detrimental effect on the vitality and viability of the district centre, or on the character, quality and amenity of the area.

WC2 PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENTS WHICH WOULD CONSOLIDATE EMPLOYMENT USES WITHIN THE AREA OFF BURNS LANE, PROVIDED THAT THEY WOULD NOT ADVERSELY AFFECT THE AMENITY OF ADJACENT RESIDENTIAL PROPERTIES.

12.20.3 The conversion of the District Council's former depot into thirteen small workshop units in 1991, further emphasised the nature of the area east of the centre, off Burns Lane, for industrial/ storage uses. The area is, however, underused and has the potential for limited small scale development which will provide employment opportunities in the central area.

12.20.4 There are two important pedestrian links through this area between Burns Lane and Church Street which the District Council will seek to preserve. The amenity of adjacent residential properties will be protected in considering new development.

WC3 PLANNING PERMISSION WILL NOT BE GRANTED FOR DEVELOPMENTS THAT WOULD LEAD TO THE OVERALL LOSS OF CAR PARKING WITHIN THE CENTRAL AREA.

12.20.5 Car parking in Market Warsop is inadequate at the present time and improving parking facilities will be a key element in the strategy for improving the centre. If this is to succeed, as well as providing additional car parking, the existing car parks within the centre will have to remain in that use to contribute towards the overall provision.

12.20.6 The following car parks are situated within the centre:-

- High Street Public Car Park (37 spaces);
- Kwik Save Shoppers Car Park (29 spaces);
- Clumber Street Public Car Park- unsurfaced (approximately 28 spaces);
- Land adjacent to the Library- unsurfaced (approximately 23 public spaces);
- Health Centre Car Park (24 car parking spaces).

12.20.7 All of these car parks contribute towards the vitality of the area, including the unsurfaced car parks which, despite their unappealing state are popular because of their central location and are important to the prosperity of the centre. The Local Plan proposes that the Clumber Street car park be extended and surfaced and the District Council will endeavour to ensure that the car park next to the Library is surfaced during the Plan period. Proposals for the redevelopment of these car parks will therefore be judged in this context. Development will only be permitted where significant benefits can be demonstrated for the central area.

- 12.20.8 The District Council will promote a Facelift Scheme within the Market Warsop Conservation Area and support the renovation of historic buildings with the possible use of grants in association with English Heritage and the Heritage Lottery Fund.
- 12.20.9 Improvements to the external appearance of buildings can play an important part in enhancing the image of a shopping centre. The District Council already operates a successful 'Facelift Scheme' in Mansfield town centre, offering 50% grants up to a maximum of £1,500 towards the cleaning and repointing of buildings. The Council believes that a similar scheme would bring about considerable benefits for Market Warsop in conjunction with other improvements to the environment and it is the intention to introduce a Facelift Scheme in the short term. Towards the end of the Plan period it is planned to introduce grant schemes in partnership with English Heritage and Nottinghamshire County Council. These will offer the opportunity for more detailed structural work to be undertaken on historic buildings. Together, these schemes will provide the incentive for private owners to invest in properties and ensure that the character of the Conservation Area is maintained. The improvement of vacant land and the implementation of hard and soft landscaping schemes will also contribute towards this strategy.
- 12.20.10 Market Warsop has won the small town category of the East Midlands 'Britain in Bloom' Competition twice. In consultation with the Parish Council, Warsop Regeneration Agency and Traders Association, the District Council is looking to build on this success by implementing a number of environmental improvements to the central area during the Plan period.
- 12.20.11 Many of the smaller projects such as landscaping schemes, will be implemented in the short term. Potential schemes include a Gateway Scheme on Church Street, improvements to Wood Street and the replacement of the Jubilee Tree at the corner of Burns Lane. These small scale projects, together, will have a big impact and will be complemented by the town centre Facelift Scheme and a major environmental improvement scheme on the High Street.

WC4 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

- 1) RETAIL USES;**
- 2) HOUSING;**
- 3) OFFICES,**

ON 0.5 HECTARES OF LAND ADJACENT TO THE DOG AND RABBIT PUBLIC HOUSE.

- 12.20.12 The District Council believes that the main potential of this site is for retail development. Most of Warsop's competitors have been successful in attracting medium sized foodstores in the 1,000-1,400m² range. In terms of attracting this scale of development, Warsop's catchment area is marginal but a concerted effort should be made to increase the amount of floorspace devoted to food in the centre to improve its attractiveness. This site lies within the retail core and should prove attractive to a small food operator. Because of its location, office and residential use would also be permitted on the site, perhaps as part of a mixed scheme. A high standard of design will be expected because of the prominent position of the site.

12.21 High Street Action Area

12.21.1 The comprehensive development of land in the High Street area will help to regenerate this part of the centre of Market Warsop.

WC5 AN ACTION AREA IS DESIGNATED CENTRED ON THE HIGH STREET AREA, TO FACILITATE ITS COMPREHENSIVE IMPROVEMENT OVER THE PLAN PERIOD THROUGH CO-ORDINATED PUBLIC AND PRIVATE SECTOR ACTION.

12.21.2 A concerted effort is required to enhance Market Warsop's role as a retail centre and to overcome the difficulties that are currently being experienced. The District Council is seeking to regenerate the High Street area by implementing a number of measures aimed at improving the attractiveness of Market Warsop as a retail centre for local people and increasing its potential for attracting visitors from further afield. It is anticipated that the introduction of an open market, better car parking and improvements to the environment will benefit the centre as a whole and result in the take-up of vacant units.

12.21.3 By designating an Action Area based on the High Street, the District Council is making a commitment to concentrating efforts on the central area to bring about this regeneration. Action Areas provide the opportunity for concentrating public and private resources, ensuring that the area will become a focus for public involvement.

12.21.4 Proposals within an Action Area must be realistic and capable of implementation within a ten year period. Implementation of these proposals will involve a partnership between the District Council, private sector and local people, in which the Council will take a lead role in respect of land assembly and co-ordination.

12.21.5 This strategy for the central area will create jobs, bring about the development of vacant land, improve car parking and result in major improvements to the environment by the end of the Plan period.

WC6 PLANNING PERMISSION WILL BE GRANTED TO EXTEND THE EXISTING HIGH STREET CAR PARK ON LAND TO THE REAR OF NUMBERS 20/22 HIGH STREET AND TO THE REAR OF THE HARE AND HOUNDS PUBLIC HOUSE.

12.21.6 A vital component of a retail centre's attractiveness is the availability of highly accessible car parking. Car parking in Market Warsop is inadequate, a fact cited by the Parish Council and Traders Association as contributing towards the centre's decline, given the fact that the rival centres are able to offer large amounts of free parking. To provide the maximum benefit for businesses, additional car parking should be centrally located to encourage pedestrian flows past prime shopping frontages.

12.21.7 The Local Plan proposes to reinforce the role of the High Street Car Park as the centre's main car park by extending it. This will result in the creation of approximately 30 new spaces and the design of the car park could facilitate the rear servicing of some of the High Street businesses. It is envisaged that the part of the new car park at the rear of the Hare and Hounds would be used on a joint basis with the pub. Every effort will be made to gain access to this car park directly from the A60. The District Council will take a pro-active role in implementing these proposals through land assembly and co-ordination.

WC7 PLANNING PERMISSION WILL BE GRANTED TO EXTEND THE EXISTING WARSOP WORKING MEN'S CLUB CAR PARK.

- 12.21.8 The car park associated with the Working Men's Club is currently used by members only. It is proposed that the joint use of an extended car park is discussed with the Working Men's Club, to both increase car parking provision in the central area and encourage pedestrian flows to benefit properties at the western end of the High Street. This part of the High Street was severed by the construction of the relief road and subsequently became neglected and starved of investment. The design of the car park will prevent it being used as a through route between the High Street and Clumber Street.

WC8 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF EITHER OF THE FOLLOWING:-

- 1) RETAIL USES;
- 2) CAR PARKING,

ON 0.1 HECTARES OF LAND ADJACENT TO THE CO-OPERATIVE FOOD STORE.

- 12.21.9 Despite its poor condition, the Clumber Street car park has proved attractive because of its location. To exploit its potential, the existing car park will need to be surfaced, and the possibility exists to extend this car park onto vacant land adjacent to the Co-op Foodstore and to arrange the joint use of land next to the Talbot Public House. This would create a large town centre car park and significantly improve the environment at this prominent location.

- 12.21.10 However, the possibility of extending the Co-op Foodstore should not be precluded, and a degree of flexibility is required. It is suggested that the land, depending on the Co-op's requirements, should initially be used for car parking which could be designed so as not to prejudice the future extension of the store.

- 12.21.11 Market Warsop, as the name suggests, originally developed as a market town serving the surrounding agricultural community and the loss of this market has contributed to its decline as a retail centre. A recent attempt to re-introduce a market failed, mainly because the site was outside the central area across the A60 which acts as a barrier to pedestrian flows. It is proposed to introduce a weekly market within the centre to add interest and vitality. The precise siting of the market will be discussed with the appropriate organisations.

WC9 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF ANY OF THE FOLLOWING:-

- 1) RETAIL USES;
- 2) OFFICES;
- 3) HOUSING,

ON 0.1 HECTARES OF LAND TO THE REAR OF NUMBER 31 HIGH STREET.

- 12.21.12 This site is situated off the High Street within the defined retail centre and a degree of flexibility will therefore be permitted in respect of its future use. A small courtyard development is envisaged which will reflect the scale and character of adjacent properties.
- 12.21.13 A major environmental improvement scheme will be implemented on the High Street, complemented by small scale environmental improvement projects within the Action Area, the projects will be managed by a town centre Forum.
- 12.21.14 The construction of the relief road has taken through traffic away from the High Street meaning that there is now considerable potential for designing an imaginative environmental improvement scheme. The pedestrianisation of the High Street has for a long time been an issue locally. Whilst this option could still be considered, the removal of all traffic from the High Street is unlikely to provide the most benefit to traders in view of the car parking opportunities that already exist on the High Street. Environmental improvements are likely to centre on the use of different surface materials for the roads and pavements, tree planting and enhancing car parking provision.
- 12.21.15 The following smaller scale environmental improvements will also take place within the Action Area:-
- The enhancement of the western end of the High Street through hard and soft landscaping;
 - The surfacing and landscaping of the car park adjacent to the Library;
 - The surfacing and landscaping of the Clumber Street car park;
 - Tree planting in the area of the main High Street Car park.
- 12.21.16 The District Council will be taking the lead role in co-ordinating and implementing these projects, but this will be done in partnership with other agencies such as the County Council, West Notts. Spadework and Groundwork, Ashfield and Mansfield. The best approach would be to establish a town centre Working Group or Forum to help design and manage these improvement schemes, which should include representatives from the Local Authorities, Parish Council, Traders Association and Regeneration Agency.



12.22 **Wood Street/Church Street**

- 12.22.1 Despite its proximity to the centre of Warsop, the land to the north of Church Street between the Health Centre and Wood Street is considerably underutilised. The area has a mixed industrial/ commercial /residential character. There is an opportunity to bring about substantial environmental improvement through redevelopment. However, it is important that this is done in such a way that local businesses are not threatened, with a consequent loss of jobs.

WC10 PLANNING PERMISSION WILL BE GRANTED FOR THE DEVELOPMENT OF HOUSING ON 0.1 HECTARES OF LAND OFF YORK TERRACE.

- 12.22.2 The construction of the relief road and the closure of Wood Street to through traffic have contributed to the isolation of the older housing areas situated between Wood Street and Carr Lane, from the retail centre.
- 12.22.3 The eastern end of Wood Street is now very run down and presents a poor image at what is an important junction in Market Warsop. Vacant shop units (some of which are single storey) front the main road and it is felt that the adjacent warehouse associated with a UPVC window and door manufacturing business would be more appropriately situated elsewhere, rather than in an area which is otherwise almost exclusively residential in character.
- 12.22.4 For reasons already outlined, retail development is not being encouraged in this part of Market Warsop, and it is felt that the site should be developed for housing purposes to reflect the residential character of the surrounding area,
- 12.22.5 The issue of re-opening Wood Street has been raised a number of times, but the County Council has firmly indicated that such a proposal would be resisted on highway grounds. The development of this site could therefore extend onto the redundant section of Wood Street, which could be utilised for car parking or as a hard landscaped area. Because of the prominent position of the site, a high standard of design will be expected, and a footpath link from the A60 to Wood Street should be maintained.
- 12.22.6 The contraction of the mining industry has had a considerable impact on the Warsop area, leading to high unemployment levels and few job opportunities, particularly for young people.
- 12.22.7 The District Council, in partnership with the County Council and the Rural Development Commission has converted a former depot into an Enterprise Centre on Burns Lane, and a large employment site to serve the Warsop area is proposed in the Local Plan at Netherfield Lane, Meden Vale.
- 12.22.8 These initiatives however, must be complemented by improving access for local people to business and training advice which is currently concentrated in Mansfield and Worksop. The Town Hall remains an important community building, being used by the Parish Council for meetings and by various community groups, but on the whole is underused. The County Council has recently employed a manager to co-ordinate activity within the building.
- 12.22.9 The use of the building by the Parish Council, Warsop Regeneration Agency and local community groups will continue but it will be developed into an employment, enterprise and resource centre for Warsop where advice and information on a variety of economic development services can be obtained. The centre will also provide advice on welfare benefits and information on job vacancies.
- 12.22.10 The prime objective is to restore the prominence of the Town Hall as a community activity responding to the needs of local people. This will be achieved by the Local Authorities working in conjunction with the Parish Council, Regeneration Agency and Community groups.

(continued over)

MANSFIELD DISTRICT LOCAL PLAN – ADOPTED, NOVEMBER 1998

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MARKET WARSOP CENTRAL AREA FACELIFT/LIVING OVER THE SHOP IMPLEMENTATION SCHEDULE

PROPOSAL	AGENCIES INVOLVED	ACTION	TIMESCALE	OUTPUTS
Facelift Schemes	Mansfield D.C. Private Sector	Secure Finance Publicise Develop Schemes	) Short Term)) Short/Medium Term	) Aim to assist 16 private owners) by 1996/97 by providing grants up) to a maximum of £2,500 on a) 50/50 basis towards the cost of) external repairs to buildings in the) Conservation Area.
Living Above The Shop	Mansfield D.C. Housing Corporation Nominated Housing Associations	Secure Finance Publicise Develop Scheme	) Short Term ) )	) Aim to achieve 2 projects per) annum. Upper storeys are leased) from the owners. The owner) benefits from the improvement) and repair of the property) together with the payment of a) small weekly rent.



CHAPTER 13 - IMPLEMENTATION AND MONITORING

13.1 Introduction

- 13.1.1 The Plan's objectives will only be achieved by the successful implementation of its policies and proposals. This does not just involve the District Council but also a variety of other public and statutory authorities, developers, housebuilders, industrialists and private individuals. The District Council will seek to work in partnership with the entire community in bringing the Plan to fruition. It is envisaged that most of the policies and proposals set out in the Local Plan will be implemented by 2006.
- 13.1.2 The District Council will not only act as a regulator of development and provider of resources but will also act as a co-ordinator, adviser and promoter of policies and proposals contained in the Plan. Its policies will be used as a basis for guiding development in the District and will assist the programming of capital spending schemes to bring about the provisions contained in the Plan.
- 13.1.3 Due to the current uncertainty of the economic climate and the continuing constraints imposed by Central Government on local authority spending, it is difficult to commit the District Council to any firm timescale as far as Council investment is involved. The District Council will continue to seek all sources of grant aid available to it, including Central Government and EU grants and will continue to press the case for the Mansfield area to receive additional funding to address its problems.
- 13.1.4 To aid the public and developers, many of the policies in the Plan give detailed guidance on environmental issues which the Council considers it desirable to achieve. Where necessary, the District Council will produce development and/or design briefs for particular development areas, but in all cases, will always be willing to offer advice.

13.2 Housing

- 13.2.1 Most of the dwellings provided for in the Plan will be built by the private sector. New and/or improved infrastructure may well be required to serve many of the housing developments proposed in the Plan. Developers will need to liaise closely with the District Council, County Council, and statutory undertakers to determine the extent of works required. The District Council will, finances permitting, continue to attempt to meet some of the housing needs of the area, particularly those requiring specialist needs, and will assist and work with housing associations who pursue the same objectives.

13.3 Economy

- 13.3.1 The District Council will seek to ensure that there is sufficient genuinely available serviced land to meet the needs of the area.
- 13.3.2 This will be done both through the acquisition and development of sites by the District Council and through its assistance in helping the private sector to meet the same aim. Assistance in these areas from the County Council may also be available. The District Council will continue to offer advice and information on the availability of sites and buildings.

- 13.3.3 The utilisation of grants from the European Union, such as the ERDF (European Regional Development Fund), will help promote economic development in the District. All other forms of financial aid to assist in the economic development of the Plan area will be pursued.
- 13.4 **Tourism**
- 13.4.1 The District Council in association with the County Council, East Midlands Tourist Board and private organisations will continue to promote tourism in the area, particularly where this results in significant job gains.
- 13.5 **Movement**
- 13.5.1 Major road schemes outlined in the Plan will be financed by the highway authority, Nottinghamshire County Council. Exceptions to this can be found in that some proposals in the Local Plan will be financed through the release of land for development and will be paid for by the developers of this land.
- 13.5.2 Other road improvements, traffic management schemes, residents parking schemes, traffic regulation orders, the provision of cycle ways, footpaths and bridleways will be carried out by Nottinghamshire County Council, in close co-operation with the District Council. Highway improvements required as a result of development proposals will be funded by the developers.
- 13.5.3 The County and District Councils will continue to work together with Railtrack, Regional Railways and adjoining local authorities to upgrade and enhance the Nottingham - Worksop passenger rail service. Consultation with private bus and taxi operators will be undertaken to ensure the continued and effective operation of bus and taxi services in the Plan area.
- 13.5.4 The provision of off-street car parking in the town centre is the responsibility of the District Council which will continue to ensure that adequate operational and short stay parking is available within the town centre to enable it to function as a sub-regional centre. Long-stay car parking will be discouraged in the town centre and this will be reflected in the level of car parking charges levied.
- 13.6 **Recreation**
- 13.6.1 The District Council will seek to implement the proposals for additional recreational facilities and the provision of additional open spaces proposed in the Plan. It will also ensure that existing and future areas of open space are protected from development. Schemes for the enhancement of these areas will also be drawn up.
- 13.6.2 Developers will be expected to provide open space areas on new residential developments in accordance with the Council's adopted standards, or to contribute financially towards such provision. There is scope for the private sector to be involved in the provision of leisure facilities such as golf courses and this will be actively encouraged.

13.7 **Shopping**

- 13.7.1 New retail development over the Plan period will be provided by private developers. Most retail investment in the Plan area will take place in the town centre, district centres and the Field Mill/Portland Sidings Retail Park. The District Council will continue to safeguard and enhance the role of the town centre by measures designed to increase its attractiveness. In addition the District Council will, through the action area proposals for Mansfield Woodhouse and Warsop, seek to promote retail investments in these centres. The District Council will seek to safeguard the role of existing local shopping parades and where resources permit will introduce measures designed to improve their attractiveness such as paving schemes, landscaping and environmental improvement schemes.

13.8 **Built and Natural Environment**

- 13.8.1 The District Council will be responsible for the declaration of new conservation areas and the implementation of measures to enhance their appearance. The possible declaration of additional tree preservation orders and local nature reserves will also be investigated by the District Council as well as schemes to enhance the environment across the Plan area. The involvement of Nottinghamshire County Council, English Heritage, the Countryside Commission, English Nature and other relevant bodies and organisations will be sought in carrying out these measures.

13.9 **Minerals**

- 13.9.1 The various quarries within the Local Plan area will continue to be operated by private concerns. Responsibility for monitoring these operations in terms of the Town and Country Planning Acts rests principally with Nottinghamshire County Council.

13.10 **Derelict Land**

- 13.10.1 The District Council completed a survey of all derelict land in the District in 1993. This register will be continually updated and schemes for derelict land grant funding will be brought forward as resources permit.

13.11 **Drainage/Water Reclamation**

- 13.11.1 Developers will be expected to pay the costs of additional infrastructure required to serve new developments. Under the provisions of the 1989 Water Act, Severn Trent Plc will normally ask developers to agree to requisition procedures to pay for new sewers/improvements, both on and off-site, which are necessary to enable their development to go ahead. Severn Trent Plc has a capital programme for drainage improvements in the Mansfield area including major schemes at the Bath Lane reclamation works and works on the Mansfield outfall sewer.

13.12 **Community Facilities**

- 13.12.1 The provision of education and social welfare facilities is predominantly the responsibility of Nottinghamshire County Council. Health facilities will be provided by the Central Nottinghamshire Health Authority. Community Centre provision is the responsibility of the District Council.

13.13 **Monitoring**

13.13.1 The Plan has been prepared on the basis of the best information available at the present time. It is inevitable that some circumstances will change during the Plan period. To ensure the relevance and effectiveness of the Plan's policies, regular monitoring of the Plan will be carried out.

13.13.2 The District Council will monitor continually the effectiveness of the policies and proposals contained in the Plan. This will involve the collection and collation of information on a range of matters including population, employment, new development, etc.

13.13.3 Provision does exist to partially review or replace the Plan should circumstances dictate it. For example, planning policies may not be working as anticipated, or new problems may emerge which were not in existence at the time of production of the Plan. Any necessary modification would follow from such a review.

13.14 **Environmental Appraisal**

13.14.1 As well as the continual review of the Plan's policies and proposals these will also be continually assessed as part of the ongoing environmental appraisal of the document. This will ensure that environmental concerns are given due consideration as the Plan is modified and changed.

LIST OF APPENDICES

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- (A) Summary of Local Plan policies.
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Appendix 3 - A GUIDE TO PARKING STANDARDS FOR NEW DEVELOPMENTS IN MANSFIELD DISTRICT

APPENDIX 1
LOCAL PLAN SUMMARY LISTS

(A) SUMMARY OF LOCAL PLAN POLICIES

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- DPS1 Commitment to economic development and environmental protection.
- DPS2 Concentration of development within and adjoining the main urban areas of Mansfield, Mansfield Woodhouse and Warsop.

CHAPTER 3 - EMPLOYMENT

- E1 Scale of employment land provision between 1996 and 2006.
- E2 Criteria for the development of employment uses outside the defined urban boundary.
- E3 Criteria for the development of employment uses within the defined urban boundary.
- E4 Protection of employment land and / or premises.
- E5 Employment development proposals:-
- (A) Old Newark Road / Southwell Road West.
 - (B) Mile Hill.
 - (C) Debdale Lane.
 - (D) Maun Valley, Mansfield Woodhouse.
 - (E) Oxclose Lane, Mansfield Woodhouse.
 - (F) Blake Street, Mansfield Woodhouse.
 - (G) Bleak Hills.
 - (H) Spion Kop.
 - (I) Netherfield Lane, Meden Vale.
 - (J) Ratcher Hill Quarry.
- E6 Business Park proposals (B1 uses):-
- (A) Ransom Hill.
 - (B) Clipstone Road East.
- E7 Exceptional employment development proposal off Abbott Road.
- E8 Office proposal off Commercial Gate.
- E9 Office / workspace units proposal south of Nursery Street.
- E10 Office / parking proposal off Sherwood Street.
- E11 Optional employment development proposals:-
- (A) Sutton Road.
 - (B) Nottingham Road.
- E12 Optional Business use proposal (B1 use) off Debdale Lane.

- E13 Optional Office proposals:-
 (A) Former Brunts School site.
 (B) Avenue House.
 (C) Woodhouse Road.
- E14 Employment consolidation areas:-
 (A) Botany Avenue.
 (B) Victoria Street / Garden Road.
- E15 Employment uses in the Newgate Lane Local Centre.
- E16 Office consolidation areas:-
 (A) Nottingham Road.
 (B) Brunts Street.

CHAPTER 4 - ENVIRONMENT

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- BE1 Design criteria for new developments.
- BE2 Demolition of listed buildings.
- BE3 Alteration, extension and change of use of listed buildings.
- BE4 Developments affecting the setting of a listed building.
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- BE8 Developments adjacent to conservation areas.
- BE9 Removal of features in conservation areas.
- BE10 Environmental improvements in conservation areas.
- BE11 Developments affecting Scheduled Ancient Monuments and their settings.
- BE12 Developments affecting sites of known or possible archaeological interest.
- BE13 Developments and sites of archaeological significance.
- BE14 Shop fronts and advertisements.
- BE15 Poster advertisement hoardings.

BE16	New developments and environmental improvements.
	<u>Natural Environment</u>
NE1	Developments outside the defined urban boundary.
NE2	Developments on the best and most versatile agricultural land.
NE3	New agricultural buildings and extensions / alterations.
NE4	Open breaks:- (A) Between Sutton-in-Ashfield and Mansfield. (B) Between Mansfield and Rainworth. (C) Between Forest Town and Clipstone. (D) Between Market Warsop, Church Warsop and Meden Vale.
NE5	Green wedges:- (A) Maun Valley. (B) Between Radmanthwaite and Mansfield Woodhouse. (C) Along the Cauldwell Brook.
NE6	Sherwood Forest Heritage Area.
NE7	Sherwood Forest Special Landscape Area.
NE8	Mature Landscape Areas:- (A) River Maun. (B) River Meden. (C) Nettleworth Manor.
NE9	Woodlands.
NE10	Ancient Woodlands.
NE11	Greenwood Community Forest.
NE12	Sites of Special Scientific Interest.
NE13	Sites of local nature conservation interest.
NE14	Criteria for developments on environmentally important / sensitive sites.
NE15	Heathlands.
NE16	Protected species.
NE17	Protection of air and soil resources.

CHAPTER 5 - MOVEMENT

- M1 Major highway schemes:-
(A) Rainworth Bypass.
(B) Mansfield Western Bypass.
(C) Mansfield Southern Bypass.
(D) Pleasley Bypass extension.
- M2 Road improvement schemes:-
(A) Mansfield Eastern Outer Ring Road, Phase 3.
(B) Ratcliffe Gate.
(C) Welbeck Road / Portland Street junction, Mansfield Woodhouse.
(D) Priors Road / Church Street junction, Mansfield Woodhouse.
(E) Woodhouse Road and Leeming Lane.
(F) Abbott Road.
(G) Hermitage Lane railway bridge.
(H) New Mill Lane.
(I) Forest Road.
(J) Nottingham Road / Forest Road junction.
- M3 Link road between Crown Farm Way and Clipstone Road East.
- M4 Link road between Hermitage Lane and Sheepbridge Lane.
- M5 New access road off Chesterfield Road North, at Radmanthwaite.
- M6 Traffic management.
- M7 Robin Hood Line.
- M8 Transport interchange on land north of Debdale Lane, Mansfield Woodhouse.
- M9 Bus services.
- M10 Central bus station.
- M11 Safeguarding footpaths, bridleways, byways and cycle routes.
- M12 Safeguarding strategic routes for walkers, horse riders and cyclists:-
(A) River Maun Valley.
(B) River Meden Valley.
(C) Between Mansfield Town Centre and Rainworth.
(D) Between Clipstone and Warsop.
- M13 Pedestrians.
- M14 Horse riding.
- M15 Cycling.

- M16 Development requirements.
- M17 Protection of off-street parking facilities.
- M18 Development of parking facilities and road side services.
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- H1 Scale of housing provision between 1996 and 2006.
- H2 Criteria for the development of housing within the defined urban boundary.
- H3 Criteria for the development of permanent housing outside the defined urban boundary.
- H4 Temporary accommodation for agricultural or forestry workers.
- H5 Housing proposals:-
 - (A) Pheasant Hill.
 - (B) Chesterfield Road South.
 - (C) Little Debdale Lane.
 - (D) The Park.
 - (E) Somersall Street.
 - (F) Sherwood Close.
 - (G) Sandy Lane.
 - (H) Sherwood Rise.
 - (I) Old Mill Lane.
 - (J) Water Lane.
 - (K) Berry Hill Lane / King George V Avenue.
 - (L) Derwent Avenue.
 - (M) Redruth Drive.
 - (N) Atkin Lane.
 - (O) Newlands Road.
 - (P) King Street.
 - (Q) Eakring Road.
 - (R) Stinting Lane.
 - (S) Church Street, Pleasley.
 - (T) Rufford Drive, Mansfield Woodhouse.
 - (U) Haddon Road.
 - (V) Victoria Street, Market Warsop.
 - (W) Wood Street (west), Market Warsop.
 - (X) Manor Farm, Church Warsop.
 - (Y) Elkesley Road, Meden Vale.
 - (Z) Crow Hill Drive.
 - (AA) Mount Pleasant.
 - (BB) Former Mansfield General Hospital.

- H6 Optional housing proposals:-
(A) Avenue House.
(B) Peafield Lane, Mansfield Woodhouse.
(C) Rushpool Farm.
- H7 Residential consolidation areas:-
(A) Wood Street / Westfield Lane.
(B) Woodhouse Road / Westbank Avenue / Bath Lane.
- H8 Public open space requirements in housing developments.
- H9 Criteria for the provision of open space.
- H10 Existing housing stock.
- H11 Conversion of existing housing to hotels, hostels, residential institutions or flats.
- H12 Conversion of upper floors of shops to residential use.
- H13 House extensions.
- H14 Affordable housing.
- H15 Special needs accommodation.
- H16 Sheltered housing schemes, residential care and nursing homes.

CHAPTER 7 - LEISURE AND TOURISM

- LT1 Protection of major public open spaces and local parks.
- LT2 Protection of other public open spaces.
- LT3 Protection of amenity open spaces.
- LT4 Private / CISWO recreational facilities.
- LT5 Mansfield Town F.C. stadium.
- LT6 Protection of allotment gardens.
- LT7 Protection of school / college playing fields.
- LT8 Development of new sports pitches:-
(A) Bull Farm.
(B) Abbott Road.

- LT9 Development of public open spaces:-
 (A) Woburn Road, Pleasley Hill.
 (B) Bellamy Road.
 (C) Balmoral Drive.
 (D) Sherwood Rise.
 (E) Litton Road, Mansfield Woodhouse.
 (F) Stone Cross Lane.
 (G) Larkhills.
 (H) Rushpool Farm / Stinting Lane.
 (I) Portland Street.
 (J) Berry Hill Lane / King George V Avenue.
- LT10 Protection of new areas of public open spaces and sports pitches.
- LT11 Proposed Country Park at Manor Park.
- LT12 Reclamation of former colliery tipping areas:-
 (A) Mansfield Colliery.
 (B) Sherwood Colliery.
 (C) Warsop Colliery.
 (D) Shirebrook Colliery.
- LT13 Criteria for the development of "built" leisure facilities.
- LT14 Development of Sports Halls:-
 (A) Bull Farm.
 (B) Manor Park.
- LT15 Leisure proposal off Chesterfield Road South.
- LT16 Optional Leisure proposals:-
 (A) Sutton Road.
 (B) Nottingham Road.
 (C) Former Brunts School site.
- LT17 Motorised sport.
- LT18 Criteria for the development of tourism facilities.
- LT19 Development of Tourism / Leisure facilities at Pleasley Mills.
- LT20 Criteria for the development of hotels, guest houses, bed and breakfast and self-catering accommodation.
- LT21 Development of hotel accommodation as an element of employment proposals:-
 (A) South of Clipstone Road East.
 (B) Abbott Road.

- LT22 Optional hotel proposals:-
 (A) Woodhouse Road.
 (B) Sutton Road.
 (C) Peafield Lane.
 (D) Debdale Lane.
 (E) Rushpool Farm.
- LT23 Criteria for the development of non-residential caravan / camping sites.

CHAPTER 8 - EDUCATION, COMMUNITY AND HEALTH

- ECH1 Criteria for the development of community facilities.
- ECH2 Optional non-residential institution proposal off Woodhouse Road.
- ECH3 Coal Industry Social and Welfare Organisation facilities.
- ECH4 Extension of cemeteries:-
 (A) Leeming Lane South, Mansfield Woodhouse.
 (B) Chesterfield Road North.
 (C) Cuckney Hill, Church Warsop.

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- U1 Energy consumption / efficiency.
- U2 Water supply / discharge.
- U3 Sewerage and sewage disposal.
- U4 Cordon sanitaires.
- U5 Water discharge and flooding.
- U6 Developments in floodplains.
- U7 Criteria for the development of utility facilities.
- U8 Criteria for the development of telecommunication installations.

CHAPTER 10 - DERELICT LAND, WASTE AND MINERALS

- DWM1 Restoration of derelict, despoiled and partially restored land.

CHAPTER 11 - RETAILING

- R1 Mansfield Sub-Regional / Town Centre.

- R2 District Centres:-
 (A) Mansfield Woodhouse Centre.
 (B) Market Warsop Centre.
 (C) Oak Tree Centre.
- R3 Local Centres:-
 (A) Clipstone Road West.
 (B) Newgate Lane / Ratcliffe Gate.
 (C) Ladybrook Lane.
- R4 Neighbourhood Parades:-
 (A) Carter Lane.
 (B) Chesterfield Road North.
 (C) Chesterfield Road South.
 (D) Cox's Lane / Brown Avenue.
 (E) Egmantown Road.
 (F) Garibaldi Road.
 (G) Harrop White Road.
 (H) Ling Forest Road.
 (I) Pecks Hill.
 (J) Ravensdale Road.
 (K) Ossington Close, Meden Vale.
 (L) Nottingham Road.
- R5 Preferred location for Retail Warehouse development - Portland Sidings.
- R6 Retail developments outside defined Centres.
- R7 Criteria for the development of retail uses.
- 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.
- R11 Factory shops.
- R12 Farm shops.
- R13 Retail development proposal adjacent to the Oak Tree District Centre.
- R14 Optional retail development proposal (motor vehicle related) off Nottingham Road.
- R15 Optional retail development proposals (restaurant / P.H.):
 (A) Rushpool Farm.
 (B) Woodhouse Road.

- R16 Optional retail development proposals (motor vehicle related or restaurant / P.H.):-
- (A) Sutton Road.
 - (B) Debdale Lane.

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Mansfield Town Centre

- MTC1 Office consolidation on St. John Street.
- MTC2 Conversion of upper floors within the Sub-Regional Centre.
- MTC3 Criteria for developments in the Sub-Regional Centre.
- MTC4 Palace Theatre/Museum complex.
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- MTC9 Retail proposals:-
- (A) Walkden Street.
 - (B) Stockwell Gate.
- MTC10 Optional development proposals at the Indoor Market Hall.
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- MTC12 Optional development proposals off Toothill Road.
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- MTC15 Renewal scheme within the White Hart Street Action Area.
- MTC16 Clumber Street Action Area.
- MTC17 Optional development proposals within the Clumber Street Action Area.
- MTC18 Rock Valley / Bridge Street Action Area.

MTC19	Housing proposals within the Rock Valley / Bridge Street Action Area:- (A) East and west of the River Maun. (B) North of Bridge Street Methodist Church.
MTC20	Station Street Action Area.
MTC21	Transport Interchange proposal within the Station Street Action Area, off Station Street.
MTC22	Optional development proposals within the Station Street Action Area, at the Magistrates Court, Police Station and the adjacent car parking area off Station Street.
MTC23	Optional development proposals within the Station Street Action Area, off Station Street / Quaker Way.
MTC24	Optional development proposals within the Station Street Action Area, off Station Street / Belvedere Street.
	<u>Mansfield Woodhouse Centre</u>
MW1	Criteria for developments in Mansfield Woodhouse Centre.
MW2	Mansfield Woodhouse conservation area.
MW3	Protection of fields south of Welbeck Road.
MW4	Employment consolidation area bounded by Station Street, Swan Lane, Oxclose Lane and the railway line.
MW5	Employment proposals to the west of Swan Lane.
MW6	Optional development proposals off Vale Road / Oxclose Lane.
MW7	Optional development proposals to the east of Castle Street.
MW8	Optional development proposals at the former County Health Clinic off Park Road.
MW9	Optional development proposals at the Clerkson's Hall site.
MW10	Optional development proposals to the east of Portland Street.
MW11	Optional development proposals to the south of Ley Lane.
MW12	High Street Action Area.
MW13	Optional redevelopment proposals within the High Street Action Area, for properties to the north of Woodhouse Market Place.
MW14	Optional development proposals within the High Street Action Area, to the west of Portland Street.

MW15	Optional development proposals within the High Street Action Area, off Rose Lane.
	<u>Market Warsop Centre</u>
WC1	Criteria for developments in Market Warsop Centre.
WC2	Employment consolidation area off Burns Lane.
WC3	Loss of car parking.
WC4	Optional development proposals adjacent to the Dog and Rabbit Public House.
WC5	High Street Action Area.
WC6	Car Park extension within the High Street Action Area, to the rear of Nos. 20 / 22 High Street and to the rear of the Hare and Hounds Public House.
WC7	Car Park extension within the High Street Action Area, at Warsop Working Men's Club.
WC8	Optional development proposals within the High Street Action Area, adjacent to the Co-operative Food Store.
WC9	Optional development proposals within the High Street Action Area, to the rear of Number 31 High Street.
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- Figure 2** 1991 Census Age Breakdown.
- Figure 3** Unemployment Rates: 1985 to 1996.
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- Figure 5** Car Ownership: 1981 and 1991.
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- Figure 7** Housing Completion Rates: 1986 to 1996.
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- Plan 2** Mansfield District - Sub Regional Setting.
- Plan 3** Sites of Special Scientific Interest.
- Plan 4** Mansfield District Traffic Flows.
- Plan 5** Teversal / Skegby Dawgates Landscape Area.

APPENDIX 2
ENVIRONMENTAL GUIDELINES

(A) LISTED BUILDINGS IN MANSFIELD DISTRICT (AS AT 1/4/96)

		<u>Grade</u>
Mansfield		
Albert Street	17 / 19	2
Albert Street	21 Portland Arms Public House	2
Albert Street	9 / 11	2
Armstrong Road	Intake Farm School	2
Bath Lane	Bath Mill	2
Bath Lane	Stanton's Mill and adjoining outbuildings	2
Berry Hill Lane	Stable Court and attached farm buildings at Berry Hill Hall	2
Berry Hill Lane	Berry Hill Hall	2
Berry Hill Lane	Cartshed 100 metres west of Stable Court at Berry Hill Hall	2
Berry Hill Lane	Coach House and attached gate piers at Berry Hill Hall	2
Berry Hill Lane	Sundial 20 metres west of Berry Hill Hall	2
Bridge Street	1, 2 and 3 Rock Court	2
Bridge Street	13, 15 and 17	2
Bridge Street	5	2
Bridge Street	9 The Bridge Tavern Public House	2
Bridge Street	Boundary wall and gates at Bridge Street Methodist Church	2
Bridge Street	St. Peter's House, Royal Insurance and Trustees Savings Bank	2*
Bridge Street	Town Mill Public House and adjoining boundary wall	2
Chesterfield Road North	Pleasley Hill / Dam and sluices 5 metres south west of Pleasley Bridge	2
Chesterfield Road North	Pleasley Hill / Pleasley Bridge	2
Chesterfield Road South	1 / 1A	2
Chesterfield Road South	82	2
Chesterfield Road South	Boundary wall and gates at Church of St. Philip Neri	2
Chesterfield Road South	Church of St. Philip Neri and attached Presbytery	2
Church Side	10 - 16	2
Church Side	18 Church House	2
Church Side	Boundary wall and gate piers at Old Grammar School	2
Church Side	Boundary wall and gates to Churchyard at St. Peter and St. Paul	2
Church Side	Church of St. Peter and St. Paul	1
Church Side	Old Grammar School	2
Church Side	War memorial 5 metres south of Church of St. Peter and St. Paul	2
Church Street	10	2

Church Street	11 and 13	2
Church Street	15	2
Church Street	17 and 19	2
Church Street	21	2
Church Street	32 and 32B	2
Church Street	34	2
Church Street	36	2
Church Street	5 and 7	2
Church Street	6	2
Church Street	Head Post Office	2
Crow Hill Drive	1	2*
Crow Hill Drive	Stoneleigh	2
Hermitage Lane	Hermitage Mill	2
Hermitage Lane	Railway bridge 100 metres west of Hermitage Mill	2
High Street, Pleasley Hill	24	2
High Street, Pleasley Hill	35 and attached boundary wall	2
High Street, Pleasley Hill	Barns 20 metres east of Pleasley Hill Farmhouse	2
High Street, Pleasley Hill	Pleasley Hill Farmhouse and adjoining garden wall and gate piers	2
High Street, Pleasley Hill	Coach House 10 metres south-east of Pleasley Hill Farmhouse	2
Kings Mill Lane	Railway viaduct	2
Leeming Street	28A, 30 and 32, Imperial Buildings	2
Leeming Street	34 - 42 Brunts Buildings (including 4 & 6 Toothill Lane)	2
Leeming Street	46 - 52 (including 5 Toothill Lane)	2
Leeming Street	Mansfield Community Arts Centre	2
Market House Place	Charter Arms Public House	2
Market Place	1	2
Market Place	15 The Dial Public House	2
Market Place	16 The Market Inn	2
Market Place	17 and 18	2
Market Place	23	2
Market Place	6 and 7	2
Market Place	8	2
Market Place	Cavendish Monument and attached railings	2*
Market Place	Former Moot Hall at north corner of Market Place	2
Market Place	Probate Office	2
Market Place	The Old Town Hall and attached piers and railings	2*
Market Street	3	2
Market Street	Former bank at junction with Queens Walk	2
Midworth Street	The Old Maltings	2
Mill Walk	The Old Meeting House, Unitarian Church	2*
Mill Walk	The Old Parsonage	2

Moorhaigh Lane, Moorhaigh	Moorhaigh Farmhouse and adjoining garden wall	2
Moorhaigh Lane, Moorhaigh	Old Moorhaigh Farmhouse and adjoining stable and wall	2
Nottingham Road	15 Former cattle market building and attached gates	2
Nottingham Road	18 - 40 Heaths Almshouses and adjoining boundary wall	2
Nottingham Road	46	2
Nottingham Road	Boundary wall and gates at Nottingham Road Methodist Church	2
Nottingham Road	Cemetery Chapel at Mansfield Cemetery	2
Nottingham Road	Church of St. Mark and attached boundary wall	2*
Nottingham Road	Field Mill House	2
Nottingham Road	Gateway at Mansfield Cemetery	2
Nottingham Road	Mausoleum 75 metres north-east of chapel at Mansfield Cemetery	2
Nottingham Road	Monument 75 metres south of north gate at Mansfield Cemetery	2
Nottingham Road	Nottingham Road Methodist Church	2
Nottingham Road	Tomb 90 metres north-east of cemetery chapel at Mansfield Cemetery	2
Nottingham Road	War memorial 10 metres south of north gate at Mansfield Cemetery	2
Nottingham Road	War memorial and railings 1 metre south of Church of St. Mark	2
Nottingham Road	Wildman Memorial 60 metres north-east of chapel at Mansfield Cemetery	2
Pecks Hill	Church of St Lawrence the Martyr	2
Pecks Hill	Churchyard gateway 30 metres west of Church of St Lawrence the Martyr	2
Pheasant Hill	Mill Bank Cottage and adjoining boundary wall	2
Portland Street	Church Hall 20 metres north-west of Church of St Mark	2
Quarry Lane	Drury Dam Viaduct	2
Ratcliffe Gate	33	2
Sampsons Lane, Moorhaigh	Sampsons Lane Farmhouse and adjoining barn	2
Sheepbridge Lane	Matlock Mill Joinery Works	2
St. John Street	37, 38 and 39	2
St. John Street	40	2
St. John Street	41	2
St. John Street	Church of St John the Evangelist	2
St. John Street	Wall and gate piers to Churchyard of St John the Evangelist	2
Station Road	Brunels Public House	2
Station Road	Midland Hotel	2

Station Street	9 Railway Inn Public House	2
Stockwell Gate	10 and 12	2
Stockwell Gate	3	2
Stockwell Gate	5 and 7	2
Stockwell Gate	53, 55 and 57	2
Stockwell Gate	9	2
Terrace Road	5 - 11 walls to front gardens	2
Toothill Lane	7 and 9	2
West Gate	1 and 1A Westgate House	2
West Gate	3	2
West Gate	36, 38 and 38A	2
West Gate	37 Waverley House	2*
West Gate	39	2
West Gate	39B, 41, 43 and 43A	2
West Gate	48 and 50	2
West Gate	5	2
West Gate	57	2
West Gate	61 and 63	2
West Gate	62 and 64	2
West Gate	65	2
West Gate	67 and 69	2
West Gate	68 Cromwell House	2
West Gate	69A	2
West Gate	7	2
West Gate	70 New Inn Public House	2
West Gate	72 and 74	2
West Gate	89 and 91	2
West Gate	93, 95 and 97	2
West Gate	Old Market Cross	2
Westfield Lane	Westfield Folkhouse Youth Centre	2
White Hart Street Railway viaduct	2	
Windmill Lane	Carr Bank	2
Windmill Lane	Grotto on north-west side of Carr Bank	2
	Memorial Park	
Windmill Lane	War memorial on north-west side of Carr Bank Memorial Park	2
Woodhouse Road	80	2
Woodhouse Road	Boundary wall and gate piers at Queen Elizabeth's Girls' School	2
Woodhouse Road	Boundary wall and gate piers to No. 80	2
Woodhouse Road	Queen Elizabeth's Girls' School	2
Mansfield Woodhouse		
Albert Street	20, 22 and 24	2
Albert Street	28 - 38	2
Albert Street	40 and 42	2
Albert Street	44 and 46	2
Albert Street	48 and 50	2
Albert Street	52, 54, 56 and boundary wall	2

Albert Street	58, 62 and boundary wall	2
Albert Street	6 and 8	2
Albert Street	64 - 80	2
Albert Street	82 - 92 and adjoining boundary wall	2
Church Lane, Pleasley Vale	Church Lane Bridge	2
Church Lane, Pleasley Vale	Church of St Chad	2
Church Street	11	2
Church Street	12 and boundary wall	2
Church Street	15 Cross Hill Cottage	2
Church Street	17 and adjoining boundary wall	2
Church Street	Boundary wall adjoining No. 11 and 12 to north	2
Church Street	Boundary wall adjoining No. 11 and 12 to south	2
Church Street	Boundary wall at Church of St Edmund	2
Church Street	Church of St Edmund	2*
Church Street	Headstone 28m south of Chancel at Church of St Edmund	2
Church Street	Headstone 3m south of Lady Chapel at Church of St Edmund	2
Church Street	Headstone and chest tomb 10m south of Chancel at Church of St Edmund	2
Church Street	Market Cross	2
Church Street	Sarcophagus 10m south of south porch at Church of St Edmund	2
Church Street	Stable block at rear of No. 11	2
Green Lane	Warren Farmhouse	2
High Street	12 (Allens Chemist)	2
High Street	16	2
High Street	18 (Army Stores)	2
High Street	21	2
High Street	26 (G. Betts and Son)	2
High Street	32 and 34 (Chell Food Products Ltd)	2
High Street	40 (The Angel Inn)	2
High Street	51, 53 and 55	2
High Street	57	2
High Street	59	2
High Street	Farm buildings adjoining No. 57 and 59	2
High Street	K6 Telephone Kiosk	2
High Street	Stable adjoining No. 49	2
Kingsway	Kingsway Hall	2
Ley Lane	3 and adjoining barn	2
Mansfield Road	Woodhouse Place	2
off Debdale Lane	Cartshed north of stables at Debdale Hall	2
off Debdale Lane	Debdale Hall	2
off Debdale Lane	Ice House at Debdale Hall	2
off Debdale Lane	Pavilion at Debdale Hall	2
off Debdale Lane	Stables at Debdale Hall	2
off Northfield Lane	North Lodge Farmhouse	2

off Station Street	46	2
Priory Road	Boundary wall at Hardstaff Homes	2
Priory Road	Hardstaff Homes No. 1, 2, 3 and 4	2
Priory Road	Hardstaff Homes No. 5, 6, 7 and 8	2
Priory Road	The Manor House and adjoining boundary wall	2
Priory Road	The Priory	2*
Priory Road and Castle Street	Boundary walls at The Manor House	2
Rose Lane	5 and attached outbuilding	2
Station Street	15, 17, 19 and adjoining outbuildings	2
Station Street	2 Clerksons Hall	2
Station Street	21 (Leeds Permanent Building Society Office)	2
Station Street	22 and 24	2
Station Street	23 and 25 (Mansfield District Council Offices)	2
Station Street	27, 29 and 31	2
Station Street	60 (The New Inn)	2
Station Street	82 and 84	2
Station Street	9, 11 and 13	2
Station Street	Boundary wall and gate at No. 2	2
Station Street	The Grange and adjoining boundary wall	2
Welbeck Road	St Edmunds Church of England School with teacher's house and boundary wall	2
Yeoman Hill Park	War Memorial	2
Warsop		
Bishops Walk	Warsop Parish Centre	2*
Bishops Walk	Barn, cottage and outbuilding at Moorfield Farm	2
Church Road	Boundary wall, gates, piers and overthrow at Church of St Peter and St Paul	2
Church Road	Church of St Peter and St Paul	1
Church Road	Farm buildings to east of Old Mill House	2
Church Road	Group of 3 headstones adjoining south side of tower at Church of St Peter and St Paul	2
Church Road	Group of 4 headstones 10m west of tower at Church of St Peter and St Paul	2
Church Road	Mill bridge and adjoining weir	2
Church Road	Old Mill House	2
Church Road	War Memorial	2
Church Road	Warsop Mill	2
Church Street	16 and adjoining malthouse	2
Church Street	18	2
Church Street	6 and 6A	2
Eastlands Lane	1 - 3 Blankleys Yard	2
Forest Road	Warsop Windmill	2
High Street	29	2

High Street	41	2
Manor Road	1	2
Manor Road	2 and adjoining boundary wall	2
Manor Road	24	2
Manor Road	Stable with loft at No. 24	2
Park Hall Lane	Park Hall Stables	2
Sookholme Lane	Church of St Augustine	1
Sookholme Lane	Mill Farmhouse and adjoining farm buildings and boundary wall	2
Sookholme Road	Barn and adjoining farm buildings at Hall Farm	2
Sookholme Road	Hall Farmhouse	2
Sookholme Road	Nettleworth Farmhouse and adjoining stable block and boundary wall	2

(B) EXISTING CONSERVATION AREAS

1. Bridge Street
2. Market Place
3. West Gate
4. The Park
5. Nottingham Road
6. Crow Hill Drive
7. Mansfield Woodhouse
8. Pleasley Vale
9. Market Warsop
10. Church Warsop

(C) SCHEDULE OF ANCIENT MONUMENTS

<u>MONUMENT TITLE</u>	<u>GRID REF.</u>
Kingsmill Viaduct, Mansfield District	SK 519598
Roman Villa, ESE of Northfield House, Mansfield Woodhouse	SK 525646
Village Cross, Mansfield Woodhouse	SK 539633
Beeston Lodge, Mansfield Woodhouse	SK570638

(D) TREE PRESERVATION ORDERS

<u>SITE NAME</u>	<u>GRID REF.</u>
Debdale Lane, Mansfield Woodhouse	SK 530627
Collier Spring Wood, Warsop	SK 554692
Berry Hill	SK 546594
Gravel Hill Plantation, Warsop	SK 565655
Church Road, Warsop	SK 568684
Westcroft Plantation, Warsop	SK 557658
Long Plantation, Mansfield Woodhouse	SK 585618
Bishopshill Plantation, Rainworth	SK 585584
The Hermitage	SK 522599
Newlands Farm, Forest Town	SK 578627
Woodhouse Place, Mansfield Woodhouse	SK 541624
Autumn Park, The Park	SK 541619
Clipstone Road West / New Mill Lane	SK 571627
Berry Hill Hall	SK 549595
High Street, Mansfield Woodhouse	SK 542634
Forest Hospital, Southwell Road	SK 557602
Sherwood Colliery	SK 534627
Mansfield Colliery	SK 573616
White Lodge, Clipstone Drive	SK 574630
Ransom Hospital	SK 575596
Crow Hill Drive	SK 539616
Park Avenue	SK 541618
Waterson Avenue	SK 559597

(E) SCHEDULE OF ANCIENT WOODLANDS

<u>SITE NAME</u>	<u>GRID REF.</u>
The Coppice, Mansfield	SK 510649
Northfield House Wood, Mansfield Woodhouse	SK 521649
Hind Car Wood / Hind Car, Mansfield Woodhouse	SK 538655
Lord Stubbins Wood, Warsop	SK 538690
Parsons Wood, Warsop	SK 539682
Ox Pasture Wood, Warsop	SK 545661
Minster Wood and Collier Spring, Warsop	SK 550693

(F) SITES OF SPECIAL SCIENTIFIC INTEREST

<u>SITE NAME</u>	<u>SITE DESCRIPTION</u>	<u>GRID REF.</u>
Strawberry Hill Heaths	2 areas of heath comprising an important remaining part of the formerly extensive dry acid lowland heathland of central Nottinghamshire	SK 568604 & SK 580603
Sherwood Forest Golf Course	One of the largest blocks of lowland heath in the County. Supports a number of uncommon plants and animals	SK 580615
Pleasley Vale Railway	Fine example of calcareous grassland	SK 519649
Lord Stubbins Wood, Warsop	Fine example of an ash-wych elm wood	SK 537688
Rainworth Lakes	Site contains fine examples of base poor marsh and open waterplant communities in and adjacent to a series of ponds and small lakes	SK 583583
Hills and Holes and Sookholme Brook, Warsop	Area contains fine examples of calcareous grassland and rock surface plant communities developed on soils, spoil and rocks derived from the Permian Lower Magnesium Limestone	SK 555678 SK 543667

(G) SITES OF LOCAL CONSERVATION VALUE

EXISTING SITES OF IMPORTANCE FOR NATURE CONSERVATION (SINC)

<u>Site Name</u>	<u>Biological Records Centre Code</u>
Sookholme Bath Lane	1 / 40
Cuckney Hay Railway Line	1 / 44
Hind Carr Wood	2 / 88
The Bottoms, Church Warsop	2 / 90
Church Warsop Mill Pond	2 / 91
Ratcher Hill Cutting	2 / 92
Hop Yard	2 / 93
Spring Wood	2 / 94
Bradmer Hill Cutting	2 / 95
Hall Park lane, Nettleworth	2 / 96
The Shrubbery	2 / 97
Rainworth Forest	2 / 99
Parsons Wood	2 / 100
Warsop Recreation Ground	2 / 101
New Plantation Meadow	2 / 102
The Coppice, Pleasley	2 / 325
Pleasley Hill Pasture	2 / 326
Littlewood Lane Railway Bank	2 / 327
Meden Bank Wood	2 / 328
Bleak Hills Grassland	2 / 329
Bleakhill Farm Grassland	2 / 330
Shirebrook Mineral Railway	2 / 332
Collier Spring Wood	2 / 340
Mansfield Colliery Railway	2 / 341
Ransom Road	2 / 342
The Lings	2 / 343
Hanger Hill Drive Woodland	2 / 345
Budby Drive	2 / 346
Kingston Drive Plantation	2 / 347

REGIONALLY IMPORTANT GEOLOGICAL AND GEOMORPHOLOGICAL SITES (RIGS)

Warsop Colliery Line Cutting, Shirebrook	1 / 143
Pleasley Vale Railway Cutting	1 / 145
Hills and Holes, Warsop	1 / 146

ADDITIONAL SITES OF NATURE CONSERVATION VALUE

Site Name

Assarts Hill Plantation, Meden Vale	Debdale Quarry, Woodhouse
Badger Hill Wood, Clipstone Park	East Quarry, Vale Road, Woodhouse
Bank Hills Fault, Forest Town	Field Mill Dam, Mansfield
Baxter Hill Hedges and Moorhaigh Lane, Pleasley	Fish Pond Farm grassland, Brick Kiln Lane, Mansfield
Beach Hill Quarry, Debdale, Woodhouse	Flood Dyke channel, hedgerows and path, Woodhouse
Bellamy Road / Old Newark Road grassland, Mansfield	Freestone Quarry, Nottingham Road, Mansfield
Berry Hill Hall and Grounds, Mansfield	Garden Plantation, Park Hall, Woodhouse
Berry Hill Park Grasslands, Mansfield	Garibaldi Plantation, Clipstone Park
Berry Hill Quarry, Mansfield	Gleadthorpe New Plantation, Meden Vale
Berry Hill West sand quarry exposures and banks, Mansfield	Gleadthorpe Plantation, Meden Vale
Bishops Hill Plantation, Rainworth	Gleadthorpe Screed, Meden Vale
Black Scotch Plantation, Mansfield	Gravelhill Plantation, Peafield Lane, Woodhouse
Blakeley Hill Plantation and Scout camp, Market Warsop	Green Lane, Peafields, Woodhouse
Bleak Hills ponds and banks, Sheepbridge Lane, Mansfield	Green Lane, Pleasley Hill
The Bottoms, Meden Vale	Hermitage Pond and River Maun and banks, Hermitage Lane to Kings Mill, Mansfield
The Bottoms, Nettleworth Manor, Sookholme	High Oakham Woodland, Mansfield
Bradmer Hill Lane, Market Warsop	Holborn Hill Plantation, Meden Vale
Candlemass Cliff, Woodhouse	Hornby Plantation, Marples Road, Woodhouse
Carr Bank Wood, Mansfield	King George V Playing Field pitch and putt, Southwell Road, Mansfield
Carr Bank, Mansfield	King George V Recreation ground woodland, Southwell Road, Mansfield
Carter Lane hedgerow and verges, Church Warsop to Warsop Vale	Kings Mill Reservoir, part in Mansfield
Chatsworth Drive Plantation and Heath, Bellamy Road Estate, Mansfield	Kings Stand, Berry Hill, Mansfield
Church Warsop churchyard	Lea Lane fields, Woodhouse
Clipstone Drive West, hedgerows and verge, Clipstone Park	Leeming Lane Cemetery, Woodhouse
Clipstone Mere, Clipstone Forest	Leas Brook course from Portland Street to Park Hall, Woodhouse
Coach Road, Peafield Lane, Market Warsop	Lime Tree Drive (Hanger Hill Drive)
Cotton Plantation, Pleasley Hill	Gleadthorpe to Hanger Hill, Meden Vale
Debdale Farm grasslands, Woodhouse	Lindhurst Lane Wood, Mansfield
Debdale Hall woodlands, Woodhouse	Litten Road pasture, Peafield Lane, Woodhouse
Debdale Lane grassland, Woodhouse	Little Debdale grassland, Woodhouse
Littlewood Lane banks and hedges, Woodhouse	Little Matlock pasture, Pleasley Vale
Littlewood Lane wood, Woodhouse	Outgang Lane hedge, Woodhouse
Littlewood Quarry, Woodhouse	Ox Pasture Wood and hedges, Sookholme
Littlewood, Pleasley Vale	Oxclose Lane (Rump), Radmanthwaite
	Peafield New Plantation with Churn and Parliament Oaks

Longster Lane grassland, pool and road verges, Sookholme
 Manor Farm field and riverine woodland, Old Church Warsop
 Mansfield Colliery (Crownie) spoil tip
 Mansfield Conical (the old Mansfield Colliery tip), Forest Town
 Mansfield Rugby Club heath, Eakring Road, Mansfield
 Maun Valley Park grasslands, Old Mill Lane, Woodhouse
 Maun water meadows, Old Mill Lane, Woodhouse
 Moorhaigh Bank, Pleasley Hill Farm, Pleasley Hill
 Moorhaigh Lane verges and hedgerows, Pleasley Hill
 Moorhaigh pasture and Monk's pond, Pleasley Hill
 Moss carr ponds, Spion Kop
 Nets Lodge Wood, Cuckney Hill
 New Plantation cutting in-fill, Langwith
 New Plantation marsh, Langwith
 New Plantation, Langwith
 Newlands bridlepath - Clipstone Road to Newlands Road, Forest Town
 Newlands Farm ponds, Forest Town
 Newlands Valley Green Lane, banks and hedgerows, Forest Town
 Northfield House grassland, old quarries and thickets, Pleasley Vale
 Northfield woodland, Radmanthwaite, Pleasley Hill
 Nottingham Road Cemetery, Mansfield
 Oakfield Lane sand quarry Market Warsop
 Oakfield Plantation, Cuckney Hill
 Old Brick Kilns, Parson Wood, Warsop Vale
 Old filter beds, shallow sand quarry and pasture, Old Mill Lane, Woodhouse
 Old rail line route, Sheep Bridge to Ratcher Hill
 Old rail line, Vicar Pond to Violet Hill, Forest Town
 Outgang Lane grassland, New Mill Lane, Woodhouse

Peafield Plantations, Woodhouse
 Penniment Farm duck pond, Lane and Farm hedges, Abbott Road, Mansfield
 Penniment Lane lane verge and hedge, Abbott Road, Mansfield
 Pleasley Hill Farm fields
 Pleasley Hill Wood and banks
 Pleasley Meden Square dam (part in Mansfield)
 Pleasley Mere off Water Lane
 Pleasley Vale woodland (between the Coppice and Upper Mills)
 Priory grounds (North and South), Woodhouse
 Quarry Lane and Maun Valley walkway, Quarry Lane, Mansfield
 Quarry Plantation, Park Hall, Woodhouse
 Racecourse Recreation Ground and Golf Course, Southwell Road, Mansfield
 Rail line, Warsop Vale embankment and thickets
 Ransom Hospital grounds, Rainworth
 Ratcher Hill Quarry (part), Southwell Road, Mansfield
 Ratcher Hill Woods, Southwell Road, Mansfield
 Ravensdale, Mansfield
 River Meden course and banks, Gleadthorpe, Meden Vale
 Rough Wood, Spion Kop
 Round Wood and Greeny Corner, New Mill Lane, Woodhouse
 Rushpool Farm grasslands and marsh, Newmill Lane, Woodhouse
 Rushpool Farm, NW grassland off Stinting Lane, Woodhouse
 Samson Lane verges and hedgerows, Pleasley Hill
 Sherwood Colliery spoil tip
 Shining Cliff Plantation, High Oakham, Mansfield
 Shirebrook old East Colliery tip, grasslands and marsh, Longster Lane, Sookholme
 Small Dale grassland, heath and woodland, Peafield Lane, Woodhouse
 Snake Hill Wood, Clipstone Park
 Sookholme Bath Lane meadow and hedges
 Sookholme Lane hedgerows, Sookholme

Spa Ponds, Clipstone Park
Spring Lane (Rump), Warsop Vale
Spring Lane, Sookholme
St Edmunds Churchyard, Woodhouse
Stinting Lane hedgerows and verges,
Woodhouse
Stinting Lane hedgerows, Woodhouse
Strawberry Hill mere, Oak Tree Lane, Mansfield
Vale Close Plantation
Vale Road, Warehouse Meadow, Pleasley Vale
Vicar Dale
Walkers pond / spring, Lindhurst Lane,
Mansfield
Warren Farm pond and banks with woodland,
Woodhouse
Warren Wood and grassland, Woodhouse

Warsop Junction sidings, Warsop Vale
Warsop Wood, Church Warsop
Water Lane verges and hedges, Pleasley Hill
Welbeck Road Cemetery, Woodhouse
Welbeck Road fields, Woodhouse
West Croft Plantation, Spion Kop
Whinney Hill banks, Woodhouse
Whinney Hill Wood, Woodhouse
William Wood lane and hedges, Warsop Vale
Willow Holt and marsh, Packman's Road,
Clipstone Park
Wren Hill Lane hedgerows and verges

(H) EXISTING HEALTHLANDS AREAS

SITE NAME

GRID REF.

Ratcher Hill Cutting	SK 567596
Bradmer Hill Cutting	SK 579661
Rainworth Forest	SK 580596
Mansfield Colliery Railway	SK 581618
Ransom Road	SK 579591
The Lings	SK 590675
Budby Drive	SK 602710
Kingston Drive Plantation	SK 603710
Carr Bank Woodland	SK 549623
Chatsworth Drive Plantation	SK 549589
King George V Plantation	SK 558594
King George V Playing Field Pitch & Putt	SK 556594
Mansfield Rugby Club Heath	SK 574610
Racecourse Recreation Ground Golf Course	SK 557606
Sherwood Colliery Spoil Tip	SK 580607
Oakfield Lane Disused Quarry	SK 565666
Railway Cutting	SK 578162
Ransom Hospital Woods (Rainworth Forest)	SK 577597
Strawberry Hill Heaths	SK 578603
	SK 582603
Mansfield Colliery Spoil	SK 579608
Sherwood Forest Golf Course	SK 582615
Mansfield Colliery Railway	SK 583619
Shining Cliff Plantation	SK 537586
Rainworth Forest	SK 586593
Oaktree Heath	SK 568604

APPENDIX 3
A GUIDE TO PARKING STANDARDS FOR NEW DEVELOPMENTS IN
MANSFIELD DISTRICT

CONTENTS

Section 1 Interim Parking Standards

Section 2 Introduction

Section 3 Parking Standards

Part A:	Class A1	Retail
	Class A2	Banks, Building Societies, etc.
	Class A3	Restaurants, Public Houses, etc.
Part B:	Class B1	Offices, Light Industry
	Class B2	General Industry
	Class B3/B7	Special Industry
	Class B8	Storage, Warehouses
Part C:	Class C1	Hotels, Guest Houses, etc.
	Class C2	Residential Schools, Hospitals
	Class C3	Dwellings
Part D:	Class D1	Surgeries, Public Halls, Places of Education
	Class D2	Leisure
Sui Generis		"Development not included in any specific use class"

Section 4 Parking Standards for Mansfield Town Centre

Section 5 Parking Spaces for Disabled People

Section 6 Layout of Car Parks

Section 7 Turning Areas and Driveway widths in Residential Developments

SECTION 1 INTERIM PARKING STANDARDS

Pending the receipt of detailed national and regional guidance relating to parking standards in accordance with the aims of PPG6 and PPG13, Nottinghamshire Council has prepared Interim Parking Standards which take the existing Guide to parking standards for new developments in Mansfield District as REFERENCE STANDARDS.

BASIS OF INTERIM PARKING STANDARDS

1. The existing Guide to Parking Standards for new developments in Mansfield District are taken as REFERENCE STANDARDS.
2. The reference standards for the NON-OPERATIONAL ELEMENT for non-residential are reduced by a general 10%. A further reduction of 10% or 5% is applicable for the urban areas.
3. Definition of the urban areas as per the Nottinghamshire Structure Plan Review 1996.
4. The resultant effects are as follows:-

Mansfield, Mansfield Woodhouse including Forest Town	10% + 5% = 15% reduction
Elsewhere in the District	10% reduction
5. In line with PPG13 the interim standards are to be expressed as a MAXIMUM.
6. At this stage there is no alteration for parking standards for most residential uses, (apart from student halls for residence which should be individually assessed).

BASIS FOR COMMUTED PAYMENTS

1. When considering commuted payments there is a tendency to think that they are more applicable in urban areas, whereas transport issues are influenced by all development in all locations. Consequently, to avoid disadvantaging urban areas, it is proposed that the commuted sum for all cases is based on the number of spaces equal to the 10% reduction from the reference standards.
2. All non-residential development of 500 sq.m. gross floor area and upwards, which has non-operational parking to have an associated legal agreement.
3. As a starting point a cost of £2,000 per space is proposed. This is lower than used elsewhere, for example research for the East Midlands Joint Parking Study indicates that Worcester uses £3,000 per space, but could raise significant transport funding and provide valuable experience of using commuted payments without being onerous.
4. Example Calculation

2,400 sq.m. office development in an urban area outside the Greater Nottingham conurbation.

Reference Standards give 1 space per 20 sq.m.	=	120 spaces
15% reduction	=	18 spaces
10% of Reference Standards	=	12 spaces
12 spaces @ £2,000/space	=	£24,000

Therefore, the development may have a maximum of 102 spaces and will be required to provide a commuted payment of £24,000.

PROPOSED INTERIM PARKING STANDARDS
EFFECTS ON USE CLASSES

The main purpose of reduced standards is to target spaces which are likely to be attractive for commuters. Therefore, for the interim standards “customer parking” is assumed as being “operational”.

Class A1

No separate assessment of staff parking. Commuted payments based on a reduction of staffing parking in the reference standards.

Class A2

“Staff parking” reduced by 10%, 15% or 20% according to location.

Class A3

“Staff parking” reduced by 10%, 15% or 20% according to location.

Class B1-B8

All “staff parking” reduced by 10%, 15% or 20% according to location.

Class C1

All “staff parking” reduced by 10%, 15% or 20% according to location.

Class C2(i)

All “staff/visitor parking” reduced by 10%, 15% or 20% according to location.

Class C2(ii)

Small hospitals: All staff visitor parking reduced by 10%, 15% or 20% according to location.

Larger hospitals: Individually assessed with the emphasis on commuter plans for staff, and public transport accessibility for visitors.

Class C3(i) - (vi)

Unchanged.

Class C3(viii)

Student Halls of Residence to be individually assessed with the emphasis on non-car modes.

Class D1

(i) All "staff/patients parking" reduced by 10%, 15% or 20% according to location.

(iii) All "staff/visitors parking" reduced by 10%, 15% or 20% according to location.

Class D2

Individually assessed.

Sui Generis

- | | | |
|-----------------------------------|---|----------------------------|
| a) Motor Trade |) | |
| |) | |
| b) Driving Schools |) | |
| |) | |
| c) Taxi Office/Private Hire Basis |) | "staff parking" reduced by |
| |) | 10%, 15% or 20% according |
| d) Petrol Filling Stations |) | to location. |
| e) Individually assessed | | |
| f) Individually assessed | | |

SECTION 2 INTRODUCTION

1. Scope

This appendix provides a guide to the standards of parking provision considered appropriate for new developments within Mansfield District. So far as is possible these standards relate to the classification of land uses specified in the Town and Country Planning Use Classes Order 1987. It is recognised however that the information provided is not exhaustive nor is it possible to cover all eventualities in regard to permitted development rights within the terms of the Use Classes and General Development Orders.

2. Town Centres

The standards recommended in this appendix would afford adequate provision under normal circumstances. In Mansfield town centre, however, where there are policies to restrict car access a lower standard may be acceptable (see Section 3).

3. Flexibility

It is not intended that the standards be applied rigidly in all cases and individual circumstances may justify some flexibility in the application of the standards recommended in this appendix. For example, in major urban areas if a site is well served by public transport there may be a case for relaxation of standards. The District Council will take into account the possibility of future changes of use or occupier, the scope for expansion of the premises and the need for consistency in the consideration of parking requirements. Where developers propose a level of parking provision which is significantly different to that recommended in this appendix, specific negotiations with the District Council will be required.

4. Floor Space

In most circumstances it is more appropriate to assess parking requirements on the basis of developed floor space. All figures referred to are GROSS FLOOR SPACE AREA including circulation space, unless otherwise stated.

5. Changes of Use and Restrictions on Permitted Development

Wherever possible changes of use should meet the normal standards. Some relaxation may be acceptable where the proposed use is demonstrably less traffic intensive than the earlier approved use, or where the development relates to the re-use of buildings recognised as being of architectural or historic interest. In some circumstances, conditions may need to be imposed affecting permitted development rights. Restrictions would be considered where an otherwise permitted change of use could cause a material deterioration in local traffic conditions.

6. Conservation Areas and Listed Buildings

Within conservation areas and at all sites involving listed buildings, the District Council will take into account the special character and nature of the surrounding area in determining the level of parking provision to be made.

7. Dual use of Spaces

Dual use of parking spaces, whereby the provision to be made would be related to different land uses at different times of the day, is to be encouraged and should be permitted wherever practicable. This can be beneficial to development and contribute to the economic and efficient use of land.

8. Detached Parking Areas

Parking areas detached from the development site will be discouraged, but detached parking areas serving small scale developments may be acceptable provided that they:

- (i) Are under the control of the developer and satisfactory and legal arrangements for their continued use in connection with the development can be agreed;
- (ii) Are within a reasonable walking distance; are overlooked; and are safely related to the main site;
- (iii) Meet normal planning requirements regarding use, access, security and other detailed layout and design criteria.

9. Servicing

In all cases proper account will need to be given to the servicing arrangements for the development concerned. This will usually require the provision of on-site loading/unloading/manoeuvring/waiting space to accommodate the largest vehicle most likely to serve the development such that all vehicles can enter and leave the site in a forward gear. Manoeuvring requirements for service vehicles will be assessed by reference to accepted standards such as "TRACK" (Savoy Computing), "Designing for Deliveries" (Freight Transport Association) etc.

10. Parking for Disabled People

For car parks associated with employment premises, shopping areas, leisure/recreational facilities and other spaces open to the general public, spaces for parking by disabled people should be provided at the following rates.

- Up to 200 car spaces, 5% of capacity (minimum 2 spaces)
- Over 200 car spaces, 2% of capacity plus six spaces

See Section 4 for recommendation on layout. Further advice is available in "Providing for People with a Mobility Handicap" - the Institution of Highways and Transportation.

11. Cycle Parking

For retail, commercial and industrial premises, as well as places of assembly and entertainment, it is recommended that one secure (loop type) cycle parking stand be provided for every 10 car parking spaces. A higher level of provision may be appropriate for leisure centres, student accommodation or other facilities likely to attract a high number of trips by cycles.

12. Motorcycles

Significant savings in land take might be possible if separate provision is made for motorcycles as, clearly requiring motor cycles to wait in car spaces is not an efficient use of land. Provision for motorcycle parking will be at the discretion of the District Council but should not be at the expense of more than 5% of the required car parking provision.

13. Dimensions

The recommended sizes of parking spaces are:-

- | | |
|-------------------------------------|---|
| Private Cars | - 5.5 m x 2.4 m, but smaller parking bays may be acceptable in private parking areas around <u>small</u> residential and commercial developments. |
| Parking Spaces for Disabled Persons | - 5.5 m x 3.6 m, but see also Section 4 which gives more detailed advice on the layout of parking spaces for disabled persons. |
| Commercial Vehicles | - Varying between 9 m and 19 m x 3.1 m depending upon the type of vehicle most likely to serve the development. |

14. Recommended Parking Layouts

Recommended parking layouts are provided in Section 5. Special consideration should also be given to the number and the location of the spaces reserved for vehicles of disabled people and their relationship to the entrances to buildings on the proposed development - see Section 4.

15. Design

All privately maintained parking areas should be properly laid out and designed as an integral part of the development. The parking spaces and manoeuvring areas should be adequately defined with surface materials appropriate to the surroundings of the site. Car parks should not be surfaced with loose granular materials where these could deposit on to the highway. Rather they should be hard surfaced, sealed and independently drained within the curtilage of the site, with surface water out falls to public sewers, not to highway drainage systems.

SECTION 3 PARKING STANDARDS

PART A

Class A1 - Shops, Hairdressers, Travel and Ticket Agencies, Garden Centres etc.

General/Food Retail

Staff	1 space per 100 m ²
Customers	General Retail 500 - 4500 m ² , 1 space per 20 m ² Food Retail 500 - 4500 m ² , 1 space per 10 m ²

(Note: the standard for general retail may in some circumstances only be acceptable if the developer is prepared to enter into an agreement not to undergo an otherwise permitted change to food retail).

Garden Centres

Staff	1 space per 100 m ²
Customers	1 space per 20 m ² of display and sales area.

Servicing Provide 1 loading area per 1000 m² with adequate waiting and manoeuvring space for the largest type of vehicle expected to be used for servicing the development.

Retail outlets not exceeding 500 m² will be individually assessed.

Retail parks or stores larger than 4500 m² can be considered for a reduced rate of provision but this would need to be justified on the basis of a traffic impact assessment.

Class A2 - Financial and Professional Services

Banks, Building Societies, Estate and Employment Agencies, Betting Offices

Staff	1 space per 25 m ²
Customers	1 space per 25 m ²
Servicing	To be individually assessed.

Small offices not exceeding 500 m² will be individually assessed.

Class A3 - Food and Drink

Restaurants, Public Houses, Snack Bars, Cafes, Wine Bars, Hotfood Shops, Licensed Clubs

In all cases

Residential Staff 1 space per 1 staff member plus 50% for their visitors

Other Staff 1 space per 3 members of staff

Servicing 1 delivery area per unit with adequate waiting and manoeuvring space for the largest type of vehicle expected to be used for servicing the development.

Customers 1 space per 2.3 m² of net public area.

The following standards for customers may be applicable if the developer is prepared to enter into an agreement not to undergo an otherwise permitted change to public house, licensed club or other building with a public bar:-

i) **Restaurants, Cafes** -

1 car space per 4.6 m² of dining area.

ii) **Transport Cafes** (intended to cater for freight drivers) -

1 lorry space (50 m²) per 4.6 m² of dining area

Note: Where restaurants and cafes are intended to serve primary highway routes a more generous provision may be required subject to individual assessment.

Hot Food Takeaways up to 100 m² will be individually assessed.

PART B

Class B1 - Offices, Research and Development, Light Industry

Staff 1 space per 20 m²

Servicing B1(a) Offices: 1 loading area per unit
B1(b) Research and Development:
1 standing space for loading per 500 m²
B1(c) Light Industry:
1 stand space for loading per 200 m²

In all cases adequate waiting/manoeuvring space should be provided to accommodate vehicles of the largest type likely to call.

Where a developer/occupier is prepared to enter into an agreement that development is to be restricted to light industrial (and therefore not undergo a permitted change to another B1 use), then it may be acceptable to provide spaces at a rate of 1 per 30 m². In practice, some sites could be conditioned so that the provided servicing space for B1(b) and (c) uses could become parking in the event of a change to B1(a).

Class B2 - General Industrial

i) First 235 m²

Staff 1 space per 20 m²

Servicing 1 loading area per unit with adequate waiting/manoeuvring space for vehicles of the largest type likely to call.

Where a developer/occupier is prepared to enter into an agreement that development is to be restricted to general industrial (and therefore not undergo a permitted change to a B1 use), then it may be acceptable to provide spaces at a rate of 1 per 30 m².

ii) Excess over 235 m²

Staff 1 space per 50 m²

Servicing 1 standing space for loading per 200 m² with adequate waiting/ manoeuvring space to accommodate vehicles of the largest type likely to call.

Class B3/B7 - Special Industrial

Staff 1 space per 50 m²

Servicing 1 standing space for loading per 200 m² with adequate waiting/ manoeuvring space to accommodate vehicles of the largest type likely to call.

Class B8 - Storage and Distribution

Warehouses, Transport Depots, Cash and Carry Direct Sales to Traders

i) First 235 m²

Staff 1 space per 20 m²

Servicing 1 loading area per unit with adequate waiting/manoeuvring space for the largest type of vehicle likely to call.

Where a developer/occupier is prepared to enter into an agreement that development is to be restricted to Class B8 use (and therefore not undergo a permitted change to a B1 use), then it may be acceptable to provide spaces at a rate of 1 per 30 m².

ii) Excess over 235 m²

Staff 1 space per 100 m²

Servicing Buildings 1 standing space for loading per 800 m³ of building volume.

Open Space 1 standing space for loading per 200 m² of storage area.

In all cases adequate waiting/manoeuvring space should be provided to accommodate vehicles of the largest type likely to call.

For **Cash and Carry Use** individual assessment will be required for customer parking.

For large scale developments or sites where the overnight parking of lorries can be anticipated, individual assessment of parking facilities will be required, taking account of environmental factors.

Mixed Use "Business Parks"

It is recognised that large mixed use "business parks" can vary quite substantially in traffic generation and parking requirements, depending on the precise uses to which the buildings are put. However, unless detailed information is submitted in respect of proposed land uses, parking requirements will be assessed on the basis of B1. It will also be assumed that large articulated vehicles (up to 40 ft) will frequent all premises for servicing requirements. If these general assumptions are to be relaxed, submissions must be accompanied by a traffic impact assessment and technical justification of the proposed parking/servicing provision using a recognised technique. Developers may then be expected to accept planning conditions controlling otherwise permitted changes of use/occupancy.

PART C

Class C1 - Hotels and Hostels (including Guest Houses)

Residential Staff	1 space per 1 staff plus 50% for their visitors.
Other Staff	1 space per 3 staff
Resident Guests	1 space per bedroom
Dining Area	1 space per 4.6 m ² if open to non-residents
Bar Area	1 space per 2.3 m ² if open to non-residents.
Conference Rooms	1 space per 3 seats or 1 space per 6 m ² whichever is the greater if open to non-residents.
Servicing	1 loading/manoeuvring area per unit with adequate waiting/manoeuvring space for the largest type of vehicle expected to be used to service the development.

A reduced standard in respect of resident guest spaces may be acceptable at specialised hostels - e.g. Hostels for the Homeless.

Class C2 - Residential Institutions

i) **Elderly Persons' Homes, Nursing Homes and other specialised homes for those in need of care:-**

Resident Staff	1 space per 1 staff plus 50% for their visitors.
Other Staff	1 space per 2 staff
Visitors	1 space per 5 beds
Servicing	Subject to individual assessment - to include turning facilities and parking for disabled people.

ii) **Hospitals**

Staff	2 spaces per 3 staff
Visitors	2 spaces per 3 beds
Outpatients	2 spaces per consulting room
Servicing/ Ambulances	Subject to individual assessment

Staff parking should be provided within a reasonable distance.

iii) **Residential School, College or Training Centre**

Resident Staff 1 space per 1 staff plus 50% for their visitors.

Other Staff 1 space per 3 staff

Other residents To be individually assessed

Visitors To be individually assessed

Servicing To be individually assessed

C3 - Dwellings

i) **General needs housing:-**

1 - 3 bedroomed dwellings 2 spaces

4 or more bedroomed dwellings 3 spaces

In accordance with Design Bulletin 32 (1992) - "Residential Roads and Footpaths" - where small housing layouts have been specifically planned to provide parking spaces on carriageways for casual callers, these spaces may be counted towards the total provision.

ii) **Flats** would normally be expected to make parking provision as above, but a relaxation may be considered acceptable where flats are provided over shops in recognised shopping areas.

iii) **Groups of Flats or Maisonettes** (of no more than three bedrooms) may be served by privately managed communal car parks provided these are conveniently located in the proximity of the dwellings they are intended to serve and they can be accessed by both visitors and residents. In these situations the minimum provision is as follows:-

up to 25 units - 2 spaces per dwelling

25 - 50 units - 50 spaces + 1.5 spaces per dwelling in excess of 25 units

over 50 units - 88 spaces + 1.25 spaces per dwelling in excess of 50 units

iv) The conversion of properties for multi-occupancy residential use may be considered for a relaxation in standard where this is not likely to result in or add to significant road safety or on-street parking problems.

v) **Garages** of adequate size may be counted as single assigned parking spaces but should always be provided with a minimum 5.5 m long hard standing clear of the highway.

vi) **Sheltered Housing** (i.e.. units specifically designed for people requiring a degree of care provided by onsite warden(s)).

Resident Warden(s) 1 space per 1 warden + 50% for their visitors

Other Staff 1 space per 1 staff

Visitors 1 space per 2 units

Some parking spaces may need to be a minimum 3.6 m wide to accommodate wheel chairs.

- viii) **“Active elderly” persons’ housing**, (i.e.. housing designed for older people, but not requiring care) will be treated as normal residential development for parking purposes. However, a relaxation in standard may be acceptable for development covered by an appropriate legal agreement in respect of occupancy.

viii) **Student Halls of Residence**

Resident Staff 1 space per 1 staff + 50% for their visitors

Students in residence 1 space per 2 - 4 students

Use of the lower end of the range may be appropriate where halls are within easy access of the relevant educational premises and a generous provision is made for cycle parking (at least one cycle stand per two students) or are well served by public transport. Care will need to be taken so that any under-provision of parking spaces would not cause local problems.

- ix) Relaxation in residential parking standards may be considered for special needs housing.
- x) Where access is permitted to individual dwellings from classified or other busy roads turning facilities within the site curtilage will normally be required independent of the parking spaces (see Section 6).

Class D1 - Non Residential Institutions

i) **Doctors Surgeries, Health Centres, Clinics, Dentists, Physiotherapists, Veterinary Surgeons**

Professional and other staff 1 space per member of staff

Patients 2 spaces per consulting room

ii) **Public Halls (including galleries, museums, libraries, places of worship)**

Staff 1 space per 3 members of staff

Visitors 1 space per 5 seats or 1 per space 30 m² of public area whichever is the greater

A reduced standard may be acceptable for specific community uses such as youth clubs, Scout and Guide Headquarters etc., depending on size and catchment area. However, it may then be necessary to impose conditions preventing changes of use within the Use Class.

iii) **Places of Education**

a) **Infant/Junior/Secondary Schools**

Staff	1 space per member of staff
Visitor Parking	1 space per 4 members of teaching staff
Servicing	A minimum of 50 m ² for deliveries
Buses	1 space for bus/school minibus etc. per 1000 pupils

Hard surfaced play areas should be accessible to vehicles so that they can be made available for parents parking on open days etc.

Depending on age group, catchment area and local traffic/environmental conditions the following requirements will be individually assessed:-

- 1) Space within the site (preferably as part of a one-way system) for contract buses to set down and pick up children.
- 2) Where schools are accessed directly from a classified or busy road, space within the school grounds for parents' vehicles (setting down/picking up) or provision of a lay-by within the adjacent highway.

Student parking should be in accordance with further education establishments, where schools are used for evening classes.

b) **Tertiary, Adult Education etc.**

Staff	1 space per staff member
Students and Visitors	1 space per 3 students
Servicing	A minimum of 50 m ² for deliveries.

c) **Nurseries, playgroups, crèches (including those within private dwellings)**

Staff	1 space per staff member
Parents	1 space per 6 children for picking up/setting down

The requirements for parents parking may be relaxed depending on the nature of the adjoining roads. However, for premises fronting classified and other busy roads full provision with independent turning facilities clear of the highway will normally be required.

d) **Day Centres**

Staff 1 space per staff member

Special provision will need to be made for the parking, waiting and manoeuvring of minibus/ ambulances etc. used for the transport of the elderly or other persons in need of care.

D2 - Assembly and Leisure

i) **Cinemas, Bingo Halls, Dance Halls, Concert Halls**

Staff 1 space per 3 staff members

Customers 1 space per 3 seats or 1 space per 10 m², whichever is the greater

Performers 1 space per 10 m² dressing room space

Space should be provided within the site or close to the main entrance to the building for at least two cars or a coach to set down and pick up patrons.

ii) **Swimming Pools**

Staff 1 per 3 staff members

Participants 1 per 10 m² pool area

Separate provision may need to be made for spectators if public car parks are not located nearby. A lay-by or other setting down place close to the main entrance to the building for at least 2 cars or a coach may be necessary if the pools are used by schools and other organised groups. Additional provision may be necessary where saunas, jacuzzi, fitness centres etc. are also provided to be individually assessed.

iii) **Playing fields, sports facilities and leisure centres**

Staff 1 space per 3 staff members

Players 1 space per 2 players maximum possible at any one time

Spectators Individually assessed

Parking spaces for players should take into account the possible overlap that may occur during "changeover" times. Separate provision may be needed for coaches, particularly at major sporting venues, to be individually assessed.

Parking facilities for major sporting venues may be located some distance from the development in association with other public/private parking areas, subject to satisfactory legal agreements to secure long-term use.

iv) **Marinas, Sailing Clubs and Other Water Sports**

Resident Staff	1 space per 1 staff plus 50% for their visitors
Other Staff	1 space per 3 staff members
Participants	1 space per mooring berth. Other water facilities individually assessed.

v) **Golf Courses**

Staff/Players	Minimum of 150 spaces for an 18 hole course, other size courses individually assessed (not necessarily pro rata).
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vi) **Public Open Space, Country Parks**

4 spaces per hectare - but "theme parks" etc. offering a range of family entertainments would need to be individually assessed.

Note: Additional Facilities

Where additional facilities are provided for any of the above recreational uses (e.g. restaurants, bars, etc.) and it is intended that these should be made available to the general public, as opposed to club members only, additional parking provision would normally be required in accordance with the appropriate standard.

SUI GENERIS

“Development not included in any specific Use Class”

a) **Garages/Motor Trade**

Staff - 1 space per employee

and in addition:-

i) **Car/Lorry Sales**

Customers - 1 space per 5 vehicles displayed for sale with a minimum of 2 spaces, customer spaces to be clearly marked.

plus 1 lorry unloading/manoeuvring space i.e., vehicle transporters.

ii) **Car/Lorry Auction**

Customers 1 space per every 5 vehicles stored or 1 space per 15 m² display and vehicles storage area, whichever is the greater.

ii) **Service/Repairs**

Cars 1 space per 10 m² service/repair area or 4 spaces per service/repair bay whichever is the greater.

Lorries for commercial vehicle stations
4 spaces of 45 m² per service/repair bay
4 spaces of 45 m² per recovery vehicle.

iv) **Spare Parts**

Customers - 1 space per 20 m² of sales counter and stock room. For tyre/exhaust premises a higher provision may be required.

v) **Care Hire**

Hire Vehicles - 1 space per 2 vehicles

Customers - 1 space per 10 hire vehicles, with a minimum of 2 spaces.

vi) **Automatic Car Wash**

Customers - minimum of 5 waiting spaces.

b) **Driving Schools**

Staff - 1 space per office based employee

Operational - 1 space per vehicle

c) **Taxi Offices/Private Hire Bases**

Staff 1 space per office based employee

Operational 1 space per vehicle

Where premises do not afford adequate parking provision, the use may be acceptable provided the vehicles are operated remote from the premises which acts purely as a communication centre. In such circumstances planning permission might be appropriate on a temporary renewable basis.

d) **Petrol Filling Stations**

Staff 1 space per employee plus sufficient space to enable a fuel tanker to enter and leave in a forward gear.

e) **Theatres**

Staff 1 space per 3 staff members

Customers 1 space per 3 seats or 1 space per 10 m² floor space whichever is the greater.

Performers 1 space per 10 m² of dressing room.

Space should also be provided within the site or close to the main entrance to the buildings for a minimum of two cars or a coach to set down/pick up patrons

f) **Open Markets and Car Boot Sales**

Open Markets in established district centres will not normally require parking provision for customers. However, space should be made available for traders' vehicles at a rate of 1.5 spaces per stall. Stalls should be laid out to provide easy access for vehicles to load and off-load clear of the highway.

Only sites in excess of 5000 m² are likely to be suitable for car boot sales and where planning permission is required normal highway standards in respect of access will be applied. Also, it is recommended that no more than half the site area be given over to vehicles with goods for sale. The remainder of the site should be laid out for customer parking.

SECTION 4 PARKING STANDARDS FOR MANSFIELD TOWN CENTRE

Parking Standards for Mansfield Town Centre

A1	Shops	)	one space per 25 m ² of <u>gross</u> floor
A2	Financial and Professional Services	)	space
A3	Food and Drink)	
B1	Offices	)	one space per 100 m ² of <u>gross</u>
B1	Light Industry	)	floor space
B2	General Industry	)	one space per 40 m ² of <u>gross</u> floor
B8	Storage and Distribution	)	space
C1	Hotels		one space per bedroom (if a hotel provides conference facilities, the number of parking spaces required must be assessed individually)
C3	Residential		one space per dwelling

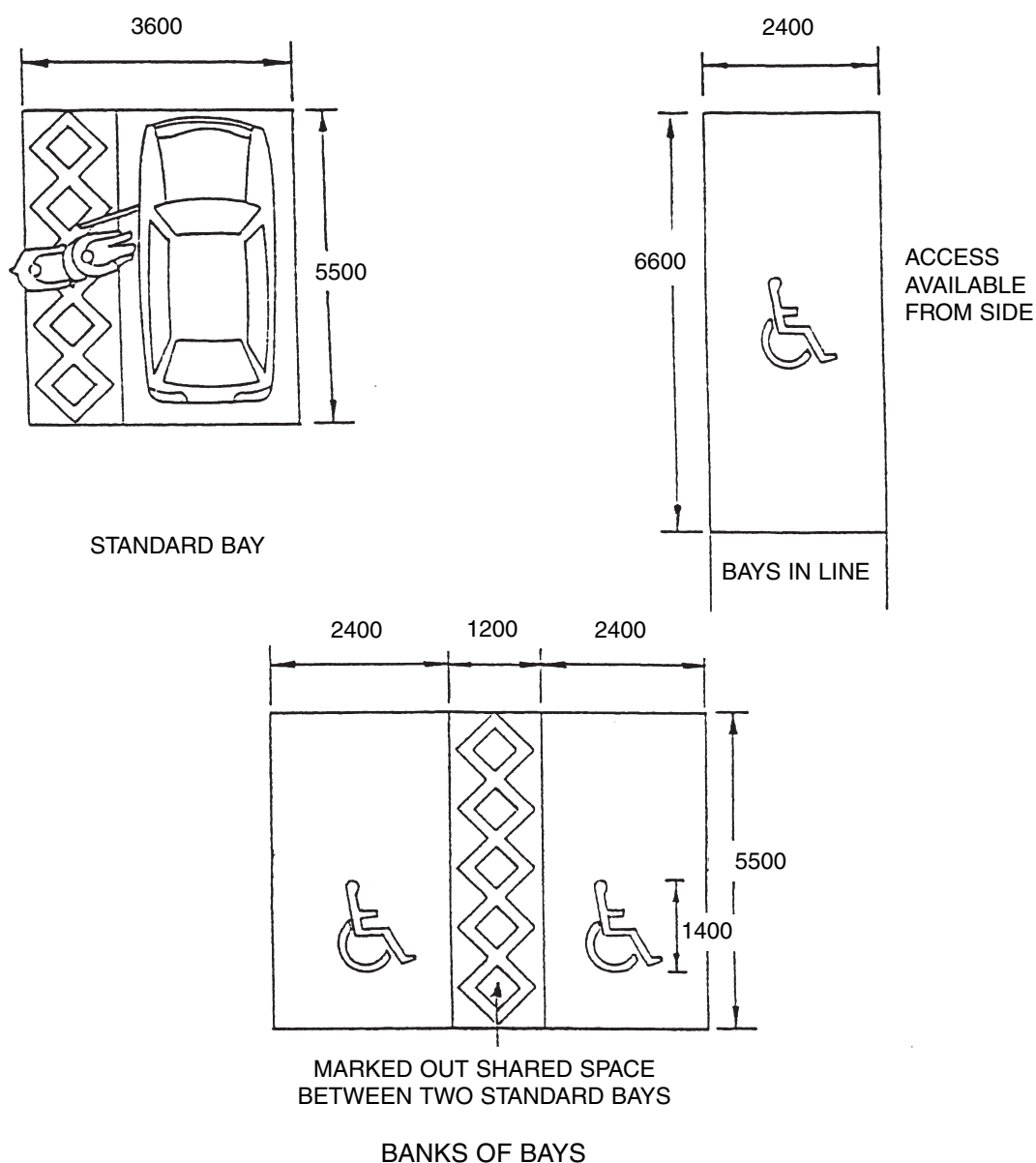
Other Parking standards would remain as in the main part of this appendix
Uses

The District Council may take a flexible approach to the above requirements, in the area within the Mansfield Town Centre inset map, and in certain circumstances relax them particularly where, for example, provision is made to other measures which could reduce the need for parking, e.g. contributions towards other modes of travel.

Where approved parking standards cannot be met or should not be met because of other policies then planning permission may be dependent on the applicant entering into a legal agreement to contribute commuted payments in lieu.

Commutated payments are not expected to be required for developments of less than 500 m² of gross floor space.

SECTION 5 PARKING SPACES FOR DISABLED PEOPLE



CAR PARKING

IN ALL DEVELOPMENTS PARKING PROVISION SHOULD BE MADE FOR THE SPECIAL NEEDS USER.

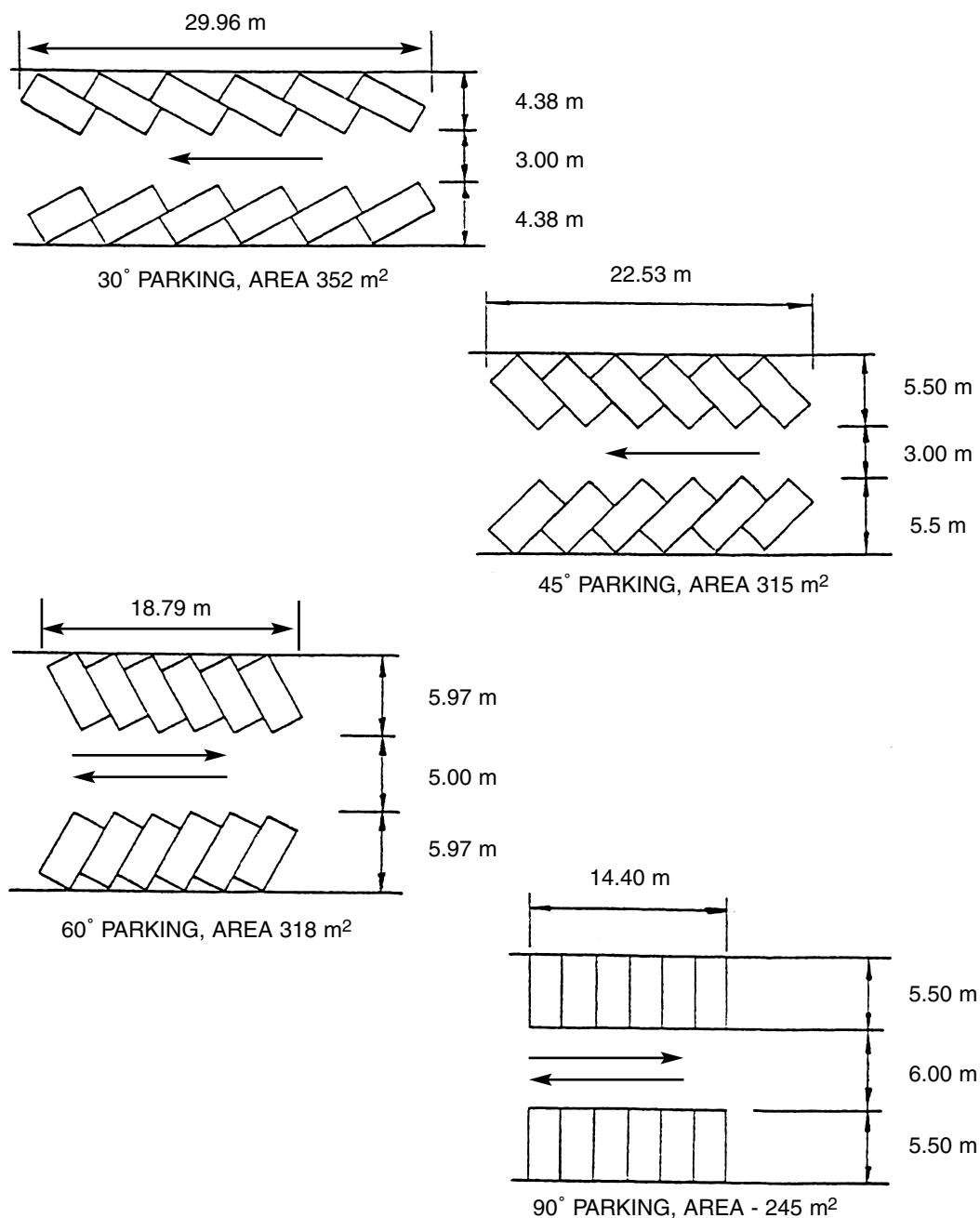
DESIGNATED SPACES SHOULD BE CLEARLY MARKED AND SHOULD BE SIGN POSTED AT THE ENTRANCE TO THE PARKING AREA.

DESIGNATED SPACES SHOULD BE LOCATED AS CLOSE AS POSSIBLE TO THE PRINCIPAL BUILDING ENTRANCE.

USE OF THE SPACES MUST BE CAREFULLY MONITORED TO ENSURE THAT THEY ARE ALWAYS AVAILABLE TO THE SPECIAL NEEDS USER.

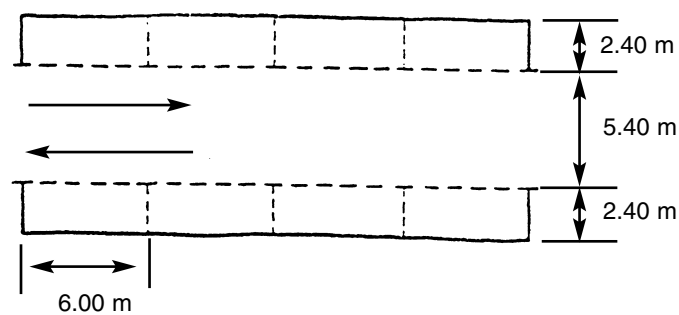
SECTION 6 LAYOUT OF CAR PARKS

THE ACTUAL LAYOUT AND CIRCULATION SYSTEM TO BE ADOPTED FOR A PARTICULAR CAR PARK DEPENDS UPON THE SIZE AND SHAPE OF THE AREA AVAILABLE. HOWEVER, THE FOLLOWING DIMENSIONS ARE USEFUL IN DETERMINING THE LAYOUT AND CAPACITY OF A CAR PARK.



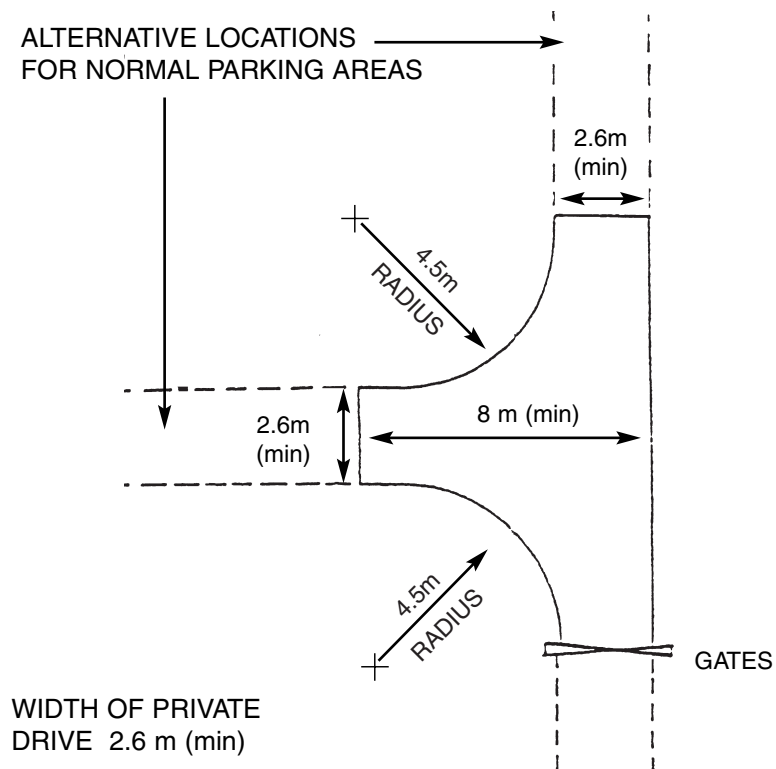
LAYOUT OF PARKING AREAS FOR 12 SPACES OF 5.5 m x 2.4 m

PARKING AT RIGHT ANGLES TO THE AISLE (90° PARKING) USUALLY MAKES THE MOST EFFICIENT USE OF SPACE. HOWEVER, WHERE THE SHAPE OF A CAR PARK DOES NOT LEND ITSELF TO THIS STANDARD TYPE OF LAYOUT IT MAY BE MORE APPROPRIATE TO ADOPT ANGLED PARKING SYSTEMS. IT IS PREFERABLE WITH THIS TYPE OF LAYOUT THAT CIRCULATION AISLES BE ONE WAY, AND WITH ANGLED PARKING AT 45° OR LESS IT IS ESSENTIAL THAT THEY BE ONE WAY. AISLES FOR NORMAL 90° PARKING SHOULD BE 6 METRES WIDE, THIS WIDTH CAN BE REDUCED TO 3 METRES FOR ANGLED PARKING WITH ONE-WAY SYSTEMS.



LAYOUT OF PARALLEL PARKING SPACES

SECTION 7 - TURNING AREAS AND DRIVEWAY WIDTHS IN RESIDENTIAL DEVELOPMENTS



1. IN CERTAIN CIRCUMSTANCES, IT MAY BE NECESSARY TO MAKE PROVISION WITHIN THE CURTILAGE OF A DWELLING FOR A CAR TO BE TURNED SO THAT IT DOES NOT HAVE TO REVERSE WITHIN THE HIGHWAY. THE MINIMUM DIMENSIONS FOR SUCH A DOMESTIC TURNING AREA ARE SHOWN ABOVE.

NOTE: THE TURNING AREA IS IN ADDITION TO NORMAL PARKING SPACE REQUIREMENTS.

2. DRIVEWAYS SHOULD BE WIDE ENOUGH TO ALLOW ACCESS TO BOTH SIDES OF THE PARKED CAR AND ALSO, ON ONE SIDE, ALLOW FOR A PATHWAY TO THE HOUSE. NORMALLY 3.2 M WIDE, BUT MAY BE ACCEPTABLE TO REDUCE THE WIDTH (3 M WITH ACCESS TO BOTH SIDES OF THE CAR OR 2.6 M WITH ACCESS TO ONE SIDE ONLY) WHERE THE DRIVEWAY DOES NOT HAVE TO PROVIDE A PATHWAY TO THE HOUSE.