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   (B) Mile Hill.
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   (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.
Optional Office proposals:-
  (A) Former Brunts School site.
  (B) Avenue House.
  (C) Woodhouse Road.

Employment consolidation areas:-
  (A) Botany Avenue.
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New developments and environmental improvements.

**Natural Environment**

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.

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(B) Mansfield Western Bypass.
(C) Mansfield Southern Bypass.
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M2 Road improvement schemes:
(A) Mansfield Eastern Outer Ring Road, Phase 3.
(B) Ratcliffe Gate.
(C) Welbeck Road / Portland Street junction, Mansfield Woodhouse.
(D) Priory 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.

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M14 Horse riding.

M15 Cycling.
M16 Development requirements.

M17 Protection of off-street parking facilities.

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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.
Optional housing proposals:-
(A) Avenue House.
(B) Peafield Lane, Mansfield Woodhouse.
(C) Rushpool Farm.

Residential consolidation areas:-
(A) Wood Street / Westfield Lane.
(B) Woodhouse Road / Westbank Avenue / Bath Lane.

Public open space requirements in housing developments.

Criteria for the provision of open space.

Existing housing stock.

Conversion of existing housing to hotels, hostels, residential institutions or flats.

Conversion of upper floors of shops to residential use.

House extensions.

Affordable housing.

Special needs accommodation.

Sheltered housing schemes, residential care and nursing homes.

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Protection of major public open spaces and local parks.

Protection of other public open spaces.

Protection of amenity open spaces.

Private / CISWO recreational facilities.

Mansfield Town F.C. stadium.

Protection of allotment gardens.

Protection of school / college playing fields.

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.
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(C) Warsop Colliery.
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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.

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LT21 Development of hotel accommodation as an element of employment proposals:-
(A) South of Clipstone Road East.
(B) Abbott Road.
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(A) Woodhouse Road.
(B) Sutton Road.
(C) Peafield Lane.
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U8 Criteria for the development of telecommunication installations.

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   (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) Egmonton Road.
   (F) Garibaldi Road.
   (G) Harrop White Road.
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   (B) Woodhouse Road.
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(A) Sutton Road.
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MW9 Optional development proposals at the Clerkson's Hall site.

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<table>
<thead>
<tr>
<th>Location</th>
<th>Address Details</th>
<th>Grade</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albert Street</td>
<td>17 / 19</td>
<td>2</td>
</tr>
<tr>
<td>Albert Street</td>
<td>21 Portland Arms Public House</td>
<td>2</td>
</tr>
<tr>
<td>Albert Street</td>
<td>9 / 11</td>
<td>2</td>
</tr>
<tr>
<td>Armstrong Road</td>
<td>Intake Farm School</td>
<td>2</td>
</tr>
<tr>
<td>Bath Lane</td>
<td>Bath Mill</td>
<td>2</td>
</tr>
<tr>
<td>Bath Lane</td>
<td>Stanton's Mill and adjoining outbuildings</td>
<td>2</td>
</tr>
<tr>
<td>Berry Hill Lane</td>
<td>Stable Court and attached farm buildings at Berry Hill Hall</td>
<td>2</td>
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<tr>
<td>Berry Hill Lane</td>
<td>Berry Hill Hall</td>
<td>2</td>
</tr>
<tr>
<td>Berry Hill Lane</td>
<td>Cartshed 100 metres west of Stable Court at Berry Hill Hall</td>
<td>2</td>
</tr>
<tr>
<td>Berry Hill Lane</td>
<td>Coach House and attached gate piers at Berry Hill Hall</td>
<td>2</td>
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<tr>
<td>Berry Hill Lane</td>
<td>Sundial 20 metres west of Berry Hill Hall</td>
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<tr>
<td>Bridge Street</td>
<td>1, 2 and 3 Rock Court</td>
<td>2</td>
</tr>
<tr>
<td>Bridge Street</td>
<td>13, 15 and 17</td>
<td>2</td>
</tr>
<tr>
<td>Bridge Street</td>
<td>5</td>
<td>2</td>
</tr>
<tr>
<td>Bridge Street</td>
<td>9 The Bridge Tavern Public House</td>
<td>2</td>
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<tr>
<td>Bridge Street</td>
<td>Boundary wall and gates at Bridge Street Methodist Church</td>
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</tr>
<tr>
<td>Bridge Street</td>
<td>St. Peter's House, Royal Insurance and Trustees Savings Bank</td>
<td>2*</td>
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<td>Bridge Street</td>
<td>Town Mill Public House and adjoining boundary wall</td>
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<td>Chesterfield Road North</td>
<td>Pleasley Hill / Dam and sluices 5 metres south west of Pleasley Bridge</td>
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<td>Chesterfield Road South</td>
<td>1 / 1A</td>
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<td>Chesterfield Road South</td>
<td>82</td>
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<td>Chesterfield Road South</td>
<td>Boundary wall and gates at Church of St. Philip Neri</td>
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<td>Chesterfield Road South</td>
<td>Church of St. Philip Neri and attached Presbytery</td>
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<tr>
<td>Church Side</td>
<td>10 - 16</td>
<td>2</td>
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<tr>
<td>Church Side</td>
<td>18 Church House</td>
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<td>Church Side</td>
<td>Boundary wall and gate piers at Old Grammar School</td>
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<td>Church Side</td>
<td>Boundary wall and gates to Churchyard at St. Peter and St. Paul</td>
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<td>Church Side</td>
<td>Church of St. Peter and St. Paul</td>
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<td>Church Side</td>
<td>Old Grammar School</td>
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<td>Church Side</td>
<td>War memorial 5 metres south of Church of St. Peter and St. Paul</td>
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<tr>
<td>Church Street</td>
<td>11 and 13</td>
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<td>Church Street</td>
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<td>Church Street</td>
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<td>Crow Hill Drive</td>
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<td>Crow Hill Drive</td>
<td>Stoneleigh</td>
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<td>Hermitage Lane</td>
<td>Hermitage Mill</td>
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<td>Hermitage Lane</td>
<td>Railway bridge 100 metres west of Hermitage Mill</td>
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<td>High Street, Pleasley Hill</td>
<td>24</td>
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<tr>
<td>High Street, Pleasley Hill</td>
<td>35 and attached boundary wall</td>
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<td>High Street, Pleasley Hill</td>
<td>Barns 20 metres east of Pleasley Hill Farmhouse</td>
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<td>High Street, Pleasley Hill</td>
<td>Pleasley Hill Farmhouse and adjoining garden wall and gate piers</td>
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<td>High Street, Pleasley Hill</td>
<td>Coach House 10 metres south-east of Pleasley Hill Farmhouse</td>
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<tr>
<td>Kings Mill Lane</td>
<td>Railway viaduct</td>
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<td>Leeming Street</td>
<td>28A, 30 and 32, Imperial Buildings</td>
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<td>Leeming Street</td>
<td>34 - 42 Brunts Buildings (including 4 &amp; 6 Toothill Lane)</td>
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<td>Leeming Street</td>
<td>46 - 52 (including 5 Toothill Lane)</td>
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<td>Leeming Street</td>
<td>Mansfield Community Arts Centre</td>
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<td>Market House Place</td>
<td>Charter Arms Public House</td>
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<tr>
<td>Market Place</td>
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<tr>
<td>Market Place</td>
<td>15 The Dial Public House</td>
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<td>Market Place</td>
<td>16 The Market Inn</td>
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<td>Cavendish Monument and attached railings</td>
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<td>Market Place</td>
<td>Former Moot Hall at north corner of Market Place</td>
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<td>Market Place</td>
<td>Probate Office</td>
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<td>Market Place</td>
<td>The Old Town Hall and attached piers and railings</td>
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<td>Market Street</td>
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<td>Market Street</td>
<td>Former bank at junction with Queens Walk</td>
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<td>Midworth Street</td>
<td>The Old Maltings</td>
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<td>Mill Walk</td>
<td>The Old Meeting House, Unitarian Church</td>
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<td>Mill Walk</td>
<td>The Old Parsonage</td>
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<tr>
<td>Moorhaigh Lane, Moorhaigh</td>
<td>Moorhaigh Farmhouse and adjoining garden wall</td>
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<td>Moorhaigh Lane, Moorhaigh</td>
<td>Old Moorhaigh Farmhouse and adjoining stable and wall</td>
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<td>Nottingham Road</td>
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<td>18 - 40 Heaths Almshouses and adjoining boundary wall</td>
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<td>46 Boundary wall and gates at Nottingham Road Methodist Church</td>
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<td>Gateway at Mansfield Cemetery</td>
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<td>Mausoleum 75 metres north-east of chapel at Mansfield Cemetery</td>
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<td>Nottingham Road</td>
<td>Monument 75 metres south of north gate at Mansfield Cemetery</td>
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<td>Nottingham Road Methodist Church</td>
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<td>Wildman Memorial 60 metres north-east of chapel at Mansfield Cemetery</td>
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<td>Churchyard gateway 30 metres west of Church of St Lawrence the Martyr</td>
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<td>Pheasant Hill</td>
<td>Mill Bank Cottage and adjoining boundary wall</td>
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<td>Portland Street</td>
<td>Church Hall 20 metres north-west of Church of St Mark</td>
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<td>Quarry Lane</td>
<td>Drury Dam Viaduct</td>
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<td>West Gate</td>
<td>67 and 69</td>
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<td>68 Cromwell House</td>
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<td>West Gate</td>
<td>93, 95 and 97</td>
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<td>White Hart Street Railway viaduct</td>
<td>Railway viaduct on street below Westfield Lane</td>
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<td>Grotto on north-west side of Carr Bank Memorial Park</td>
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<td>War memorial on north-west side of Carr Bank Memorial Park</td>
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<td>Woodhouse Road</td>
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<td>Boundary wall and gate piers to No. 80 Queen Elizabeth's Girls' School</td>
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**Mansfield Woodhouse**

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<tr>
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<td>Albert Street</td>
<td>52, 54, 56 and boundary wall</td>
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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
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<td>Hardstaff Homes No. 1, 2, 3 and 4</td>
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<td>Hardstaff Homes No. 5, 6, 7 and 8</td>
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<td>The Manor House and adjoining boundary wall</td>
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<td>Priory Road</td>
<td>The Priory</td>
<td>2*</td>
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<td>Priory Road and Castle Street</td>
<td>Boundary walls at The Manor House</td>
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<td>Rose Lane</td>
<td>5 and attached outbuilding</td>
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<td>Station Street</td>
<td>15, 17, 19 and adjoining outbuildings</td>
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<td>2 Clerksons Hall</td>
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<td>Station Street</td>
<td>21 (Leeds Permanent Building Society Office)</td>
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<td>Station Street</td>
<td>22 and 24</td>
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<td>Station Street</td>
<td>23 and 25 (Mansfield District Council Offices)</td>
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<td>27, 29 and 31</td>
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<td>Station Street</td>
<td>60 (The New Inn)</td>
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<td>82 and 84</td>
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<td>9, 11 and 13</td>
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<td>Station Street</td>
<td>Boundary wall and gate at No. 2</td>
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<td>Station Street</td>
<td>The Grange and adjoining boundary wall</td>
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<td>Welbeck Road</td>
<td>St Edmunds Church of England School with teacher's house and boundary wall</td>
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<tr>
<td>Yeoman Hill Park</td>
<td>War Memorial</td>
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**Warsop**

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<td>Church Road</td>
<td>Boundary wall, gates, piers and overthrow at Church of St Peter and St Paul</td>
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<td>Church Road</td>
<td>Church of St Peter and St Paul</td>
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<td>Church Road</td>
<td>Farm buildings to east of Old Mill House</td>
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<td>Group of 3 headstones adjoining south side of tower at Church of St Peter and St Paul</td>
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<td>Group of 4 headstones 10m west of tower at Church of St Peter and St Paul</td>
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<td>Church Road</td>
<td>Mill bridge and adjoining weir</td>
<td>2</td>
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<tr>
<td>Church Road</td>
<td>Old Mill House</td>
<td>2</td>
</tr>
<tr>
<td>Church Road</td>
<td>War Memorial</td>
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<td>Church Road</td>
<td>Warsop Mill</td>
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<td>16 and adjoining malthouse</td>
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<td>1 - 3 Blankleys Yard</td>
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<td>Warsop Windmill</td>
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<td>Sookholme Lane</td>
<td>Church of St Augustine</td>
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<td>Mill Farmhouse and adjoining farm buildings and boundary wall</td>
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<td>Barn and adjoining farm buildings at Hall Farm</td>
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<td>Hall Farmhouse</td>
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<td>Sookholme Road</td>
<td>Nettleworth Farmhouse and adjoining stable block and boundary wall</td>
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(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
<table>
<thead>
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<th>MONUMENT TITLE</th>
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<tbody>
<tr>
<td>Kingsmill Viaduct, Mansfield District</td>
<td>SK 519598</td>
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<tr>
<td>Roman Villa, ESE of Northfield House, Mansfield Woodhouse</td>
<td>SK 525646</td>
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<tr>
<td>Village Cross, Mansfield Woodhouse</td>
<td>SK 539633</td>
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<tr>
<td>Beeston Lodge, Mansfield Woodhouse</td>
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## (D) TREE PRESERVATION ORDERS

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<td>Debdale Lane, Mansfield Woodhouse</td>
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<td>Collier Spring Wood, Warsop</td>
<td>SK 554692</td>
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<tr>
<td>Berry Hill</td>
<td>SK 546594</td>
</tr>
<tr>
<td>Gravel Hill Plantation, Warsop</td>
<td>SK 565655</td>
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<tr>
<td>Church Road, Warsop</td>
<td>SK 568684</td>
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<tr>
<td>Westcroft Plantation, Warsop</td>
<td>SK 557658</td>
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<tr>
<td>Long Plantation, Mansfield Woodhouse</td>
<td>SK 585618</td>
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<tr>
<td>Bishophill Plantation, Rainworth</td>
<td>SK 585584</td>
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<tr>
<td>The Hermitage</td>
<td>SK 522599</td>
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<tr>
<td>Newlands Farm, Forest Town</td>
<td>SK 578627</td>
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<td>Woodhouse Place, Mansfield Woodhouse</td>
<td>SK 541624</td>
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<tr>
<td>Autumn Park, The Park</td>
<td>SK 541619</td>
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<tr>
<td>Clipstone Road West / New Mill Lane</td>
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<td>Berry Hill Hall</td>
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<td>Forest Hospital, Southwell Road</td>
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<td>Sherwood Colliery</td>
<td>SK 534627</td>
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<tr>
<td>Mansfield Colliery</td>
<td>SK 573616</td>
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<tr>
<td>White Lodge, Clipstone Drive</td>
<td>SK 574630</td>
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<td>Ransom Hospital</td>
<td>SK 575596</td>
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<td>Crow Hill Drive</td>
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## (E) SCHEDULE OF ANCIENT WOODLANDS

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<tr>
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<td>Northfield House Wood, Mansfield Woodhouse</td>
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<tr>
<td>Hind Car Wood / Hind Car, Mansfield Woodhouse</td>
<td>SK 538655</td>
</tr>
<tr>
<td>Lord Stubbins Wood, Warsop</td>
<td>SK 538690</td>
</tr>
<tr>
<td>Parsons Wood, Warsop</td>
<td>SK 539682</td>
</tr>
<tr>
<td>Ox Pasture Wood, Warsop</td>
<td>SK 545661</td>
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<tr>
<td>Minster Wood and Collier Spring, Warsop</td>
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## SITES OF SPECIAL SCIENTIFIC INTEREST

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<td>Strawberry Hill Heaths</td>
<td>2 areas of heath comprising an important remaining part of the formerly extensive dry acid lowland heathland of central Nottinghamshire</td>
<td>SK 568604 &amp; SK 580603</td>
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<tr>
<td>Sherwood Forest Golf Course</td>
<td>One of the largest blocks of lowland heath in the County. Supports a number of uncommon plants and animals</td>
<td>SK 580615</td>
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<tr>
<td>Pleasley Vale Railway</td>
<td>Fine example of calcareous grassland</td>
<td>SK 519649</td>
</tr>
<tr>
<td>Lord Stubbins Wood, Warsop</td>
<td>Fine example of an ash-wych elm wood</td>
<td>SK 537688</td>
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<tr>
<td>Rainworth Lakes</td>
<td>Site contains fine examples of base poor marsh and open waterplant communities in and adjacent to a series of ponds and small lakes</td>
<td>SK 583583</td>
</tr>
<tr>
<td>Hills and Holes and Sookholme Brook,</td>
<td>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</td>
<td>SK 555678 &amp; SK 543667</td>
</tr>
<tr>
<td>Warsop</td>
<td></td>
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</table>
## (G) SITES OF LOCAL CONSERVATION VALUE

### EXISTING SITES OF IMPORTANCE FOR NATURE CONSERVATION (SINC)

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Biological Records Centre Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sookholme Bath Lane</td>
<td>1 / 40</td>
</tr>
<tr>
<td>Cuckney Hay Railway Line</td>
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</tr>
<tr>
<td>Hind Carr Wood</td>
<td>2 / 88</td>
</tr>
<tr>
<td>The Bottoms, Church Warsop</td>
<td>2 / 90</td>
</tr>
<tr>
<td>Church Warsop Mill Pond</td>
<td>2 / 91</td>
</tr>
<tr>
<td>Ratcher Hill Cutting</td>
<td>2 / 92</td>
</tr>
<tr>
<td>Hop Yard</td>
<td>2 / 93</td>
</tr>
<tr>
<td>Spring Wood</td>
<td>2 / 94</td>
</tr>
<tr>
<td>Bradmer Hill Cutting</td>
<td>2 / 95</td>
</tr>
<tr>
<td>Hall Park lane, Nettleworth</td>
<td>2 / 96</td>
</tr>
<tr>
<td>The Shrubbery</td>
<td>2 / 97</td>
</tr>
<tr>
<td>Rainworth Forest</td>
<td>2 / 99</td>
</tr>
<tr>
<td>Parsons Wood</td>
<td>2 / 100</td>
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<tr>
<td>Warsop Recreation Ground</td>
<td>2 / 101</td>
</tr>
<tr>
<td>New Plantation Meadow</td>
<td>2 / 102</td>
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<tr>
<td>The Coppice, Pleasley</td>
<td>2 / 325</td>
</tr>
<tr>
<td>Pleasley Hill Pasture</td>
<td>2 / 326</td>
</tr>
<tr>
<td>Littlewood Lane Railway Bank</td>
<td>2 / 327</td>
</tr>
<tr>
<td>Meden Bank Wood</td>
<td>2 / 328</td>
</tr>
<tr>
<td>Bleak Hills Grassland</td>
<td>2 / 329</td>
</tr>
<tr>
<td>Bleakhill Farm Grassland</td>
<td>2 / 330</td>
</tr>
<tr>
<td>Shirebrook Mineral Railway</td>
<td>2 / 332</td>
</tr>
<tr>
<td>Collier Spring Wood</td>
<td>2 / 340</td>
</tr>
<tr>
<td>Mansfield Colliery Railway</td>
<td>2 / 341</td>
</tr>
<tr>
<td>Ransom Road</td>
<td>2 / 342</td>
</tr>
<tr>
<td>The Lings</td>
<td>2 / 343</td>
</tr>
<tr>
<td>Hanger Hill Drive Woodland</td>
<td>2 / 345</td>
</tr>
<tr>
<td>Budby Drive</td>
<td>2 / 346</td>
</tr>
<tr>
<td>Kingston Drive Plantation</td>
<td>2 / 347</td>
</tr>
</tbody>
</table>

### REGIONALLY IMPORTANT GEOLOGICAL AND GEOMORPHOLOGICAL SITES (RIGS)

<table>
<thead>
<tr>
<th>Site Name</th>
<th>Biological Records Centre Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warsop Colliery Line Cutting, Shirebrook</td>
<td>1 / 143</td>
</tr>
<tr>
<td>Pleasley Vale Railway Cutting</td>
<td>1 / 145</td>
</tr>
<tr>
<td>Hills and Holes, Warsop</td>
<td>1 / 146</td>
</tr>
</tbody>
</table>
ADDITIONAL SITES OF NATURE CONSERVATION VALUE

Site Name

Assarts Hill Plantation, Meden Vale
Badger Hill Wood, Clipstone Park
Bank Hills Fault, Forest Town
Baxter Hill Hedges and Moorhaigh Lane, Pleasley
Beachy Hill Quarry, Debdale, Woodhouse
Bellamy Road / Old Newark Road grassland, Mansfield
Berry Hill Hall and Grounds, Mansfield
Berry Hill Park Grasslands, Mansfield
Berry Hill Quarry, Mansfield
Berry Hill West sand quarry exposures and banks, Mansfield
Bishops Hill Plantation, Rainworth
Black Scotch Plantation, Mansfield
Blakeley Hill Plantation and Scout camp, Market Warsop
Bleak Hills ponds and banks, Sheepbridge Lane, Mansfield
The Bottoms, Meden Vale
The Bottoms, Nettleworth Manor, Sookholme
Bradmer Hill Lane, Market Warsop
Candlemass Cliff, Woodhouse
Carr Bank Wood, Mansfield
Carr Bank, Mansfield
Carter Lane hedgerow and verges, Church Warsop to Warsop Vale
Chatsworth Drive Plantation and Heath, Bellamy Road Estate, Mansfield
Church Warsop churchyard
Clipstone Drive West, hedgegrows and verge, Clipstone Park
Clipstone Mere, Clipstone Forest
Coach Road, Peafield Lane, Market Warsop
Cotton Plantation, Pleasley Hill
Debdale Farm grasslands, Woodhouse
Debdale Hall woodlands, Woodhouse
Debdale Lane grassland, Woodhouse
Littlewood Lane banks and hedges, Woodhouse
Littlewood Lane wood, Woodhouse
Littlewood Quarry, Woodhouse
Littlewood, Pleasley Vale
Debdale Quarry, Woodhouse
East Quarry, Vale Road, Woodhouse
Field Mill Dam, Mansfield
Fish Pond Farm grassland, Brick Kiln Lane, Mansfield
Flood Dyke channel, hedgerows and path, Woodhouse
Freestone Quarry, Nottingham Road, Mansfield
Garden Plantation, Park Hall, Woodhouse
Garibaldi Plantation, Clipstone Park
Gleadthorpe New Plantation, Meden Vale
Gleadthorpe Plantation, Meden Vale
Gleadthorpe Screed, Mansfield
Gravel Hill Plantation, Peafield Lane, Woodhouse
Green Lane, Peafields, Woodhouse
Green Lane, Pleasley Hill
Hermitage Pond and River Maun and banks, Hermitage Lane to Kings Mill, Mansfield
High Oakham Woodland, Mansfield
Holborn Hill Plantation, Meden Vale
Hornby Plantation, Marples Road, Woodhouse
King George V Playing Field pitch and putt, Southwell Road, Mansfield
King George V Recreation ground woodland, Southwell Road, Mansfield
Kings Mill Reservoir, part in Mansfield
Kings Stand, Berry Hill, Mansfield
Lea Lane fields, Woodhouse
Leeming Lane Cemetery, Woodhouse
Leas Brook course from Portland Street to Park Hall, Woodhouse
Lime Tree Drive (Hanger Hill Drive)
Gleadthorpe to Hanger Hill, Meden Vale
Lindhurst Lane Wood, Mansfield
Litten Road pasture, Peafield Lane, Woodhouse
Little Debdale grassland, Woodhouse
Little Matlock pasture, Pleasley Vale
Outgang Lane hedge, Woodhouse
Ox Pasture Wood and hedges, Sookholme
Ox close 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
Mooraigh Bank, Pleasley Hill Farm, Pleasley Hill
Mooraigh Lane verges and hedgerows, Pleasley Hill
Mooraigh 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
Pennimnt Farm duck pond, Lane and Farm hedges, Abbott Road, Mansfield
Pennimnt 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

Ratcher Hill Cutting
Bradmer Hill Cutting
Rainworth Forest
Mansfield Colliery Railway
Ransom Road
The Lings
Budby Drive
Kingston Drive Plantation
Carr Bank Woodland
Chatsworth Drive Plantation
King George V Plantation
King George V Playing Field Pitch & Putt
Mansfield Rugby Club Heath
Racecourse Recreation Ground Golf Course
Sherwood Colliery Spoil Tip
Oakfield Lane Disused Quarry
Railway Cutting
Ransom Hospital Woods (Rainworth Forest)
Strawberry Hill Heaths
Mansfield Colliery Spoil
Sherwood Forest Golf Course
Mansfield Colliery Railway
Shining Cliff Plantation
Rainworth Forest
Oaktree Heath

GRID REF.

SK 567596
SK 579661
SK 580596
SK 581618
SK 579591
SK 590675
SK 602710
SK 603710
SK 549623
SK 549589
SK 558594
SK 556594
SK 574610
SK 557606
SK 580607
SK 565666
SK 578162
SK 577597
SK 578603
SK 582603
SK 579608
SK 582615
SK 583619
SK 537586
SK 586593
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

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<td>Class A1</td>
<td>Retail</td>
</tr>
<tr>
<td></td>
<td>Class A2</td>
<td>Banks, Building Societies, etc.</td>
</tr>
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<td></td>
<td>Class A3</td>
<td>Restaurants, Public Houses, etc.</td>
</tr>
<tr>
<td>Part B</td>
<td>Class B1</td>
<td>Offices, Light Industry</td>
</tr>
<tr>
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<td>General Industry</td>
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</tr>
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<td>Class B8</td>
<td>Storage, Warehouses</td>
</tr>
<tr>
<td>Part C</td>
<td>Class C1</td>
<td>Hotels, Guest Houses, etc.</td>
</tr>
<tr>
<td></td>
<td>Class C2</td>
<td>Residential Schools, Hospitals</td>
</tr>
<tr>
<td></td>
<td>Class C3</td>
<td>Dwellings</td>
</tr>
<tr>
<td>Part D</td>
<td>Class D1</td>
<td>Surgeries, Public Halls, Places of Education</td>
</tr>
<tr>
<td></td>
<td>Class D2</td>
<td>Leisure</td>
</tr>
<tr>
<td></td>
<td>Sui Generis</td>
<td>“Development not included in any specific use class”</td>
</tr>
</tbody>
</table>

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 to location.

d) Petrol Filling Stations

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 small 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 m²

Customers

General Retail 500 - 4500 m², 1 space per 20 m²
Food Retail 500 - 4500 m², 1 space per 10 m²

(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 m²

Customers 1 space per 20 m² 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 m²

Customers 1 space per 25 m²

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 $m^{2}$ 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 $m^{2}$ of dining area.

ii) Transport Cafes (intended to cater for freight drivers) -

1 lorry space (50 $m^{2}$) per 4.6 $m^{2}$ 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 $m^{2}$ 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 m\(^2\)
   - Staff: 1 space per 20 m\(^2\)
   - 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 m\(^2\).

ii) Excess over 235 m\(^2\)
   - Staff: 1 space per 100 m\(^2\)
   - Servicing: 
     - Buildings: 1 standing space for loading per 800 m\(^3\) of building volume.
     - Open Space: 1 standing space for loading per 200 m\(^2\) 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 m² if open to non-residents
Bar Area 1 space per 2.3 m² if open to non-residents.
Conference Rooms 1 space per 3 seats or 1 space per 6 m² 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**

<table>
<thead>
<tr>
<th>Staff</th>
<th>1 space per member of staff</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitor Parking</td>
<td>1 space per 4 members of teaching staff</td>
</tr>
<tr>
<td>Servicing</td>
<td>A minimum of 50 m² for deliveries</td>
</tr>
<tr>
<td>Buses</td>
<td>1 space for bus/school minibus etc. per 1000 pupils</td>
</tr>
</tbody>
</table>

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.**

<table>
<thead>
<tr>
<th>Staff</th>
<th>1 space per staff member</th>
</tr>
</thead>
<tbody>
<tr>
<td>Students and Visitors</td>
<td>1 space per 3 students</td>
</tr>
<tr>
<td>Servicing</td>
<td>A minimum of 50 m² for deliveries</td>
</tr>
</tbody>
</table>

**c) Nurseries, playgroups, crèches (including those within private dwellings)**

<table>
<thead>
<tr>
<th>Staff</th>
<th>1 space per staff member</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parents</td>
<td>1 space per 6 children for picking up/setting down</td>
</tr>
</tbody>
</table>

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).

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.
“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 m$^2$ floor space whichever is the greater.

Performers 1 space per 10 m$^2$ 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 m$^2$ 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.
## Parking Standards for Mansfield Town Centre

<table>
<thead>
<tr>
<th>Use</th>
<th>Parking Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1 Shops</td>
<td>One space per 25 m(^2) of gross floor space</td>
</tr>
<tr>
<td>A2 Financial and Professional Services</td>
<td>Space</td>
</tr>
<tr>
<td>A3 Food and Drink</td>
<td></td>
</tr>
<tr>
<td>B1 Offices</td>
<td>One space per 100 m(^2) of gross floor space</td>
</tr>
<tr>
<td>B1 Light Industry</td>
<td>One space per 40 m(^2) of gross floor space</td>
</tr>
<tr>
<td>B2 General Industry</td>
<td></td>
</tr>
<tr>
<td>B8 Storage and Distribution</td>
<td></td>
</tr>
<tr>
<td>C1 Hotels</td>
<td>One space per bedroom (if a hotel provides conference facilities, the number of parking spaces required must be assessed individually)</td>
</tr>
<tr>
<td>C3 Residential</td>
<td>One space per dwelling</td>
</tr>
</tbody>
</table>

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.

Commuted payments are not expected to be required for developments of less then 500 m\(^2\) 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.