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For and on behalf of
Mansfield District Council

**VIABILITY AND FEASIBILITY ASSESSMENT TO SUPPORT THE EMERGING
MANSFIELD GYPSY & TRAVELLER & TRAVELLING SHOWPEOPLE
DEVELOPMENT PLAN DOCUMENT (DPD)**

Mansfield District

**Prepared by
DLP Planning Ltd
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1.0 INTRODUCTION AND BACKGROUND

- 1.1 DLP Planning Ltd (DLP) was appointed by Mansfield District Council in 2019 to provide assessment of the viability and feasibility of 17 potentially suitable sites for use as Gypsy and Traveller and Travelling Showpeople sites.
- 1.2 The Council intend to use the results of this assessment to support the production of their Gypsy & Traveller & Travelling Showpeople Development Plan Document.
- 1.3 This assessment has been carried out to support the identification of the sites capable of meeting the potential accommodation needs as identified in the:
- Mansfield Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2017, and
 - The Mansfield Gypsy and Traveller Accommodation Needs Assessment (GTANA) Addendum 2019
- 1.4 The main objective of this assessment is to assess the viability and feasibility of the 17 potentially suitable sites, in order to consider whether allocations can be proposed to accommodate 3 residential pitches, 2 plots for Travelling Showpeople and 1 transit / emergency stopping place. These requirements have been established in the above reports. The Mansfield GTANA Addendum 2019 was prepared in light of the identification of two showpeople yards in the district. These two yards are included in the 17 potentially suitable sites.

Background

- 1.5 Planning Policy relating to the provision of accommodation for Gypsies, Travellers and Travelling Showpeople was reformed in 2012 with the publication of Planning Policy for Traveller Sites (PPTS). This replaced Circulars 01/2006 and 04/2007 on the basis that they had failed to deliver adequate sites to meet identified needs over the previous ten years.
- 1.6 The PPTS was then updated in August 2015. The most significant change brought in through this update included the amended definition of Gypsies and Travellers and Travelling Showpeople, which now excludes those who have permanently ceased travelling.

Households now need to be able to demonstrate that they travel for work purposes, or for seeking work, to meet the planning definition, and stay away from their usual place of residence when doing so, or have ceased to travel for work purposes temporarily due to education, ill health or old age. This definition required the Council to undertake a new GTAA in order to reflect this change and ensure that a robust assessment of need was in place.

1.7 For planning purposes, Gypsies and Travellers are defined as:

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.+(Planning Policy for Traveller Sites, CLG, August 2015).

1.8 Many Gypsies and Travellers continue to pursue an active itinerant lifestyle and are generally self-employed people. However, increasingly, communities are becoming more settled.

1.9 Gypsies and Travellers have lived in Britain for at least 500 year, and are not a uniform homogeneous community, but rather a group of communities which share some features but have their own histories and traditions. Even within each main grouping there is fragmentation between different families which emphasises the lack of a cohesive community and the need to avoid over generalisations. However, the main cultural groups include:

- Romany Gypsies;
- Irish Travellers; and
- New Travellers.

1.10 Romany Gypsies and Irish Travellers are recognised in law as distinct ethnic groups and are legally protected from discrimination under equalities legislation. New Traveller is a term used to describe people who have adopted a nomadic lifestyle, generally more recently, through personal preference or force of circumstance and live in mobile/nomadic accommodation whether it is a caravan, truck, boat or yurt, for example.

1.11 Travelling Showpeople have traditionally been involved in holding fairs and circuses for many

hundreds of years. For planning purposes, Travelling Showpeople are defined as:

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.+ (Planning Policy for Traveller Sites, CLG, August 2015).

- 1.12 National Planning Policy requires LPAs to identify and allocate sufficient sites to meet the needs of Gypsies, Travellers and Travelling Showpeople within their Local Plans for at least the first 5 years of the plan period. Critically, allocated sites must be evidenced as both deliverable and developable. Footnotes 4 and 5 to Paragraph 10 of the Planning Policy for Travellers Sites (PPTS) defines the terms *deliverable* and *developable* as;

4 "To be considered deliverable, sites should be available now, offer a suitable location for development, and be achievable with a realistic prospect that development will be delivered on the site within five years. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans".

5 "To be considered developable, sites should be in a suitable location for traveller site development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged".

- 1.13 Mansfield District Council submitted the Mansfield District Local Plan 2013 - 2033 together with the representations received and other relevant supporting documents, to the Secretary of State for Housing Communities and Local Government on 19 December 2018 for independent examination. The Local Plan identifies the scale, nature and location of development required to meet the district's future needs, along with the policies and allocations required to guide development proposals and deliver to those needs.

- 1.14 The new Local Plan will replace the current adopted Mansfield Local Plan 1998. The new

Local Plan contains the following provision for Gypsy, Traveller and Travelling Showpeople accommodation:

- Policy S5 Development in the countryside. *Land outside the Mansfield urban area, the Market Warsop urban area and the other settlement boundaries (as shown on the Policies Map) is identified as countryside. Proposals for development within the countryside where listed in (a) to (o) below will be supported, subject to those considerations set out in criterion 2 below:* Criterion g): *‘sites for Gypsies and Travellers and Travelling Showpeople in accordance with Policy H8’.*

Criterion 2: *“Development in accordance with (a) to (o) above will be supported where:*

- the appearance and character of the landscape, including its historic character and features such as views, settlement pattern, rivers, watercourses, field patterns and local distinctiveness is safeguarded and where practical enhanced.*
- it does not lead to, either individually or cumulatively with existing or proposed development, the physical and perceived coalescence of settlements;*
- it does not create or exacerbate ribbon development;*
- any new development is well integrated with existing and the reuse of existing buildings has been explored where appropriate;*
- it is appropriately accessible, or will be made accessible, by a range of sustainable transport;*
- takes account of agricultural land classifications avoiding the best and most versatile land where possible.”*

- Policy H8 Accommodation for Gypsies, Travellers and Travelling Showpeople details the accommodation requirements, criterion to assess planning applications on windfall sites and safeguarding of existing and new sites:

Policy H8 Accommodation for Gypsies, Travellers and Travelling Showpeople:

1. Provision will be made to meet the accommodation needs of Gypsies and Travellers between 2013 and 2033 for a minimum of:

- a. 2017-22: two pitches and one transit /stopping place;
- b. 2022-33: one pitch and zero transit /stopping place; and
- c. and any arising need for travelling show people plots.

2. The council is preparing a Gypsy and Travellers Site Allocation Development Plan Document (DPD) to allocate suitable site/s to meet the identified need set out in 1 a - c above.

3. Proposals for new sites, and extensions/improvements to existing permitted or lawful sites, will be supported where they meet the following criteria:

- a. be located with reasonable access to a range of services, such as shops, schools, welfare facilities or public transport;
- b. be proportionate to the scale of the nearest settlement; its local services and infrastructure;
- c. have suitable highway access, and is not detrimental to public highway safety;
- d. provides for adequate on-site parking and turning of vehicles as well as appropriate facilities for servicing and storage, and in the case of a show people site sufficient space for fairground equipment maintenance;
- e. be capable of being provided with adequate services including water supply, power, drainage, sewage disposal and waste disposal facilities;
- f. be compatible with landscape, environment, heritage and biodiversity as well as the physical and visual character of the area;

g. not significantly impact the amenities of neighbouring properties and land uses;
and

h. be appropriately located in terms of flood risk.

4. Authorised existing and new sites will be safeguarded for Gypsy, Travellers and Travelling Showpeople groups unless they are no longer required to meet identified need.

- 1.15 It should be noted that the emerging new Local Plan and in particular the provisions contained in Policy H8 are currently based on the evidence available in the GTANA 2017. The GTANA has been supplemented by an addendum in 2019. It is intended that this report will inform the Mansfield District Gypsy and Travellers DPD, which will now also seek to allocate site(s) for travelling showpeople in accordance with the GTANA Addendum 2019. The new DPD will need to update Local Plan Policy H8 as currently drafted, in terms of the assessment of need and provision required.
- 1.16 The new Local Plan is currently at Examination and the policies will therefore form part of the statutory development plan following its formal adoption later this year.

2.0 EXISTING SITES AND NEEDS

- 2.1 Paragraph 3 of the PPTS (CLG, August 2015) states that in terms of their objectives for Travellers the overarching aim of Government is *to ensure fair and equal treatment for Travellers, in a way that facilitates the traditional and nomadic way of life of Travellers while respecting the interests of the settled community*.
- 2.2 The PPTS sets out how LPAs are required to use a robust evidence base to establish accommodation needs, including to:
- set pitch and plot targets to address the likely permanent and transit site accommodation needs of Travellers in their area;
 - identify and update annually a supply of specific deliverable sites to provide five yearsworth of sites against their locally set targets;
 - identify a supply of specific developable sites or broad locations for growth years 6 to 10 and, where possible, for years 11-15; and
 - set criteria-based policies to meet the identified need and/or provide a basis for decisions if applications come forward.
- 2.3 In 2016 / 2017, RRR Consultancy Ltd undertook an accommodation needs assessment, the Mansfield Gypsy and Traveller Accommodation Needs Assessment (GTANA). The objective of the assessment was to provide a robust assessment of current and future need for Gypsy, Traveller and Travelling Showpeople accommodation for the period 2017 to 2033. Together with the addendum they quantify the accommodation and housing-related support needs of Gypsies and Travellers and Travelling Showpeople, in terms of current and future permanent accommodation needs, and seeks to assess any need for the provision of new transit / emergency stopping places.
- 2.4 The GTANA 2017 and the 2019 Addendum provides Mansfield District Council with the evidence to address the first of the PPTS (2015) requirements set out above.
- 2.5 In 2018 the Council undertook a review of 122 sites, as a result 17 sites were established as potentially suitable for allocation to address the needs. These 17 sites are the focus for this assessment, to consider in more depth their feasibility and viability.

Existing Sites

Gypsy and Traveller

- 2.6 There are no existing sites for gypsy and travellers in Mansfield district currently, although there is a history of unauthorised encampments. As set out in the GTANA and Addendum there is a need in Mansfield for an additional 3 residential Gypsy and Traveller pitches, arising from those currently living in bricks and mortar, and 1 transit/emergency stopping site and 2 Travelling Showpeople sites.
- 2.7 Residential sites provide occupants with a permanent base from which to travel and can be privately owned, publicly rented (for affordable pitches), or privately rented typically from other Gypsies and Travellers.
- 2.8 Residential sites generally comprise a number of caravan pitches alongside associated facilities. Although there is no national definition of what size a pitch should be, a general guide contained in *Designing Gypsy and Traveller Sites* (now withdrawn CLG, May 2008) states that “*Gypsy and Traveller sites are designed to provide land per household which is suitable for a mobile home, touring caravan and a utility building, together with space for parking*” (paragraph 4.4) and *an average family pitch must be capable of accommodating an amenity building, a large trailer and touring caravan... drying space for clothes, a lockable shed...parking space for two vehicles and a small garden+* (paragraph 7.12). On average, usage is approximately 1.7 caravans (mobile or touring) per pitch.
- 2.9 The level of facilities on residential sites varies, particularly between public and private sites. Public sites will generally have amenity blocks and sometimes play areas and communal spaces. The facilities on private sites can vary significantly depending on the specific requirements of the residents.

Transit / Emergency Stopping Place - Provision

- 2.10 This is the authorised encampment option for Gypsies and Travellers travelling in their caravans and in need of temporary accommodation while away from home. There are currently no transit/emergency stopping sites in Mansfield district. Transit/emergency stopping sites are intended for short term use, with a maximum period of stay.
- 2.11 The level of facilities on transit sites vary, from sites with hardstanding, an amenity block with essential services provided, to sites with individual pitches, warden accommodation/block,

and individual pitch utility blocks with permanent services provided.

- 2.12 Emergency stopping places are pieces of land in temporary use as authorised short-term (less than 28 days) stopping places for all travelling communities. They may not require planning permission if they are in use for fewer than 28 days in a year. The requirements for emergency stopping places reflect the fact that the site will only be used for a proportion of the year and that individual households will normally only stay on the site for a few days. There are currently none in Mansfield.

Travelling Showpeople

- 2.13 The 2019 Addendum to the GTANA identifies the need for two sites for Travelling Showpeople. The site requirements of Travelling Showpeople are different to those of Gypsies and Travellers. Their sites often combine residential, storage and maintenance uses. Typically, a site contains areas for accommodation, usually caravans and mobile homes and areas for storing, repairing and maintaining vehicles and fairground equipment. These combined residential and storage sites are known as plots or yards.
- 2.14 Although Travelling Showpeople travel for extended periods, they require a permanent base for storage and maintenance of equipment and for residential use during the winter. These plots (or yards) are also occupied throughout the year, often by older people and families with children, for example. The Showmen's Guild Model Standard Package (2007) provides guidance on model standards and site considerations to inform the planning and development of Travelling Showpeople sites.
- 2.15 In Mansfield there are currently two Travelling Showpeople Yards. These two yards are:
- Land off Ley Lane, Mansfield Woodhouse (referred to as site 60 in this study); and
 - Disused Electrical Sub Station, land at Longster Lane (referred to as site 286 in this study)
- 2.16 Both sites have been identified by the Council as potentially suitable sites and have thus been assessed within this report. Currently both sites are occupied by showpeople. Site 286 is the subject of a current change of use application (planning application reference: 2017/0380/COU) that was submitted in 2017 for Travelling Showperson use. Site 60 has a

resolution to grant planning permission, awarded in 2017 (planning application reference: 2017/0047/FUL), subject to the signing of a S106 Agreement, for the construction of 14 single storey dwellings. This application was reconsidered and reconfirmed in 2019. It is understood this site will be sold in due course for development to commence.

Mansfield GTANA

- 2.17 According to the Mansfield GTANA and Addendum the assessment was carried out using a range of secondary data to support the study, including; census data, site records, Traveller count data, records of unauthorised sites / encampments, information on planning applications and other relevant local studies, and existing national and local policy. This was followed by stakeholder engagement, and consultation with Gypsy and Traveller households (including bricks and mortar households).
- 2.18 The total requirement for new accommodation in Mansfield District was calculated as per Table 1:

Table 1: GTANA need for Mansfield in 5-year time periods

Provision	2017-2022	2022-2027	2027-2033	Additional Need
Gypsy and Traveller Pitches	2.2	0.2	0.3	2.7 (3)
Transit Site / Emergency Stopping Place	1	0	0	1
Travelling Showpeople Sites	2	0	0	2

Source: Based on GTANA Table S.1 and GTAMA Addendum

- 2.19 The GTANA identifies an overall need for three additional pitches for Gypsy and Traveller households to meet current and future need. Those arose from the one extended family currently living in bricks and mortar and the future needs.
- 2.20 The GTANA reported a small number of unauthorised encampments have taken place within the district over the last 3 years: none in 2013, 1 in 2014, 6 in 2015, and 2 in 2016. On average, each unauthorised encampment lasted around 5 days. In 8 of the 9 instances, families residing on unauthorised encampments were passing through the local area or

holidaying. The GTANA also reported a relatively large number of vehicles are involved in each encampment (15 vehicles on average).

- 2.21 It is further reported that based on the record of unauthorised encampments, when combined with stakeholder and Gypsy and Traveller consultation, this suggests that there is need for some transit/emergency stopping provision within the district. This would lead to a reduction in unauthorised encampments. There are three types of response to unauthorised encampment: permanent transit provision (which requires planning permission), emergency stopping places (which can be used temporarily for a total of 28 days per year and may not require planning permission), and negotiated stopping places.
- 2.22 The GTANA Addendum identifies a need for 2 sites for Travelling Showpeople (TSP), to meet current and future needs. This is made up of two sites. Site 60 is currently occupied but the site has been granted planning permission and could be lost to residential (bricks and mortar) development in the near future. Site 286 is occupied but is subject to a change of use application, for Travelling Showpeople use, and as such the current use of the site is unauthorised.

Number of Sites Required

- 2.23 National evidence would suggest that Gypsies and Travellers prefer small sites containing a small number of pitches to accommodate their immediate and extended family. Government guidance highlights that *experience of site managers and residents alike suggest that a maximum of 15 pitches is conducive to providing a comfortable environment which is easy to manage. However, smaller sites of between 3-4 pitches can also be successful, particularly where designed for one extended family+* (para 4.7 of Designing Gypsy and Traveller Sites Good Practice Guide (2008 now withdrawn).
- 2.24 It is important to consider the additional supply or change in circumstances that has been recorded since the GTANA 2017 was published, in order to establish the updated need. To date no additional supply has been established. As reported in the 2019 Addendum which updates the need for Travelling Showpeople, site 60 has been granted permission for residential development, thus generating a need for an alternative site to be found. The change of use application for Travelling Showpeople use of site 286 remains undetermined, with the residents moving to the site and this district after the 2017 GTANA was produced.

2.25 Given the above context since 2017 and the source of needs the following sites are required as part of the Development Plan Document (DPD) going forward:

- 1 site capable of accommodating 3 gypsy and traveller pitches (minimum site area 0.15ha, with 0.05ha for each pitch).
- 1 site for a transit site/emergency stopping place, with capacity to accommodate up to 15 caravans and associated vehicles (1 car and 1 van for each caravan) (minimum site area 0.375ha).
- 2 sites for travelling showpeople, with a minimum site area 0.38ha.

2.26 The Council are seeking to allocate 4 entirely separate sites to meet the above needs, due to the independent requirements and operational needs of each site/future occupants.

3.0 METHODOLOGY

- 3.1 DLP Planning, Matrix Transport and PorterPE have undertaken the assessment of feasibility and viability on the following basis, after having visited each of the 17 potentially suitable sites identified by the Council.
- 3.2 Given the large size of some of some of these sites, the Council have identified sub areas within them that they consider most potentially useable. These sub areas have been the focus of the assessments undertaken.

Feasibility

- 3.3 DLP Planning has reviewed the planning histories and the emerging local plan policies (which are currently at examination), to consider if these impact upon the feasibility or viability. The results were shared with Matrix Transportation and PorterPE.
- 3.4 Consideration was given to the initial assessments already undertaken by the Council, and additional Council officer comments on the sites. The following additional criteria were assessed by DLP and Matrix Transportation in order to establish the feasibility consideration of the 17 sites.

Table 2: Additional feasibility assessment criteria

Feasibility considerations:	Assessment:
Topography and shape/landscaping of the site	Would the site's topography prevent use or require extensive ground works?
Road network suitability (low/narrow bridges)	Is the immediate road on to which access could be provided and wider network suitable?
Access and egress of the site	Can an access with appropriate visibility be provided at a reasonable cost? Access will need to accommodate larger vehicles movements that could be

	associated with the Gypsy and Traveller and particularly Travelling Showpeople land uses.
Connection to utilities such as water, foul water infrastructure and electricity	Does the site have reasonable access to utilities? Water, sewerage and electricity infrastructure assessed. Desk based mapping and visual inspection carried out to establish if reasonable connections are obtainable. Where necessary, due to the remoteness of connection, more detailed utilities information has been obtained for specific sites.
Flood Risk	Is the site susceptible to flood issues from rivers and surface water. Consideration of necessary mitigation to address flood issues.
Site ownership	Is the landowner willing to deliver/sell the site?
Delivery options	What delivery options could potentially bring forward the site?

- 3.5 Each site has a written assessment detailing the outputs from the feasibility assessment, together with a site map and indicative access point. These can be found at **Appendix 2**.
- 3.6 The outcomes of the feasibility assessment are set out in section 4, and were shared with the viability consultants, PorterPE, in order to take account of the likely costs associated with any relevant factor. Where the site was considered not to be feasible, it has not been subject

to the viability assessment.

Viability

- 3.7 The viability assessment has been undertaken by PorterPE Ltd and carried out under the context of national guidance, where paragraph 31 of the NPPF 2019 states that:

“The preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.”

- 3.8 The purpose of this element of the overall assessment is to therefore conduct a high-level viability assessment of each potentially feasible site to identify those sites that would be most viable in contributing to the future Gypsy & Traveller, Transit/emergency stopping place, and Travelling Showpeople (GT,T&TSP) supply of sites in Mansfield. This is to provide evidence on the achievability of the sites as potential land supply to meet the needs of the GT,T&TSP community. The Government's established aim through planning is to ensure that enough land is identified and brought forward for development.
- 3.9 Whilst high level viability assessments have been carried out for identified GT,T&TSP sites, it would be inappropriate to use these for any commercial valuation purpose since the viability models are for strategic purposes, and have been designed as a tool to test delivery as opposed to being formal valuations of planning application sites, normally carried out by the Valuation Office, Chartered Surveyors and Valuers. Therefore, general assumptions have been made and these have been detailed in this report.
- 3.10 Note that this viability assessment is for planning purposes only, and as such it complies with the National Framework (as documented by the NPPF and the PPG) in testing market viability. It also considers the Harman Guidance on Viability Testing Local Plans (2012) and the RICS Guidance note, Financial Viability in Planning, 1st edition (2012), to help inform the approach to the viability testing and some of the input assumptions for, yet unknown, factors.
- 3.11 It should therefore be noted that as per Professional Standards 1 of the RICS Valuation Standards . Global and UK Edition , the advice expressly given in the preparation for, or during negotiations or possible litigation does not form part of a formal Red Book valuation

and should not be relied upon as such. No responsibility whatsoever is accepted to any third party who may seek to rely on the content of the report for such purposes.

Viability Assessment - National Policy Context

- 3.12 This section of the report considers the relevant guidance for the viability assessments. At a national level, this includes the Planning Practice Guidance (PPG), as well as best practice as set out in the Harman Guide and the RICS Professional Guidance Note.

Planning Practice Guidance

- 3.13 The PPG sets out the government's recommended approach to viability assessment for planning. Importantly, in defining viability it states that a residual land value after costs are deducted from revenue, should be based on:

“...the existing use value (EUV) of the land, plus a premium for the landowner. The premium for the landowner should reflect the minimum return at which it is considered a reasonable landowner would be willing to sell their land. The premium should provide a reasonable incentive, in comparison with other options available, for the landowner to sell land for development while allowing a sufficient contribution to comply with policy requirements.”

Good Practice

The Harman Working Draft Report: Local Housing Delivery Group Chaired by Sir John Harman (2012) Viability Testing Local Plans

- 3.14 The cross industry and former CLG supported Harman Working Draft Report provides detailed guidance regarding viability testing and provides practical advice for planning practitioners on developing viable Local Plans which limits delivery risk. Along with the Planning Policy Guidance, the Harman Working Draft Report forms the basis to the approach in this report.
- 3.15 The Harman Working Draft Report defines viability as:

“An individual development can be said to be viable if, after taking account of all costs, including central and local government policy and regulatory costs, and the cost and

availability of development finance, the scheme provides a competitive return to the developer to ensure that development takes place, and generates a land value sufficient to persuade the land owner to sell the land for the development proposed.”

RICS Professional Guidance: Financial Viability in Planning (August 2012)

3.16 The RICS guidance defines financial viability as:

“...the ability of a development project to meet its costs including the cost of planning obligations, whilst ensuring an appropriate Site Value for the landowner and a market risk adjusted return to the developer in delivering that project.”

3.17 The guidance goes on to endorse the residual appraisal methodology for financial viability testing. This approach produces a residual site value or return that can be compared against a benchmark to assess the impact of planning obligations or policy on viability.

3.18 In line with the RICS guidance, the viability assessment in this report adopts the residual appraisal method, calculating the residual land value generated by the sites. Residual value is defined in the RICS guidance as *“The amount remaining once the GDC [gross development cost] of a scheme is deducted from its GDV [gross development value] and an appropriate return has been deducted.”* This residual value can then be compared against a benchmark land value to determine whether and to what extent the project is viable.

3.19 Paragraph 3.4.3 in the RICS guide notes that the cost of planning obligations will need to be met by any surplus of residual value over benchmark value, but that obligations *“...cannot use up the whole of this difference, other than in exceptional circumstances, as that would remove the likelihood of land being released for development.”*

Viability Assessment Method

3.20 The development viability model used for testing GT, T&TSP sites involves high-level testing of each site's viability based on their location and their site-specific characteristics. In assessing the viability of the GT, T&TSP sites, this report brings together evidence for the prevailing values and likely costs to obtain a 'residual land value' (i.e. what is left over after the cost of building the site is deducted from the potential sales value of the completed site/buildings). This land value is then compared with a benchmark/threshold land value for

the site. If the residual land value is higher than the benchmark land value, then the site is considered viable. If it is lower, then the site is identified as being unviable and therefore may require funding to bring it forward.

- 3.21 The arithmetic of residual land value assessment is straightforward (a bespoke spreadsheet model for the assessments is used). But the inputs to the calculation are hard to determine for a specific site (as demonstrated by the complexity of many S106 negotiations) and do not take account of all site-specific characteristics that in practice will impact on costs and values at each site.
- 3.22 Since it would be beyond the scope to itemise the characteristics of every site for assessing viability, a high-level approach is used, in line with national guidance. This approach is based on general assumptions (which have been detailed in this report), and it takes account of those characteristics of each site that were collected by the Council through the GT, T&TSP site selection process and DLP's feasibility assessment.
- 3.23 Therefore, the viability assessments in this report are necessarily broad approximations, subject to a margin of uncertainty, that is appropriate for GT, T&TSP evidence analysis purposes. It should not be used to appraise individual development proposals.
- 3.24 The GT, T&TSP site development viability appraisals are provided in **Appendix 3**.

Site Characteristics

- 3.25 The Council have identified 17 potentially suitable sites for GT, T&TSP development. 15 of those sites, which remained following DLP's feasibility assessment, have been put forward for viability testing to inform their potential as suitable, available and achievable sites, in line with the NPPF.
- 3.26 Information provided by the Council and DLP's feasibility assessments relating to each of the identified sites, include the following information which has informed the viability assessment:
1. Location, which informs which value area the site is situated;
 2. A broad indicator of their current uses, which informs the benchmark land value;
 3. Type of site, in terms of being a greenfield, brownfield or mixed (part developed) site;

4. Gross site area (note: this is the available site area, which may be larger than the area required for the GT, T&TSP sites);
 5. Development constraint characteristics (where known) including flood risk, whether substantial highway works were required, utilities connections, potential contamination, requirement for ecological or archaeological mitigation.
- 3.27 Aside from these known characteristics, a range of other assumptions are used, which are summarised below.

Viability Assumptions

Site sizes

- 3.28 The Council have identified a requirement for meeting current and future GT, T&TSP housing needs, which are:
1. One Gypsy & Traveller permanent site for 3 families, providing 3 pitches each accommodating: an amenity building, a mobile home and touring caravan, drying space for clothes, a lockable shed (for bicycles, wheelchair storage etc), parking space for two vehicles and a small garden area on a total 0.15 ha of land;
 2. One Gypsy & Traveller transit or emergency stopping site for up to 15 caravans on 0.375 ha of land, with two bookend options being tested:
 - Transit site provision providing for 15 pitches, each accommodating a utility building for ablution (as recommended by the 2008 CLG *Designing Gypsy and Traveller Sites* . A Good Practice Guide publication) per two caravans, with space for a caravan, work van and car on each pitch; or
 - An emergency stopping place providing for 15 pitches, each with hard standing for a caravan, work van and car, and a disposal area.
 3. Two Travelling Showpeople sites, with each site covering 0.38 ha of land with 60% hardstanding for a large showman's caravan (for parents plus one smaller child), a touring caravan annex for older (often same sex) children, a small mobile home or touring caravan for retired showpeople, and a touring caravan (larger operators); a

storage and maintenance yard for showmen's vehicles and equipment, but no amenity building.

Sales values

- 3.29 The tested value assumptions are expressed in net rentable values per pitch and what might be a typical all in yield to derive a capital value. This is the value of the asset to either the Council or a private owner who may consider buying the land.
- 3.30 The rental data values have been assessed based on comparable market rents for 22 pitches with hard standing, car parking spaces, amenity blocks, plus hard standing for storage shed and drying and garden/amenity areas. These comparables are listed in **Appendix 4**. These only include permanent and/or transit sites and not Travelling Showpeople sites which come with more storage spaces, and therefore it would be expected that the rental level would be higher.
- 3.31 Unlike land values (considered later) it is anticipated that the rental values will not significantly differ by area. Therefore, for the purpose of this study, the following rental values are assumed:
- Gypsy & Traveller permanent pitch = £90 per week / £4,680 per annum
 - Gypsy & Traveller transit site pitch = £100 per week / £5,200 per annum
 - Gypsy & Traveller emergency stopping pitch = £70 per week / £3,120 per annum
 - Permanent Travelling Showpeople plot with additional storage = £120 per week / £3,952 per annum
- 3.32 Estimating yields is more problematic since no comparables are available. Consequently, the yield is assumed based on little overall maintenance cost for the built space, which largely consists of hard standing and amenity facilities that occupy a small amount of the overall space. Also, the expected low letting voids and tenant incentives, covenant strength and tenancy licences, etc, are assumed to be strong because of exclusion penalties and strong community bonds. The latter is particularly important on permanent sites.
- 3.33 On this basis, the following yields are assumed to apply:

- Gypsy & Traveller permanent site for 3 families = 4%
- Gypsy & Traveller transit site/emergency stopping place for up to 15 caravans = 6%;
and
- Permanent Travelling Showpeople plots = 4%

Infrastructure costs and on-costs

3.34 It has been estimated that just the site preparation and delivery costs, including access, hard standing, on-site utilities, soft-landscaping, play areas and fencing may typically be around £80,000 to £120,000 per pitch on permanent transit sites, £50,000 to £60,000 per pitch on transit sites, £30,000 to £50,000 per pitch on emergency stopping sites and £140,000 to £180,000 per plot on Travelling Showperson sites.

3.35 On this basis, sites have been tested using the following assumed site costs (excluding any site abnormalities):

- Gypsy & Traveller permanent per pitch = £100,000 (£300,000 per site cost)
- Gypsy & Traveller transit per pitch = £60,000 (£900,000 per site cost)
- Gypsy & Traveller emergency stopping place per pitch = £50,000 (£750,000 per site cost)
- Permanent Travelling Showpeople per site = £500,000 per site cost

Abnormal site costs

3.36 Developing brownfield sites represent different risk in opening costs, such as site demolition of existing buildings and remediation, which can vary significantly in associated costs depending on the site's specific characteristics.

3.37 Based on high-level ready reckoners from the HCA (now Homes England) for demolition and land remediation costs, a general cost relating to the different risk of developing brownfield sites is tested, which is based on the following:

- Brownfield sites typically incurring demolition and clearance: £300,000 per net hectare.
- Brownfield mixed sites typically incurring just land clearance or demolition and land clearance on less than half the site: £150,000 per net hectare.

3.38 The GT, T&TSP sites characteristics information provided in Mansfield Council's HELAA and initial site assessments and DLP's feasibility assessment of the sites, includes some information relating to utilities connections, abnormal conditions and development constraints. For each site this includes potential obstacles such as flood risks, highways works, potential for contamination, utilities connections, potential for ecological mitigations and archaeological mitigations, and other single itemed descriptions within the GT, T&TSP feasibility assessment.

3.39 To account for these abnormal costs, graded characteristics as potential extra-over costs to the site costs according to the information provided in each sites GT, T&TSP have been recorded. This is based on a risk score on the constraints to development, with an associated adjustment to the site costs. These are shown in **Table 3**. Where more established costs have been estimated, especially for utilities connections, these have been used.

Table 3: Site risk score and site costs related to mitigating potential constraints

Category	Level	Score	Extra-over site costs
Flood risk	Surface	5	£5,000
	Minor	5	£5,000
Highways/access works	Medium low	15	£15,000
	Medium high	20	£20,000
	Major	50	£50,000
	Minor	5	£5,000
Potential contaminated Land	Low medium	15	£15,000
	High medium	20	£20,000
	Major	50	£50,000
	Nearby	5	£5,000
Utilities at the site	Minor item	15	£15,000
	Medium item	20	£20,000
	Big item	50	£50,000
	Minor	20	£2,000
Potential for ecological mitigations	Major	5	£5,000
	Minor	2	£2,000
Potential for archaeological mitigations	Major	5	£5,000
	Minor	5	£5,000
Topographic/landscaping works	Medium	20	£20,000
	Major	50	£50,000

Build costs

3.40 GT, T&TSP build costs are based on a literature search of comparables, as listed in **Appendix 5**. From this, it has been estimated that build costs for the amenity block and facilities tend to be around £40,000 to £60,000 per pitch depending on the extent of facilities. For example, permanent pitches will normally include a toilet, bathroom, storage and a

kitchen plus seating area whereas the transit area may not include the kitchen plus seating area. On this basis, sites have been tested using the following build cost assumptions:

- Gypsy & Traveller permanent per pitch = £60,000 (£180,000 in total)
- Gypsy & Traveller transit per pitch = £40,000 (£600,000 in total)
- Gypsy & Traveller emergency stopping place per pitch = £10,000 (£150,000 in total)
- Permanent Travelling Showpeople per plot = £10,000 (£30,000 in total)

Land purchase and disposal costs

3.41 The land value (discussed later) needs to reflect surveying and legal costs in acquiring the land (assuming no CPO at this stage) and the development process. These costs are tested at the following rates:

- Surveyor's fees = 1.00% of land value
- Legal fees = 0.75% of land value

3.42 Also, a Stamp Duty Land Tax is payable by a developer when acquiring development land, which is applied to the residual valuation at a percentage cost based on the HM Customs & Revenue variable rates against the site (residual) land value.

3.43 Disposing of the completed sites and pitches will include legal, agents and marketing fees, generally at the rate of 2% of the GDV, which is based on industry accepted scales established from discussions with developers and agents.

Finance

3.44 The viability appraisals calculate the interaction of costs and values for each site, subject to a monthly based on the current cost of borrowing and the risk associated with the current economic climate and the near-term outlook and associated implications for the housing market.

3.45 A low (prudential borrowing) rate of finance cost at 2.5% per annum is applied. The finance cost is based on a monthly cashflow in line with the scheme phasing. Broadly, the following

cashflow assumptions have been applied:

- Infrastructure costs & abnormal cost start immediately and are spread over 6 months;
- Following this, building costs are spread over the next 6 months; and
- Sales revenue are applied, in full, at the end of the build period (i.e. 13 months after the commencement date).

Benchmark Land Values

- 3.46 In line with national guidance, a benchmark land value to assess viability is assumed to be based on the existing use value (EUV) of the site with a suitable premium (i.e. EUV+) to the landowner to incentivise them in bringing forward a site for GT, T&TSP development.
- 3.47 Market transactions regarding prices paid for greenfield/agricultural land and brownfield (typical employment sites) land in Mansfield district was reviewed in the Mansfield Local Plan . Whole Plan Viability Appraisal Update prepared by Keppie Massie on behalf of Mansfield District Council in December 2018. Information is drawn from this recent work to estimate appropriate benchmark land values for acquiring sites in Mansfield for GT, T&TSP provision.
- 3.48 The Keppie Massie study reported different land values across the district based on two value zones, representing a high and low value area. Having checked the location of the 17 sites against the value map, it is noted that all the sites are within the low value area.
- 3.49 Within the low value area, the values assigned to Greenfield sites ranged from £12,000 to £50,000 per hectare, accepting a mid figure of £20,000 per hectare to be appropriate. Their work tested a greenfield site value of £284,000 per net ha, which is around 14 times the base figure to allow a premium for the site to come forward for residential uses. Within the low value area, the Keppie Massie evidence on values for Brownfield industrial sites ranged from £247,000 to £494,000 per hectare, accepting a mid-figure of £425,000 per hectare to be appropriate. Their work tested a brownfield site value of £494,000 per net ha, which is around 1.16 times the base figure to allow a premium for the site to come forward for residential uses. These benchmark land values reflect the existing use value plus (EUV+) approach recommended by guidance.

- 3.50 Based on this work, the likely value of sites identified for GT,T&SP uses have been reviewed. Firstly, none of the GF sites have an active agricultural use and therefore it is anticipated that the low end of the range figure of £12,500 would be appropriate. Further to this would be a need to allow a premium for a willing landowner to come forward to sell their land where the site is in private ownership and not owned by Mansfield Council. With the low starting base for Greenfield sites, the required uplift to incentivise putting the site forward for residential use would typically be up to 10 to 20 times the EUV, in line with Keppie Massie's assumptions. However, where there is no permission or likelihood for residential uses, and given the lower value alternative use for GT,T&TSP provision, then an appropriate incentive is assumed at the minimum level, in line with the PPG guidance, which has been taken as 10 times the base value.
- 3.51 The likely value for Brownfield sites identified for GTT&SP uses have also been reviewed. None of the identified brownfield sites have active uses on them since they tend to either be cleared or partly cleared sites. Also, none of the site look like they would be appropriate to the market for employment uses since they look to have been vacant for some time. Therefore, it is anticipated that the low end of the range figure identified by Keppie Massie will be appropriate, which is £247,000 per hectare. Further to this would be a need to allow a premium for a willing landowner to come forward to sell their land for an alternative use, which Keppie Massie assume to be 1.16 times the base value.
- 3.52 Where sites require a compulsory purchase order because they are not able to be purchased at this price EUV+ price due to the lack of a willing land seller, then the same EUV+ land value might be expected based on purchasing the site at its existing use value plus the additional legal and compensation costs within through the CPO process.
- 3.53 Some of the 17 sites have planning permission for residential units on them. Consequently, their existing use value should reflect the alternative use of residential land value. Typically, residential uses tend to have higher land values, as they generally are in neighbouring districts, although in Mansfield this is not particularly the case. There is no up to date information on the value for residential uses, as such, reference has instead been made to the MHCLG land value estimates for policy appraisal (2017) figure for residential uses in Mansfield, which is £955,000 per ha. Similarly for the sites with existing Travelling Showpeople using them, such as Site Ref 286 (Land at Longster Lane, also referred to as

the Disused Electricity Sub Station site), the value of the site has been estimated in its existing use from auction sites for Gypsy and Traveller sites, which based on recent work for a site in East Devon¹, were found to be around £40,000 to £60,000 per pitch.

3.54 Based on this analysis, the following benchmark land value per net hectare (to enable comparisons) using EUV+ assumptions are tested:

- Council owned Greenfield sites = £125,000 per net ha
- Non-council owned Greenfield sites = £250,000 per net ha
- Brownfield sites = £287,100 per net ha
- Sites with TSP provision = £450,000 per ha
- Sites with residential pp = £955,000 per ha

3.55 The viability assessment findings of each site have been undertaken, providing a high-level assessment and outline of any anticipated risks to the Mansfield site delivery. These are reported in section 4.

¹ East Devon District Council CIL Review and Cranbrook Plan DPD Technical Annexes, Annex C Gypsy and Traveller Site Values, prepared by Three Dragons with Ward Williams Associates (January 2019).

4.0 SITE FEASIBILITY AND VIABILITY

Introduction

4.1 This study has focused on testing the sites for the three uses of:

- Gypsy and Traveller Pitches, 1 site for 3 pitches (minimum site size 0.15ha);
- Transit Site / Emergency Stopping Place, for 15 caravans and associated vehicles (minimum site size 0.375ha); and
- Travelling Showpeople Site, with a minimum site size 0.38ha.

Feasibility

4.2 In respect of the site feasibility assessment, all 17 sites were assessed and full proformas writes up have been produced at **Appendix 2**.

4.3 All sites have been assessed for all three uses, to establish which uses are potentially suitable. These results were shared with the viability consultants and only potentially feasible sites assessed.

Feasibility Findings

4.4 Overall the feasibility assessment broadly identified the 17 sites within 3 categories:

- Potentially feasible sites with potential availability;
- Unfeasible sites, and
- Potentially feasible sites without availability

Potentially feasible sites with potential availability

4.5 The feasibility assessment demonstrates that one site has a willing landowner for use as a Travelling Showpeople site (see **Appendix 6** for comments from landowners on site availability, provided in response to the Council's request):

- Site 286: Disused Electricity Sub Station,

4.6 This is a continuation of the existing (currently unauthorised) use of the site. Only this site is considered feasible at this time and only for Travelling Showpeople use. The feasibility

assessment also identified that three Council owned sites are potentially feasible and potentially available, but require a decision of the Council to enable them to be brought forward for their feasible uses, these are:

- Site 223: Priory Road Allotments
- Site 230: Land Adj Common Lane
- Site 231: Land Adj Common Lane 2

Unfeasible sites

4.7 The assessment has identified that two sites have been assessed as not being feasible for any of the above uses.

- Site 46: Land at Debdale Lane / Burlington Drive; and
- Site 66: Harrop White Road Allotments

Table 4: Sites not considered feasible for any uses

Ref	Site Name	Reasons why the site is not considered to be feasible
46	Land at Debdale Lane / Burlington Drive	<p>This site is unlikely to be considered appropriate for residential use due to the presence of the powerlines crossing the site and therefore there would be a need to secure additional land to buffer any site and ensure suitable access underneath the powerlines can be achieved.</p> <p>Access is via a private road / third party land; ownership and access rights will need to be established prior to progressing this site further, to ensure access can be provided. The access route currently provides access to a block of disused garages.</p> <p>Development on this site would need to accord with emerging Local Plan policies, IN2: Strategic Green Infrastructure, with regard to its potential impacts on Green Infrastructure and the Landscape and S5: Development in the Countryside, with regard to its potential impact on best and most versatile agricultural land. Policy S5 states that development will be supported where it, <i>inter alia</i>, avoids the best and most versatile agricultural plan where possible.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. The Council could purchase the site and access route, e.g. through the</p>

		<p>use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. However, the site is unlikely to be considered appropriate for residential use due to the presence of the powerlines crossing the site and therefore the need to secure additional land to buffer any site and ensure suitable access underneath the powerlines can be achieved.</p> <p>Given the constrained nature of the access to the site and the presence of the powerlines crossing the sites, it is not considered to be a feasible site, as such no viability assessment is to be undertaken.</p>
66	Harrop White Road Allotments	<p>The road network has been assessed as not being suitable for any use, as such the development of the site is not feasible based on this assessment.</p> <p>A new access would need to be created via third party land, ownership and access rights will need to be established, to ensure access could be provided.</p> <p>The site has not been confirmed as being available (although it could be compulsorily purchased by the Council), and it is not large enough to accommodate the needs for the transit/emergency stopping site or travelling showpeople.</p> <p>Given the unsuitable nature of the road network and the need to acquire land to access the site, it is not considered to be a feasible site for a permanent G&T use, as such no viability assessment is to be undertaken.</p>

4.8 These two sites have not therefore been subject to viability assessment. Only 15 sites have been carried forward for viability testing.

Potentially feasible sites without availability

4.9 The remaining sites are all potentially feasible to differing degrees, but have no confirmed availability. The landowners of these sites have been contacted by the Council and have either not replied to indicate an interest in developing their sites for this use or have specific indicated that they are not interested in developing their sites for this use (see **Appendix 6**).

4.10 The Council have resolved to use its powers to purchase a site, such as using a Compulsory Purchase Order to acquire site(s), to allow them to be made available for GT &TSP use. However, in accordance with the national planning policy², these sites are not considered potentially available at this time. All potentially feasible sites are set out in Table 5.

² Footnote 4 of Planning Policy for Traveller Sites, CLG, 2015

Table 5: Feasibility Conclusions

Ref	Site Name	If proven to be feasible, the site could be suitable for:	Feasibility Conclusions (summary of the detailed site proformas, presented in Appendix 2)
3	Land at Spencer Street	*G&T Permanent *Transit/emergency stopping *TSP Permanent	<p>If parking restrictions are put in place, then the site could be utilised for Permanent Gypsy and Traveller or Travelling Showpeople use.</p> <p>Currently the development of the site for GT, T&TSP uses is not feasible based on this assessment as the site has not been confirmed as being available by the current landowner. There is a live application for a care home and residential units, awaiting Council decision. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for these uses.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
4	Land astride Victoria Street	*G&T Permanent *Transit/emergency stopping	<p>The access to the site is not suitable for HGV movements associated with travelling showpeople use and is therefore not feasible for this use.</p> <p>Currently the development of the site for permanent G&T or transit/emergency stopping uses is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>

8	Former Sherwood Hall School	<p>*G&T Permanent</p> <p>*Transit/emergency stopping</p> <p>*TSP Permanent</p>	<p>Northern access is via a private road / third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure a suitable access can be provided.</p> <p>Southern access is via third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure access can be provided.</p> <p>The development of the site would need to accord with emerging Local Plan policy, IN2: Strategic Green Infrastructure.</p> <p>The southern access and area of the site is subject to higher surface water flood risk, an appropriate drainage solution would need to be provided if this area of the site is developed.</p> <p>The Council may wish to discuss development and ownership options with the current landowner, the County Council, as the site has currently not been confirmed as being available for these uses.</p> <p>It is understood that the Council could purchase the site and the southern access route (if required), e.g. through the use of a CPO, to enable it to be brought forward for this use and enable access onto the site via this route.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
42	Land at Former Railway Station	<p>*G&T Permanent</p> <p>*Transit/emergency stopping</p> <p>*TSP Permanent</p>	<p>Subject to detailed design the site access could be adequate to allow for use. Consideration should be given to appropriate design that would allow for the reopening of the train station (in accordance with the emerging Local Plan safeguarding policy, Policy IN8) as there is likely to be a need for a shared access route.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has been confirmed as not available for this use by the landowner, Network Rail. The Council could pursue further discussions with the landowner to see if a suitable mix of development can be achieved to enable this site to be delivered.</p>

			<p>It is understood that the Council could purchase the site, e.g. through the use of a CPO, to enable it to be brought forward for this use.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
44	Land off Baums Lane	*G&T Permanent	<p>The site is not large enough to accommodate the needs for the transit/emergency stopping site or travelling showpeople, it is not feasible for these uses.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. If development is brought forward on this site, then it will need to be supported with an appropriate drainage strategy.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
53	Land between Old Mill Lane & New Mill Lane	*G&T Permanent	<p>The access to the site, through the private park home and touring site, is not suitable for HGV/vehicle movements associated with travelling showpeople use or by transit/emergency stopping use and is therefore not feasible for these uses.</p> <p>The access is via a private road / third party land, ownership and access rights will need to be established prior to progressing this site further, to ensure access can be achieved.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. However, there would still need to be agreement to use the existing road through the park home estate to access the site.</p>

			Assessment considerations set out in the detailed site proformas are considered in the viability assessment.
57	Land off Mansfield Road, Spion Kop (adj The Gables)	<p>*G&T Permanent</p> <p>*Transit/emergency stopping</p> <p>*TSP Permanent</p>	<p>This site has planning permission for residential (bricks and mortar) development which is being pursued, therefore this may prevent use for GT, T&TSP development. A new site access is required.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has been confirmed as not available for this use by the landowner. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
60	Land off Ley Lane	<p>*G&T Permanent</p> <p>*Transit/emergency stopping</p> <p>*TSP Permanent</p>	<p>This site is a proposed housing allocation in the emerging Local Plan, for 14 new homes. Gypsy and Traveller and Travelling Showpeople use would not accord with this policy.</p> <p>The site is in a Conservation Area and therefore future use would need to consider this status.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. However, due to the planning history and historic use the Council may consider it inappropriate to purchase this particular site for these uses.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
64	Pheasant Hill and Highfield Close	*G&T Permanent	The access to the site is not suitable for HGV/vehicle movements associated with travelling showpeople use or by transit/emergency stopping use and is therefore not feasible for these uses.

			<p>Access is via a private road / third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure access can be achieved.</p> <p>The access road to the site is narrow and would benefit from widening to ensure larger mobile units can access the site (this would require third party land).</p> <p>The development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site and any additional land needed for road widening, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
88	Land off Chesterfield Road	*G&T Permanent	<p>The access to the site is not suitable for HGV/vehicle movements associated with Travelling Showpeople and Transit/emergency stopping uses and is therefore not feasible for these uses. The access road would require surfacing.</p> <p>Access is via a private road / third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure access can be provided.</p> <p>The development of the site would need to accord with emerging Local Plan policy S5: Development in the Countryside, with regard to its potential impact on best and most versatile agricultural land. Policy S5 states that development will be supported where it, <i>inter alia</i>, avoids the best and most versatile agricultural plan where possible.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site and access, e.g. through the use of a CPO, to bring the site and access into public ownership and enable it to be brought forward for this use.</p>

			Assessment considerations set out in the detailed site proformas are considered in the viability assessment.
210	Former Meden Vale Village Hall	*G&T Permanent	<p>The site is not large enough to accommodate the needs for the transit/emergency stopping site or travelling showpeople.</p> <p>The current access to the site (not in the site boundary) is not suitable for HGV movements associated with travelling showpeople use and is therefore not feasible for this use. A new access directly off Elksey Road would be needed.</p> <p>The development of the site would need to accord with emerging Local Plan policies, IN2: Strategic Green Infrastructure, with regard to its impact on Green Infrastructure and IN3: Protection of community open space and outdoor sports provision, with regard to the loss of provision (noting that the site area and currently disused village hall does not form part of the wider open space neighbouring the site). As the disused village hall is a previous community building, emerging policy IN7: Local shops, community and cultural facilities, would need to be accorded with.</p> <p>Currently the development of the site is not feasible for G&T permanent use based on this assessment, as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
223	Priory Road Allotments	<p>*G&T Permanent</p> <p>*Transit/emergency stopping</p> <p>*TSP Permanent</p>	<p>If accessed directly off the A6075 then all uses could be considered (the existing access off Newcastle Street is not suitable).</p> <p>The development of the site would need to accord with emerging Local Plan policy IN5: Allotments.</p>

			<p>Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. Officers have provided feedback regarding its potential use. A Council decision is required to confirm its availability for these uses.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
230	Land Adj Common Lane	<p>*G&T Permanent</p> <p>*Transit/emergency stopping</p> <p>*TSP Permanent</p>	<p>The road network to access the site is currently not suitable, given the restricted access via a low bridge. Another access route avoiding the low bridge would need to be secured, or greater clearance underneath the bridge proven for this site to be considered feasible.</p> <p>Currently development of the site is not feasible based on this assessment, for reasons of availability and access. Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. Officers have provided feedback regarding its potential use. A Council decision is required to confirm its availability for these uses.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>

231	Land Adj Common Lane 2	<p>*G&T Permanent</p> <p>*Transit/emergency stopping</p> <p>*TSP Permanent</p>	<p>Access is via a private road / third party land, ownership and access rights will need to be established prior to progressing this site further, to ensure access can be provided.</p> <p>The road network to access the site is currently not suitable, given the restricted access via a low bridge. Another access route avoiding the low bridge would need to be secured, or greater clearance underneath the bridge proven.</p> <p>Currently development of the site for GT, T&TSP uses is not feasible based on this assessment, for reasons of availability and access. Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. Officers have provided feedback regarding its potential use. A Council decision is required to confirm its availability for these uses.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
286	Disused Electricity Sub Station	<p>*G&T Permanent</p> <p>*Transit/emergency stopping</p> <p>*TSP Permanent</p>	<p>The development of the site is feasible for Travelling Showpeople use based on this assessment and has as a willing landowner for this use. This site is currently being used a Travelling Showpeople site and planning permission has been applied for this change of use. The Environment Agency have highlighted the need for a condition that: <i>development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water drainage has been submitted to, and approved by the Local Planning Authority, and the scheme shall be implemented as approved.</i></p> <p>This is likely to require a greater level of hard standing than usually required.</p> <p>The EA have also requested a further condition, as follows in relation to contamination: <i>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</i></p>

			<p>Currently development of the site for G&T Permanent and Transit/emergency stopping uses is not feasible based on this assessment as the site has not been confirmed as being available for these uses. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for these uses.</p> <p>Assessment considerations set out in the detailed site proformas are considered in the viability assessment.</p>
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4.11 Some sites in Table 5 have a greater number of the feasibility considerations to address to demonstrate that they are actually feasible sites. The following table provides a summary of these considerations. These considerations do not result in the sites being discounted entirely but need to be addressed to demonstrate they are suitable sites. It should be noted that some potential uses have other specific issues related to them and there are other cost factors that have arisen from the feasibility assessment, these have been factored into the viability assessments, reported further below.

Table 6: Summary of feasibility considerations to be addressed

Ref	Site Name	Requirement to satisfy emerging Local Plan Policies	Access on to the site to be established	Site owners have indicated support for these uses
3	Land at Spencer Street			
4	Land astride Victoria Street			
8	Former Sherwood Hall School	✓	✓	
42	Land at Former Railway Station	✓		
44	Land off Baums Lane			
53	Land between Old Mill Lane & New Mill Lane		✓	
57	Land off Mansfield Road, Spion Kop (adj The Gables)		New site access required	
60	Land off Ley Lane	✓		
64	Pheasant Hill and Highfield Close		✓	
88	Land off Chesterfield Road	✓	✓	
210	Former Meden Vale Village Hall	✓	New site access required	
223	Priory Road Allotments	✓	New site access required	Owned by the Council
230	Land Adj Common Lane		✓	Owned by the Council
231	Land Adj Common Lane 2		✓	Owned by the Council
286	Disused Electricity Sub Station			✓*

*The site owners of 286 have indicated their support for Travelling Showpeople use only.

Viability Assessment Findings

- 4.12 Following the feasibility assessment, 15 of the Council's 17 potentially suitable sites have been subjected to a high-level assessment using the approach and data inputs outlined in **section 3** of this report. PorterPE Ltd have undertaken the 15 site viability assessments taking account of the outputs from the site feasibility assessment, summarised above and reported in full at **Appendix 2**. The viability assessments for the 15 sites have been produced in **Appendix 3**.
- 4.13 It is important to note that this document is a theoretical exercise and is for informing and not for setting policy or land allocation. Other evidence needs to be carefully considered before land allocations are made and policy is set.
- 4.14 An outline development appraisal has been produced for each of the 15 sites based on current values, yields and development costs and concluded that the speculative development produces a negative land value. **Table 7.1 to Table 7.4** summarise the viability results from testing the 15 sites being identified in DLP's feasibility study as being suitable for use as a G&T permanent site with three pitches, a transit site/emergency stopping place for up to 15 caravans and Traveller Showpeople yard. For ease of site and use identification an additional letter has been added to the site references as follows, this corresponds with **Appendix 3**:
- Aq- Gypsy and Traveller Permanent Site
 - Bq- Transit Site
 - Cq- Emergency Stopping Place
 - Dq- Travelling Showpeople Site
- 4.15 DLP Planning and Porter PE would note that due to the low benchmark development value of Gypsy and Traveller and Travelling Showpeople uses, high level viability testing generally indicates a lack of viability. It is important to note that high level viability testing does not reflect the individual circumstances of the site or developer, return of members of the travelling community, or the District Council to meet accommodation needs. The viability testing contained in this report simply provides a relative assessment of sites to identify which

sites are subject to delivery constraints that have a greater impact on site viability and therefore delivery.

4.16 The following tables summarise the individual site appraisals in terms of their residual land value (RLV), benchmark land value (BLV) and headroom, if any exists. These three terms are defined as follows:

- 'Residual land value' identifies how much value is left over after the cost of developing the site/buildings is deducted from the potential sales value of the completed site/buildings. The purchase of the land is deducted from this sum.
- Benchmark land value is the existing use value (EUV) of the site with a suitable minimum premium (i.e. EUV+) to the landowner to incentivise them in bringing forward a site for GT, T&TSP development. If the residual land value is higher than the benchmark land value, then the site is considered viable. If it is lower, then the site is identified as being unviable and therefore may require funding to bring it forward.
- Headroom identifies the difference in value by subtracting the BLV from the RLV. If this was to be positive, then there is further uplift in land value that can be captured by the landowner or planning authority for meeting planning obligations. Where this is negative, as is the case for all the sites, then the site is considered unviable and may require external funding to bring it forward.

Table 7.1 Viability for a G&T Permanent site based on need area

ID	Site	Residual Land Value	Benchmark Land Value	Headroom
3A	Land at Spencer Street	-£129,972	£43,065	-£173,037
4A	Land astride Victoria Street	-£152,472	£43,065	-£195,537
8A	Former Sherwood Hall School	-£129,972	£18,750	-£148,722
42A	Land at Former Railway Station	-£152,472	£43,065	-£195,537
44A	Land off Baums Lane	-£164,972	£43,065	-£208,037
53A	Land between Old Mill Lane & New Mill Lane	-£215,472	£37,500	-£252,972
57A	Land off Mansfield Road, Spion Kop (adj The Gables)	-£112,472	£143,250	-£255,722
60A	Land off Ley Lane	-£92,472	£143,250	-£235,722
64A	Pheasant Hill and Highfield Close	-£139,472	£37,500	-£176,972
88A	Land off Chesterfield Road	-£216,472	£37,500	-£253,972
210A	Former Meden Vale Village Hall	-£152,472	£43,065	-£195,537
223A	Priory Road Allotments	-£103,472	£18,750	-£122,222
230A	Land Adj Common Lane	-£196,472	£18,750	-£215,222
231A	Land Adj Common Lane 2	-£193,472	£18,750	-£212,222
286A	Disused Electricity Sub Station	-£102,472	£59,250	-£161,722

Table 7.2 Viability for a Transit site based on need area

ID	Site	Residual Land Value	Benchmark Land Value	Headroom
3B1	Land at Spencer Street	-£327,910	£107,663	-£435,573
4B1	Land astride Victoria Street	-£384,160	£107,663	-£491,823
8B1	Former Sherwood Hall School	-£327,910	£46,875	-£374,785
42B1	Land at Former Railway Station	-£384,160	£107,663	-£491,823
57B1	Land off Mansfield Road, Spion Kop (adj The Gables)	-£276,660	£358,125	-£634,785
60B1	Land off Ley Lane	-£256,660	£358,125	-£614,785
223B1	Priory Road Allotments	-£267,660	£46,875	-£314,535
230B1	Land Adj Common Lane	-£360,660	£46,875	-£407,535
231B1	Land Adj Common Lane 2	-£357,660	£46,875	-£404,535
286B1	Disused Electricity Sub Station	-£266,660	£148,125	-£414,785

Table 7.3 Viability for an emergency stopping site based on need area

ID	Site	Residual Land Value	Benchmark Land Value	Headroom
3B2	Land at Spencer Street	-£108,373	£107,663	-£216,036
4B2	Land astride Victoria Street	-£164,623	£107,663	-£272,286
8B2	Former Sherwood Hall School	-£108,373	£46,875	-£155,248
42B2	Land at Former Railway Station	-£164,623	£107,663	-£272,286
57B2	Land off Mansfield Road, Spion Kop (adj The Gables)	-£57,123	£358,125	-£415,248
60B2	Land off Ley Lane	-£37,123	£358,125	-£395,248
223B2	Priory Road Allotments	-£48,123	£46,875	-£94,998
230B2	Land Adj Common Lane	-£141,123	£46,875	-£187,998
231B2	Land Adj Common Lane 2	-£138,123	£46,875	-£184,998
286B2	Disused Electricity Sub Station	-£51,595	£148,125	-£199,720

Table 7.4 Viability for a Travelling Showpeople site based on need area

ID	Site	Residual Land Value	Benchmark Land Value	Headroom
3C	Land at Spencer Street	-£166,178	£109,098	-£275,276
8C	Former Sherwood Hall School	-£166,178	£47,500	-£213,678
42C	Land at Former Railway Station	-£223,178	£109,098	-£332,276
57C	Land off Mansfield Road, Spion Kop (adj The Gables)	-£114,178	£362,900	-£477,078
60C	Land off Ley Lane	-£94,178	£362,900	-£457,078
223C	Priory Road Allotments	-£105,178	£47,500	-£152,678
230C	Land Adj Common Lane	-£198,178	£47,500	-£245,678
231C	Land Adj Common Lane 2	-£195,178	£47,500	-£242,678
286C	Disused Electricity Sub Station	-£104,178	£150,100	-£254,278

- 4.17 The findings show that none of the sites are able to deliver viable GTT&TSP sites since the residual land value that they achieve by deducting the development costs from the development value is negative. In this regard, there is a negative value attributed to the land, and this would need to be met by the developer along with the purchase of the land based on the benchmark land values.
- 4.18 It is unlikely that changes in market conditions would significantly improve this and therefore the Council or site developer would have to decide if they would be able to facilitate delivery of the sites through subsidy to meet accommodation needs.
- 4.19 Whilst the viability headroom for site 286C (Disused Electricity Sub Station) for use as a Travelling Showpeople site is rated as the 5th least costly, it should be noted that this is already an existing site, albeit does not have planning permission currently. The landowners are willing and therefore the site would not need to be purchased for this use. It is therefore likely to be the least costly to deliver a site with planning permission.

Viability Conclusion

4.20 Based on the results, the following sites offer the least costly site for delivering a G&T site with three permanent pitches:

- 223A Priory Road Allotments
- 8A Former Sherwood Hall School
- 286A Disused Electricity Sub Station
- 3A Land at Spencer Street
- 64A Pheasant Hill and Highfield Close

4.21 The following sites offer the least costly site for delivering a G&T transit/emergency stopping site for up to 15 caravans:

- 223B1/B2 Priory Road Allotments
- 8B1/B2 Former Sherwood Hall School
- 231B1/B2 Land Adj Common Lane 2
- 230B1/B2 Land Adj Common Lane
- 286B1/B2 Disused Electricity Sub Station

4.22 The following sites offer the least costly site for delivering a single Traveller Showpeople site:

- 223C Priory Road Allotments
- 8C Former Sherwood Hall School
- 231C Land Adj Common Lane 2
- 230C Land Adj Common Lane
- 286C Disused Electricity Sub Station (please note this is an existing site and is likely to be the least costly to deliver a site with planning permission).



5.0 SITE CONCLUSIONS AND RECOMMENDATIONS

Site Conclusions

- 5.1 Table 8 draws together the summary conclusions of the feasibility and viability assessments, highlighting the viability ranking for each of the potentially suitable uses, if proven to be feasible. The viability ranking is scored with 1 being the least costly to deliver. Matters set out in the detailed site proformas (**Appendix 2**) for each site will need to be considered by the Council in taking any site forward.

Table 8: Site Conclusions

Ref	Site Name	Summary of feasibility considerations	Viability Ranking		
			G&T	Transit / Emergency Stopping Place	TSP
3	Land at Spencer Street	<p>If parking restrictions are put in place, then the site could be utilised for Permanent Gypsy and Traveller or Travelling Showpeople use. The Council will need to discuss this with the highway authority.</p> <p>Currently the development of the site for GT, T&TSP uses is not feasible based on this assessment as the site has not been confirmed as being available by the current landowner. There is a live application for a care home and residential units, awaiting Council decision. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for these uses.</p>	4	6	6
4	Land astride Victoria Street	<p>Currently the development of the site for permanent G&T or transit/emergency stopping uses is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.</p>	=6	7	N/A
8	Former Sherwood Hall School	<p>Northern access is via a private road / third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure a suitable access can be provided.</p>	2	2	2

		<p>Southern access is via third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure access can be provided.</p> <p>The development of the site would need to accord with emerging Local Plan policy, IN2: Strategic Green Infrastructure.</p> <p>The southern access and area of the site is subject to higher surface water flood risk, an appropriate drainage solution would need to be provided if this area of the site is developed.</p> <p>The Council may wish to discuss development and ownership options with the current landowner, the County Council, as the site has currently not been confirmed as being available for these uses.</p> <p>It is understood that the Council could purchase the site and the southern access route (if required), e.g. through the use of a CPO, to enable it to be brought forward for this use and enable access onto the site via this route.</p>			
42	Land at Former Railway Station	<p>Subject to detailed design the site access could be adequate to allow for use. Consideration should be given to appropriate design that would allow for the reopening of the train station (in accordance with the emerging Local Plan safeguarding policy, Policy IN8) as there is likely to be a need for a shared access route.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has been confirmed as not available for this use by the landowner, Network Rail. The Council could pursue further discussions with the landowner to see if a suitable mix of development can be achieved to enable this site to be delivered.</p> <p>It is understood that the Council could purchase the site, e.g. through the use of a CPO, to enable it to be brought forward for this use.</p>	=6	8	7

44	Land off Baums Lane	Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. If development is brought forward on this site, then it will need to be supported with an appropriate drainage strategy.	9	N/A	N/A
53	Land between Old Mill Lane & New Mill Lane	The access is via a private road / third party land, ownership and access rights will need to be established prior to progressing this site further, to ensure access can be achieved. Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. However, there would still need to be agreement to use the existing road through the park home estate to access the site.	13	N/A	N/A
57	Land off Mansfield Road, Spion Kop (adj The Gables)	This site has planning permission for residential (bricks and mortar) development which is being pursued, therefore this may prevent use for GT, T&TSP development. A new site access is required. Currently the development of the site is not feasible based on this assessment as the site has been confirmed as not available for this use by the landowner. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.	15	10	9
60	Land off Ley Lane	This site is a proposed housing allocation in the emerging Local Plan, for 14 new homes. Gypsy and Traveller and Travelling Showpeople use would not accord with this policy.	12	9	8

		<p>The site is in a Conservation Area and therefore future use would need to consider this status.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. However, due to the planning history and historic use the Council may consider it inappropriate to purchase this particular site for these uses.</p>			
64	Pheasant Hill and Highfield Close	<p>Access is via a private road / third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure access can be achieved.</p> <p>The access road to the site is narrow and would benefit from widening to ensure larger mobile units can access the site (this would require third party land).</p> <p>The development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site and any additional land needed for road widening, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.</p>	5	N/A	N/A
88	Land off Chesterfield Road	<p>Access is via a private road / third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure access can be provided. The access road would require surfacing.</p> <p>The development of the site would need to accord with emerging Local Plan policy S5: Development in the Countryside, with regard to its potential impact on best and most versatile agricultural land. Policy S5 states that development will be</p>	14	N/A	N/A

		<p>supported where it, <i>inter alia</i>, avoids the best and most versatile agricultural plan where possible.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site and access, e.g. through the use of a CPO, to bring the site and access into public ownership and enable it to be brought forward for this use.</p>			
210	Former Meden Vale Village Hall	<p>The current access to the site (not in the site boundary) is not suitable for HGV movements. A new access directly off Elksey Road would be needed.</p> <p>The development of the site would need to accord with emerging Local Plan policies, IN2: Strategic Green Infrastructure, with regard to its impact on Green Infrastructure and IN3: Protection of community open space and outdoor sports provision, with regard to the loss of provision (noting that the site area and currently disused village hall does not form part of the wider open space neighbouring the site). As the disused village hall is a previous community building, emerging policy IN7: Local shops, community and cultural facilities, would need to be accorded with.</p> <p>Currently the development of the site is not feasible for G&T permanent use based on this assessment, as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.</p>	=6	N/A	N/A
223	Priory Road Allotments	<p>If accessed directly off the A6075 then all uses could be considered (the existing access off Newcastle Street is not suitable).</p>	1	1	1

		<p>The development of the site would need to accord with emerging Local Plan policy IN5: Allotments.</p> <p>Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. Officers have provided feedback regarding its potential use. A Council decision is required to confirm its availability for these uses.</p>			
230	Land Adj Common Lane	<p>The road network to access the site is currently not suitable, given the restricted access via a low bridge. Another access route avoiding the low bridge would need to be secured, or greater clearance underneath the bridge proven for this site to be considered feasible. The Council may wish to commission further work to investigate this.</p> <p>Currently development of the site is not feasible based on this assessment, for reasons of availability and access. Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. Officers have provided feedback regarding its potential use. A Council decision is required to confirm its availability for these uses.</p>	11	4	4

231	Land Adj Common Lane 2	<p>Access is via a private road / third party land, ownership and access rights will need to be established prior to progressing this site further, to ensure access can be provided.</p> <p>The road network to access the site is currently not suitable, given the restricted access via a low bridge. Another access route avoiding the low bridge would need to be secured, or greater clearance underneath the bridge proven. The Council may wish to commission further work to investigate this.</p> <p>Currently development of the site for GT, T&TSP uses is not feasible based on this assessment, for reasons of availability and access. Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. Officers have provided feedback regarding its potential use. A Council decision is required to confirm its availability for these uses.</p>	10	3	3
286	Disused Electricity Sub Station	<p>The development of the site is feasible for Travelling Showpeople use based on this assessment and has as a willing landowner for this use. This site is currently being used as a Travelling Showpeople site and a planning application has been submitted for this change of use. The Environment Agency have highlighted the need for a condition that: <i>development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water drainage has been submitted to, and approved by the Local Planning Authority, and the scheme shall be implemented as approved.</i></p> <p>This is likely to require a greater level of hard standing than usually required.</p> <p>The EA have also requested a further condition, as follows in relation to contamination: <i>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been</i></p>	3	5	5

		<p><i>submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.</i></p> <p>Currently development of the site for G&T Permanent and Transit/emergency stopping uses is not feasible based on this assessment as the site has not been confirmed as being available for these uses. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for these uses.</p>			
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5.2 Table 9 highlights the type of uses that represent the 5 least costly sites for those use. The Council may wish to pursue these in the first instance; however the highlighted feasibility considerations from Table 8 will need to be addressed and therefore other sites from Table 8 above may need to be taken forward. The types of use identified represent the 5 least costly sites to deliver those uses.

Table 9: The 5 least costly sites by type of use (if proven to be feasible)

Least costly ranking	*G&T Permanent	*Transit/emergency stopping	*TSP Permanent
1	Site 223 Priory Road Allotments	Site 223 Priory Road Allotments	Site 223 Priory Road Allotments
2	Site 8 Former Sherwood Hall School	Site 8 Former Sherwood Hall School	Site 8 Former Sherwood Hall School
3	Site 286 Disused Electricity Sub Station	Site 231 Land Adj Common Lane 2	Site 231 Land Adj Common Lane 2
4	Site 3 Land at Spencer Street	Site 230 Land Adj Common Lane	Site 230 Land Adj Common Lane
5	Site 64 Pheasant Hill and Highfield Close	Site 286 Disused Electricity Sub Station	Site 286 Disused Electricity Sub Station

5.3 The above sites are those which are potentially the least costly to deliver for the identified uses. They are affected by a range of feasibility factors, including availability, but are nonetheless considered to be the most appropriate to investigate further in the first instance from the Council's 17 potentially suitable sites.

5.4 There are a number of issues that remain to be resolved on these sites in order to demonstrate that as potential allocations they meet the requirements of CLG's 2015 Planning Policy for Traveller Sites (PPTS) definition of deliverable sites required of Local Plans. The following definition of deliverable sites is contained in footnote 4 of the PPTS (our emphasis added):

'To be considered deliverable, sites should be available now, offer a suitable location for development, and be achievable with a realistic prospect that development will be delivered on the site within five years. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within 5 years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.'

- 5.5 The Council should seek to address these outstanding feasibility considerations to ensure the Development Plan Document is capable of being found sound through the independent Examination process. The Council is advised that in order to demonstrate a site is available now they should be confident that they have secured it for the proposed use, either through agreement with the landowner or through being the landowner themselves, having completed any process to become the site landowner ideally prior to the Regulation 19 consultation on the proposed submission version of the Development Plan Document.
- 5.6 Where the use of a site has been secured a planning application may be progressed in advance of the DPD process. The effect of this could be twofold;
1. Aid demonstrating deliverability in accordance with the PPTS; and
 2. If planning permission is granted and implementable, this would negate the need for the DPD to allocate further sites for that use as those needs are capable of being met. If needs are capable of being fully met on sites with planning permission, then there may not be a need to progress the DPD further at that stage.

Recommendations

- 5.7 Consideration should also be given to following recommendations:

	Recommendations
1)	Continued engagement with existing site landowners - keeping them informed of the DPD process and explore opportunities for delivery.
2)	Understanding the need - continue to liaise with those in need. As this can inform the delivery model.

3)	<p>Consideration of delivery models to inform progression of sites.</p> <p><u>Typically:</u></p> <p>G&T permanent sites as private or publicly owned</p> <p>Transit/emergency stopping sites as publicly owned, but may not be managed by the Council</p> <p>TSP sites usually as private sites.</p> <p>Please also see recommendation 4 below.</p>
4)	<p>Liaison with social housing providers to seek views on delivery and management of new public sites.</p>
5)	<p>Revisit public landholdings, to assess any change in circumstance, which would result in other potentially suitable sites being identified.</p>
6)	<p>Be aware to any potential new sites that are promoted.</p>
7)	<p>Councillor / executive member review of sites prior to public consultation.</p>
8)	<p>Continue liaison with neighbouring LPAs regarding site provision/Duty to Cooperate, in particular new transit/emergency stopping site provision.</p>
9)	<p>Continue to monitor unauthorised encampments . to inform transit site / emergency stopping place requirement.</p>
10)	<p>Give consideration to alternative forms of transit provision - emergency stopping places and / or negotiated stopping places.</p>
11)	<p>Review and apply for funding opportunities for site delivery. Currently:</p> <p>“ The New Homes Bonus . this can be used for the development of authorised Traveller site accommodation.</p> <p>“ Shared Ownership and Affordable Homes Programme 2016-21 - Grant funding for new Traveller pitches is available through the Shared Ownership and Affordable Homes Programme 2016-21</p>
12)	<p>Consideration of detailed site and access design. Commission specialist reports - landscape impact, seek County Council input on highways etc.</p>
13)	<p>Seek to address the feasibility matters, summarised in Table 8. The Council may wish to prioritise those sites listed in Table 9 in the first instance, drawing upon other sites in Table 8, if required. This includes securing sufficient sites to demonstrate they are available for use now and therefore deliverable in the next 5 years.</p>



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6.0 APPENDICES

Appendix 1: Site Distribution

Appendix 2: Feasibility Site Assessment Proformas.

Appendix 3: Site development viability appraisal

Appendix 4: Site Rents Values

Appendix 5: Site Development Costs

Appendix 6: Summary of landowner comments

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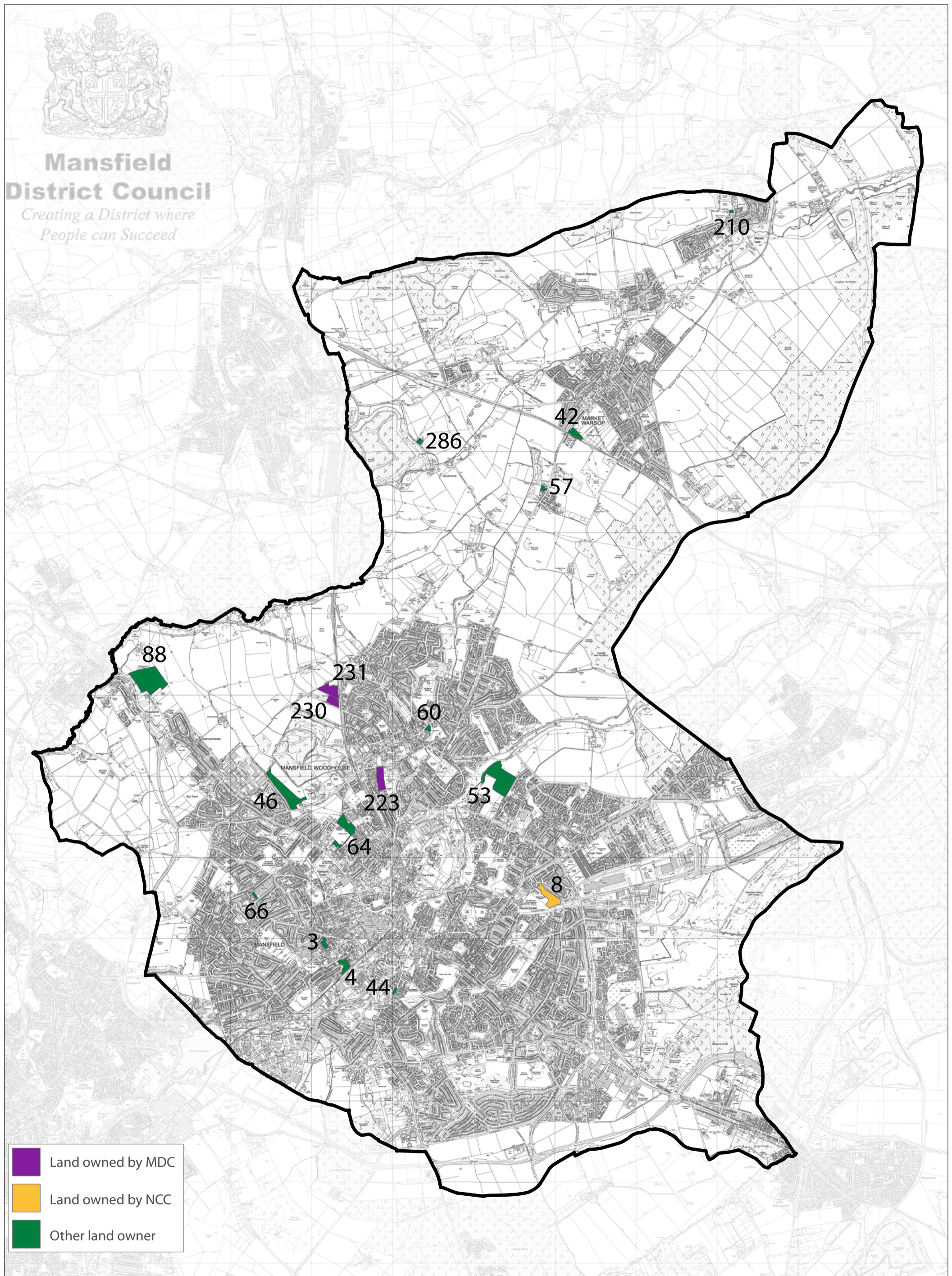
APPENDIX 1




MAP TO SHOW SITES ASSESSED



Mansfield District Council

*Creating a District where
People can Succeed*



-  Land owned by MDC
-  Land owned by NCC
-  Other land owner

APPENDIX 2























FEASIBILITY SITE ASSESSMENT PROFORMAS

Appendix 2 Feasibility Site Assessment Proformas

Appendix 2 contains the detailed Site Assessment Proformas for each of the 17 sites assessed.

Each proforma provides the site information; a copy of the initial assessment findings undertaken by Mansfield District Council; a description of the site; relevant planning history; directly relevant local planning policies; specialist officer consultation comments; the feasibility assessment findings; details of the availability of the site; delivery options; and a conclusion on the site.

The proformas also each contain a site plan, and site visit photos. The legend to be consulted for all site plans provided within Appendix 2 is as follows:

Legend for site plans			
	Potentially Suitable Site		Flood Zone 3
	Sub Site Area		Flood Zone 2
	Potential Access Points		Surface Water Flood 30 - High
	Mansfield District Boundary		Surface Water Flood 100 - Medium
	Settlement Boundaries		Surface Water Flood 1000 - Low
	Housing Allocations		
	Housing Commitments		
	Key and General Employment Areas		
	Transport Improvements		
	Local Nature Reserves		
	Community Open Space		
	Local Green Space Designations		
	Allotments		
	Strategic Green Infrastructure		
	Tree Preservation Order		
	Listed Buildings		
	Conservation Areas		

Site Proforma - Land at Spencer Street (Site Ref: 3)

Council Site Information

Site Information				
Location:	Land at Spencer Street	Settlement:	Mansfield	
Ref:	3	Ward	Ladybrook	
Site Size (ha):	0.68	Site Capacity (pitches / plots / sites)	G&T perm	13
			G&T transit	27
			TSP	3
Current use:	Vacant	Neighbouring uses:	Residential	
PDL/Greenfield	PDL	Location (Grid reference)	X	453157
			Y	360927

Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities/ critical infrastructure	Green	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Yellow	Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access	Yellow	Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Yellow	The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity & geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Red	Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape	Green	The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Green	The site is previously developed land.
16. Is there any potential for flood risk?	Yellow	All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.

Site Proforma - Land at Spencer Street (Site Ref: 3)

Site Assessment

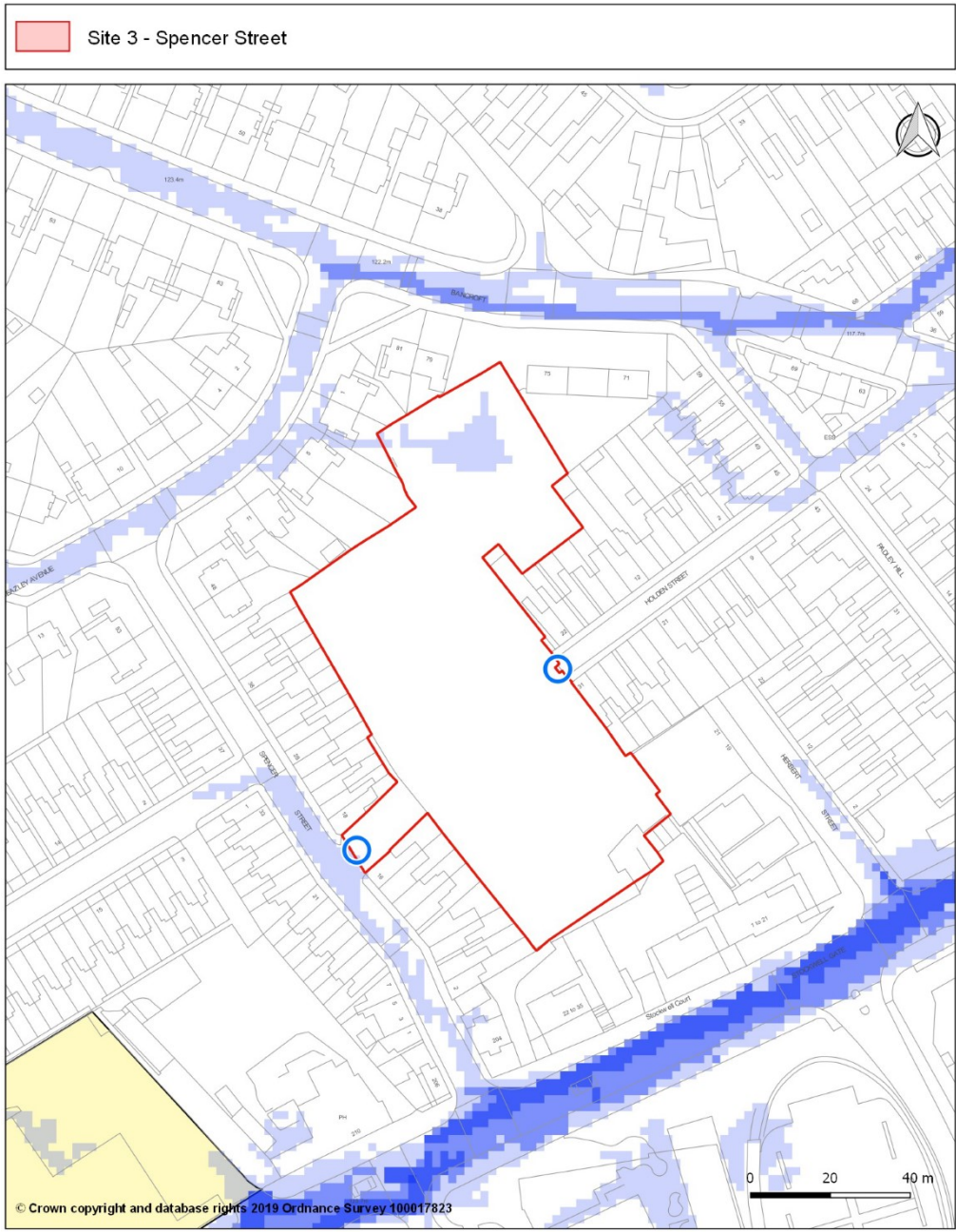
17. Would the topography constrain the development of the site?




The topography of the site does not constrain the development of the site.

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05.08.2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DU t 01179 058 850 f bristol@dpcconsultants.co.uk Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield
	SCALE 1:1,250 @ A4	DRWG NO. 3	Checked MS	
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO. NTTS161	REV.		
	DRWG TITLE Assessment Site 3			

Site Proforma - Land at Spencer Street (Site Ref: 3)

Site Ref	Site Name/Address	
3	Land at Spencer Street Spencer Street	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	0.68 ha
Description of the Site		
<p>This previously developed site has been cleared, and is surrounded by existing residential properties, it is therefore a suitable site for redevelopment. Proximity of the surrounding buildings will mean that any development will need to consider these relationships.</p>		
Planning History		
<p>2018/0764/FUL - proposed mixed use development comprising of a 69 no. bedroom care home and 11 no. residential units including associated works. UNDECIDED.</p>		
Local Plan Policies		
None applicable		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u></p> <p>Not likely to have an adverse impact upon designated heritage assets</p> <p>William IV PH (Non-designated heritage asset (NDHA)) located on Stockwell Gate, continuing on to the east of this, it is followed by a range of buildings lining Stockwell Gate. The NDHA was always separated from the site initially by a linear range of 3no. small out-buildings, with a further range of 4no. out-buildings located to the rear garden of a property on Stockwell Gate.</p> <p>Historically behind the NDHA and the buildings to Stockwell Gate it was predominantly open ground, laid out in the form a loose grid system with footpaths. The site also contains grid like footpath</p>		

Site Proforma - Land at Spencer Street (Site Ref: 3)

system to the south with a rough non-linear outline (this site in 1900 is recorded as 'Old Quarry'), this site also contained 5no. buildings clustered closely located to its far south, and 6no. smaller buildings staggered throughout, to the north the plots resembled long thin burgage plots with these also having 4no. substantial buildings to the east, 3no. to the north and a large 'L' building to the west also evident.

By 1900 more structures are to the north burgage plot area.

By 1919 Spencer Street had implemented and developed with a footpath connecting it to Holden Street (part developed by 1900, completed by 1919) which dissected the site. Range of buildings to the south now more linear in format and adjacent access to east implement, Lime Kiln Place, which points to this activity also functioned at the location. By 1956 this range of buildings has been extended, and a substantial industrial style range of buildings occupy the Old Quarry site, the footpath is still evident, dissecting this and the rear plot, which has also a large building denoted as 'works' and a small range of 3no. building now occupying the site, the burgage plots and other buildings to this site have been lost.

The NDHA experiences a more developed environment than historically but was always separated from the site by some form of development, therefore would not experience any adverse impact through the development of this site, as it is now clearly divided from it by the residential development of Spencer Street, with the site being utilised as industrial, with a footpath separating the 2no. areas.

MDC Officer Comments on Contamination

The site is classed as potentially contaminated due to previous uses.

A planning application for a care home and housing was received in December 2018.

MDC Sustainability Officer

Although there are no locally designated wildlife sites on or adjacent to the site, it is likely to have some impact on biodiversity (protected and Section 41 species and habitats) as the site has naturalised over some years. It will need an ecological survey, including an assessment of the building that might support bats.

Where feasible, it would most likely be beneficial to retain and/or enhance the natural features on the site (e.g. trees) to soften the urban edge and provide privacy. Potential for mitigation and enhancement of biodiversity.

Site Proforma - Land at Spencer Street (Site Ref: 3)

Feasibility Assessment

Site Topography

The site is level and therefore there are no abnormal costs anticipated in respect of the topography of the site to accommodate development. No issues.

Road Network Suitability

The most suitable access point is from the south west, from Spencer Street. Spencer Street joins the A38 Sutton Road. This is an existing junction. On street parking on Spencer Street could impact on the suitability of the existing site access to facilitate HGV movements. However, the implementation of Temporary Traffic Orders could be considered to restrict parking for set time periods.

*Road could be suitable.

Access and Egress Suitability

Given the residential access the site is most suitable for Gypsy and Traveller transit use rather than permanent gypsy or travelling showpeople.

*Access visibility suitable

*Access for HGVs unlikely to be suitable unless on-street parking can be removed/managed.

Utilities Connections

As a previously developed site utilities are available on the site. Nominal cost only

Flood Risk

Council's assessment - Amber, possible need for mitigation. EA mapping indicates that surface water flood risk effects only a small part of the overall site and therefore would not result in abnormal costs.

Availability

No response from the landowner confirming availability, therefore conclude it is not available.

Site Proforma - Land at Spencer Street (Site Ref: 3)

Type of Use (if site is proven to be feasible)

*G&T Permanent

*Transit/emergency stopping

*TSP Permanent

Delivery

Council purchase / CPO will be required as the landowner has not confirmed any interest in this use. If purchased by the Council, all delivery options potentially available.

CONCLUSION

If parking restrictions are put in place, then the site could be utilised for Permanent Gypsy and Traveller or Travelling Showpeople use.

Currently the development of the site for GT, T&TSP uses is not feasible based on this assessment as the site has not been confirmed as being available by the current landowner. There is a live application for a care home and residential units, awaiting Council decision. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for these uses.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Land at Spencer Street (Site Ref: 3)

Site Photos



Site Proforma - Land at Spencer Street (Site Ref: 3)



Site Proforma - Land astride Victoria Street (Site Ref: 4)

Council Site Information

Site Information				
Location:	Land astride Victoria Street	Settlement:	Mansfield	
Ref:	4	Ward	Portland	
Site Size (ha):	1.37	Site Capacity (pitches / plots / sites)	G&T perm	27
			G&T transit	54
			TSP	6
Current use:	Vacant	Neighbouring uses:	Residential / commercial	
PDL/Greenfield	PDL	Location (Grid reference)	X	453426
			Y	360642

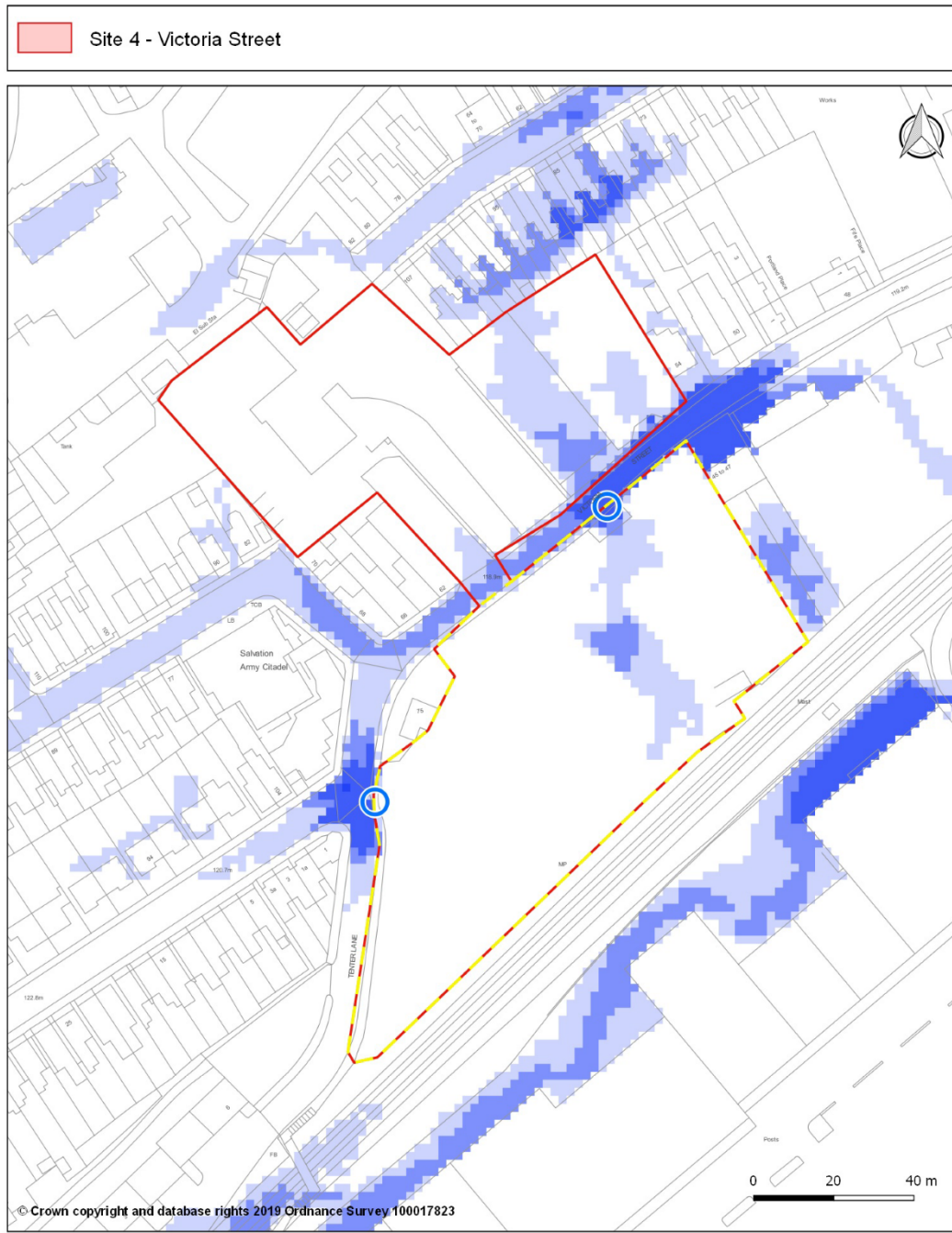
Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Yellow	Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access	Green	Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Yellow	Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Red	Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape	Green	The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Green	The site is previously developed land.
16. Is there any potential for flood risk?	Yellow	All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?	Green	The topography of the site does not constrain the development of the site.

Site Proforma - Land astride Victoria Street (Site Ref: 4)

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05.06.2019	OS REF	Drawn by FMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Pilence Street Bristol, BS1 4DU t 01179 058 850 f bristol@dpcconsultants.co.uk Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield	
	SCALE 1:1,250 @ A4	DRWG NO. 4	Checked MG		
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO. NTS5161	REV			
	DRWG TITLE Assessment Site 4				

Site Proforma - Land astride Victoria Street (Site Ref: 4)

Site Ref	Site Name/Address	
4	Land astride Victoria Street	
Source of Site		Local Authority
Initial Council Assessment		Mansfield
		0.77ha, from total site 1.37 ha
Description of the Site		
<p>This is a previously developed site, which is surrounded by roads, the railway line, residential and commercial properties. As such it is a suitable site for redevelopment. Proximity of the surrounding buildings will mean that any development will need to consider these relationships. There are likely to be site clearance costs that will need to be factored into the delivery of this site.</p>		
Planning History		
<p>2010/0499/ST - application for approval of reserved matters in respect of outline planning permission 2007/0675/ST (43 dwellings) for access, appearance, landscaping, layout and scale land astride Victoria Street. GRANTED. (Unimplemented / lapsed)</p>		
Local Plan Policies		
None applicable		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u></p> <p>Not likely to have an adverse impact upon designated heritage assets</p> <p>3no. NDHA within the vicinity of the site (William IV PH Stockwell Gate, Elizabeth Heath Almshouses Portland Street and Plymouth Brethren Chapel Radford Street), mills (archaeology) all are considerable distances from development site, and separated by other developments that the development of this site would not have an adverse impact on them.</p> <p>Historically the sites were predominantly in industrial use, Midland Mills (sawing and turning) occupied the entire site to the south, but structures were only located to its southeast corner. To the north plot (opposite side of road) a Timber Yard occupied the southwest plot with the southeast</p>		

Site Proforma - Land astride Victoria Street (Site Ref: 4)

corner occupied by a range of 2no. sets of terraces, 3 to the road (more substantial in size) with long burgage plots to the rear and outbuildings, and 6 (separate) but at right angles to the first (leading back into the site). The north area of the site was laid out in a grid system with crossing footpaths, with 4/5 of these plots looking to function as orchards. By 1900 the timber yard is not mentioned but the range of buildings to the mill site has increased, some depicted only as temporary buildings. By 1919 Clarence Street has been implemented, on a north-south axis, dissecting the whole of the north site, with Victoria Works (a large range of 3no. buildings) located to its east side. The main mill buildings have decreased but smaller buildings have been implemented to the road edge of Victoria Street. By 1956 the mill site is depicted as 'Works' and 'Abattoir' with 2no. large 'Warehouses' implemented to the west but connected by a small link building, with a further building following the road format (also connected) the range of buildings to Victoria Street has increased. To the north site Clarence Street has been halved, 'Works' still located to its east side, but now a 'Works' building is depicted to its west, with a further range of large buildings to the northwest.

MDC Officer Comments on Contamination

The site is classed as potentially contaminated due to previous uses.

MDC Sustainability Officer

Although there are no locally designated wildlife sites on or adjacent to the site, it is likely to have some impact on biodiversity (protected and Section 41 species and habitats) as the site has naturalised over some years. It will need an ecological survey.

Where feasible, it would most likely be beneficial to retain and/or enhance the natural features on the site (e.g. trees) to soften the urban edge and provide privacy. Potential for mitigation and enhancement of biodiversity.

Feasibility Assessment

Site Topography

The site is level and therefore there are no abnormal costs anticipated in respect of the topography of the site to accommodate development. No issues.

Road Network Suitability

Site Proforma - Land astride Victoria Street (Site Ref: 4)

The western end of Victoria street is subject to residential on-street parking on both carriageways on the approach to the site. The eastern approach is subject to on-street parking on the eastbound carriageway. There is no centreline on the carriageway on Victoria St. There are no low bridges between the site and the A38.

*Road suitable

Access and Egress Suitability

Access from the A38 is restricted by on-street parking and 90 degree bends. Likely to be unsuitable for HGV movements associated with travelling showpeople. Both sides of site have over 65m of frontage to Victoria St to create new access point. Likely any new access could be provided with appropriate visibility.

*Access visibility suitable

*Access for HGVs not suitable

Utilities Connections

As a previously developed site utilities are available on the site. Nominal cost only

Flood Risk

Reference made to flooding issues in relation to past, now withdrawn, planning application. Council's assessment - Amber, possible need for mitigation. EA mapping indicates that surface water flood risk effects only some of the overall site.

Availability

No response from the landowner confirming availability, therefore conclude it is not available.

Type of Use (if site is proven to be feasible)

*G&T Permanent

*Transit/emergency stopping

Delivery

Council purchase / CPO will be required as the landowner has not confirmed an interest in this use. If purchased by the Council, all delivery options potentially available.

CONCLUSION

Site Proforma - Land astride Victoria Street (Site Ref: 4)

The access to the site is not suitable for HGV movements associated with travelling showpeople use and is therefore not feasible for this use.

Currently the development of the site for permanent G&T or transit/emergency stopping uses is not feasible and based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Land astride Victoria Street (Site Ref: 4)

Site Photos



Site Proforma - Land astride Victoria Street (Site Ref: 4)



Site Proforma - Land astride Victoria Street (Site Ref: 4)



Site Proforma - Former Sherwood Hall School (Site Ref: 8)

Council Site Information

Site Information				
Location:	Former Sherwood Hall School	Settlement:	Mansfield	
Ref:	8	Ward	Carr Bank	
Site Size (ha):	3.16	Site Capacity (pitches / plots / sites)	G&T perm	63
			G&T transit	126
			TSP	14
Current use:	Education	Neighbouring uses:	Residential / Open Space	
PDL/Greenfield	Mixed	Location (Grid reference)	X	456001
			Y	361463

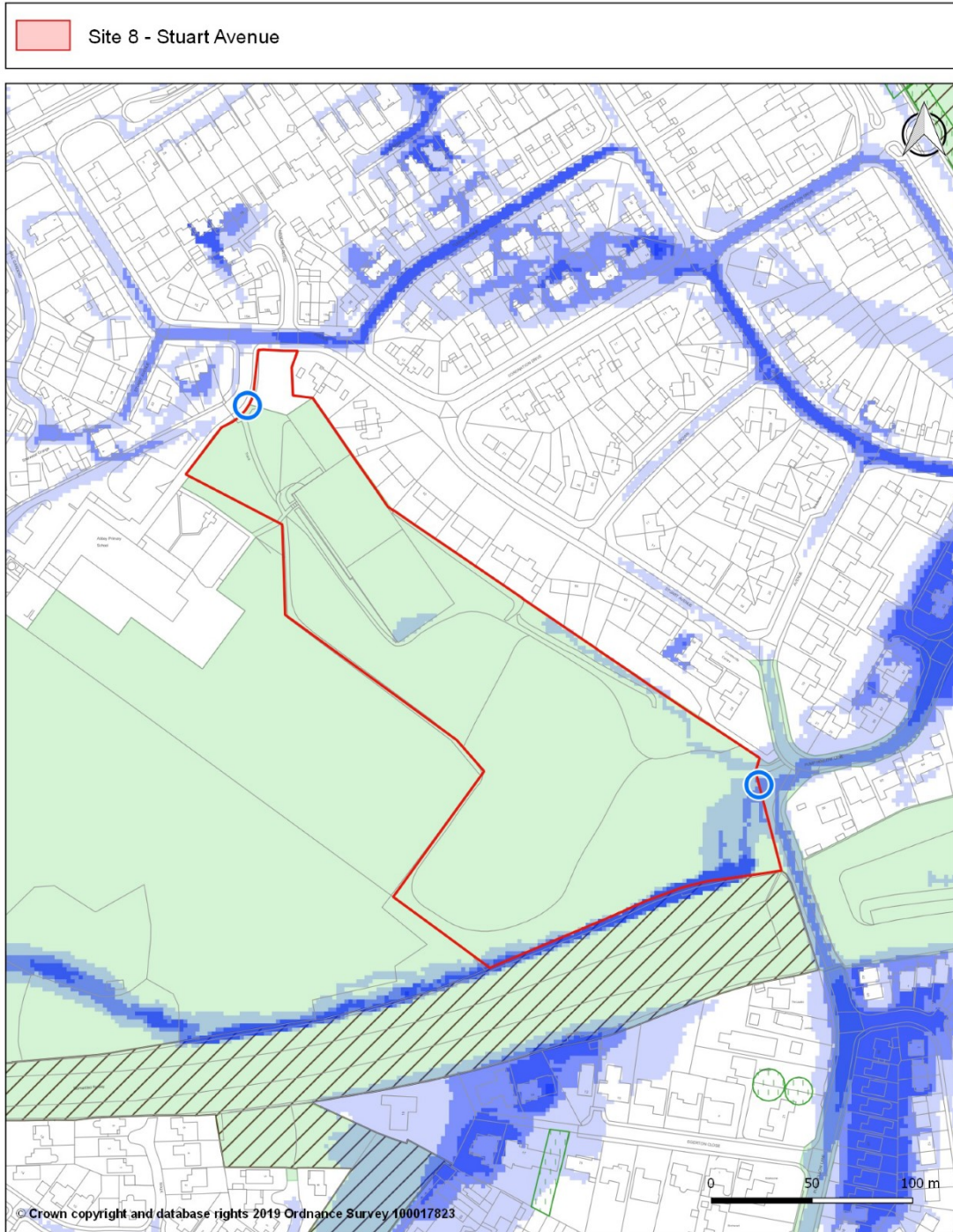
Council Initial Site Assessment


Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Green	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Yellow	Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access	Green	Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Red	The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape	Yellow	Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape	Green	The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Yellow	The site contains some previously developed land.
16. Is there any potential for flood risk?	Yellow	All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?	Green	The topography of the site does not constrain the development of the site.

Site Proforma - Former Sherwood Hall School (Site Ref: 8)

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05.06.2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DJ	
	SCALE 1:2,500 @ A4	3RD NO. 8	Checked MG		
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO. NTTS5161	REV.	† 01179 058 850 f bristol@dpcconsultants.co.uk <small>Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield</small>		
	DRWG TITLE Assessment Site 8				

Site Proforma - Former Sherwood Hall School (Site Ref: 8)

Site Ref	Site Name/Address	
8	Former Sherwood Hall School Stuart Avenue	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	3.16 ha
Description of the Site		
<p>This site was formerly part of the Sherwood Hall School, which has been replaced by Abbey Primary School and Samworth Church Academy. These schools and their grounds are to the west of the site. There are existing residential properties to the north. To the south is woodland and the entire site is designated as Strategic Green Infrastructure. There is hard standing on part of the northern third of the site with the remaining area covered in grass, scrub and trees. The site slopes from north west to south east.</p> <p>There is an access road which serves the neighbouring school, (outside the operational school site) located to the north east and outside the current site boundary, that is also in the same ownership as the site. The landowner is the County Council. The site boundary could be adjusted to include this land/access road.</p>		
Planning History		
<p>2001/0710/ET consultation under general regulations 1992 for new teaching science buildings and new sports hall and alterations to existing school buildings Sherwood Hall Upper School Stuart Avenue. NCC NOTIFIED OF OBJECTION.</p>		
Local Plan Policies		
<p>Green Infrastructure Policy IN2:</p> <p>The above emerging policy does not preclude Gypsy Traveller or Travelling Showpeople use of the site, however, the impacts on species and habitats are unknown. In order to demonstrate if these uses could be in line with the policy, there is a need to undertake a site-specific ecological assessment to assess the impacts on species and habitats. The Council's initial assessment identified that there will be adverse impacts on Strategic Green Infrastructure which cannot be mitigated.</p>		

Site Proforma - Former Sherwood Hall School (Site Ref: 8)

Specialist officer comments (related to the Council's initial assessment)

MDC Conservation Officer:

Not likely to have an adverse impact upon designated heritage assets

Nearest NDHA is the Forest Town Model Village but separated by significant amount of development that not likely to be adversely impact by this development.

Historically the site was an open patchwork field system with pockets of trees, plots 745 and 750 with others having boundary trees or small clusters situated to corner areas, plots 727, 748 and 747. Sherwood Hall, accompanying out-buildings, dwellings, walled garden and formal grounds, located to the northwest area, was partly situated within the site area and Sherwood Plantation was located to the southeast area, again partly situated within the site area. This situation seems to have continued with the only development being the mineral railway being implemented to the northeast, out of the development area, but dissecting the Sherwood Plantation.

MDC Officer Comments on Contamination

The north-western part of the site required an asbestos clean-up following the burning down of a former building.

MDC Sustainability Officer

Although there are no locally designated wildlife sites on or adjacent to the site, it is likely to have some impact on biodiversity (protected and Section 41 species and habitats) as the site has naturalised over some years. It will need an ecological survey.

Where feasible, it would most likely be beneficial to retain and/or enhance the natural features on the site (e.g. trees) to soften the urban edge and provide privacy. Potential for mitigation and enhancement of biodiversity.

It is located in the strategic GI (Area 10 – Vicar water) as it has potential to improve habitat linkages with the wooded corridor to the south and the wider Sherwood habitat networks (e.g. heathland creation); recreational linkage to and enhancement of the Timberland Trail and existing cycle trails located to the south and east of the site; and improving resilience to flood risk through the creation of SuDS.

Site Proforma - Former Sherwood Hall School (Site Ref: 8)

Feasibility Assessment

Site Topography

This site slopes gradually from north to south, unlikely to cause adverse costs.

Road Network Suitability

Stuart Ave links northern access point to B6030, and accommodates scheduled bus route, so can potentially accommodate HGVs and caravans. No traffic calming measures or low bridges. Some on-street parking. Southern entrance point also off Stuart Ave - more residential in this location. Coronation Dr provides access to A6117, and also accommodates bus route. Limited on-street parking.

*Road suitable

Access and Egress Suitability

Northern access point would need to come off the private road that currently only serves the neighbouring school. The junction and transport movements would be outside of the operation school site. As such, subject to detailed design, it may not be suitable for regular HGV movements associated with Travelling Showpeople.

The southern area of the site could be accessed from the existing housing estate roads - however the site does not adjoin and therefore the site boundary needs to be expanded and the further landowners identified and contacted. Southern access option utilises local estate roads that also accommodate public transport routes. As such could be appropriate to accommodate HGV's associated with Traveller and Show People. Likely any new access on the southern portion of the site could be provided with appropriate visibility if designed to assumed 15 mph design speed.

*Access visibility suitable

*Access for HGVs suitable

Utilities Connections

Utilities are readily available on the adjoining site. Nominal cost.

Flood Risk

Council's assessment - Amber, possible need for mitigation. EA mapping indicates that surface water flood risk effects only some of the site, including the southern access point/south part of the site and therefore may result in abnormal costs.

Site Proforma - Former Sherwood Hall School (Site Ref: 8)

Availability

No response from the landowner confirming availability, therefore conclude it is not available.

Type of Use (if site is proven to be feasible)

*G&T Permanent

*Transit/emergency stopping

*TSP Permanent

Delivery

The County Council, as landowners, have not confirmed they are interested in this use of their site. In order to facilitate the use of this site, given its size, consideration could be given to exploring a mixed residential scheme (including residential development and, Gypsy and Traveller permanent, or transit, or Travelling Showpeople use), which could be supported by the County Council.

CONCLUSION

Northern access is via a private road / third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure a suitable access can be provided.

Southern access is via third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure access can be provided.

The development of the site would need to accord with emerging Local Plan policy, IN2: Strategic Green Infrastructure.

The southern access and area of the site is subject to higher surface water flood risk, an appropriate drainage solution would need to be provided if this area of the site is developed.

The Council may wish to discuss development and ownership options with the current landowner, the County Council, as the site has currently not been confirmed as being available for these uses.

It is understood that the Council could purchase the site and the southern access route (if required), e.g. through the use of a CPO, to enable it to be brought forward for this use and enable access onto the site via this route.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Former Sherwood Hall School (Site Ref: 8)

Site Photos (south to north walk through of the site)



Site Proforma - Former Sherwood Hall School (Site Ref: 8)



Site Proforma - Former Sherwood Hall School (Site Ref: 8)



Site Proforma - Former Sherwood Hall School (Site Ref: 8)



Site Proforma - Former Sherwood Hall School (Site Ref: 8)



Site Proforma - Former Sherwood Hall School (Site Ref: 8)



Site Proforma - Land at Former Railway Station (Site Ref: 42)

Council Site Information

Site Information			
Location:	Mansfield Road	Settlement:	Market Warsop
Ref:	42	Ward	Market Warsop
Site Size (ha):	1.22	Site Capacity (pitches / plots / sites)	G&T perm 24
			G&T transit 48
			TSP 6
Current use:	Derelict Railway Station and Area of Hard Standing	Neighbouring uses:	Residential / Railway Line / Allotments
PDL/Greenfield	PDL	Location (Grid reference)	X 456229
			Y 367238

Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Green	The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Yellow	Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access	Yellow	Site has substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Green	This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Green	The site is in a 'lower value' landscape area and capable of accommodation development without adverse impacts on landscape character.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Green	The site is previously developed land.
16. Is there any potential for flood risk?	Green	Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).

Site Proforma - Land at Former Railway Station (Site Ref: 42)

Site Assessment

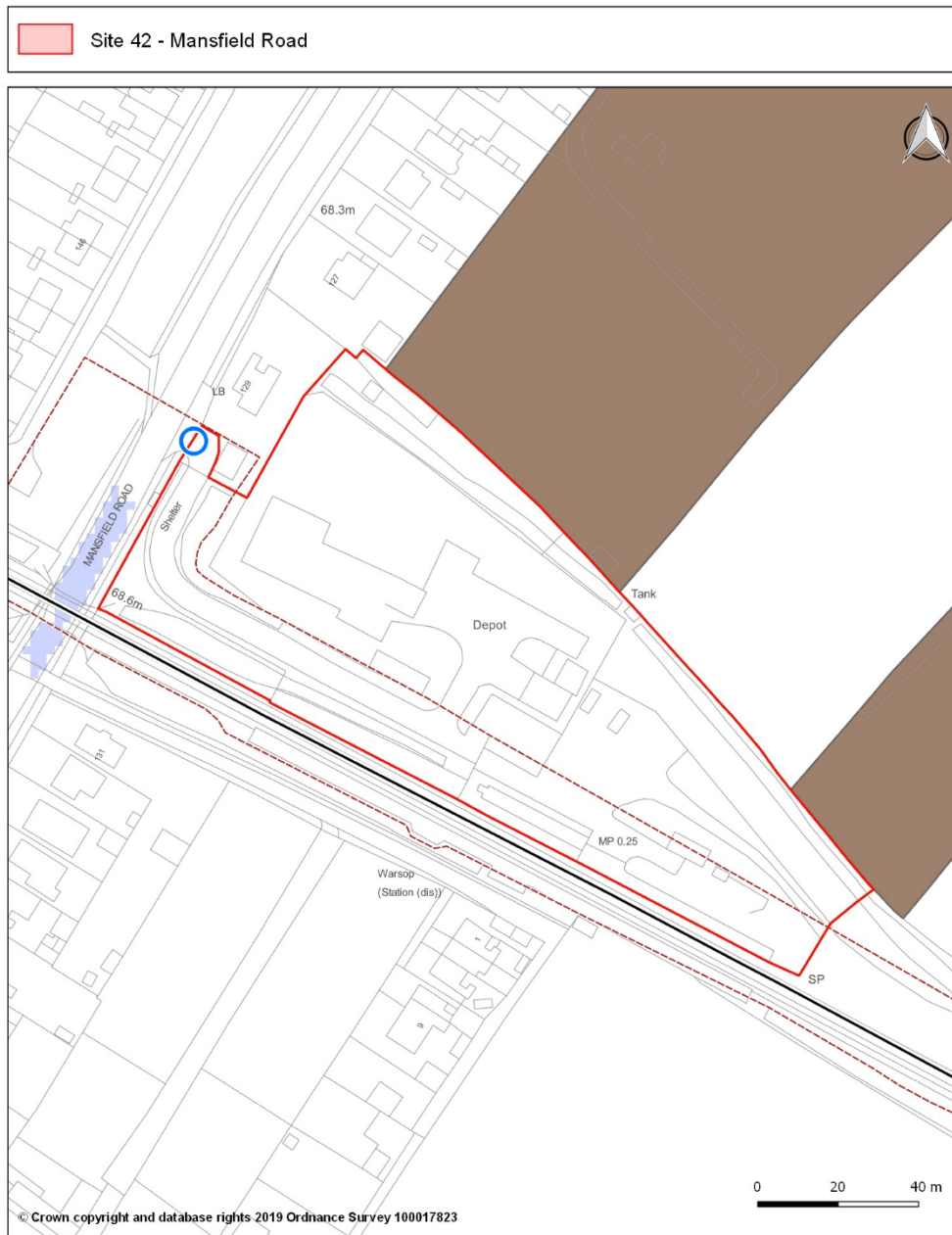
17. Would the topography constrain the development of the site?



There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05.06.2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DJ t 01179 058 850 f bristol@dpcconsultants.co.uk <small>Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield</small>
	SCALE 1:1,250 @ A4	DRWG NO 42	Checked MS	
	JOB NO. NTTS5161	REV	MS	
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	DRWG TITLE Assessment Site 42			

Site Proforma - Land at Former Railway Station (Site Ref: 42)

Site Ref	Site Name/Address	
42	Land at Former Railway Station Mansfield Road	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	1.22 ha
Description of the Site		
<p>This is a previously developed site, being the former railway station. It still retains a number of disused station buildings and the southern part of the site and the access are proposed to be safeguarded in the new local plan in order to provide the opportunity to reopen the station. The railway line is to the south west and allotments and fields to the north / north east. There is a former depot on the northern area of the site.</p>		
Planning History		
<p>2004/0089/ET - retention of concrete plant (sand and gravel hoppers, cement silo and control cabin). REGISTERED.</p>		
Local Plan Policies		
<p>Protecting and improving the sustainable transport network, safeguarded for transport improvement (reopening of the railway station) - policy IN8. This policy washes over the access route and the south west third of the site.</p> <p>If the site is taken forward for Gypsy and Traveller or Travelling Showpeople use, then the access would need to be shared with the safeguarded railway station and development located outside the safeguarded area.</p>		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u></p> <p>Not likely to have an adverse impact upon designated heritage assets</p> <p>Nearest heritage assets are Market Warsop (conservation area (CA)), Warsop Colliery Village (NDHA), Herring and Rose Cottage (NDHA) and structures at Nettleworth Manor Mill Farm (Grade</p>		

Site Proforma - Land at Former Railway Station (Site Ref: 42)

II Listed), all of considerable distance from the site, with development occurring between them and the site to not be adversely impacted upon.

Warsop station (archaeology) site in question, Milestone Warsop (archaeology) south of site.

Historically open linear field system with staggered trees to boundaries, access road 'Sue Willy Lane' located to northern boundary of site, running along embankment.

By 1900 railway track to southern boundary of site and Warsop Station and accompanying buildings, to the site, had been implemented. 'L' plan building depicted to Leeming Lane, west of site, Sue Willy Lane lost but embankment still evident, by 1919 3no. building's implemented to field system just south of site, known as Elmsford. By 1956 further buildings located to Leeming Lane, south side, access road to rear buildings now recorded as Elmsford, all south of site.

MDC Officer Comments on Contamination

The site is classed as potentially contaminated due to previous uses.

MDC Sustainability Officer

Although there are no locally designated wildlife sites on or adjacent to the site, it is likely to have some impact on biodiversity (protected and Section 41 species and habitats) as the site has naturalised over some years. It will need an ecological survey.

Where feasible, it would most likely be beneficial to retain and/or enhance the natural features on the site (e.g. trees) to soften the urban edge and provide privacy. Potential for mitigation and enhancement of biodiversity.

Feasibility Assessment

Site Topography

The main part of the site is level, with a ramped existing access road.

Road Network Suitability

Adjacent railway bridge of 4.4m clearance suitable for HGVs. A60 Mansfield Road wide and well-surfaced. Accommodates regular bus route. Urban area on A60 north of site, but with No Waiting at Any Time TROs (double-yellow lines) on both carriageways.

*Road Suitable

Site Proforma - Land at Former Railway Station (Site Ref: 42)

Access and Egress Suitability

Previous concerns regarding the access ruled out the use of the site for housing. Land ownership of part of driveway likely to be private - neighbouring residential access. Sharp 90-degree bend upwards from site access, itself 180-degree turn from highway. Some vegetation could be removed to aid visibility, if so likely appropriate visibility could be provided. Internal access road would need to be re-aligned to accommodate HGV movements. Cost for this work to allow for G&T and TSP use circa £20,000, to also support the reopened station costs are likely to be higher (circa £50,000+), subject to detailed design.

*Access visibility suitable

*Access for HGVs suitable at the site access if internal road realigned.

Utilities Connections

As a previously developed site utilities are available on the site. Nominal cost

Flood Risk

Council's assessment- no issues

Availability

The landowner has confirmed this site is not available for this use.

Type of Use (if site is proven to be feasible)

*G&T Permanent

*Transit/emergency stopping

*TSP Permanent

Delivery

The Council could discuss the development options with the site owners, Network Rail, as only part of the site would be needed for these uses, allowing other uses and the station reopening to be considered.

Council purchase / CPO may be required as the landowner has confirmed that the site is not available for this use. If purchased by the Council, all delivery options potentially available.

Site Proforma - Land at Former Railway Station (Site Ref: 42)

CONCLUSION

Subject to detailed design the site access could be adequate to allow for use. Consideration should be given to appropriate design that would allow for the reopening of the train station (in accordance with the emerging Local Plan safeguarding policy, Policy IN8) as there is likely to be a need for a shared access route.

Currently the development of the site is not feasible based on this assessment as the site has been confirmed as not available for this use by the landowner, Network Rail. The Council could pursue further discussions with the landowner to see if a suitable mix of development can be achieved to enable this site to be delivered.

It is understood that the Council could purchase the site, e.g. through the use of a CPO, to enable it to be brought forward for this use.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Land at Former Railway Station (Site Ref: 42)

Site Photos



Site Proforma - Land at Former Railway Station (Site Ref: 42)



Site Proforma - Land off Baums Lane (Site Ref: 44)

Council Site Information

Site Information				
Location:	Land off Baums Lane	Settlement:	Mansfield	
Ref:	44	Ward	Sandhurst	
Site Size (ha):	0.24	Site Capacity (pitches / plots / sites)	G&T perm	4
			G&T transit	9
			TSP	1
Current use:	Vacant	Neighbouring uses:	Residential / commercial	
PDL/Greenfield	PDL	Location (Grid reference)	X	454018
			Y	360348

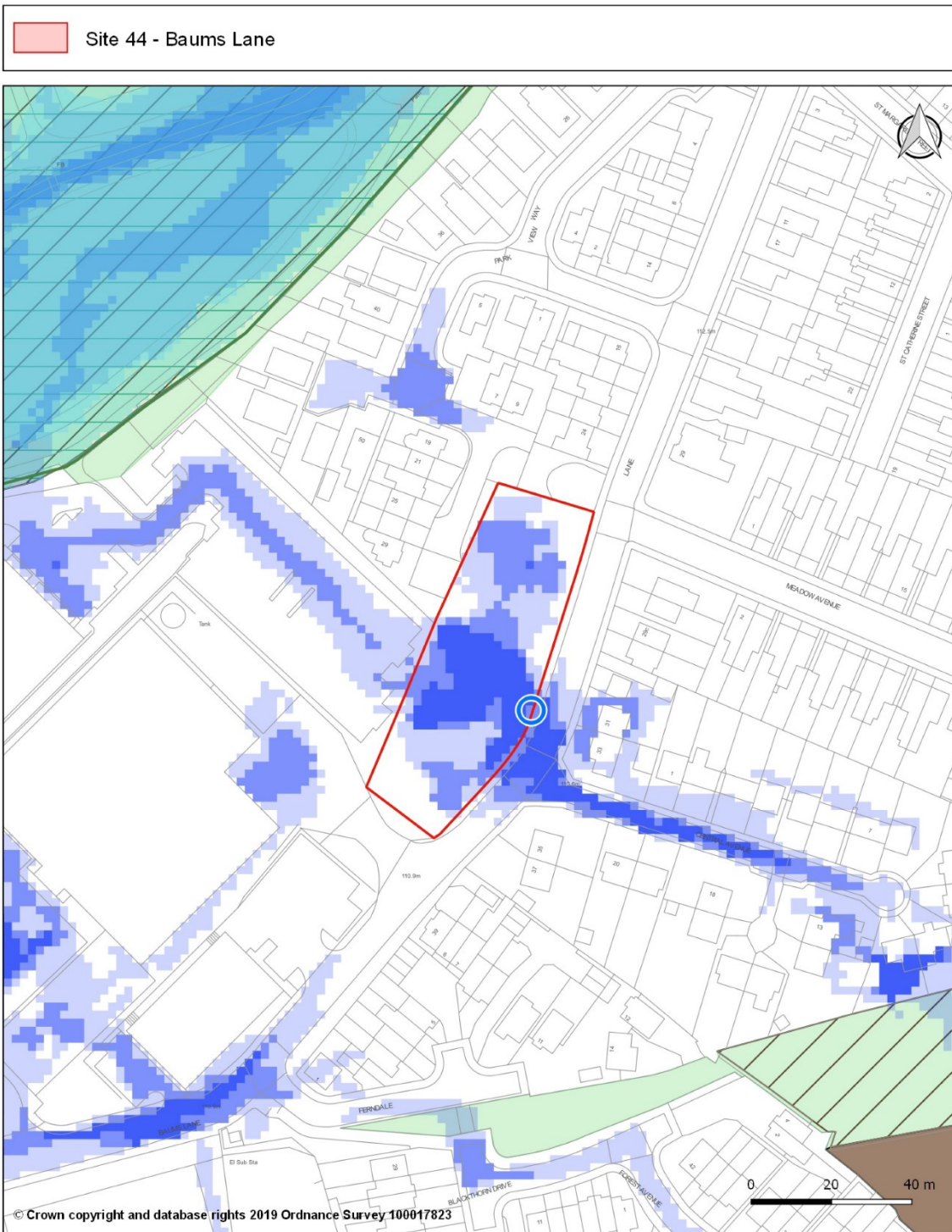
Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Yellow	Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access	Yellow	Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Yellow	Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Red	Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape	Green	The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Green	The site is previously developed land
16. Is there any potential for flood risk?	Yellow	All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.
17. Would the topography constrain the development of the site?	Green	The topography of the site does not constrain the development of the site.

Site Proforma - Land off Baums Lane (Site Ref: 44)

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05.06.2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DU	
	SCALE 1:1,250 @ A4	DRWG NO. 44	Checked MG		
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO. NTTSS161	REV.	† 01179 058 850 f bristol@dipconsultants.co.uk		dynamic development solutions™
	DRWG TITLE Assessment Site 44		Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield		

Site Proforma - Land off Baums Lane (Site Ref: 44)

Site Ref	Site Name/Address	
44	Land off Baums Lane Baums Lane	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	0.24 ha
Description of the Site		
<p>This is a previously developed site, with a road on the east and south east side. The northern half of the site is surrounded by adjoining residential properties (with a road separation on the east). The southern half of the site adjoins commercial properties and a car park. It is a level, previously developed site suitable for redevelopment.</p>		
Planning History		
<p>2006/0328/ST - application under Regulation 3 of the 1992 General Regulations for the change of use of disused site and building to a car park for the staff at Meadow House, Sims Metals Baums Lane. NOTIFY NCC OF OBJECTION WITH CONDITIONS.</p>		
Local Plan Policies		
None applicable		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u></p> <p>Not likely to have an adverse impact upon designated heritage assets.</p> <p>Nearest heritage assets Nottingham Road (CA), Titchfield Park (NDHA), King Edward School (NDHA) and Field Mill House (listed), Bridge, Nottingham Road (archaeology) Bark Mill/Meadow Foundry (archaeology) Field Mill (archaeology), developments and/or major roads separates assets from site.</p> <p>Historically the south section of site functioned as grounds to 'The Vicarage' with perimeter footpath and with boundary of trees. The Vicarage was a substantial building and courtyard system which</p>		

Site Proforma - Land off Baums Lane (Site Ref: 44)

was located just to the south of the southern boundary of the site. The north section of the site functioned as a large plot of land with a dissecting footpath. By 1900 footpaths to these sites had been lost as had the boundary trees.

By 1956 the Vicarage had been lost, and a large warehouse type structure was located to the southern section of the site.

MDC Officer Comments on Contamination

The site is classed as potentially contaminated due to its previous use as a scrap metal yard. It might be possible to use this site provided any intrusive works were kept to a minimum..

MDC Sustainability Officer

Although there are no locally designated wildlife sites on or adjacent to the site, it is likely to have some impact on biodiversity (protected and Section 41 species and habitats) as the site has naturalised over some years. It will need an ecological survey.

Where feasible, it would most likely be beneficial to retain and/or enhance the natural features on the site (e.g. trees) to soften the urban edge and provide privacy.

Feasibility Assessment

Site Topography

The site is level and therefore there are no abnormal costs anticipated in respect of the topography of the site to accommodate development. No issues.

Road Network Suitability

Baums Lane provides direct connection to A60, 220m south from site, via signalled junction.

Baums Lane flat, with No Waiting at Any Time TROs (Traffic Regulation Order) on both carriageways leading to site. 20mph speed limit north of the site due to nearby Primary School.

Baums Lane north of site is residential in character with on-street parking. Road accommodates a bus route.

*Road Suitable

Site Proforma - Land off Baums Lane (Site Ref: 44)

Access and Egress Suitability

Existing access point just north of slight bend. Site has approx. 90m of frontage onto Baums Lane, so potential to move access point to safer location further north where appropriate visibility can be provided. Access point for HGVs delivering to the warehouse immediately south of site boundary. If progressed new access should be provided which can accommodate HGV movements. Considered that appropriate visibility could be provided. Baums Lane of appropriate standard to accommodate the limited number of HGV movements.

*Access visibility suitable

*Access for HGVs suitable

Utilities Connections

As a previously developed site utilities are available on the site. Nominal cost

Flood Risk

Council's assessment - Amber, possible need for mitigation. EA mapping indicates that surface water flood risk effects nearly all the site.

Availability

No response from the landowner confirming availability, therefore conclude it is not available.

Type of Use (if site is proven to be feasible)

*G&T Permanent

Delivery

Council purchase / CPO will be required as the landowner has not confirmed any interest in this use. If purchased by the Council, all delivery options potentially available.

CONCLUSION

The site is not large enough to accommodate the needs for the transit/emergency stopping site or travelling showpeople, it is not feasible for these uses.

Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward

Site Proforma - Land off Baums Lane (Site Ref: 44)

for this use. If development is brought forward on this site, then it will need to be supported with an appropriate drainage strategy.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Land off Baums Lane (Site Ref: 44)

Site Photos



Site Proforma - Land off Baums Lane (Site Ref: 44)



Site Proforma - Land off Baums Lane (Site Ref: 44)



Site Proforma - Land at Debdale Lane / Burlington Drive (Site Ref: 46)

Council Site Information

Site Information				
Location:	Debdale Lane	Settlement:	Mansfield	
Ref:	46	Ward	Sherwood	
Site Size (ha):	5.97	Site Capacity (pitches / plots / sites)	G&T perm	119
			G&T transit	238
			TSP	29
Current use:	Vacant Grassed Area (unknown use)	Neighbouring uses:	Solar Farm / Residential / Industrial	
PDL/Greenfield	Greenfield	Location (Grid reference)	X	452689
			Y	362845

Council Initial Site Assessment

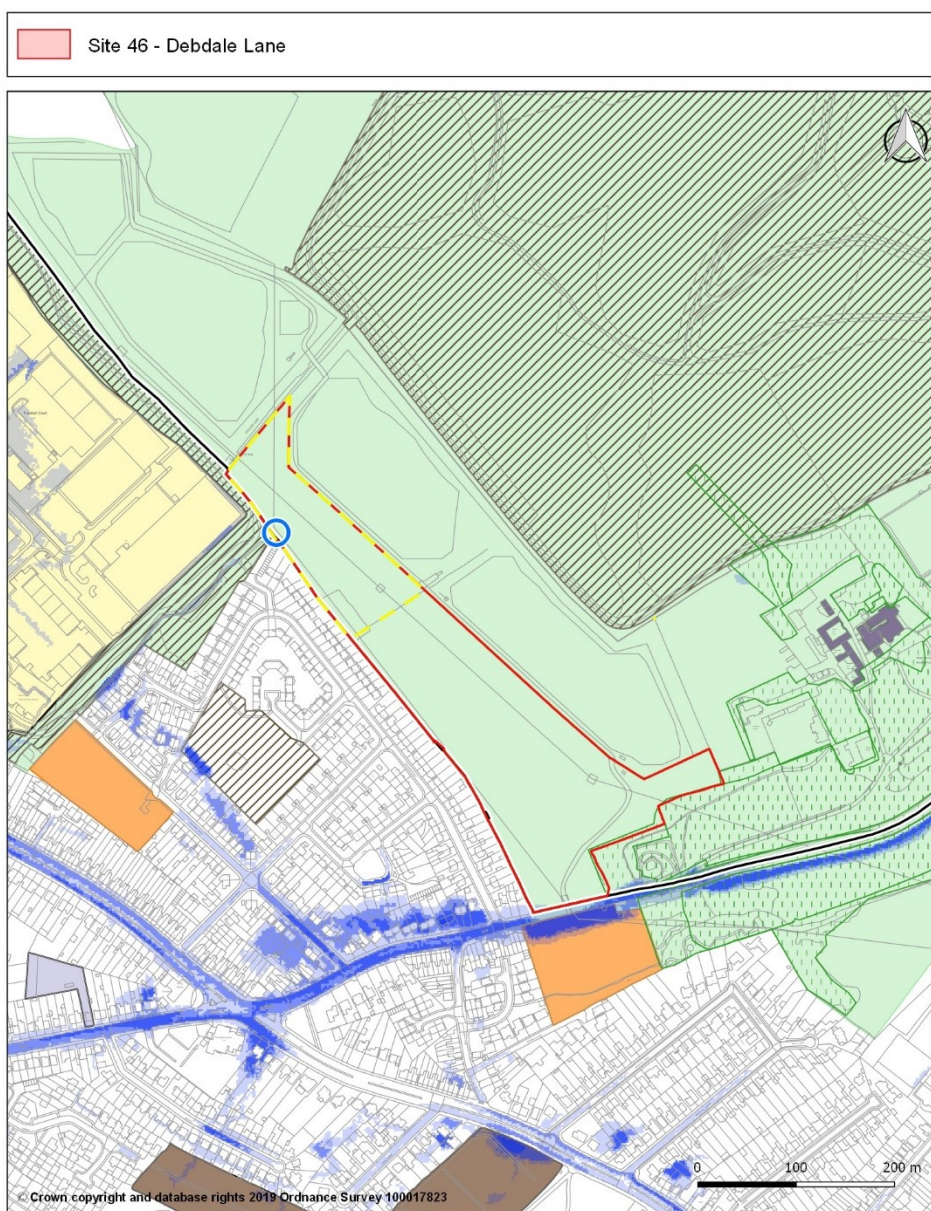
Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Green	Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access	Yellow	The Northern plot has substandard access, which may be possible to overcome with mitigation measures. The Southern plot of the site has a direct access off Debdale Lane (solar farm service road).
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Red	The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape	Green	This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Red	Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;	Red	All the land is BMV (grades 1, 2 and 3a) and there is potential for significant harm that cannot be mitigated.
15. Use of previously developed land.	Red	The site is greenfield land.

Site Proforma - Land at Debdale Lane / Burlington Drive (Site Ref: 46)

Site Assessment		
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05.06.2019	OS REF	Drawn by FMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DJ
	SCALE 1:5,000 @A4	DRWG ID 46	Checked MG	
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO. NITTS5181	REV.	t 01179 058 850 f bristol@dpcconsultants.co.uk <small>Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield</small>	
	DRWGS TITLE Assessment Site 46			



Site Proforma - Land at Debdale Lane / Burlington Drive (Site Ref: 46)

Site Ref	Site Name/Address		
46	Land at Debdale Lane / Burlington Drive Debdale Lane		
Source of Site		Local Authority	Size
Initial Council Assessment		Mansfield	1.62ha, from total site 5.97 ha
Description of the Site			
<p>This is an undeveloped site, located to the south west of the Debdale Solar Farm. To the west of the site is a commercial building, to the south are residential properties. Access to the site is via a group of disused garages. The site is crossed by powerlines, these are likely to significantly impacts on the potential to delivery some development on this site.</p>			
Planning History			
<p>2015/0449/NT - proposed ground mounted photovoltaic solar energy system with up to 5.0 mw generating capacity. ancillary buildings, security fencing, cctv, access tracks and landscaping. Land At Debdale Lane/Burlington Drive. GRANTED WITH CONDITIONS.</p>			
Local Plan Policies			
<p>Green Infrastructure Policy IN2: The above emerging policy does not preclude Gypsy Traveller or Travelling Showpeople use of the site, however, the impacts on species and habitats are unknown. In order to demonstrate if these uses could be in line with the policy, there is a need to undertake a site-specific ecological assessment to assess the impacts on species and habitats. The Council's initial assessment identified that there will be adverse impacts on Strategic Green Infrastructure which cannot be mitigated. The Council's initial assessment also identified that there will be adverse impact on landscape in high value areas which is not capable of being mitigated.</p> <p>Development in the Countryside Policy S5: The above emerging policy directs development away from the best of most versatile land where possible. The Council's initial assessment is that there is potential for significant harm that cannot be mitigated.</p>			

Specialist officer comments (related to the Council's initial assessment)

MDC Conservation Officer:

Not likely to have an adverse impact upon designated heritage assets

Former grounds associated (pleasure grounds (NDHA)) with former Debdale Hall (now known as Thistle Hill Hall) (listed). Windmill (archaeology), Limestone Quarry (archaeology). Area looks to incorporate a section of the NDHA within its grounds. Historically site consisted of open field systems with boundary trees. Quarry and Debdale Cottages located just outside sites southern boundary. By 1900 field sizes had increased and predominantly all the boundary trees had been lost, only other development was the implementation of access road to site to the rear.

The areas is characterised by its open aspect and sparse tree cover (odd tree still evident as is the tree boundary between the southeast and northwest areas of the same site), which distinguishes it from the pleasure grounds of Former Debdale Hall, which consist of a number of strategically placed trees, boundary trees and pockets of tree planting to one side of the access road and densely planted trees to the other all interspersed with footpaths. There does not seem to a formal boundary, as in a constructed boundary, between the former Debdale Hall site and the site in question.

MDC Officer Comments on Contamination

The southern edge of the site abuts a former quarry which was landfilled in 1971/73 with 'construction and site wastes'.

MDC Sustainability Officer

There may be some limited biodiversity value along the margins of this site. An ecological survey would be required to provide more detailed assessment of impacts. The hedgerows mostly appear 'gappy' so not likely to be considered important (as reflected in the site assessment comments). The cluster of trees within the south-western corner and hedgerow to the south are likely to have biodiversity value and should be retained, and other hedgerows restored.

There is a local wildlife site located to the south, across Debdale Lane, but the G&T site shouldn't impact on this.

It is located in the strategic GI (Area 2 – Oxclose Woods) as it has potential to improve habitat linkages with nearby Oxclose Woods (the restored Sherwood colliery) through further habitat creation (e.g. tree planting, wildflower meadow) and improved recreational linkages to trails leading to Oxclose Woods.

Feasibility Assessment

Site Topography

The land slopes up from the garages to the solar farm. Likely that additional groundworks will be required to provide level pitches.

Road Network Suitability

Burlington Dr (leading to proposed northern access point) suburban in character. On street parking and no parking restrictions noted. 4.0m railway arch bridge with centre carriageway on Debdale Ln 900m east of site, so access recommended from A6191.

*Road suitable

Access and Egress Suitability

Potential access point, from Burlington Road, adjacent to disused garages. The garages access road would likely require widening/traffic restrictions as it is narrow and in private ownership. Unlikely to be appropriate for HGV movements.

*Access visibility could be suitable from Burlington Road

*Access for HGVs unlikely to be appropriate given limited carriageway width of existing highway.

Utilities Connections

Mansfield DC may wish to obtain detailed utilities information to establish if foul and fresh water can be provided at a limited cost. Potential indicative cost for trenching and connection from the closest residential property on Burlington Drive is £8,000. Electricity connections similar. Detailed information required for accurate assessment. Costs indicative only.

Flood Risk

Council's assessment - no issues

Availability

No response from the landowner confirming availability, therefore conclude it is not available.

Site Proforma - Land at Debdale Lane / Burlington Drive (Site Ref: 46)

Type of Use
None, not a feasible site.
Delivery
Not a feasible site.
CONCLUSION
<p>This site is unlikely to be considered appropriate for residential use due to the presence of the powerlines crossing the site and therefore there would be a need to secure additional land to buffer any site and ensure suitable access underneath the powerlines can be achieved.</p> <p>Access is via a private road / third party land; ownership and access rights will need to be established prior to progressing this site further, to ensure access can be provided. The access route currently provides access to a block of disused garages.</p> <p>Development on this site would need to accord with emerging Local Plan policies, IN2: Strategic Green Infrastructure, with regard to its potential impacts on Green Infrastructure and the Landscape and S5: Development in the Countryside, with regard to its potential impact on best and most versatile agricultural land. Policy S5 states that development will be supported where it, <i>inter alia</i>, avoids the best and most versatile agricultural plan where possible.</p> <p>Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. The Council could purchase the site and access route, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. However, the site is unlikely to be considered appropriate for residential use due to the presence of the powerlines crossing the site and therefore the need to secure additional land to buffer any site and ensure suitable access underneath the powerlines can be achieved.</p> <p>Given the constrained nature of the access to the site and the presence of the powerlines crossing the sites, it is not considered to be a feasible site, as such no viability assessment is to be undertaken.</p>

Site Proforma - Land at Debdale Lane / Burlington Drive (Site Ref: 46)

Site Photos



Site Proforma - Land at Debdale Lane / Burlington Drive (Site Ref: 46)



Site Proforma - Land at Debdale Lane / Burlington Drive (Site Ref: 46)



Site Proforma - Land between Old Mill Lane & New Mill Lane (Site Ref: 53)

Council Site Information

Site Information			
Location:	Old Mill Lane & New Mill Lane	Settlement:	Forest Town
Ref:	53	Ward	Maun Valley
Site Size (ha):	5.82	Site Capacity (pitches / plots / sites)	G&T perm 116
			G&T transit 232
			TSP 29
Current use:		Neighbouring uses:	
PDL/Greenfield	Greenfield	Location (Grid reference)	X 455384
			Y 362945

Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Yellow	The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport	Red	The site is not within reasonable walking distance (800m) of either a high quality public transport route or other bus services.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Green	Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access	Yellow	Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Yellow	Localised bio-diversity impacts have been identified but are likely to be capable of mitigation. There is potential for protected species to be present.
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Red	The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape	Green	The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Green	The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Red	The land is a greenfield site.
16. Is there any potential for flood risk?	Yellow	All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.

Site Proforma - Land between Old Mill Lane & New Mill Lane (Site Ref: 53)

Site Assessment

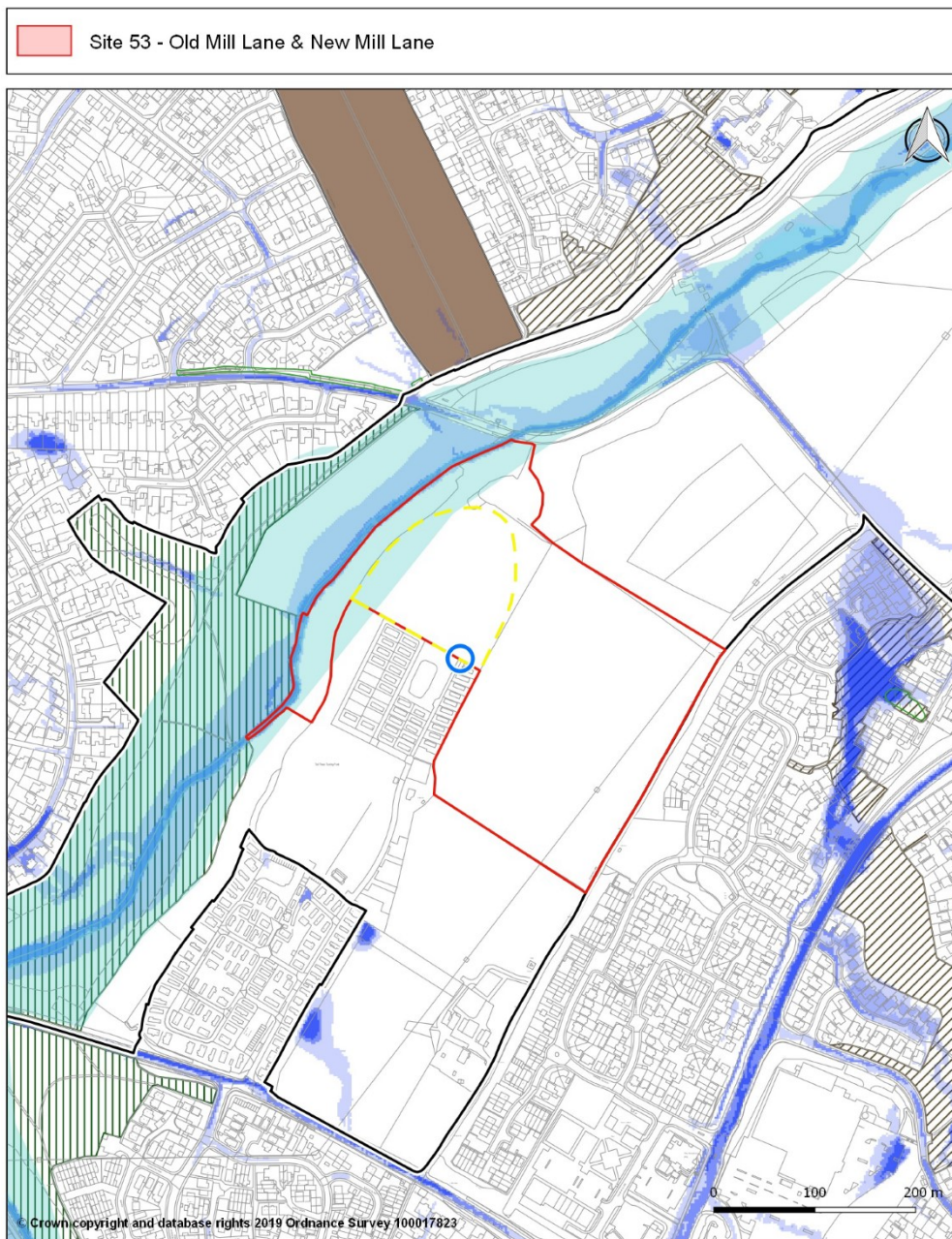
17. Would the topography constrain the development of the site?



There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05/06/2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Pitney Street Bristol, BS1 4JU
	SCALE 1:5,000 @ A4	DRWG NO. 53	Checked MG	
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO. NTTSS161	REV.	01179 058 850 f bristol@dpcconsultants.co.uk Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield	
	DRWG TITLE Assessment Site 53			



Site Proforma - Land between Old Mill Lane & New Mill Lane (Site Ref: 53)

Site Ref	Site Name/Address	
53	Land between Old Mill Lane & New Mill Lane Old Mill Lane & New Mill Lane	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	1.66 ha, from total site 5.82 ha
Description of the Site		
<p>The site is to the rear and north of Tall Trees / James Park Homes, and would be accessed through the existing Park Homes Estate, passing the camping and touring caravan site. The land slopes downwards away from the existing static homes with woodland to the west and north.</p>		
Planning History		
None since 2000.		
Local Plan Policies		
<p>Green Infrastructure Policy IN2: The emerging Local Plan policy designation covers part of the sub site area, it would not be necessary for development to cover this area.</p>		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u> Not likely to have an adverse impact upon designated heritage assets</p> <p>Stone wall and bridge New Mill Lane (NDHA), also recorded the same Bridge (archaeology) within the site. New Mill (archaeology), C16 tokens (archaeology) water meadows to river (archaeology).</p> <p>Stone single span bridge and remaining approach walls New Mill Lane (NDHA), Meadow Cottage New Mill Lane (NDHA), Warren Farm Green Lane (Grade II Listed).</p> <p>Historically area was patchwork of open fields with staggered pockets of tree planting to certain field boundaries, and the tree planting along the river corridor this portion of the corridor is also recorded as 'Candlemas Cliff'. A mill occupied the location of the convergences of plots 533, 534, 498 and</p>		

Site Proforma - Land between Old Mill Lane & New Mill Lane (Site Ref: 53)

532 with footpaths leading from it towards the river and specific crossing. By 1919 the main mill building had been lost but the courtyard building and another structure remained. To the majority of Plot 532 sludge beds of the Mansfield Corporation Sewage Works had been implemented, which by 1956 had expanded to also incorporate the majority of Plot 498. To the south of the site the Greyhound Racing Stadium and accompanying buildings and terraces had been implemented.

Stone wall and bridge New Mill Lane (NDHA) (archaeology) – directly affected as depicted as the access to the site; it is by its nature a bridge and its accompanying wall facilitating a crossing point, but the NDHA should not be damaged/altered to facilitate access to the site.

Also relevant is the mill as archaeological remains of mill and its workings could still be evident to the site.

MDC Officer Comments on Contamination

The south-western edge of the site abuts the former sludge beds of the Mansfield Corporation Sewage Works. The sewage works operated on this site from about 1910 to 1960. Nothing is known about the decommissioning of the sludge beds.

MDC Sustainability Officer

There is a local wildlife site (ref 5/77 – Maun Woodlands) that extends parallel along the river corridor and to the north of the site. The LWS also connects with woodland wrapping around the site on its eastern side. These areas could be excluded from the active G&T pitch area but habitat buffers and barriers would be required to mitigate and restrict access (i.e. avoid impacts) to the LWS so that it doesn't deteriorate and can also be sensitively managed; this may reduce the area available for pitches. There also looks to be a pond on site which will need to be surveyed for great crested newts. An ecological survey would be required to assess impact on species, habitats and the LWS in more detail.

It is located in the strategic GI (Area 2 – Oxclose Woods) and key recommended actions relevant to this G&T site include: sensitively managing LWS and improve the ecological connectivity between existing habitats and designated sites, creating new habitats within arable land, open space, etc. And improving recreational access to and through existing green corridors.

Site Proforma - Land between Old Mill Lane & New Mill Lane (Site Ref: 53)

Feasibility Assessment

Site Topography

The land slopes away from the existing static homes. Additional groundworks will be required to create level pitches.

Road Network Suitability

The neighbouring site, which would provide access to the site, already accommodates a range of static homes, which have been brought to the site. The A6117 provides access to the private road which the site is located at the end of.

*Access road suitable

Access and Egress Suitability

The existing site already accommodates static homes and as such it is considered that the existing site access route is appropriate to accommodate both HGV and light vehicle access. The access to the site, through the private park home and touring site, is not suitable for HGV/vehicle movements associated with travelling showpeople use or by transit use.

*Access visibility suitable

*Access for HGVs suitable from the existing site access, but access route not suitable for regular HGV/vehicle movements associated with travelling showpeople use or by transit use

Utilities Connections

Utilities are readily available on the adjoining site. Depending on location of the plots and the fall of the site a foul pumping station could be required. Typical indicative cost of this is £50,000. If plots located on appropriate level area connection costs could be minimal and need for pumping station removed.

Flood Risk

Council's assessment - Amber, possible need for mitigation. Flood Zone 2 at the north western edge of the site. Development should not be proposed in this area. No issues with surface water flooding.

Availability

No response from the landowner confirming availability, therefore conclude it is not available.

Site Proforma - Land between Old Mill Lane & New Mill Lane (Site Ref: 53)

Type of Use (if site is proven to be feasible)

*G&T Permanent

Delivery

Council purchase / CPO will be required as the landowners have not confirmed they are interested in this use. If purchased by the Council, all delivery options potentially available.

CONCLUSION

The access to the site, through the private park home and touring site, is not suitable for HGV/vehicle movements associated with travelling showpeople use or by transit/emergency stopping use and is therefore not feasible for these uses.

The access is via a private road / third party land, ownership and access rights will need to be established prior to progressing this site further, to ensure access can be achieved.

Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. However, there would still need to be agreement to use the existing road through the park home estate to access the site.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Land between Old Mill Lane & New Mill Lane (Site Ref: 53)

Site Photos



Site Proforma - Land between Old Mill Lane & New Mill Lane (Site Ref: 53)



Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)

Council Site Information

Site Information			
Location:	Mansfield Road	Settlement:	Spion Kop
Ref:	57	Ward	Market Warsop
Site Size (ha):	0.41	Site Capacity (pitches / plots / sites)	G&T perm 8
			G&T transit 16
			TSP 2
Current use:	None	Neighbouring uses:	Residential / Agricultural
PDL/Greenfield	Greenfield	Location (Grid reference)	X 455851
			Y 366537

Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
2. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Yellow	Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access	Yellow	Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Yellow	Development of the site would have a Moderate impact on townscape capable of being mitigated.
12. Impact on landscape	Red	Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land;	Yellow	The land is BMV but is too small to have a significant impact.
15. Use of previously developed land.	Red	The land is a greenfield site.
16. Is there any potential for flood risk?	Yellow	All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation

Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)

Site Assessment

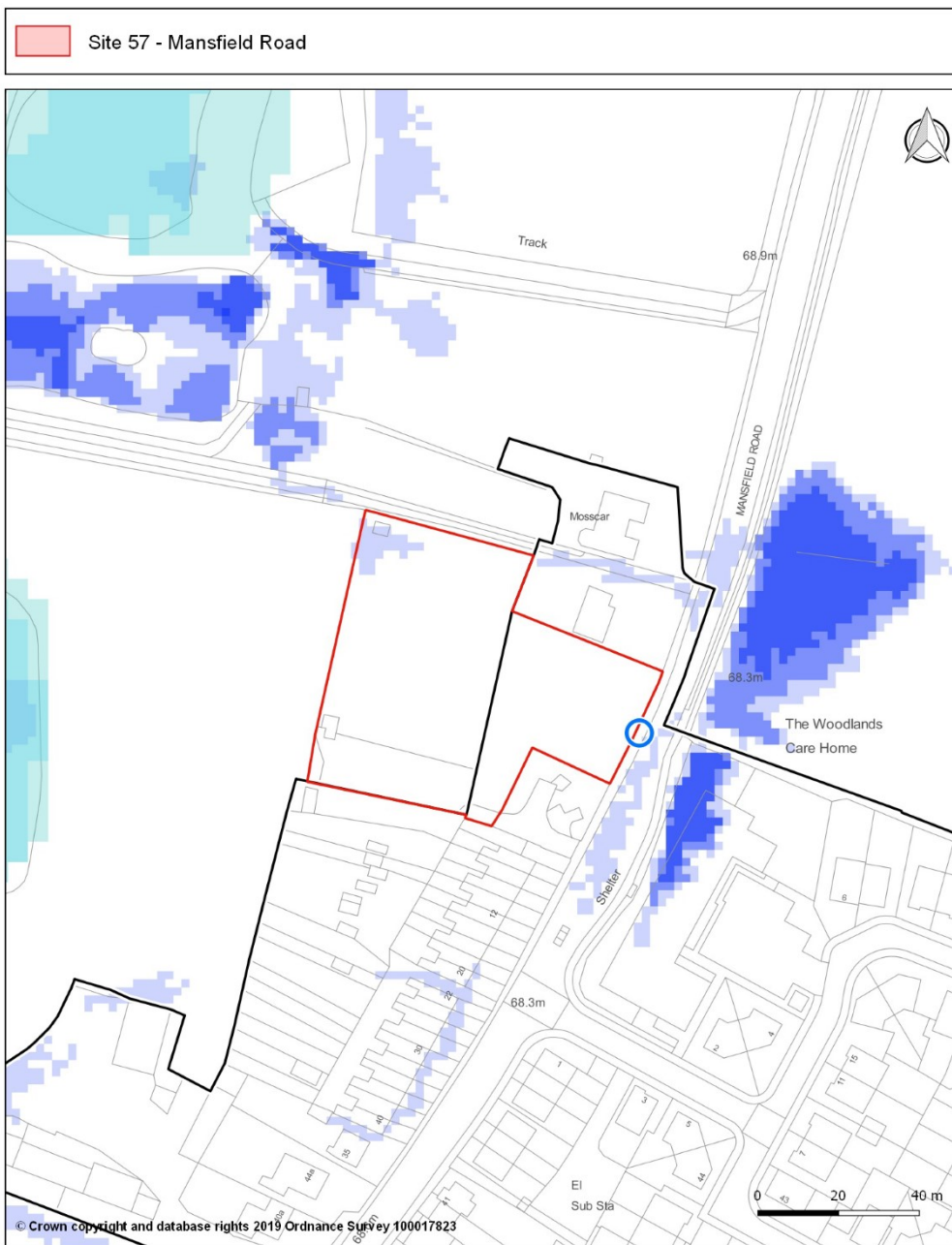
17. Would the topography constrain the development of the site?



There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05/08/2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DJ t 01179 058 850 f bristol@dpcconsultants.co.uk <small>offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield</small>	
	SCALE 1:1,250 @ A4	DRWG NO 57	Checked MG		
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO NTTS5161	REV	DRWG TITLE Assessment Site 57		

Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)

Site Ref	Site Name/Address	
57	Land off Mansfield Road, Spion Kop (adj The Gables) Mansfield Road	
Source of Site		Local Authority
Initial Council Assessment		Mansfield
Size		
0.41 ha		
Description of the Site		
<p>The site is located in the village of Spion Kop. It has residential properties to the north and south, with a Severn Trent pumping station to the southern corner with Mansfield Road. To the west of the site is a grassed area surrounding a fishing pond. To the opposite side of Mansfield Road there is a care home. The site is undeveloped and has planning permission for 8 residential units.</p>		
Planning History		
<p>2016/0224/NT - outline planning application with all matters reserved (except for access) to construct 8 no. dwellings. Land At Mansfield Road Spion Kop. APPROVED ON APPEAL, 20 JULY 2018</p>		
Local Plan Policies		
<p>The settlement boundary crosses the site.</p>		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u></p> <p>Not likely to have an adverse impact upon designated heritage assets</p> <p>Herring Cottage (NDHA) Rose Cottage (NDHA) Nettleworth Manor Mill Farmhouse (Grade II listed), Church of St Augustine (Grade I Listed) all on Sookholme Lane and Nettleworth Farm (Grade II Listed) Sookholme Road, all a considerable distance from the site.</p> <p>Historically area defined by open patchwork of fields, with a windmill situated at the convergence of plots 842, 841 and 839. By 1956 the 2no rows of cottages had been implemented as had property 35 and 40a as had the range of buildings to their rear with the one to the separate plot being half its</p>		

Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)

size but the range of building to the south (right angles to road) being more extensive. Plot 838 and 840 also showing development by 1956, with a range of 5no. separate buildings evident. The rear field system was merged into one and now depicted 2no. ponds.

MDC Officer Comments on Contamination

No Comment

MDC Sustainability Officer

From the aerial photo layers, it looks as if a lot of the site is tall ruderal grassland which may have limited ecological value, but an ecological survey is recommended to hopefully rule out impacts. A few trees on site will have some value and would need to be retained on site.

Feasibility Assessment

Site Topography

The land is slightly lower than the road level, but is otherwise a level site.

Road Network Suitability

The site is directly accessed off the A60 Mansfield Road. The carriageway can accommodate HGVs and buses. There are no parking restrictions and some on-footway parking on the A60 in the vicinity of the site. The A60 has a 30mph speed limit at the site. The A60 is straightened flat in character around the site. A railway bridge with clearance of 4.4m is on the A60 650m north of the site.

*Road suitable

Access and Egress Suitability

There was a 2018 appeal decision, for 8 residential properties, that determined the visibility at the access point is appropriate. The site is between a sewerage pumping station with its own access, and a residential dwelling with a driveway, thus a site access would need sufficient distance from this. There is a bus bay opposite the site's frontage to the A60. There is a slight difference in levels between the site and the carriageway, as such any new access would require internal grading,

Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)

additional costs. New access junction required. Considered that appropriate visibility could be provided.

*Access visibility suitable

*Access for HGVs suitable with grading.

Utilities Connections

All connections in close proximity. Nominal cost

Flood Risk

Council's assessment - Amber, possible need for mitigation. EA mapping indicates that surface water flood risk effects only a small part of the overall site and therefore unlikely to result in substantial abnormal costs.

Availability

The landowner has confirmed this site is not available for this use.

Type of Use (if site is proven to be feasible)

*G&T Permanent

*Transit/emergency stopping

*TSP Permanent

Please note, subject to site design, the site yield may be lower or pitch/plot sizes reduced to address the full needs, given the size and shape of the site.

Delivery

Council purchase / CPO will be required as the landowner has confirmed that the site is not available for this use. If purchased by the Council, all delivery options potentially available.

CONCLUSION

This site has planning permission for residential (bricks and mortar) development which is being pursued, therefore this may prevent use for GT, T&TSP development. A new site access is required.

Currently the development of the site is not feasible based on this assessment as the site has been confirmed as not available for this use by the landowner. It is understood that the Council could

Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)

purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)

Site Photos



Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)



Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)



Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)



Site Proforma - Land off Mansfield Road, Spion Kop (adj The Gables) (Site Ref: 57)



Site Proforma - Land off Ley Lane (Site Ref: 60)

Council Site Information

Site Information			
Location:	Ley Lane	Settlement:	Mansfield Woodhouse
Ref:	60	Ward	Manor
Site Size (ha):	0.42	Site Capacity (pitches / plots / sites)	G&T perm 8
			G&T transit 16
			TSP 2
Current use:	Grassed Area	Neighbouring uses:	Residential / Playing Fields
PDL/Greenfield	Greenfield	Location (Grid reference)	X 454441
			Y 363587

Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
3. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Green	Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access	Green	Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Yellow	The site contains important trees and hedgerows but these are capable or being incorporated into the design and retained.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Green	The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Green	The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets	Yellow	The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Red	The land is a greenfield site.
16. Is there any potential for flood risk?	Yellow	All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.

Site Proforma - Land off Ley Lane (Site Ref: 60)

Site Assessment

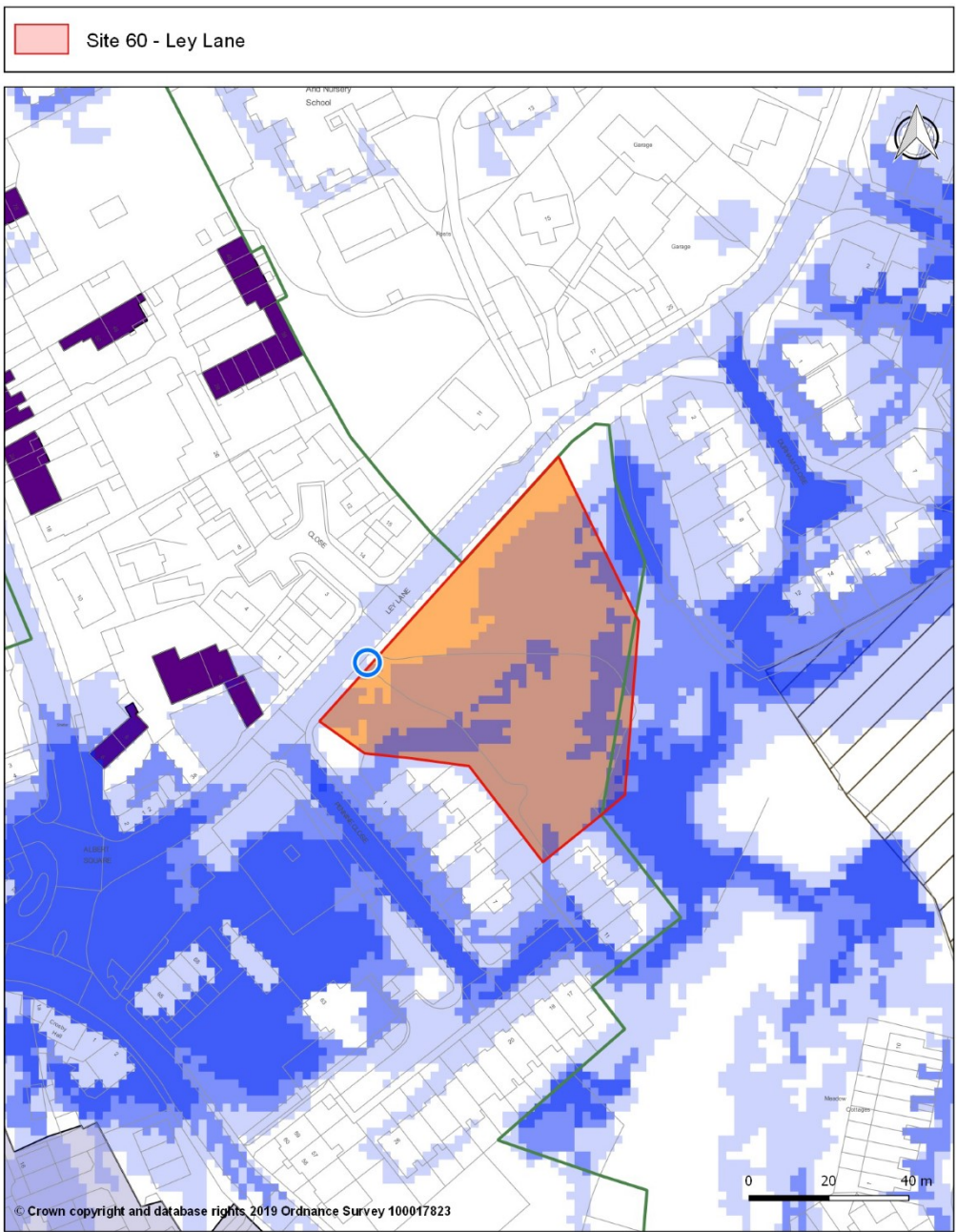
17. Would the topography constrain the development of the site?



The topography does not constrain the development of the site.

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05.06.2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DU t 01179 058 850 f bristol@dipconsultants.co.uk Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield
	SCALE 1:1,250 @ A4	DRWG NO 60	Checked MG	
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO NTTS5161	REV.		
	DRWG TITLE Assessment Site 60			

Site Proforma - Land off Ley Lane (Site Ref: 60)

Site Ref	Site Name/Address	
60	Land off Ley Lane Ley Lane	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	0.42 ha
Description of the Site		
<p>This is an existing site, in use for residential caravans when visited (April 2019). The site is located in an urban residential area, with residential properties to the north, west and south. There is a playing field to the east. It is a level site, located in the Woodhouse conservation area.</p>		
Planning History		
<p>2017/0047/FUL - erection of 14 no. single storey dwellings and associated landscaping and works. Land Off Ley Lane Mansfield Woodhouse. AWAITING THE SIGNING OF THE S106. COMMITTEE CONSIDERED IN 2017 AND ON 29TH APRIL 2019</p>		
Local Plan Policies		
<p>Woodhouse Conservation Area Policy NE2 (The majority of the site is within the conservation area) Housing Allocation Policy H1: Policy H1 is for an allocation of 14 new homes, to address the housing target, which does not include the needs for Gypsy and Traveller, or Travelling Showpeople. The use of the site for Gypsy and Travellers or Travelling Showpeople would not accord with this policy and would be a departure from the Local Plan.</p>		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u> The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.</p>		

Site Proforma - Land off Ley Lane (Site Ref: 60)

3 Ley Lane and adjoining barn (Grade II) 6 and 8, 28-38, 40-42, 44-46, 20-22-24 all on Albert Street, (all Grade II). The Star PH (NDHA), 36-39 Portland Street (NDHA). Mansfield Woodhouse (CA). Part of the site is located within the CA, Flour Mill (archaeology) on site.

Historically the area was predominantly open fields however to the southwest section an orchard and what looks to be a walled area and a range of enclosures are evident, associated with the farm complex located just further to the southwest of the site. A further structure, possible barn, is located just to the southeast of the site with a further range of buildings (now as Ley Lane Farm by 1956) located just to the northeast of the site. By 1956 the barn has been lost, as have quite a few of the buildings to the farm complex to the southwest, range of building have been developed as residential which to the fore have a shelter and PC depicted. Pennine Close and its associated residential development have been implemented. Site is subject to a further application for a residential development 2017/0047/FUL.

MDC Officer Comments on Contamination

No Comment

MDC Sustainability Officer

No specific comments

Feasibility Assessment

Site Topography

The site is level and therefore there are no abnormal costs anticipated in respect of the topography of the site to accommodate development. No issues.

Road Network Suitability

Traffic calming measures on Ley Lane by northern site boundary. Traffic restrictions (No waiting at any time) on northbound carriageway opposite the site. Adjacent Albert St and High St accommodate bus routes. A60 in proximity, with access via Portland Street.

*Road suitable

Access and Egress Suitability

Extant functioning access point to south of site. Planning permission granted for new entrance point on Ley Lane as part of residential development 2017/0047/FUL, which confirms 2.4m x 47m visibility would be appropriate. This can be achieved. New access junction required. Considered HGV appropriate access could be achieved.

Site Proforma - Land off Ley Lane (Site Ref: 60)

*Access visibility suitable

*Access for HGVs suitable

Utilities Connections

All connections in close proximity. Nominal cost

Flood Risk

Council's assessment - Amber, possible need for mitigation. EA mapping indicates that surface water flood risk effects most of the site.

Availability

Some of the site owners have obtained planning permission for residential subject to the signing of a S106. Whilst there appears to be some difference of views about the future of the site from the different landowners, the Addendum report to the GTANA notes that this site is likely to be lost from its current Travelling Showpeople use.

Type of Use (if site is proven to be feasible)

*G&T Permanent

*Transit/emergency stopping

*TSP Permanent

Delivery

Council purchase / CPO will be required as all the landowners have not confirmed they are interested in this use, however given the planning history and historic use the Council may consider it inappropriate to purchase this site. If purchased by the Council, all delivery options potentially available.

CONCLUSION

This site is a proposed housing allocation in the emerging Local Plan, for 14 new homes. Gypsy and Traveller and Travelling Showpeople use would not accord with this policy.

The site is in a Conservation Area and therefore future use would need to consider this status.

Currently the development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g.

Site Proforma - Land off Ley Lane (Site Ref: 60)

through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use. However, due to the planning history and historic use the Council may consider it inappropriate to purchase this particular site for these uses.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Land off Ley Lane (Site Ref: 60)

Site Photos



Site Proforma - Land off Ley Lane (Site Ref: 60)



Site Proforma - Pheasant Hill and Highfield Close (Site Ref: 64)

Council Site Information

Site Information			
Location:	Highfield Close	Settlement:	Mansfield
Ref:	64	Ward	Sherwood
Site Size (ha):	3.28	Site Capacity (pitches / plots / sites)	G&T perm 65
			G&T transit 131
			TSP 16
Current use:	Grassland	Neighbouring uses:	Sports Pitches / School / Residential
PDL/Greenfield	Greenfield	Location (Grid reference)	X 453472
			Y 362360

Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Green	Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access	Yellow	Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Yellow	The site has some impacts on Strategic Green Infrastructure that are capable of being mitigated.
11. Impact on townscape	Green	The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Yellow	The site is in a 'medium value' landscape area and capable of accommodating development with mitigation.
13. Impact on Heritage Assets	Yellow	The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Red	The site is greenfield land.
16. Is there any potential for flood risk?	Green	Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)

Site Proforma - Pheasant Hill and Highfield Close (Site Ref: 64)

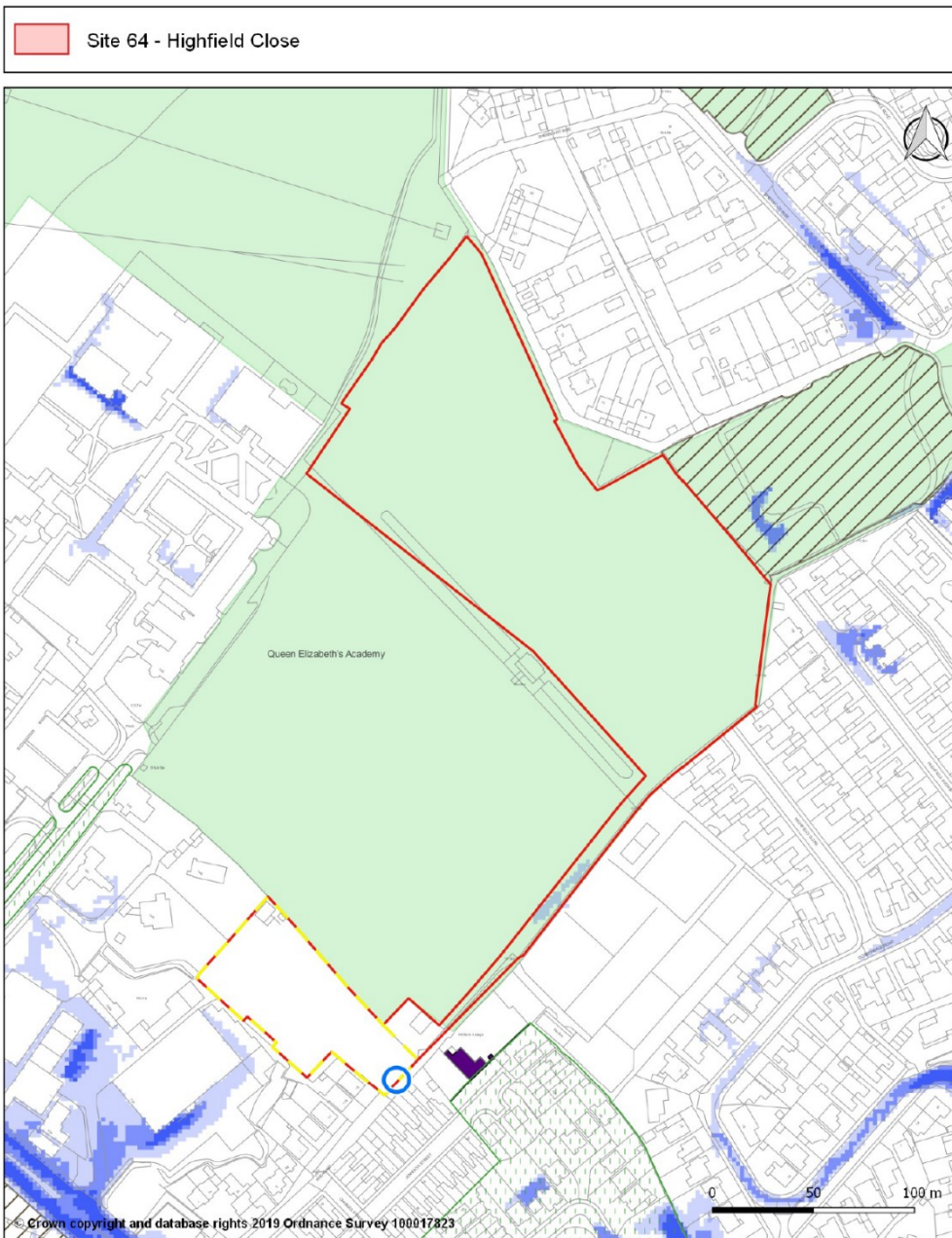
Site Assessment

17. Would the topography constrain the development of the site?



The topography does not constrain the development of the site.

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05/06/2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DJ	
	SCALE 1:2,500 @ A4	DRWG NO. 64	Checked MG		
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO. NTTSS151	REV.	t 01179 068 850 f bristol@dipconsultants.co.uk <small>Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield</small>		
	DRWG TITLE Assessment Site 64				

Site Proforma - Pheasant Hill and Highfield Close (Site Ref: 64)

DLP Assessment:

Site Ref	Site Name/Address	
64	Pheasant Hill and Highfield Close Highfield Close	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	0.45ha, of the total site 3.28 ha
Description of the Site		
<p>This site is accessed from Pheasant Hill, a residential street, which joins the A6191 Chesterfield Road South. The untarmacked access track that is located to the east of the site, runs north to south and provides access to a groundworks compound/garage (which appears to be used for the school further to the north) and the school further north. To the north is a secondary school, to the south, east and north west are residential properties. To the south west there is a retail outlet, which is located at a level approximately 8m below the site, with a vertical embankment separating the two.</p>		
Planning History		
None since 2000		
Local Plan Policies		
None applicable		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u></p> <p>The impact of development upon a designated heritage can be mitigated or there are public benefits that outweigh a less than significant harm.</p> <p>Mill Bank Cottage Pheasant Hill (Grade II) Pavilion (NDHA) Queen Elizabeth School (NDHA), Windmill (archaeology) Limestone Quarry (archaeology).</p>		

Site Proforma - Pheasant Hill and Highfield Close (Site Ref: 64)

Site is situated within the grounds of and adjacent to the NDHA's with the link road passing passed part of the boundary of the listed heritage asset which therefore puts the south plot adjacent to it. Mill Bank Cottage was more extensive as these structures have been lost (by 1919) their outer walls were retained and form some of the boundary of site, the property therefore has always had a substantial boundary separating it and its grounds from the surrounding area.

Historically grammar school was not as substantial, pavilion was not evident, surrounded by patchwork of open fields, to nearest asset to northwest Debdale (NDHA and listed), Beech Hill (small property in own grounds) to southwest, Dale Close (NDHA) south and Crow Hill (CA, NDHA and listed) southeast.

To the site Plot 321 was partially developed (south plot) 3no. dwellings within small linear plots were located at its south corner. Possibly associated to the quarry – located to next plot southeast.

By 1900 these dwellings were evidentially lost but were replaced with a terrace range of 6no. buildings with outbuildings, with a further 4no. buildings appearing to the southeast section of this south site. The track to the grammar school and to the properties to adjacent plot to site (runs along the north edge of the site) was a more permanent route.

By 1919 development had occurred section of north plot.

By 1956 development to south and north had occurred, a few open field still remain to east before development, so separating from assets in these directions, but site open ground between site and Debdale.

MDC Officer Comments on Contamination

No Comment

MDC Sustainability Officer

The site may include important hedgerows as they are more than 20m in length and also connected to other hedgerows; these will require further survey work. As such, the hedgerows may be considered 'important' as defined by the Hedgerow Act 1997 and will need surveying and checking is historically important to see if they qualify as 'important' and thus protected.

These should be retained in any case. The hedgerows and trees have some biodiversity value.

It looks as if a majority of the site identified for G&T pitches is bramble and with some trees.

A further site specific ecological assessment should be carried out to rule out any potential impacts.

Site Proforma - Pheasant Hill and Highfield Close (Site Ref: 64)

It is located in the strategic GI (Area 2 – Oxclose Woods) and key recommended actions relevant to this G&T site include: improving trails for multi-user access (walking, cycling, mobility scooter) & improve recreational amenity along existing trails and to enhance and restore habitat linkages to adjacent area through habitat creation.

Feasibility Assessment

Site Topography

The site is level and therefore there are no abnormal costs anticipated in respect of the topography of the site to accommodate development. No issues.

Road Network Suitability

Pheasant Hill has a junction with a dual-carriageway section of the A6191 Chesterfield Rd ~150m from the potential site entrance. Pheasant Hill is inclined and features on-street parking. The A6191 is of high standard for HGVs and caravans.

*Road network suitable

Access and Egress Suitability

This site is located near the top of Pheasant Hill and accessed from an unmade road. Access is via a private road / third party land, ownership and access rights will need to be established prior to progressing this site further, to ensure access can be achieved. The entrance passage is very narrow. It would not be able to accommodate a HGV or the level of use associated with transit sites. Road widening and resurfacing would be required.

*Access visibility suitable

*Access for HGVs and or transit use not suitable

Utilities Connections

Potential site access options are immediately adjacent to existing properties. A such utilities assumed to be in the immediate area. Nominal cost.

Site Proforma - Pheasant Hill and Highfield Close (Site Ref: 64)

Flood Risk

Council's assessment- no issues

Availability

No response from the landowner confirming availability, therefore conclude it is not available.

Type of Use (if site is proven to be feasible)

*G&T Permanent

Delivery

Council purchase / CPO will be required as the landowners has not confirmed they are interested in this use. If purchased by the Council, all delivery options potentially available.

CONCLUSION

The access to the site is not suitable for HGV/vehicle movements associated with travelling showpeople use or by transit/emergency stopping use and is therefore not feasible for these uses.

Access is via a private road / third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure access can be achieved.

The access road to the site is narrow and would benefit from widening to ensure larger mobile units can access the site (this would require third party land).

The development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site and any additional land needed for road widening, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Pheasant Hill and Highfield Close (Site Ref: 64)

Site Photos



Site Proforma - Pheasant Hill and Highfield Close (Site Ref: 64)



Site Proforma - Harrop White Road Allotments (Site Ref: 66)

Council Site Information

Site Information				
Location:	Harrop White Road	Settlement:	Mansfield	
Ref:	66	Ward	Broomhill	
Site Size (ha):	0.28	Site Capacity (pitches / plots / sites)	G&T perm	5
			G&T transit	11
			TSP	1
Current use:	None	Neighbouring uses:	Residential / Allotments	
PDL/Greenfield	Greenfield	Location (Grid reference)	X	452283
			Y	361550

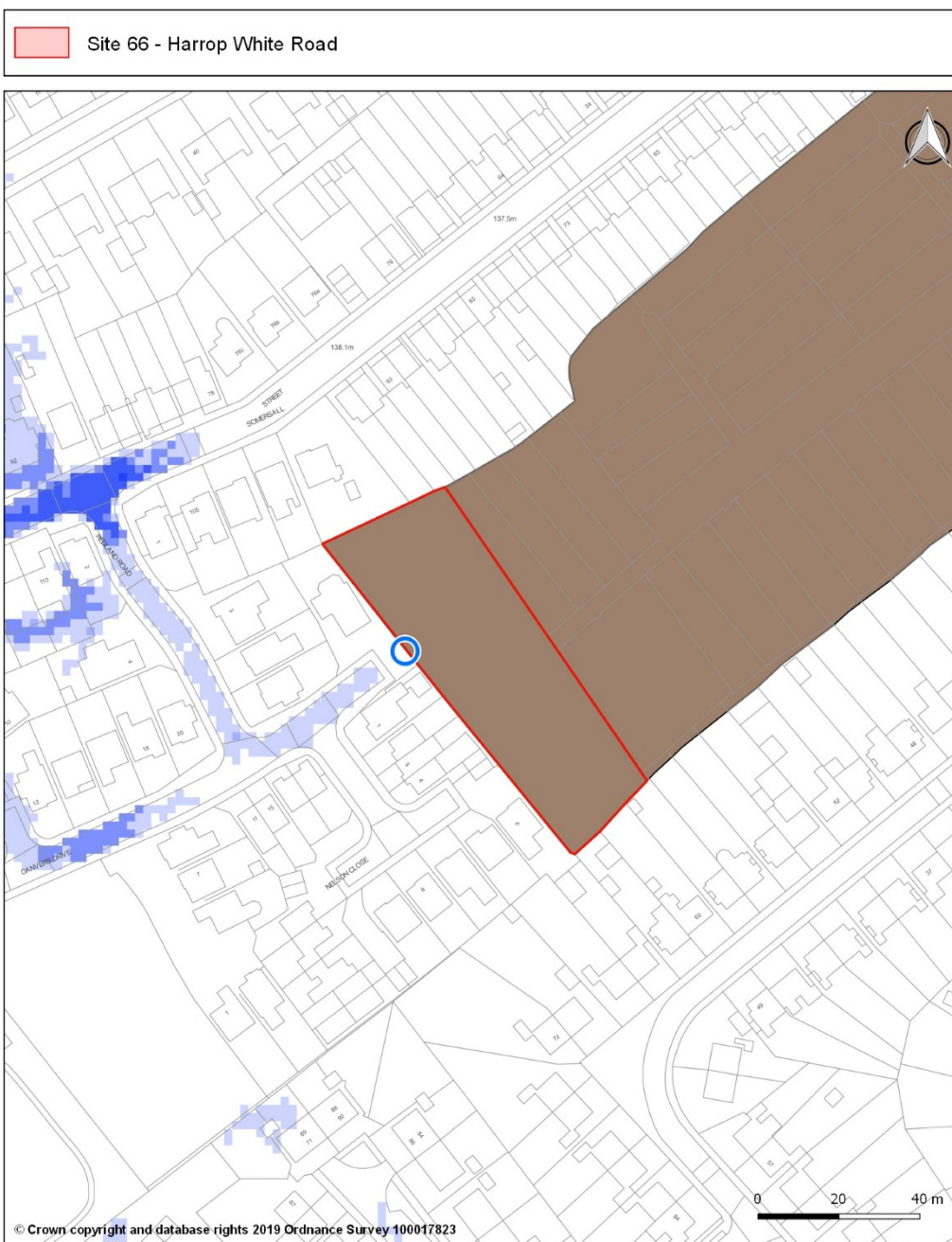
Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
2. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Yellow	The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport	Yellow	The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Green	Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access	Yellow	Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Red	Development of the site would have an adverse impact on townscape which is not capable of being mitigated.
12. Impact on landscape	Green	The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Red	The site is greenfield land.

Site Proforma - Harrop White Road Allotments (Site Ref: 66)

Site Assessment		
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		The topography does not constrain the development of the site.

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 05.06.2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Pilence Street Bristol, BS1 4DU t 01179 058 850 f bristol@dpcconsultants.co.uk Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield
	SCALE 1:1,250 @A4	DRWG NO. 66	Checked MG	
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO. NITSS161	REV		
	DRWG TITLE Assessment Site 66			

Site Proforma - Harrop White Road Allotments (Site Ref: 66)

DLP Assessment:

Site Ref	Site Name/Address	
66	Harrop White Road Allotments Harrop White Road	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	0.28 ha
Description of the Site		
<p>This site is part of the Harrop White Road Allotment, although not cultivated or sub-divided as plots. To the north east there are allotments plots, with residential properties surrounding the other sides of the site.</p>		
Planning History		
2005/0757/WT- construction of 7 no. bungalows and ancillary works – resubmission. REFUSED.		
Local Plan Policies		
<p>Allotments Policy IN5, development for Gypsy and Traveller and Travelling Showpeople use would not accord with this emerging Local Plan policy unless it can be satisfactorily demonstrated that:</p> <ol style="list-style-type: none"> a. the whole of the allotment, or the proportion proposed to be developed, is surplus to requirements based on existing and known future demand; or b. alternative equivalent replacement provision is being provided. 		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u> Not likely to have an adverse impact upon designated heritage assets Nearest asset Intake Farm School, Armstrong Road c1957.</p>		

Site Proforma - Harrop White Road Allotments (Site Ref: 66)

Historically the area/site was open patchwork of fields; site appears in plot 453, with staggered trees to boundaries, unnamed property located to north with elongated triangular shaped grounds stretching towards the site.

By 1919 development starting to occur to north.

By 1956 area recorded as allotments, development to north and south but on west/east axis, partially separating site from asset, with a further area in between which at that time functioned as playground and grounds to The Ladybrook Hotel PH.

Now asset separated from site, both by distance, but also amount of development, this seemed to have always been the case since the asset was constructed.

MDC Officer Comments on Contamination

No Comment

MDC Sustainability Officer

Although there are no locally designated wildlife sites on or adjacent to the site, it is likely to have some impact on biodiversity (protected and Section 41 species and habitats) as the site has naturalised over some years. It appears, from the photos to be bramble and weeds, but just needs a survey to rule out any impacts.

Where feasible, it would most likely be beneficial to retain and/or enhance the natural features on the site (e.g. trees) to soften the urban edge and provide privacy. Potential for mitigation and enhancement of biodiversity.

Feasibility Assessment

Site Topography

The site is level and therefore there are no abnormal costs anticipated in respect of the topography of the site to accommodate development. No issues.

Site Proforma - Harrop White Road Allotments (Site Ref: 66)

Road Network Suitability

Redland Road/Danvers Drive, to the west of the site are residential and suburban in nature, and have on street parking and speed reduction features. Not suitable for HGVs or vehicles larger than a refuse truck. Occasional on-street parking is in evidence. Redland Road connects to Somersall St, which features speed restrictions and on-street parking, which provides access to Westfield Lane and the A6075.

*Road not suitable

Access and Egress Suitability

A suitable access junction could potentially be achieved via Redland Road/Danvers Drive, through land owned by a third party, a potential ransom strip. A narrow access road from Harrop White Road through the allotments to the east of the site is provided for allotment owners; this would not be a suitable access point due to its unmade nature and restricted width.

*Access visibility suitable

*Access for HGVs unlikely to be suitable.

Utilities Connections

Mansfield DC may wish to obtain detailed utilities information to establish if foul and fresh water can be provided at a limited cost. However, if access is provided via Danvers Drive existing properties immediately bound the site. As such connections are assumed to be available, potential nominal cost

Flood Risk

Council's assessment- no issues

Availability

Consultation response to the Issues and Options stated that the trustees do not consider this use appropriate.

Type of Use

None, not a feasible site

Site Proforma - Harrop White Road Allotments (Site Ref: 66)

Delivery

Not a feasible site.

CONCLUSION

The road network has been assessed as not being suitable for any use, as such the development of the site is not feasible based on this assessment.

A new access would need to be created via third party land, ownership and access rights will need to be established, to ensure access could be provided.

The site has not been confirmed as being available (although it could be compulsorily purchased by the Council), and it is not large enough to accommodate the needs for the transit/emergency stopping site or travelling showpeople.

Given the unsuitable nature of the road network and the need to acquire land to access the site, it is not considered to be a feasible site for a permanent G&T use, as such no viability assessment is to be undertaken.

Site Proforma - Harrop White Road Allotments (Site Ref: 66)

Site Photos



Site Proforma - Harrop White Road Allotments (Site Ref: 66)



Site Proforma - Land off Chesterfield Road (Site Ref: 88)

Council Site Information

Site Information			
Location:	Chesterfield Road North	Settlement:	Pleasley
Ref:	88	Ward	Bull Farm and Pleasley Hill
Site Size (ha):	9.75	Site Capacity (pitches / plots / sites)	G&T perm 195
			G&T transit 390
			TSP 48
Current use:	Agricultural Land	Neighbouring uses:	
PDL/Greenfield	Greenfield	Location (Grid reference)	X 451009
			Y 364194

Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
3. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Yellow	The site is within 400 - 800m (a reasonable walking distance) of any public transport route including bus services that do not meet the criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Green	Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access	Yellow	Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Yellow	The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Green	This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Red	Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;	Red	All the land is BMV (grades 1, 2 and 3a) and there is potential for significant harm that cannot be mitigated.
15. Use of previously developed land.	Red	The land is a greenfield site.
16. Is there any potential for flood risk?	Yellow	All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.

Site Proforma - Land off Chesterfield Road (Site Ref: 88)

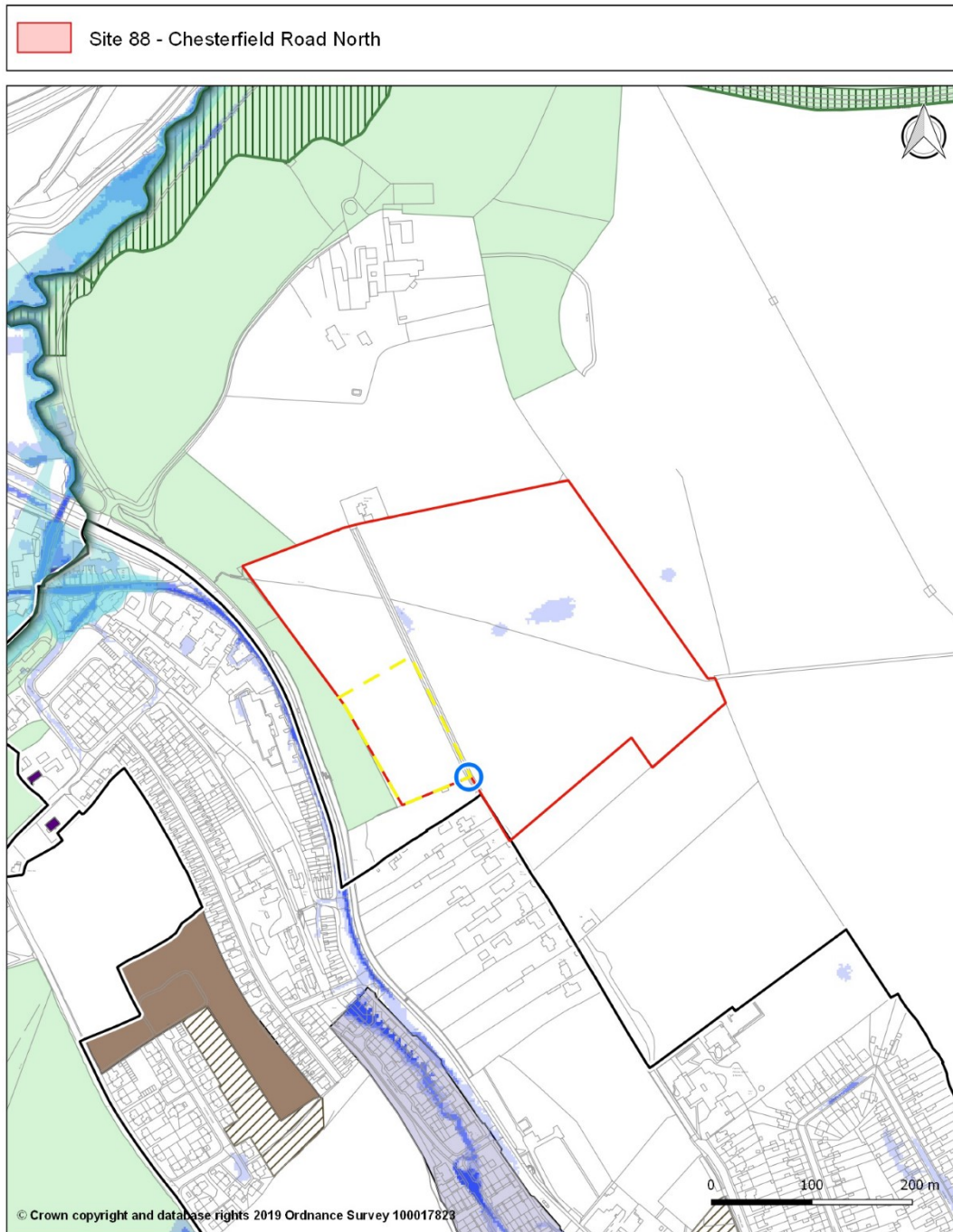
Site Assessment

17. Would the topography constrain the development of the site?



There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Site Plan – displaying potential access point(s) and Local plan policies.



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	SCALE 1:5,000 @ A4	DRWG NO 88	Checked MG		
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	APP NO NTTS5161	REV			
	DRWG TITLE Assessment Site 88				

Site Proforma - Land off Chesterfield Road (Site Ref: 88)

DLP Assessment:

Site Ref	Site Name/Address	
88	Land off Chesterfield Road Chesterfield Road North	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	1 ha, of the total 9.75 ha
Description of the Site		
<p>This site is currently an agricultural field, formerly part of a larger landholding, separated from any surrounding development. The land slopes away from the road, falling to the west. There is woodland to the west of the site.</p>		
Planning History		
None since 2000		
Local Plan Policies		
<p>Development in the Countryside Policy S5: The above emerging policy directs development away from the best of most versatile land where possible. The Council's initial assessment is that there is potential for significant harm that cannot be mitigated.</p>		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u> Not likely to have an adverse impact upon designated heritage assets Wren Farm (NDHA) north. Building (archaeology) north, arrowhead (archaeology) south. Within Pleasley Village (separated from site by main road and village buildings) St Barnabus Church (NDHA) bridge and weir (listed) 2 Meden Square (NDHA) mill pond and weir (archaeology).</p>		

Site Proforma - Land off Chesterfield Road (Site Ref: 88)

Historically site was open ground - fields, track dissecting it leading the Wren Farm, with band nearest to road depicted as extensive mixed tree planting, with a range of buildings located nearest to the road junction (lost possibly through road widening scheme). Maps between 1875 and 1982 not available. By 1982 still depicted as open ground but to track edge at the northern boundary of the site, Radmanthwaite cottages are depicted.

MDC Officer Comments on Contamination

No Comment

MDC Sustainability Officer

The site is arable land and is bordered by hedgerows that are greater than 20m and linked to other hedgerows. As such, the hedgerows may be considered 'important' as defined by the Hedgerow Act 1997 and will need surveying and checking is historically important to see if they qualify as 'important' and thus protected.

Although it looks as if the site is more-or-less intensively farmed and there are no locally designated wildlife sites on or adjacent to the site, it is likely that the boundaries of the site may have some impact on biodiversity (protected and Section 41 species and habitats). The site would need a survey to rule out any impacts.

Feasibility Assessment

Site Topography

The land slopes away from the road, falling to the west. Additional ground works will be required to create level pitches. The Council's initial assessment identified that there will be adverse impact on landscape in high value areas which is not capable of being mitigated.

Road Network Suitability

The site entrance is to the north of Woburn Rd. Woburn Rd has direct access via a signalised junction to the A6191 Chesterfield Road. Woburn Rd is residential in character and is subject to on-street parking and there is traffic calming outside the School. The A6191 is dual carriageway in the vicinity of the site.

*Road network suitable

Access and Egress Suitability

Access is via a single-lane unmade road with residential properties fronting onto its western side - this is a private road which would need to be appropriately surfaced. Prior to that there is traffic calmed road, with a number of speed bumps. The current access road is narrow. The section of Woburn Road north of the southern boundary of the school is not maintained at public expense. It is unlikely existing access could be improved to provide appropriate access for frequent HGV/vehicles movements associated with Travelling Showpeople and Transit uses. Direct access from the A617 requires third party land and not likely to be acceptable.

*Access visibility suitable

*Access for regular HGVs and Transit site movements not suitable

Utilities Connections

Mansfield DC have obtained utilities information to establish the location of services that could potentially serve the site. Based on this, high level analysis indicates that the costs of connection for foul/fresh water and electricity could be in the region of circa £29,000. Further detailed assessment and discussions with utility providers would be required to confirm final costs.

Flood Risk

Council's assessment - Amber, possible need for mitigation. EA mapping indicates that surface water flood risk does not affect the sub site area.

Site Proforma - Land off Chesterfield Road (Site Ref: 88)

Availability

The landowner has confirmed this site is not available for this use.

Type of Use (if site is proven to be feasible)

*G&T Permanent

Delivery

Council purchase / CPO will be required as the landowner has confirmed that the site is not available for this use. If purchased by the Council, all delivery options potentially available.

CONCLUSION

The access to the site is not suitable for HGV/vehicle movements associated with travelling showpeople use or by transit/emergency stopping use and is therefore not feasible for these uses.

Access is via a private road / third party land, ownership and access rights would need to be established prior to progressing this site further, to ensure access can be achieved.

The access road to the site is narrow and would benefit from widening to ensure larger mobile units can access the site (this would require third party land).

The development of the site is not feasible based on this assessment as the site has not been confirmed as being available. It is understood that the Council could purchase the site and any additional land needed for road widening, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Land off Chesterfield Road (Site Ref: 88)

Site Photos



Site Proforma - Land off Chesterfield Road (Site Ref: 88)



Site Proforma - Former Meden Vale Village Hall (Site Ref: 210)

Council Site Information

Site Information				
Location:	Elksley Road	Settlement:	Meden Vale	
Ref:	210	Ward	Netherfield	
Site Size (ha):	0.15	Site Capacity (pitches / plots / sites)	G&T perm	3
			G&T transit	6
			TSP	0
Current use:	Derelict Hall	Neighbouring uses:	Residential / Sports Pitches	
PDL/Greenfield	PDL	Location (Grid reference)	X	458176
			Y	369958

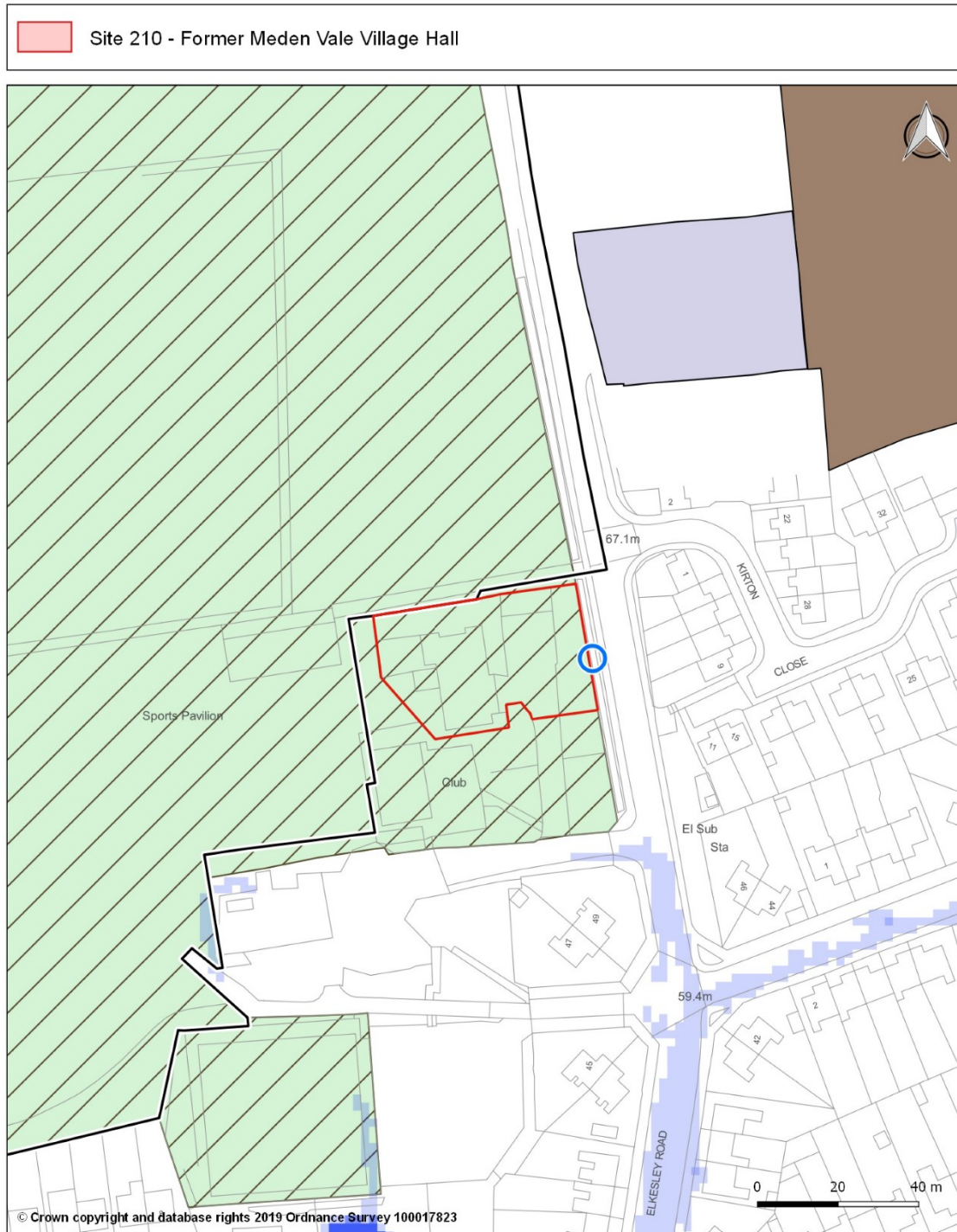
Council Initial Site Assessment


Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Green	The site is already connected to all essential utilities.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Green	Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access	Green	Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Red	The site has adverse impacts on Strategic Green Infrastructure that cannot be mitigated.
11. Impact on townscape	Green	The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Green	The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Green	The site is previously developed land.
16. Is there any potential for flood risk?	Green	Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?	Yellow	There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

Site Proforma - Former Meden Vale Village Hall (Site Ref: 210)

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



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	SCALE 1:1,250 @A4	SRNO 210	Checked MG		
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO. NITSS161	REV.			
	DRWG TITLE Assessment Site 210				

Site Proforma - Former Meden Vale Village Hall (Site Ref: 210)

Site Ref	Site Name/Address	
210	Former Meden Vale Village Hall Elksley Road	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	0.15 ha
Description of the Site		
<p>The site is previously developed, with a disused village hall on site, with an overgrown/disused car park. The current site access is ramped with the existing building above the point of entrance, this access route is outside the site boundary. There are playing field to the north, with community and residential buildings to the south. There is a road directly to the east of the site.</p>		
Planning History		
<p>2010/0523/NT - 2 no. pairs of semi-detached houses and 13 no. flats / apartments - application to replace an extant planning permission (2007/0550/NT) for extension of the time limit for implementation. Granted with conditions. (Unimplemented/Lapsed)</p>		
Local Plan Policies		
<p>Green Infrastructure Policy IN2:</p> <p>The above emerging policy does not preclude Gypsy Traveller or Travelling Showpeople use of the site, however, the impacts on species and habitats are unknown. In order to demonstrate if these uses could be in line with the policy, there is a need to undertake a site-specific ecological assessment to assess the impacts on species and habitats. The Council's initial assessment identified that there will be adverse impacts on Strategic Green Infrastructure which cannot be mitigated.</p> <p>Protection of community open space and outdoor sports provision Policy IN3:</p> <p>The above emerging policy protects the site as community open space/outdoor sports provision, therefore Gypsy Traveller or Travelling Showpeople use of the site would not be appropriate unless one of the following policy provisions are met:</p> <ol style="list-style-type: none"> 1. It is surplus to requirements; or 2. Alternative provision will be provided. 		

Specialist officer comments (related to the Council's initial assessment)

MDC Conservation Officer:

Not likely to have an adverse impact upon designated heritage assets

Assarts Farm – south (NDHA), all south of site, Ford over river (archaeology) Hydraulic ram (archaeology) linear features (archaeology) Gleadthorpe Grange (archaeology), and then east of site, Linear features and enclosures (archaeology) Buildings at Gleadthorpe Grange (NDHA). All separated by what is now Meden Vale development.

Historically open field system with staggered trees. Elkesley Road implemented by 1919, Welbeck Colliery Village depicted by 1956, to site Welbeck Miners Welfare Institute is depicted with pavilion to north, and a building to both the bowling green and tennis court to the south, semi-detached properties situated to the junction (still evident) but the buildings to the bowling green and tennis court and the pavilion have been lost. Current sports pavilion and hall are modern implementations.

MDC Officer Comments on Contamination

No Comment

MDC Sustainability Officer

The site has naturalised somewhat and the building may provide habitat for bats. It will need an ecological survey to identify any impacts on its removal and also within the site's trees and amenity grassed areas.

Where feasible, it would most likely be beneficial to retain and/or enhance the natural features on the site (e.g. trees) to soften the urban edge and provide privacy. Potential for mitigation and enhancement of biodiversity.

Feasibility Assessment

Site Topography

The main part of the site is level, with a ramped existing access road (the existing access road is not in the current site boundary).

Site Proforma - Former Meden Vale Village Hall (Site Ref: 210)

Road Network Suitability

Site near to A60 and A616. Better links to A616; route to A60 through residential area with some on-street parking. No low bridges. Elksey Road is steep and residential in nature. Some parking restrictions in vicinity of site.

*Road Suitable

Access and Egress Suitability

Previously developed site. The site does not have a level access point. The existing access point is narrow and steep and not included in the site boundary. Existing access would not be suitable for larger vehicles - would need to be widened. Two tight 90-degree turns to access current entry point. Access could be moved to Elksey Road by PROW on northern boundary of site; however still issues with levels - visibility from new access could be appropriate.

*Access visibility suitable

*Access for HGVs potentially suitable

Utilities Connections

As a previously developed site utilities are available on the site. Nominal cost

Flood Risk

Council's assessment - no issues

Availability

No response from the landowner confirming availability, therefore conclude it is not available.

Type of Use (if site is proven to be feasible)

*G&T Permanent

Delivery

Council purchase / CPO will be required as the landowners has not confirmed they are interested in this use. If purchased by the Council, all delivery options potentially available.

Site Proforma - Former Meden Vale Village Hall (Site Ref: 210)

CONCLUSION

The site is not large enough to accommodate the needs for the transit/emergency stopping site or travelling showpeople.

The current access to the site (not in the site boundary) is not suitable for HGV movements associated with travelling showpeople use and is therefore not feasible for this use. A new access directly off Elksey Road would be needed.

The development of the site would need to accord with emerging Local Plan policies, IN2: Strategic Green Infrastructure, with regard to its impact on Green Infrastructure and IN3: Protection of community open space and outdoor sports provision, with regard to the loss of provision (noting that the site area and currently disused village hall does not form part of the wider open space neighbouring the site). As the disused village hall is a previous community building, emerging policy IN7: Local shops, community and cultural facilities, would need to be accorded with.

Currently the development of the site is not feasible for G&T permanent use based on this assessment, as the site has not been confirmed as being available. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for this use.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Former Meden Vale Village Hall (Site Ref: 210)

Site Photos



Site Proforma - Former Meden Vale Village Hall (Site Ref: 210)



Site Proforma - Former Meden Vale Village Hall (Site Ref: 210)



Site Proforma - Priory Road Allotments (Site Ref: 223)

Council Site Information

Site Information			
Location:	Priory Road	Settlement:	Mansfield Woodhouse
Ref:	223	Ward	Yeoman Hill
Site Size (ha):	2.49	Site Capacity (pitches / plots / sites)	G&T perm 49
			G&T transit 99
			TSP 12
Current use:	Grassed Area / Allotments	Neighbouring uses:	
PDL/Greenfield	Greenfield	Location (Grid reference)	X 453852
			Y 362967

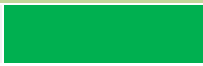
Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
2. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Yellow	Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access	Yellow	Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Yellow	The site contains beneficial uses that is surplus to requirements or can be replaced.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Green	The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Green	The site is in a 'lower value' landscape area and capable of accommodating development without adverse impacts on landscape character.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Red	The land is a greenfield site.
16. Is there any potential for flood risk?	Yellow	All or part of the site falls within Flood Zone 2 or has potential surface water flooding constraints that pass the exceptions test with potential mitigation.

Site Proforma - Priory Road Allotments (Site Ref: 223)

Site Assessment

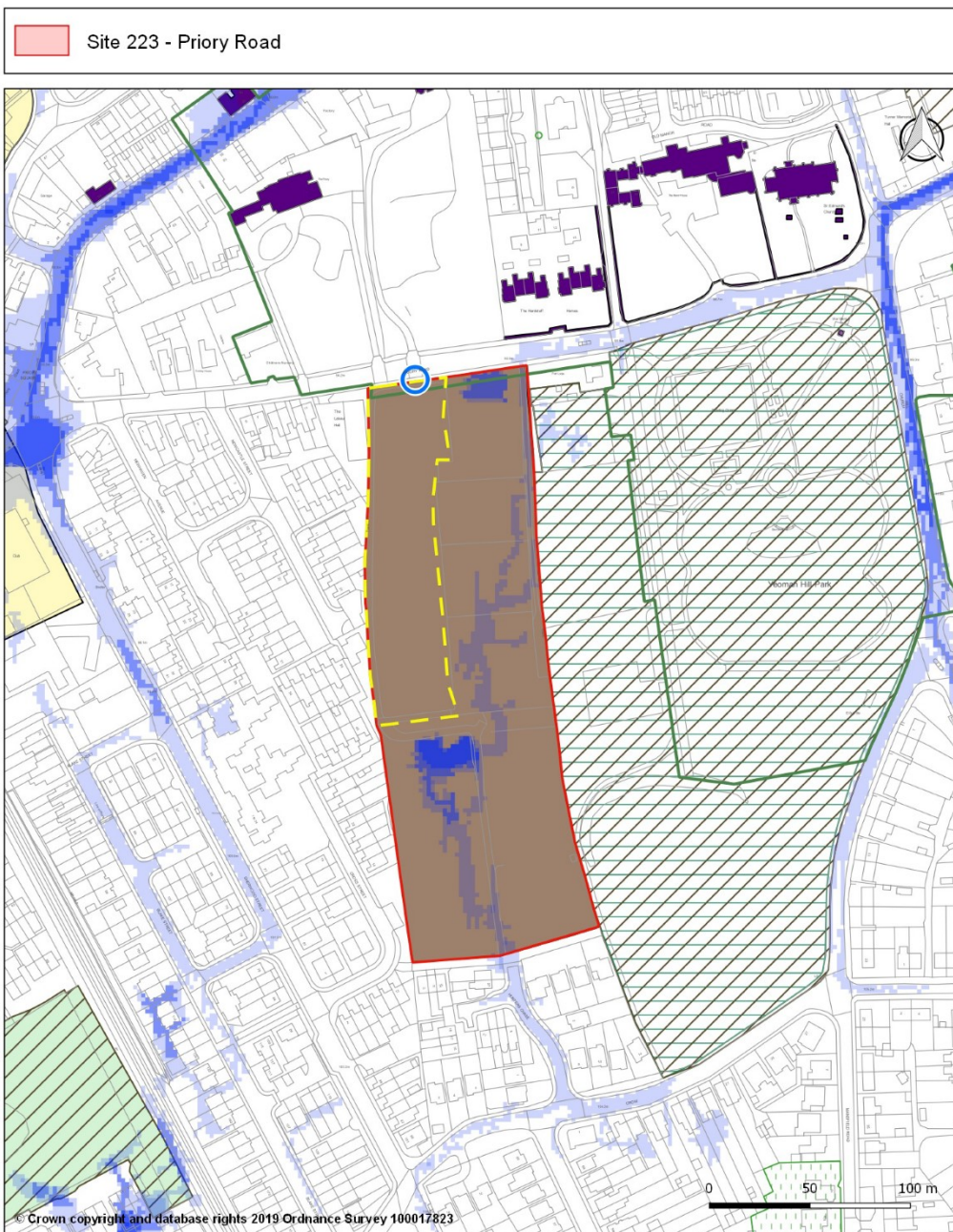
17. Would the topography constrain the development of the site?




The topography does not constrain the development of the site.

DLP Assessment:

Site Plan – displaying potential access point and Local plan policies.



CLIENT Mansfield District Council	DATE 05.06.2019	OS REF	Drawn by PMG	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DU 
	SCALE 1:2,500 @A4	DRWG NO. 223	Checked MG	
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	AP NO. NTTS5161	REV.	t 01179 058 850 f bristol@dipconsultants.co.uk <small>Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield</small>	
	DRWG TITLE Assessment Site 223			

Site Proforma - Priory Road Allotments (Site Ref: 223)

Site Ref	Site Name/Address	
223	Priory Road Allotments Priory Road	
Source of Site		Local Authority
Initial Council Assessment		Mansfield
		0.62ha, of a total site of 2.49 ha
Description of the Site		
<p>This site is part of the Priory Road Allotments, although not cultivated or sub-divided as plots. To the east and south there are allotments plots, with residential properties to the east and road to the north. The site is level.</p>		
Planning History		
None since 2000		
Local Plan Policies		
<p>Allotments Policy IN5, development for Gypsy and Traveller and Travelling Showpeople use would not accord with this emerging Local Plan policy unless it can be satisfactorily demonstrated that:</p> <ul style="list-style-type: none"> a. the whole of the allotment, or the proportion proposed to be developed, is surplus to requirements based on existing and known future demand; or b. alternative equivalent replacement provision is being provided. 		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u></p> <p>Not likely to have an adverse impact upon designated heritage assets</p> <p>Mansfield Woodhouse (CA) Hardstaff Homes, The Priory, The Manor House, The Grange, The Church of St Edmunds (all Listed). War Memorial implemented to Yeoman Hill Park (NDHA).</p> <p>Historically allotments occupied the central segment of the site, with open fields to north (plot 473), west (Plot 472) and south (Plot 474) all in the site, and further open fields around, apart from to</p>		

Site Proforma - Priory Road Allotments (Site Ref: 223)

north where the above mentioned listed properties were located. Staggered trees appeared to boundaries of fields. Quarry located to west.

By 1919 development to the west had occurred.

By 1956 to the east Yeoman Hill Park had been implemented (still separate by a stretch of open ground – now car park, playground etc), within the park a war memorial was implemented (Listed), to the east of the park development had occurred by this time. Within the site, by 1956, a few buildings had been implemented predominantly small in size, possibly sheds, but approx. 4no. quite substantial buildings were located.

MDC Officer Comments on Contamination

No Comment

MDC Sustainability Officer

This is a statutory allotment. Obviously, it will need to go through the channels and procedure of assessing whether it's surplus or not.

There is a Public Rights of Way (PROW) that is located to the south of the site linking Cross Street with Yeoman Hill Park. It will need to be retained and protected.

The site may include important hedgerows as they are more than 20m in length and also connected to other hedgerows. They are very 'gappy' so they may not be classified as 'important' under the Hedgerow Act 1997. It would be beneficial to survey these as part of an ecological survey, if the site progresses further.

Site Proforma - Priory Road Allotments (Site Ref: 223)

Feasibility Assessment

Site Topography

The site is level and therefore there are no abnormal costs anticipated in respect of the topography of the site to accommodate development. No issues.

Road Network Suitability

Site frontage onto A6075 Priory Rd to its north. On-street parking associated with allotment owners evident on the carriageway & footway of Priory Road at site. 4.0m railway bridge with central carriageway on A6075 Debdale Lane 300m from site. Two mini-roundabouts 230m east of site on A6075/Church Hill Junction. Current eastern access from Newcastle St; residential in nature with on-street parking, not considered a suitable access point.

*Access roads suitable.

Access and Egress Suitability

A new access from the north of the site, direct from the A6075, would be required. Considered that appropriate visibility could be provided from a new junction with the A6075. Access via Newcastle St, given on street parking and road width would not be suitable.

*Access visibility suitable

*Access for HGVs potentially suitable subject a new access.

Utilities Connections

Mansfield DC have obtained utilities information to establish the location of services that could potentially serve the site. Based on this, high level analysis indicates that the costs of connection for foul/fresh water and electricity could be in the region of circa £16,000. Further detailed assessment and discussions with utility providers would be required to confirm final costs.

Flood Risk

Council's assessment - Amber, possible need for mitigation. EA mapping indicates that surface water flood risk does not affect the sub site area.

Availability

Site Proforma - Priory Road Allotments (Site Ref: 223)

This site is owned by Mansfield District Council - a decision will need to be taken by the Council to make the site available, therefore this site is considered potentially available at this time given the nature of the landowner.

Type of Use (if site is proven to be feasible)

*G&T Permanent

*Transit/emergency stopping

*TSP Permanent

Delivery

Site owned by the Council. All delivery options therefore potentially available.

CONCLUSION

If accessed directly off the A6075 then all uses could be considered (the existing access off Newcastle Street is not suitable).

The development of the site would need to accord with emerging Local Plan policy IN5: Allotments.

Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. Officers have provided feedback regarding its potential use. A Council decision is required to confirm its availability for these uses.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Priory Road Allotments (Site Ref: 223)

Site Photos



Site Proforma - Priory Road Allotments (Site Ref: 223)



Site Proforma - Priory Road Allotments (Site Ref: 223)



Site Proforma - Priory Road Allotments (Site Ref: 223)



Site Proforma – Land Adj Common Lane (Site ref: 230)

Council Site Information

Site Information				
Location:	Common Lane	Settlement:	Mansfield Woodhouse	
Ref:	230	Ward	Woodhouse	
Site Size (ha):	1.45	Site Capacity (pitches / plots / sites)	G&T perm	29
			G&T transit	58
			TSP	7
Current use:	Grassed Area	Neighbouring uses:	Grazing Land / Residential / Railway Line	
PDL/Greenfield	Greenfield	Location (Grid reference)	X	453266
			Y	363923

Council Initial Site Assessment

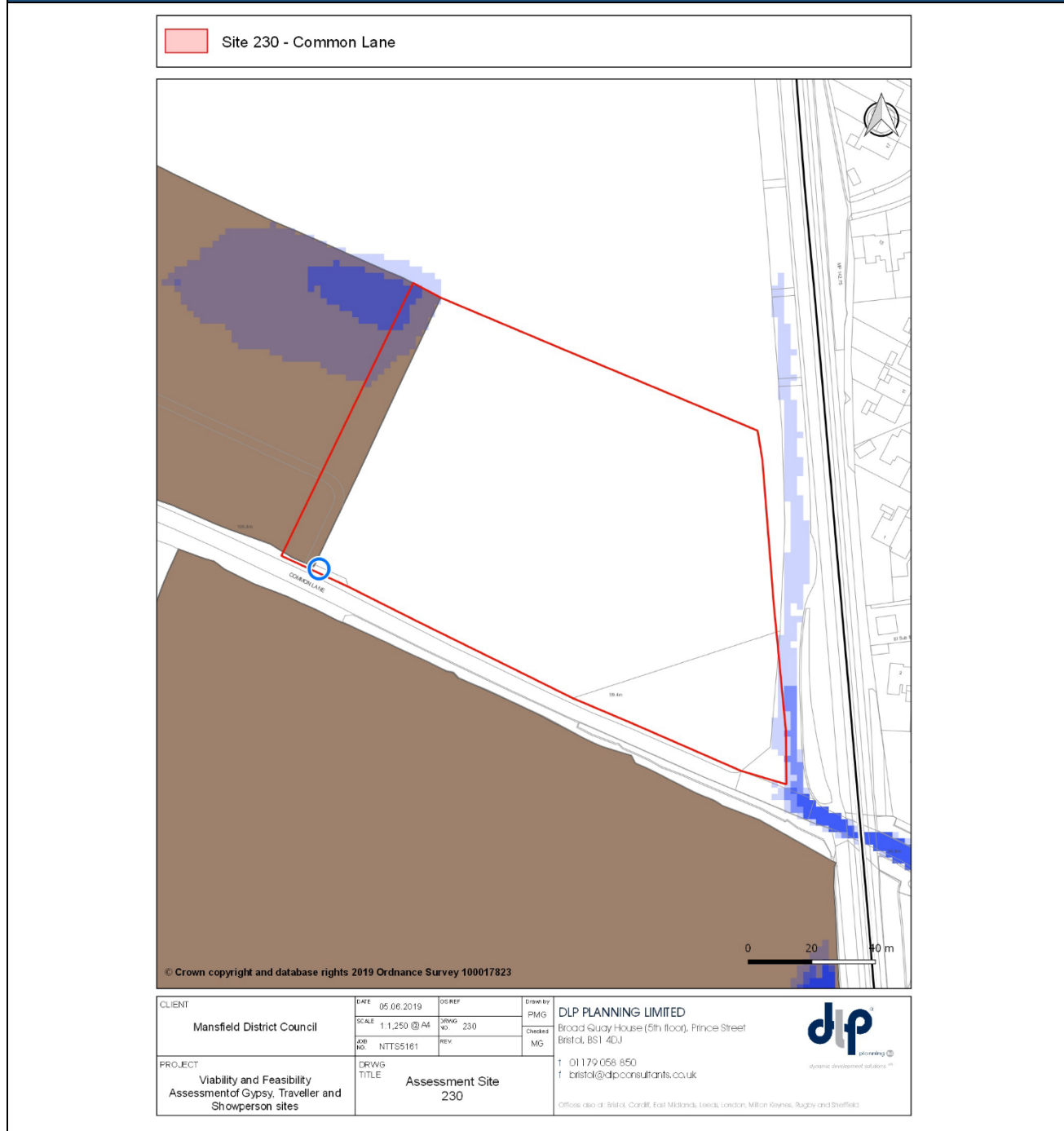
Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
3. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Yellow	Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access	Yellow	Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Green	This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Red	Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;	Yellow	The land is BMV but is too small to have a significant impact.
15. Use of previously developed land.	Red	This is greenfield land.

Site Proforma – Land Adj Common Lane (Site ref: 230)

Site Assessment		
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



Site Proforma – Land Adj Common Lane (Site ref: 230)

Site Ref	Site Name/Address	
230	Land Adj Common Lane Common Lane	
Source of Site		Local Authority
Initial Council Assessment		Mansfield
Size		
1.45 ha		
Description of the Site		
<p>This is an agricultural field with an area of trees to the south east corner of the site. This site is directly to the south of site 231. There are allotments to the north west, a road to the south and agricultural fields beyond. To the east is a private road for accessing a nearby landfill site and a railway line (which could serve as another access point, but an access agreement would need to be secured), which separates the site from the Mansfield Woodhouse.</p>		
Planning History		
None since 2000		
Local Plan Policies		
Allotments Policy IN5 - on the north western edge, however the site could be delivered without impacting upon the allotments.		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u></p> <p>Not likely to have an adverse impact upon designated heritage assets</p> <p>North Lodge Farm (Listed and NDHA). Separated from site by part the open ground of site 231 then track with open fields between it and farm. Limestone Quarry (archaeology)</p> <p>Historically open fields, with lime quarry occupying part of site, further open field (site 231) with track known as Pleasley Lane which had trees depicted along its entire route, with further open fields to</p>		

Site Proforma – Land Adj Common Lane (Site ref: 230)

the north, with staggered trees along boundaries, before the farm. Further historic maps not available.

Now allotments located to west, with recycling site to north (after site 231)

MDC Officer Comments on Contamination

The site is a former quarry which has been filled with domestic, industrial and inert waste. It was used from 1968 to 1973. It might be possible to use this site provided any intrusive works were kept to a minimum.

MDC Sustainability Officer

The site is currently grazed by horses. It contains a small pocket of woodland and hedgerow species bordering the allotments which will have some ecological value. These should be retained and enhanced (e.g. hedges gapped up) in any case. Neighbouring fields have, historically, been identified as supporting neutral grassland, a priority habitat. It will need an ecological assessment to assess impacts on protected species and priority species and habitats.

Feasibility Assessment

Site Topography

The site slopes from west to east. Additional groundworks will be required to create level pitches.

Road Network Suitability

Low bridge of 2.9m immediately east of site on Common Lane. Common Lane rural in nature. Circuitous access to site on western site from A617 via Outgang Lane. Outgang Lane is a private road. Rights to pass over would be required. Vale Road, site's eastern access wide and of good standard, accommodating a bus route, east of railway bridge.

*Common Lane not suitable for all movements for high sided vehicles. Common Lane 2.9m bridge will prohibit static caravan and fair ground apparatus movements from one direction.

Access and Egress Suitability

Site Proforma – Land Adj Common Lane (Site ref: 230)

Would require a new access to be created as there is none existing. Could be taken to the south directly onto Common Lane. There is frontage and sufficient space to create an access point with appropriate visibility.

*Subject to the provision of a new access, visibility could be suitable.

*Access for HGVs could be suitable assuming Common Lane low bridge can be avoided.

Utilities Connections

Mansfield DC have obtained utilities information to establish the location of services that could potentially serve the site. Based on this, high level analysis indicates that the costs of connection for foul/fresh water and electricity could be in the region of circa £39,000. Further detailed assessment and discussions with utility providers would be required to confirm final costs.

Flood Risk

Council's assessment- no issues

Availability

This site is owned by Mansfield District Council - a decision will need to be taken by the Council to make the site available, therefore this site is considered potentially available at this time given the nature of the landowner.

Type of Use (if site is proven to be feasible)

*G&T Permanent

*Transit/emergency stopping

*TSP Permanent

Delivery

Site owned by the Council. All delivery options therefore potentially available.

CONCLUSION

The road network to access the site is currently not suitable, given the restricted access via a low bridge. Another access route avoiding the low bridge would need to be secured, or greater clearance underneath the bridge proven for this site to be considered feasible.

Site Proforma – Land Adj Common Lane (Site ref: 230)

Currently development of the site is not feasible based on this assessment, for reasons of availability and access. Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. Officers have provided feedback regarding its potential use. A Council decision is required to confirm its availability for these uses.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma – Land Adj Common Lane (Site ref: 230)

Site Photos



Site Proforma – Land Adj Common Lane (Site ref: 230)



Site Proforma - Land Adj Common Lane 2 (Site Ref: 231)

Council Site Information

Site Information			
Location:	Common Lane	Settlement:	Mansfield Woodhouse
Ref:	231	Ward	Woodhouse
Site Size (ha):	2.56	Site Capacity (pitches / plots / sites)	G&T perm 51
			G&T transit 102
			TSP 12
Current use:	Grassland	Neighbouring uses:	Grazing Land / Residential / Railway Line / Car Dismantlers
PDL/Greenfield	Greenfield	Location (Grid reference)	X 453224
			Y 364058

Council Initial Site Assessment

Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
1. Access to schools	Green	The site is within 2 miles of a primary school and 3 miles of a secondary school with good footpaths and public transport availability.
2. Access to health	Green	The site is within 5 miles of a Doctor's surgery with good public transport availability or within 800m walking distance of a Doctor's surgery.
3. Access to public transport	Green	The site is within 400m of bus services that meet the high quality public transport criteria.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Yellow	Potential for some pollution or contamination issues which could be overcome through mitigation and design measures.
6. Potential for suitable access	Yellow	Site has a substandard access, which may be possible to overcome with mitigation measures.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Green	This site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Red	Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;	Yellow	The land is BMV but is too small to have a significant impact.
15. Use of previously developed land.	Red	This is greenfield land.
16. Is there any potential for flood risk?	Green	Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1).

Site Proforma - Land Adj Common Lane 2 (Site Ref: 231)

Site Assessment

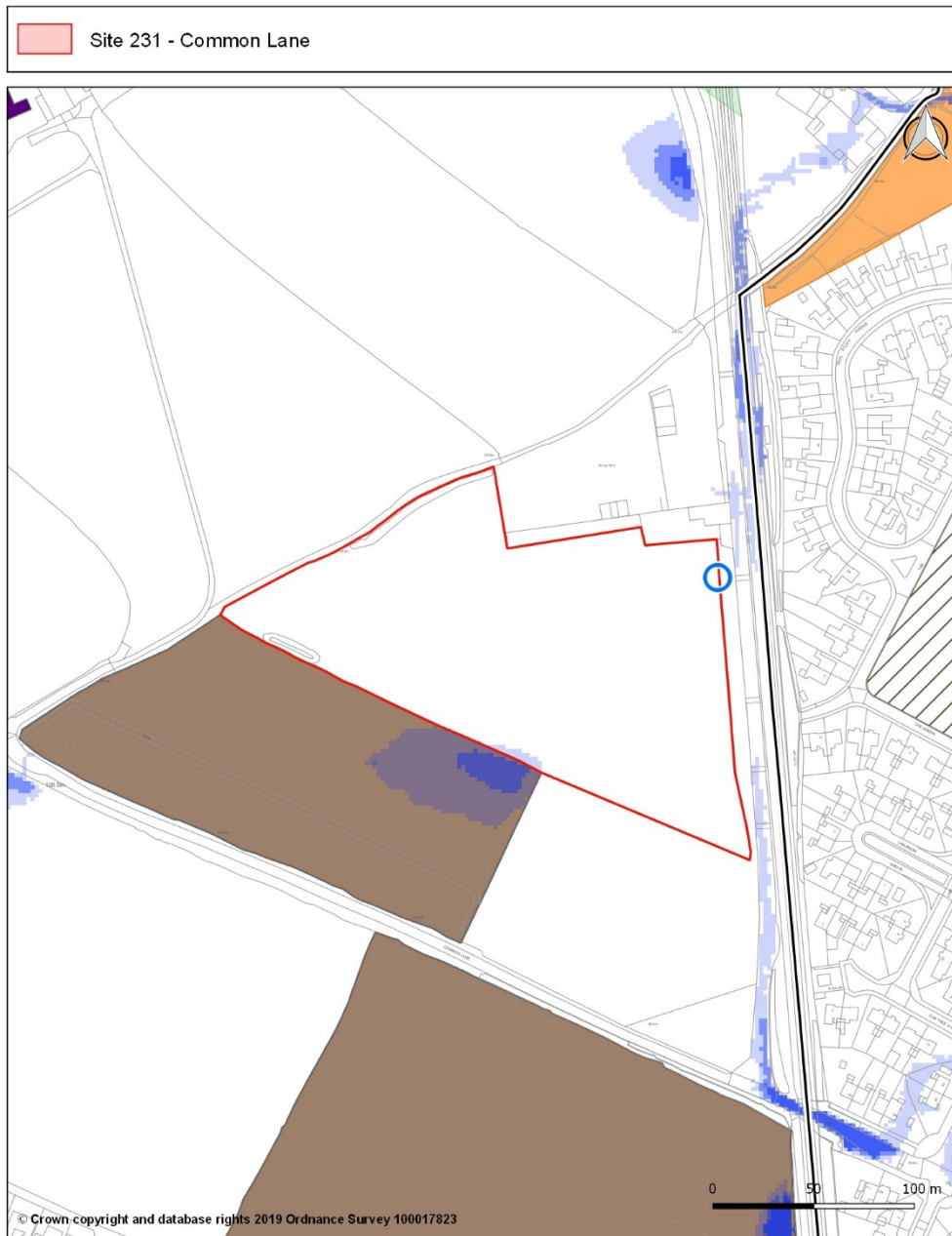
17. Would the topography constrain the development of the site?



There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



CLIENT Mansfield District Council	DATE 12.06.2019	OS REF	Drawn by PMG
	SCALE 1:2,500 @ A4	DRWG NO 231	Checked MC
PROJECT Viability and Feasibility Assessment of Gypsy, Traveller and Showperson sites	JOB NO NTTS5181	REV	DLP PLANNING LIMITED Broad Quay House (5th floor), Prince Street Bristol, BS1 4DU t 01179 058 850 f bristol@dpcconsultants.co.uk Offices also at: Bristol, Cardiff, East Midlands, Leeds, London, Milton Keynes, Rugby and Sheffield
DRWG TITLE Assessment Site 231			

Site Proforma - Land Adj Common Lane 2 (Site Ref: 231)

Site Ref	Site Name/Address	
231	Land Adj Common Lane 2 Common Lane	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	2.56 ha
Description of the Site		
<p>This is an agricultural field and is directly north of site 230. There is a car breakers yard to the north of the site. There are allotments to the south with agricultural fields to the west. To the east is a road for accessing a nearby landfill site and a railway line, which separates the site from the Mansfield Woodhouse.</p>		
Planning History		
None since 2000		
Local Plan Policies		
None applicable		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u></p> <p>Not likely to have an adverse impact upon designated heritage assets</p> <p>North Lodge Farm (Listed and NDHA). Lime works (archaeology) Separated from site by track and open fields.</p> <p>Historically open fields, with lime works occupying part of site, with track known as Pleasley Lane which had trees depicted along its entire route, with further open fields to the north, with staggered trees along boundaries, before the farm. Further historic maps not available.</p> <p>Now recycling site to north and allotments to south.</p>		

Site Proforma - Land Adj Common Lane 2 (Site Ref: 231)

MDC Officer Comments on Contamination

The site is a former quarry which has been filled with domestic, industrial and inert waste. It was used from 1968 to 1973. It might be possible to use this site provided any intrusive works were kept to a minimum.

MDC Sustainability Officer

The site is currently grazed by horses. It contains hedgerow which will have some ecological value. These may qualify as 'important' under the Hedgerow Act 1997 and this required further assessment. These should be retained and enhanced (e.g. hedges gapped up) in any case. Neighbouring fields have, historically, been identified as supporting neutral grassland, a priority habitat. It will need an ecological assessment to assess impacts on protected species and priority species and habitats.

There is a Local Geological Site designation on the western boundary within the site. It could be reasonably excluded from the G&T site but it will require buffering and access barriers to protect its geological value. This may impact on the area and layout of the pitches.

Feasibility Assessment

Site Topography

The site slopes from west to east. Additional groundworks will be required to create level pitches.

Road Network Suitability

Low bridge of 2.9m immediately east of site on Common Lane. Common Lane is rural in nature. Circuitous access to site on western site from A617 via Outgang Lane. Outgang Lane is a private road. Rights to pass over would be required. Vale Road, site's eastern access is wide and of good standard, accommodating a bus route east of the railway bridge.

*Common Lane not suitable for all movements for high sided vehicles. Common Lane 2.9m bridge will prohibit static caravan and fair ground apparatus movements from one direction.

Access and Egress Suitability

Site Proforma - Land Adj Common Lane 2 (Site Ref: 231)

Would require a new access to be created directly from the Midland Landfill access road to the east (a private road). If rights of access could be achieved it is considered that appropriate visibility could be provided. Site has frontage and is level with the road. The site abuts a privately owned access road section of Northfield Lane to its west, but this is narrow in nature and not likely to be sufficient.

*Subject to the provision of a new access , visibility could be suitable

*Access for HGVs could be suitable assuming Common Lane low bridge can be avoided.

Utilities Connections

Mansfield DC have obtained utilities information to establish the location of services that could potentially serve the site. Based on this, high level analysis indicates that the costs of connection for foul/fresh water and electricity could be in the region of circa £36,000. Further detailed assessment and discussions with utility providers would be required to confirm final costs.

Flood Risk

Council's assessment - no issues

Availability

This site is owned by Mansfield District Council - a decision will need to be taken by the Council to make the site available, therefore this site is considered potentially available at this time given the nature of the landowner.

Type of Use (if site is proven to be feasible)

*G&T Permanent

*Transit/emergency stopping

*TSP Permanent

Delivery

Site owned by the Council. All delivery options therefore potentially available.

CONCLUSION

Access is via a private road / third party land, ownership and access rights will need to be established prior to progressing this site further, to ensure access can be provided.

Site Proforma - Land Adj Common Lane 2 (Site Ref: 231)

The road network to access the site is currently not suitable, given the restricted access via a low bridge. Another access route avoiding the low bridge would need to be secured, or greater clearance underneath the bridge proven.

Currently development of the site for GT, T&TSP uses is not feasible based on this assessment, for reasons of availability and access. Currently the site availability has not been confirmed, however it is owned by the Council and as such is potentially available for use. Officers have provided feedback regarding its potential use. A Council decision is required to confirm its availability for these uses.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Photos



Site Proforma - Land Adj Common Lane 2 (Site Ref: 231)



Site Proforma - Disused Electricity Sub Station (Site Ref: 286)

Council Site Information

Site Information				
Location:	Longster Lane	Settlement:	Warsop Vale	
Ref:	286	Ward	Market Warsop	
Site Size (ha):	0.38	Site Capacity (pitches / plots / sites)	G&T perm	7
			G&T transit	15
			TSP	1
Current use:	Disused Electricity Substation (unofficial Travelling Showpeople site)	Neighbouring uses:	Industrial / Woodland / Agricultural	
PDL/Greenfield	Brownfield	Location (Grid reference)	X	454333
			Y	367122

Council Initial Site Assessment

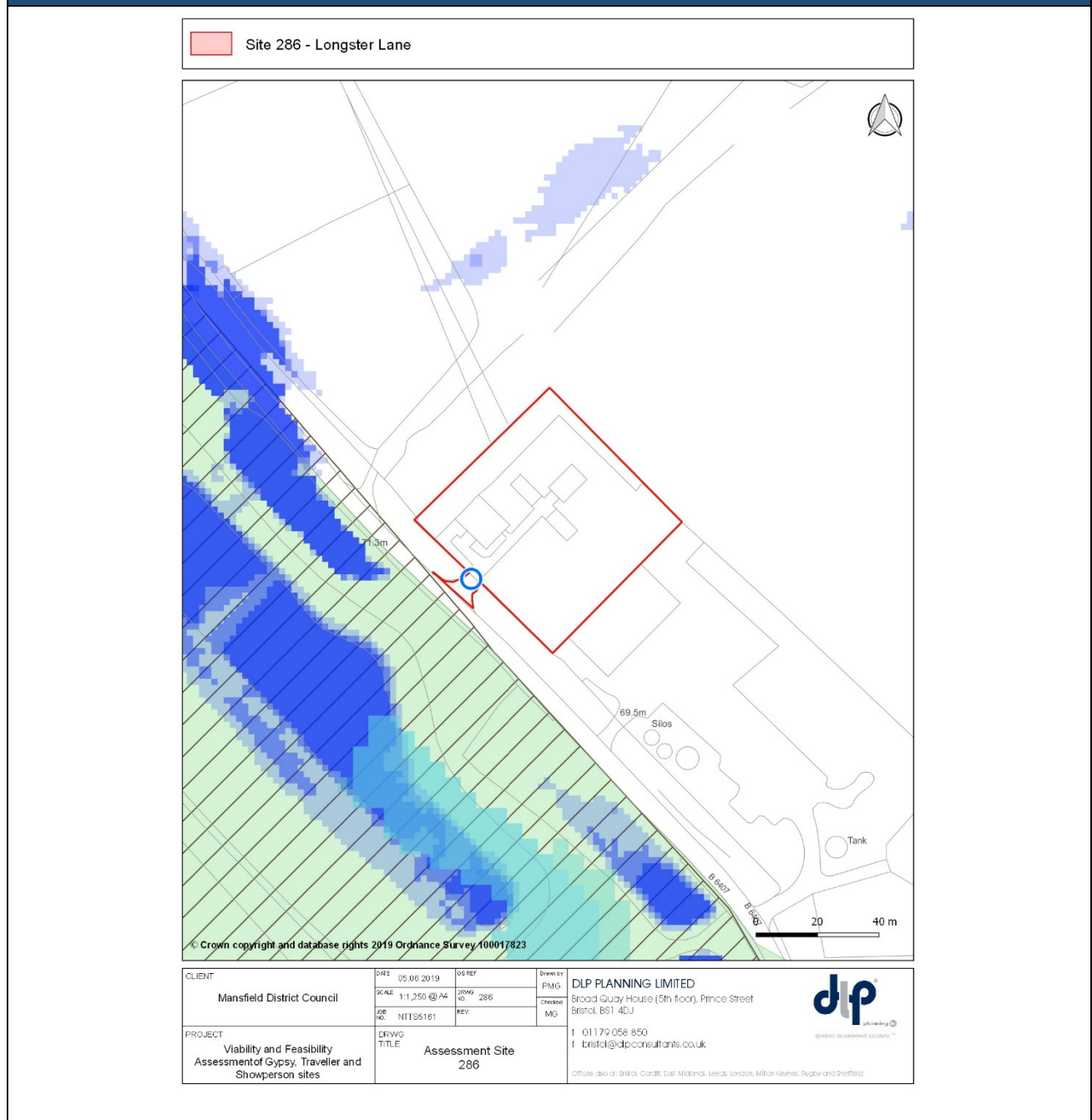
Site Assessment		
Site Assessment Criteria	Potential Impact (RAG)	Comments
2. Access to schools	Yellow	The site meets at least one of the following: 1) Less than 2 miles from a primary school; 2) Has good public transport links to a school; or 3) Has a foot way / cycleway to a primary school.
2. Access to health	Yellow	The site meets at least one of the following: 1) Less than 5 miles from a Doctor's surgery; 2) Has good public transport links to a Doctor's surgery; or 3) Has a footpath and is within 800m of a Doctor's surgery.
3. Access to public transport	Red	The site is not within reasonable walking distance (800m) of either a high quality public transport route or other bus services.
4. Access to utilities / critical infrastructure	Yellow	The site can easily be connected to essential utilities and capacity is available.
5. Amenity – air quality / noise / contamination & other pollution impacts on living conditions	Green	Site does not suffer from pollution or contamination issues / no known issues.
6. Potential for suitable access	Green	Site has sufficient access / no known access issues.
7. Loss of a use not proven to be surplus	Green	The site does not contain beneficial uses.
8. Impact upon biodiversity and geo-diversity	Green	No bio-diversity impacts have been identified (species or habitats) including any potential priority habitats (as defined by section 41 of the NERC Act).
9. Impact on protected trees (TPO or Conservation Areas) and hedgerows	Green	The site contains no important trees and / or hedgerows.
10. Impact on Green Infrastructure	Green	The site has no identified adverse impacts on Green Infrastructure.
11. Impact on townscape	Green	The site is capable of accommodating development without adverse impacts on townscape character.
12. Impact on landscape	Red	Development of the site would have an adverse impact on landscape in the high value areas which is not capable of being mitigated.
13. Impact on Heritage Assets	Green	Not likely to have an adverse impact upon designated heritage assets.
14. Best & Most Versatile Agricultural Land;	Green	All the land is not BMV (grades 3b to 6).
15. Use of previously developed land.	Green	The site is previously developed land.

Site Proforma - Disused Electricity Sub Station (Site Ref: 286)

Site Assessment		
16. Is there any potential for flood risk?		Site is not at risk of flooding and is outside areas identified as being susceptible to increased risk of surface water flooding (mostly sites within Flood Zone 1)
17. Would the topography constrain the development of the site?		There are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose.

DLP Assessment:

Site Plan – displaying potential access point(s) and Local plan policies.



Site Proforma - Disused Electricity Sub Station (Site Ref: 286)

Site Ref	Site Name/Address	
286	Disused Electricity Sub Station Longster Lane	
Source of Site	Local Authority	Size
Initial Council Assessment	Mansfield	0.38 ha
Description of the Site		
<p>This site is currently in use by travelling showpersons. It is located adjacent the B4067, Longster Lane, with a warehouse/agricultural warehouse. To the north and east are agricultural fields. There is a country park to the west.</p>		
Planning History		
<p>2009/0433/NT - change of use of redundant electricity sub-station site to showmans yard Longster Lane. GRANTED WITH CONDITIONS FOR A LIMITED PERIOD, TO 30 JUNE 2011.</p> <p>2017/0380/COU - change of use of land to showman's depot, Disused Electricity Sub Station Longster Lane. NOT DETERMINED.</p>		
Local Plan Policies		
None applicable		
Specialist officer comments (related to the Council's initial assessment)		
<p><u>MDC Conservation Officer:</u></p> <p>Not likely to have an adverse impact upon designated heritage assets</p> <p>Lime quarry – north (archaeology), Lime quarry – just to the south (archaeology), Spring Farmhouse - south (NDHA) Hall Farm southeast (Listed), Lynchet Boundary (archaeology), Lynchet Banks (archaeology) Bath Lane Farm (NDHA), then in a row east of Hall Farm, Watermill (archaeology) Church of St Augustine (Listed), circle (archaeology) Nettleworth Farm (Listed) Rose Cottage (NDHA).</p>		

Site Proforma - Disused Electricity Sub Station (Site Ref: 286)

Historically open fields with staggered trees to boundaries, trees to tracks. Quarries depicted by 1900, quarry to south increased in size by 1919, building to site depicted by 1956.

MDC Officer Comments on Contamination

The site is classed as potentially contaminated due to its previous use.

A planning application for a travellers' site was received in July 2017.

MDC Sustainability Officer

The site is within approximately 295m of Sookholme Brook SSSI and 130m of Local Wildlife Site Ref 5/84 (Sookholme Colliery Spoil). Main impacts on the LWS and SSSI would likely to recreational or water discharge impacts. Consultation with Natural England is advised. The SSSI Impact Risk Zones don't necessarily address G&T sites.

Based on the current use, it may have low biodiversity value but it will need to have an ecological survey to rule out any impacts on biodiversity.

Feasibility Assessment

Site Topography

The site is level and therefore there are no abnormal costs anticipated in respect of the topography of the site to accommodate development. No issues.

Road Network Suitability

The road network is suitable. The site has direct access onto the B6407, which connects to the A60 1.75km to its south.

*Road suitable

Access and Egress Suitability

The site has a suitable access point directly onto the B6407. Planning application 2017/0380/COU proposed a slight redesign to allow easier access/egress by HGVs. There is sufficient visibility.

*Access visibility suitable

*Access for HGVs suitable.

Site Proforma - Disused Electricity Sub Station (Site Ref: 286)

Utilities Connections

Site currently in use for travelling showpersons and connections are assumed to be adequate.

Nominal cost

Flood Risk

Applicants are in discussion with the EA over drainage solutions for the site, in order to progress their planning application. The EA have confirmed to the Council this can be addressed by condition, as follows: *development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water drainage has been submitted to, and approved by the Local Planning Authority, and the scheme shall be implemented as approved.*

This is likely to require a greater level of hard standing than usually required.

The EA have also requested a further condition, as follows in relation to contamination: *If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.*

Availability

Existing, unauthorised site, with planning permission applied for. The landowner has confirmed site availability for Travelling Showpeople use.

Type of Use (if site is proven to be feasible)

*G&T Permanent

*Transit/emergency stopping

*TSP Permanent

Delivery

Private delivery as already an existing (unauthorised) site for Travelling Showpeople.

Site Proforma - Disused Electricity Sub Station (Site Ref: 286)

For G&T Permanent and Transit use, Council purchase / CPO may be required as the landowner has not confirmed that the site is available for these uses. If purchased by the Council, all delivery options potentially available.

CONCLUSION

The development of the site is feasible for Travelling Showpeople use based on this assessment and has as a willing landowner for this use. This site is currently being used a Travelling Showpeople site and planning permission has been applied for this change of use. The Environment Agency have highlighted the need for a condition that: *development hereby permitted shall not be commenced until such time as a scheme to dispose of foul and surface water drainage has been submitted to, and approved by the Local Planning Authority, and the scheme shall be implemented as approved.*

This is likely to require a greater level of hard standing than usually required.

The EA have also requested a further condition, as follows in relation to contamination: *If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.*

Currently development of the site for G&T Permanent and Transit/emergency stopping uses is not feasible based on this assessment as the site has not been confirmed as being available for these uses. It is understood that the Council could purchase the site, e.g. through the use of a CPO, to bring the site into public ownership and enable it to be brought forward for these uses.

Assessment considerations set out in the detailed site proformas are considered in the viability assessment.

Site Proforma - Disused Electricity Sub Station (Site Ref: 286)

Site Photos



Site Proforma - Disused Electricity Sub Station (Site Ref: 286)



Site Proforma - Disused Electricity Sub Station (Site Ref: 286)



Site Proforma - Disused Electricity Sub Station (Site Ref: 286)



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APPENDIX 3

SITE DEVELOPMENT VIABILITY APPRAISAL

NOTE: The following appraisal has been prepared in line with the RICS valuation guidance. This appraisal is not a formal 'Red Book' (RICS Valuation – Professional Standards January 2014) valuation and should not be relied upon as such.

3A		Land at Spencer Street		G&T Permanent		3 Pitches / Plots			
ITEM								TIMING	
								Start	Finish
Net area (ha)	0.15	Mixed	Mixed	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 129,972		GDV=Total costs	-		
Exceptional Costs	27								
1.0	Development Value								
1.1	Values		No. of units	Yield	Rent per unit pa	Total Value			
1.1.1		G&T Permanent	3.00	4.0%	£4,680	£351,000		Jan-21	Feb-21
	Gross Development Value						351,000		
2.0	Developer s Profit								
2.1	Private units		0.0%	on GDV		£0		Feb-21	Mar-21
	Total Developer s Profit						0		
3.0	Development Costs								
3.1	Sales Costs								
3.1.1	Private units only		2.00%	on OM GDV		£7,020		Jan-21	Feb-21
	Total sales costs						7,020		
3.2	Build Costs								
3.2.1	Private units		No. of units	Cost per unit		Total Costs			
3.2.1.1		G&T Permanent	3.00	£60,000		£180,000		Jul-20	Jan-21
	Total build costs						180,000		
3.3	Extra over construction costs								
3.3.1	Site opening up costs		£80,000	per pitch		£240,000		Jan-20	Jul-20
3.3.2	Site abnormals (remediation/demolition)		£150,000	per net ha		£22,500		Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level		5	score		£5,000		Jan-20	Jul-20
3.3.3.2	Highways works		-	score		£0		Jan-20	Jul-20
3.3.3.3	Potential contaminated land		20	score		£20,000		Jan-20	Jul-20
3.3.3.4	Utilities at the site		-	score		£0		Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations		2	score		£2,000		Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations		-	score		£0		Jan-20	Jul-20
3.3.3.7	Topographic works		-	score		£0		Jan-20	Jul-20
	Total extra over construction costs						289,500		
	TOTAL DEVELOPMENT COSTS						476,520		
4.0	Site Acquisition								
4.1	Net site value (residual land value)					-£129,972		Jan-20	Jul-20
4.2	Stamp Duty					£0		Jan-20	Jul-20
4.3	Purchaser costs		1.75%	on land costs		£0		Jan-20	Jul-20
	Total site costs						- 129,972		
	TOTAL PROJECT COSTS EXCLUDING INTEREST						346,548		
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST						£4,452		
5.0	Finance Costs								
5.1	Finance		APR	PCM					
			2.50%	on net costs	0.206%	-£4,452			
	TOTAL PROJECT COSTS INCLUDING INTEREST						351,000		
This appraisal has been prepared for the Council. The appraisal has been prepared in line with the RICS valuation guidance. The purpose of the appraisal is to inform the Council about the impact of planning policy has on viability at a strategic level. This appraisal is not a formal 'Red Book' (RICS Valuation – Professional Standards January 2014) valuation and should not be relied upon as such.									

4A		Land astride Victoria Street		G&T Permanent		3 Pitches / Plots		TIMING		
ITEM								Start	Finish	
Net area (ha)	0.15	Residential/BF	Residential/BF	Residual Value		Technical Checks:				
Stamp Duty	Commercial land			- 152,472		GDV=Total costs	-			
Exceptional Costs	27									
1.0	Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value			
1.1.1	G&T Permanent			3.00	4.0%	£4,680	£351,000.00	Jan-21	Feb-21	
	Gross Development Value							351,000		
2.0	Developer s Profit									
2.1	Private units			0.0%	on GDV		£0	Feb-21	Mar-21	
	Total Developer s Profit							0		
3.0	Development Costs									
3.1	Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£7,020	Jan-21	Feb-21	
	Total sales costs							7,020		
3.2	Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs			
3.2.1.1	G&T Permanent			3.00	£60,000		£180,000	Jul-20	Jan-21	
	Total build costs							180,000		
3.3	Extra over construction costs									
3.3.1	Site opening up costs			£80,000	per pitch		£240,000	Jan-20	Jul-20	
3.3.2	Site abnormalities (remediation/demolition)			£300,000	per net ha		£45,000	Jan-20	Jul-20	
3.3.3.1	Designated Flood Risk Level			5	score		£5,000	Jan-20	Jul-20	
3.3.3.2	Highways works			-	score		£0	Jan-20	Jul-20	
3.3.3.3	Potential contaminated land			20	score		£20,000	Jan-20	Jul-20	
3.3.3.4	Utilities at the site			-	score		£0	Jan-20	Jul-20	
3.3.3.5	Potential for ecological mitigations			2	score		£2,000	Jan-20	Jul-20	
3.3.3.6	potential for archaeological mitigations			-	score		£0	Jan-20	Jul-20	
3.3.3.7	Topographic works			-	score		£0	Jan-20	Jul-20	
	Total extra over construction costs							312,000		
	TOTAL DEVELOPMENT COSTS							499,020		
4.0	Site Acquisition									
4.1	Net site value (residual land value)						-£152,472	Jan-20	Jul-20	
4.2	Stamp Duty						£0	Jan-20	Jul-20	
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Jul-20	
	Total site costs							- 152,472		
	TOTAL PROJECT COSTS EXCLUDING INTEREST							346,548		
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£4,452		
5.0	Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£4,452			
				2.50%		0.206%				
	TOTAL PROJECT COSTS INCLUDING INTEREST							351,000		
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8A		Former Sherwood Hall School		G&T Permanent		3 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.15	Mixed	Mixed	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 129,972		GDV=Total costs	-		
Exceptional Costs	27								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	G&T Permanent			3.00	4.0%	£4,680	£351,000	Jan-21	Feb-21
Gross Development Value							351,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Feb-21	Mar-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1	Sales Costs								
3.1.1	Private units only			2.00%	on OM GDV		£7,020	Jan-21	Feb-21
Total sales costs							7,020		
3.2	Build Costs								
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	G&T Permanent			3.00	£60,000		£180,000	Jul-20	Jan-21
Total build costs							180,000		
3.3	Extra over construction costs								
3.3.1	Site opening up costs	£80,000			per pitch		£240,000	Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)	£150,000			per net ha		£22,500	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level	5			score		£5,000	Jan-20	Jul-20
3.3.3.2	Highways works	5			score		£5,000	Jan-20	Jul-20
3.3.3.3	Potential contaminated land	5			score		£5,000	Jan-20	Jul-20
3.3.3.4	Utilities at the site	5			score		£5,000	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations	2			score		£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations	-			score		£0	Jan-20	Jul-20
3.3.3.7	Topographic works	5			score		£5,000	Jan-20	Jul-20
Total extra over construction costs							289,500		
TOTAL DEVELOPMENT COSTS							476,520		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£129,972	Jan-20	Jul-20
4.2	Stamp Duty						£0	Jan-20	Jul-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Jul-20
Total site costs							- 129,972		
TOTAL PROJECT COSTS EXCLUDING INTEREST							346,548		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£4,452		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM			
				2.50%		0.206%	-£4,452		
TOTAL PROJECT COSTS INCLUDING INTEREST							351,000		
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42A		Land at Former Railway Station		G&T Permanent		3 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.15	Brownfield	Brownfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 152,472		GDV=Total costs			
Exceptional Costs	27								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1		G&T Permanent		3.00	4.0%	£4,680	£351,000	Jan-21	Feb-21
Gross Development Value							351,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Feb-21	Mar-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£7,020	Jan-21	Feb-21
Total sales costs							7,020		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1		G&T Permanent		3.00	£60,000		£180,000	Jul-20	Jan-21
Total build costs							180,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs			£80,000	per pitch		£240,000	Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)			£300,000	per net ha		£45,000	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level			-	score		£0	Jan-20	Jul-20
3.3.3.2	Highways works			20	score		£20,000	Jan-20	Jul-20
3.3.3.3	Potential contaminated land			5	score		£5,000	Jan-20	Jul-20
3.3.3.4	Utilities at the site			-	score		£0	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations			2	score		£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations			-	score		£0	Jan-20	Jul-20
3.3.3.7	Topographic works			-	score		£0	Jan-20	Jul-20
Total extra over construction costs							312,000		
TOTAL DEVELOPMENT COSTS							499,020		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£152,472	Jan-20	Jul-20
4.2	Stamp Duty						£0	Jan-20	Jul-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Jul-20
Total site costs							- 152,472		
TOTAL PROJECT COSTS EXCLUDING INTEREST							346,548		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£4,452		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM			
				2.50%		0.206%	-£4,452		
TOTAL PROJECT COSTS INCLUDING INTEREST							351,000		
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44A		Land off Baums Lane		G&T Permanent		3 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.15	Mixed	Mixed	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 164,972		GDV=Total costs			
Exceptional Costs	62								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1		G&T Permanent		3.00	4.0%	£4,680	£351,000	Jan-21	Feb-21
Gross Development Value							351,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Feb-21	Mar-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£7,020	Jan-21	Feb-21
Total sales costs							7,020		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1		G&T Permanent		3.00	£60,000		£180,000	Jul-20	Jan-21
Total build costs							180,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs			£80,000	per pitch		£240,000	Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)			£150,000	per net ha		£22,500	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level			5	score		£5,000	Jan-20	Jul-20
3.3.3.2	Highways works			5	score		£5,000	Jan-20	Jul-20
3.3.3.3	Potential contaminated land			50	score		£50,000	Jan-20	Jul-20
3.3.3.4	Utilities at the site			-	score		£0	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations			2	score		£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations			-	score		£0	Jan-20	Jul-20
3.3.3.7	Topographic works			-	score		£0	Jan-20	Jul-20
Total extra over construction costs							324,500		
TOTAL DEVELOPMENT COSTS							511,520		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£164,972	Jan-20	Jul-20
4.2	Stamp Duty						£0	Jan-20	Jul-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Jul-20
Total site costs							- 164,972		
TOTAL PROJECT COSTS EXCLUDING INTEREST							346,548		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£4,452		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM			
				2.50%		0.206%	-£4,452		
TOTAL PROJECT COSTS INCLUDING INTEREST							351,000		
This appraisal has been prepared for the Council. The appraisal has been prepared in line with the RICS valuation guidance. The purpose of the appraisal is to inform the Council about the impact of planning policy has on viability at a strategic level. This appraisal is not a formal 'Red Book' (RICS Valuation – Professional Standards January 2014) valuation and should not be relied upon as such.									

53A		Land between Old Mill Lane & New Mill Lane		G&T Permanent	3 Pitches / Plots			TIMING	
ITEM								Start	Finish
Net area (ha)	0.15	Greenfield	Greenfield	Residual Value			Technical Checks: GDV=Total costs		
Stamp Duty	Commercial land			- 215,472			-		
Exceptional Costs	135								
1.0	Development Value								
1.1	Values		No. of units	Yield	Rent per unit pa	Total Value			
1.1.1	G&T Permanent		3.00	4.0%	£4,680	£351,000		Jan-21	Feb-21
	Gross Development Value						351,000		
2.0	Developer s Profit								
2.1	Private units		0.0%	on GDV		£0		Feb-21	Mar-21
	Total Developer s Profit						0		
3.0	Development Costs								
3.1	Sales Costs								
3.1.1	Private units only		2.00%	on OM GDV		£7,020		Jan-21	Feb-21
	Total sales costs						7,020		
3.2	Build Costs								
3.2.1	Private units		No. of units	Cost per unit		Total Costs			
3.2.1.1	G&T Permanent		3.00	£60,000		£180,000		Jul-20	Jan-21
	Total build costs						180,000		
3.3	Extra over construction costs								
3.3.1	Site opening up costs	£80,000		per pitch		£240,000		Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)	£0		per net ha		£0		Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level	5		score		£5,000		Jan-20	Jul-20
3.3.3.2	Highways works	10		score		£10,000		Jan-20	Jul-20
3.3.3.3	Potential contaminated land	15		score		£15,000		Jan-20	Jul-20
3.3.3.4	Utilities at the site	50		score		£50,000		Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations	5		score		£5,000		Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations	-		score		£0		Jan-20	Jul-20
3.3.3.7	Topographic works	50		score		£50,000		Jan-20	Jul-20
	Total extra over construction costs						375,000		
	TOTAL DEVELOPMENT COSTS						562,020		
4.0	Site Acquisition								
4.1	Net site value (residual land value)					-£215,472		Jan-20	Jul-20
4.2	Stamp Duty					£0		Jan-20	Jul-20
4.3	Purchaser costs		1.75%	on land costs		£0		Jan-20	Jul-20
	Total site costs						- 215,472		
	TOTAL PROJECT COSTS EXCLUDING INTEREST						346,548		
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST						£4,452		
5.0	Finance Costs								
5.1	Finance		APR	on net costs	PCM				
			2.50%		0.206%	-£4,452			
	TOTAL PROJECT COSTS INCLUDING INTEREST						351,000		
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57A		Land off Mansfield Road, Spion Kop (d			G&T Permanent		3 Pitches / Plots		TIMING		
ITEM									Start	Finish	
Net area (ha)	0.15	Residential/GF	Residential/GF	Residual Value		Technical Checks:					
Stamp Duty	Commercial land			- 112,472		GDV=Total costs	-				
Exceptional Costs	32										
1.0	Development Value										
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value				
1.1.1	G&T Permanent			3.00	4.0%	£4,680	£351,000		Jan-21	Feb-21	
	Gross Development Value							351,000			
2.0	Developer s Profit										
2.1	Private units			0.0%	on GDV		£0		Feb-21	Mar-21	
	Total Developer s Profit							0			
3.0	Development Costs										
3.1	Sales Costs										
3.1.1	Private units only			2.00%	on OM GDV		£7,020		Jan-21	Feb-21	
	Total sales costs							7,020			
3.2	Build Costs										
3.2.1	Private units			No. of units	Cost per unit		Total Costs				
3.2.1.1	G&T Permanent			3.00	£60,000		£180,000		Jul-20	Jan-21	
	Total build costs							180,000			
3.3	Extra over construction costs										
3.3.1	Site opening up costs			£80,000	per pitch		£240,000		Jan-20	Jul-20	
3.3.2	Site abnormals (remediation/demolition)			£0	per net ha		£0		Jan-20	Jul-20	
3.3.3.1	Designated Flood Risk Level			5	score		£5,000		Jan-20	Jul-20	
3.3.3.2	Highways works			20	score		£20,000		Jan-20	Jul-20	
3.3.3.3	Potential contaminated land			-	score		£0		Jan-20	Jul-20	
3.3.3.4	Utilities at the site			5	score		£5,000		Jan-20	Jul-20	
3.3.3.5	Potential for ecological mitigations			2	score		£2,000		Jan-20	Jul-20	
3.3.3.6	potential for archaeological mitigations			-	score		£0		Jan-20	Jul-20	
3.3.3.7	Topographic works			-	score		£0		Jan-20	Jul-20	
	Total extra over construction costs							272,000			
	TOTAL DEVELOPMENT COSTS							459,020			
4.0	Site Acquisition										
4.1	Net site value (residual land value)						-£112,472		Jan-20	Jul-20	
4.2	Stamp Duty						£0		Jan-20	Jul-20	
4.3	Purchaser costs			1.75%	on land costs		£0		Jan-20	Jul-20	
	Total site costs							- 112,472			
	TOTAL PROJECT COSTS EXCLUDING INTEREST							346,548			
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£4,452			
5.0	Finance Costs										
5.1	Finance			APR	on net costs	PCM					
				2.50%		0.206%	-£4,452				
	TOTAL PROJECT COSTS INCLUDING INTEREST							351,000			
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64A	Pheasant Hill and Highfield Close		G&T Permanent	3 Pitches / Plots			TIMING		
ITEM							Start	Finish	
Net area (ha)	0.15	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 139,472		GDV=Total costs			
Exceptional Costs	59					-			
1.0	Development Value								
1.1	Values		No. of units	Yield	Rent per unit pa	Total Value			
1.1.1	G&T Permanent		3.00	4.0%	£4,680	£351,000	Jan-21	Feb-21	
	Gross Development Value					351,000			
2.0	Developer s Profit								
2.1	Private units			0.0%	on GDV	£0	Feb-21	Mar-21	
	Total Developer s Profit					0			
3.0	Development Costs								
3.1	Sales Costs								
3.1.1	Private units only			2.00%	on OM GDV	£7,020	Jan-21	Feb-21	
	Total sales costs					7,020			
3.2	Build Costs								
3.2.1	Private units		No. of units	Cost per unit		Total Costs			
3.2.1.1	G&T Permanent		3.00	£60,000		£180,000	Jul-20	Jan-21	
	Total build costs					180,000			
3.3	Extra over construction costs								
3.3.1	Site opening up costs		£80,000		per pitch	£240,000	Jan-20	Jul-20	
3.3.2	Site abnormals (remediation/demolition)		£0		per net ha	£0	Jan-20	Jul-20	
3.3.3.1	Designated Flood Risk Level		-		score	£0	Jan-20	Jul-20	
3.3.3.2	Highways works		50		score	£50,000	Jan-20	Jul-20	
3.3.3.3	Potential contaminated land		-		score	£0	Jan-20	Jul-20	
3.3.3.4	Utilities at the site		5		score	£5,000	Jan-20	Jul-20	
3.3.3.5	Potential for ecological mitigations		2		score	£2,000	Jan-20	Jul-20	
3.3.3.6	potential for archaeological mitigations		2		score	£2,000	Jan-20	Jul-20	
3.3.3.7	Topographic works		-		score	£0	Jan-20	Jul-20	
	Total extra over construction costs					299,000			
	TOTAL DEVELOPMENT COSTS					486,020			
4.0	Site Acquisition								
4.1	Net site value (residual land value)					-£139,472	Jan-20	Jul-20	
4.2	Stamp Duty					£0	Jan-20	Jul-20	
4.3	Purchaser costs			1.75%	on land costs	£0	Jan-20	Jul-20	
	Total site costs					- 139,472			
	TOTAL PROJECT COSTS EXCLUDING INTEREST					346,548			
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST					£4,452			
5.0	Finance Costs								
5.1	Finance		APR		PCM				
			2.50%	on net costs	0.206%	-£4,452			
	TOTAL PROJECT COSTS INCLUDING INTEREST					351,000			
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88A		Land off Chesterfield Road		G&T Permanent		3 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.15	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 216,472		GDV=Total costs			
Exceptional Costs	136								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1		G&T Permanent		3.00	4.0%	£4,680	£351,000	Jan-21	Feb-21
Gross Development Value							351,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Feb-21	Mar-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£7,020	Jan-21	Feb-21
Total sales costs							7,020		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1		G&T Permanent		3.00	£60,000		£180,000	Jul-20	Jan-21
Total build costs							180,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs			£80,000	per pitch		£240,000	Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)			£0	per net ha		£0	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level			5	score		£5,000	Jan-20	Jul-20
3.3.3.2	Highways works			50	score		£50,000	Jan-20	Jul-20
3.3.3.3	Potential contaminated land			-	score		£0	Jan-20	Jul-20
3.3.3.4	Utilities at the site			29	score		£29,000	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations			2	score		£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations			-	score		£0	Jan-20	Jul-20
3.3.3.7	Topographic works			50	score		£50,000	Jan-20	Jul-20
Total extra over construction costs							376,000		
TOTAL DEVELOPMENT COSTS							563,020		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£216,472	Jan-20	Jul-20
4.2	Stamp Duty						£0	Jan-20	Jul-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Jul-20
Total site costs							- 216,472		
TOTAL PROJECT COSTS EXCLUDING INTEREST							346,548		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£4,452		
5.0 Finance Costs									
5.1	Finance			APR	PCM				
				2.50%	0.206%	on net costs	-£4,452		
TOTAL PROJECT COSTS INCLUDING INTEREST							351,000		
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210A		Former Meden Vale Village Hall		G&T Permanent		3 Pitches / Plots		TIMING		
ITEM										
Net area (ha)	0.15	Residential/BF	Residential/BF	Residual Value			Technical Checks:	Start	Finish	
Stamp Duty	Commercial land			- 152,472			GDV=Total costs			
Exceptional Costs	27									
1.0	Development Value									
1.1	Values		No. of units	Yield	Rent per unit pa	Total Value				
1.1.1	G&T Permanent		3.00	4.0%	£4,680	£351,000	Jan-21	Feb-21		
	Gross Development Value						351,000			
2.0	Developer s Profit									
2.1	Private units		0.0%	on GDV		£0	Feb-21	Mar-21		
	Total Developer s Profit						0			
3.0	Development Costs									
3.1	Sales Costs									
3.1.1	Private units only		2.00%	on OM GDV		£7,020	Jan-21	Feb-21		
	Total sales costs						7,020			
3.2	Build Costs									
3.2.1	Private units		No. of units	Cost per unit		Total Costs				
3.2.1.1	G&T Permanent		3.00	£60,000		£180,000	Jul-20	Jan-21		
	Total build costs						180,000			
3.3	Extra over construction costs									
3.3.1	Site opening up costs	£80,000		per pitch		£240,000	Jan-20	Jul-20		
3.3.2	Site abnormals (remediation/demolition)	£300,000		per net ha		£45,000	Jan-20	Jul-20		
3.3.3.1	Designated Flood Risk Level	-		score		£0	Jan-20	Jul-20		
3.3.3.2	Highways works	20		score		£20,000	Jan-20	Jul-20		
3.3.3.3	Potential contaminated land	-		score		£0	Jan-20	Jul-20		
3.3.3.4	Utilities at the site	5		score		£5,000	Jan-20	Jul-20		
3.3.3.5	Potential for ecological mitigations	2		score		£2,000	Jan-20	Jul-20		
3.3.3.6	potential for archaeological mitigations	-		score		£0	Jan-20	Jul-20		
3.3.3.7	Topographic works	-		score		£0	Jan-20	Jul-20		
	Total extra over construction costs						312,000			
	TOTAL DEVELOPMENT COSTS						499,020			
4.0	Site Acquisition									
4.1	Net site value (residual land value)					-£152,472	Jan-20	Jul-20		
4.2	Stamp Duty					£0	Jan-20	Jul-20		
4.3	Purchaser costs		1.75%	on land costs		£0	Jan-20	Jul-20		
	Total site costs						- 152,472			
	TOTAL PROJECT COSTS EXCLUDING INTEREST						346,548			
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST						£4,452			
5.0	Finance Costs									
5.1	Finance	APR	2.50%	on net costs	PCM	0.206%				
						-£4,452				
	TOTAL PROJECT COSTS INCLUDING INTEREST						351,000			
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223A		Priory Road Allotments		G&T Permanent		3 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.15	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 103,472		GDV=Total costs			
Exceptional Costs	23								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1		G&T Permanent		3.00	4.0%	£4,680	£351,000	Jan-21	Feb-21
Gross Development Value							351,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Feb-21	Mar-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£7,020	Jan-21	Feb-21
Total sales costs							7,020		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1		G&T Permanent		3.00	£60,000		£180,000	Jul-20	Jan-21
Total build costs							180,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs			£80,000	per pitch		£240,000	Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)			£0	per net ha		£0	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level			-	score		£0	Jan-20	Jul-20
3.3.3.2	Highways works			5	score		£5,000	Jan-20	Jul-20
3.3.3.3	Potential contaminated land			-	score		£0	Jan-20	Jul-20
3.3.3.4	Utilities at the site			16	score		£16,000	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations			2	score		£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations			-	score		£0	Jan-20	Jul-20
3.3.3.7	Topographic works			-	score		£0	Jan-20	Jul-20
Total extra over construction costs							263,000		
TOTAL DEVELOPMENT COSTS							450,020		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£103,472	Jan-20	Jul-20
4.2	Stamp Duty						£0	Jan-20	Jul-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Jul-20
Total site costs							- 103,472		
TOTAL PROJECT COSTS EXCLUDING INTEREST							346,548		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£4,452		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM			
				2.50%		0.206%	-£4,452		
TOTAL PROJECT COSTS INCLUDING INTEREST							351,000		
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230A		Land Adj Common Lane		G&T Permanent		3 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.15	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 196,472		GDV=Total costs			
Exceptional Costs	116								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1		G&T Permanent		3.00	4.0%	£4,680	£351,000	Jan-21	Feb-21
Gross Development Value							351,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Feb-21	Mar-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£7,020	Jan-21	Feb-21
Total sales costs							7,020		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1		G&T Permanent		3.00	£60,000		£180,000	Jul-20	Jan-21
Total build costs							180,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs			£80,000	per pitch		£240,000	Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)			£0	per net ha		£0	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level			-	score		£0	Jan-20	Jul-20
3.3.3.2	Highways works			5	score		£5,000	Jan-20	Jul-20
3.3.3.3	Potential contaminated land			20	score		£20,000	Jan-20	Jul-20
3.3.3.4	Utilities at the site			39	score		£39,000	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations			2	score		£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations			-	score		£0	Jan-20	Jul-20
3.3.3.7	Topographic works			50	score		£50,000	Jan-20	Jul-20
Total extra over construction costs							356,000		
TOTAL DEVELOPMENT COSTS							543,020		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£196,472	Jan-20	Jul-20
4.2	Stamp Duty						£0	Jan-20	Jul-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Jul-20
Total site costs							- 196,472		
TOTAL PROJECT COSTS EXCLUDING INTEREST							346,548		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£4,452		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM			
				2.50%		0.206%	-£4,452		
TOTAL PROJECT COSTS INCLUDING INTEREST							351,000		
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231A	Land Adj Common Lane 2	G&T Permanent	3 Pitches / Plots		TIMING	
ITEM					Start	Finish
Net area (ha)	0.15	Greenfield	Greenfield	Residual Value	Technical Checks:	
Stamp Duty	Commercial land			- 193,472	GDV=Total costs	-
Exceptional Costs	113					
1.0	Development Value					
1.1	Values	No. of units	Yield	Rent per unit pa	Total Value	
1.1.1	G&T Permanent	3.00	4.0%	£4,680	£351,000	Jan-21 Feb-21
	Gross Development Value				351,000	
2.0	Developer's Profit					
2.1	Private units	0.0%	on GDV		£0	Feb-21 Mar-21
	Total Developer's Profit				0	
3.0	Development Costs					
3.1	Sales Costs					
3.1.1	Private units only	2.00%	on OM GDV		£7,020	Jan-21 Feb-21
	Total sales costs				7,020	
3.2	Build Costs					
3.2.1	Private units	No. of units	Cost per unit	Total Costs		
3.2.1.1	G&T Permanent	3.00	£60,000	£180,000		Jul-20 Jan-21
	Total build costs				180,000	
3.3	Extra over construction costs					
3.3.1	Site opening up costs	£80,000	per pitch	£240,000		Jan-20 Jul-20
3.3.2	Site abnormalities (remediation/demolition)	£0	per net ha	£0		Jan-20 Jul-20
3.3.3.1	Designated Flood Risk Level	-	score	£0		Jan-20 Jul-20
3.3.3.2	Highways works	5	score	£5,000		Jan-20 Jul-20
3.3.3.3	Potential contaminated land	20	score	£20,000		Jan-20 Jul-20
3.3.3.4	Utilities at the site	36	score	£36,000		Jan-20 Jul-20
3.3.3.5	Potential for ecological mitigations	2	score	£2,000		Jan-20 Jul-20
3.3.3.6	potential for archaeological mitigations	-	score	£0		Jan-20 Jul-20
3.3.3.7	Topographic works	50	score	£50,000		Jan-20 Jul-20
	Total extra over construction costs				353,000	
	TOTAL DEVELOPMENT COSTS				540,020	
4.0	Site Acquisition					
4.1	Net site value (residual land value)				-£193,472	Jan-20 Jul-20
4.2	Stamp Duty				£0	Jan-20 Jul-20
4.3	Purchaser costs	1.75%	on land costs		£0	Jan-20 Jul-20
	Total site costs				- 193,472	
	TOTAL PROJECT COSTS EXCLUDING INTEREST				346,548	
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST				£4,452	
5.0	Finance Costs					
5.1	Finance	APR	PCM			
		2.50%	0.206%	on net costs	-£4,452	
	TOTAL PROJECT COSTS INCLUDING INTEREST				351,000	
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286A		Disused Electricity Sub Station		G&T Permanent		3 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.15	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 102,472		GDV=Total costs			
Exceptional Costs	22								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1		G&T Permanent		3.00	4.0%	£4,680	£351,000	Jan-21	Feb-21
Gross Development Value							351,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Feb-21	Mar-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£7,020	Jan-21	Feb-21
Total sales costs							7,020		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1		G&T Permanent		3.00	£60,000		£180,000	Jul-20	Jan-21
Total build costs							180,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs			£80,000	per pitch		£240,000	Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)			£0	per net ha		£0	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level			5	score		£5,000	Jan-20	Jul-20
3.3.3.2	Highways works			-	score		£0	Jan-20	Jul-20
3.3.3.3	Potential contaminated land			15	score		£15,000	Jan-20	Jul-20
3.3.3.4	Utilities at the site			-	score		£0	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations			2	score		£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations			-	score		£0	Jan-20	Jul-20
3.3.3.7	Topographic works			-	score		£0	Jan-20	Jul-20
Total extra over construction costs							262,000		
TOTAL DEVELOPMENT COSTS							449,020		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£102,472	Jan-20	Jul-20
4.2	Stamp Duty						£0	Jan-20	Jul-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Jul-20
Total site costs							- 102,472		
TOTAL PROJECT COSTS EXCLUDING INTEREST							346,548		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£4,452		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM			
				2.50%		0.206%	-£4,452		
TOTAL PROJECT COSTS INCLUDING INTEREST							351,000		
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3B1		Land at Spencer Street		Transit pitches (Best		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Mixed	Mixed	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 327,910		GDV=Total costs	(0)		
Exceptional Costs	27								
1.0	Development Value								
1.1	Values		No. of units	Yield	Rent per unit pa	Total Value			
1.1.1	Transit pitches (Best case)		15.00	6.0%	£5,200	£1,300,000		Feb-21	Apr-21
	Gross Development Value					1,300,000			
2.0	Developer s Profit								
2.1	Private units		0.0%	on GDV		£0		Apr-21	May-21
	Total Developer s Profit					0			
3.0	Development Costs								
3.1	Sales Costs								
3.1.1	Private units only		2.00%	on OM GDV		£26,000		Feb-21	Apr-21
	Total sales costs					26,000			
3.2	Build Costs								
3.2.1	Private units		No. of units	Cost per unit		Total Costs			
3.2.1.1	Transit pitches (Best case)		15.00	£40,000		£600,000		Aug-20	Mar-21
	Total build costs					600,000			
3.3	Extra over construction costs								
3.3.1	Site opening up costs		£60,000	per pitch		£900,000		Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)		£150,000	per net ha		£56,250		Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level		5	score		£5,000		Jan-20	Aug-20
3.3.3.2	Highways works		-	score		£0		Jan-20	Aug-20
3.3.3.3	Potential contaminated land		20	score		£20,000		Jan-20	Aug-20
3.3.3.4	Utilities at the site		-	score		£0		Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations		2	score		£2,000		Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations		-	score		£0		Jan-20	Aug-20
3.3.3.7	Topographic works		-	score		£0		Jan-20	Aug-20
	Total extra over construction costs					983,250			
	TOTAL DEVELOPMENT COSTS					1,609,250			
4.0	Site Acquisition								
4.1	Net site value (residual land value)					-£327,910		Jan-20	Aug-20
4.2	Stamp Duty					£0		Jan-20	Aug-20
4.3	Purchaser costs		1.75%	on land costs		£0		Jan-20	Aug-20
	Total site costs					- 327,910			
	TOTAL PROJECT COSTS EXCLUDING INTEREST					1,281,340			
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST					£18,660			
5.0	Finance Costs								
5.1	Finance		APR	on net costs	PCM				
			2.50%		0.206%	-£18,660			
	TOTAL PROJECT COSTS INCLUDING INTEREST					1,300,000			

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4B1		Land astride Victoria Street		Transit pitches (Best		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Residential/BF	Residential/BF	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 384,160		GDV=Total costs			
Exceptional Costs	27								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Best case)			15.00	6.0%	£5,200	£1,300,000	Feb-21	Apr-21
Gross Development Value							1,300,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£26,000	Feb-21	Apr-21
Total sales costs							26,000		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Best case)			15.00	£40,000		£600,000	Aug-20	Mar-21
Total build costs							600,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs			£60,000	per pitch		£900,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)			£300,000	per net ha		£112,500	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level			5	score		£5,000	Jan-20	Aug-20
3.3.3.2	Highways works			-	score		£0	Jan-20	Aug-20
3.3.3.3	Potential contaminated land			20	score		£20,000	Jan-20	Aug-20
3.3.3.4	Utilities at the site			-	score		£0	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations			2	score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations			-	score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works			-	score		£0	Jan-20	Aug-20
Total extra over construction costs							1,039,500		
TOTAL DEVELOPMENT COSTS							1,665,500		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£384,160	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 384,160		
TOTAL PROJECT COSTS EXCLUDING INTEREST							1,281,340		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£18,660		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£18,660		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							1,300,000		
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8B1		Former Sherwood Hall School		Transit pitches (Best		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Mixed	Mixed	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 327,910		GDV=Total costs			(0)
Exceptional Costs	27								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Best case)			15.00	6.0%	£5,200	£1,300,000	Feb-21	Apr-21
Gross Development Value							1,300,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£26,000	Feb-21	Apr-21
Total sales costs							26,000		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Best case)			15.00	£40,000		£600,000	Aug-20	Mar-21
Total build costs							600,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs	£60,000			per pitch		£900,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£150,000			per net ha		£56,250	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	5			score		£5,000	Jan-20	Aug-20
3.3.3.2	Highways works	5			score		£5,000	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	5			score		£5,000	Jan-20	Aug-20
3.3.3.4	Utilities at the site	5			score		£5,000	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works	5			score		£5,000	Jan-20	Aug-20
Total extra over construction costs							983,250		
TOTAL DEVELOPMENT COSTS							1,609,250		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£327,910	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 327,910		
TOTAL PROJECT COSTS EXCLUDING INTEREST							1,281,340		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£18,660		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£18,660		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							1,300,000		
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42B1	Land at Former Railway Station	Transit pitches (Best	15 Pitches / Plots	TIMING	
ITEM					
Net area (ha)	0.38 Brownfield Brownfield	Residual Value		Technical Checks: GDV=Total costs	Start Finish
Stamp Duty	Commercial land	- 384,160		-	
Exceptional Costs	27				
1.0	Development Value				
1.1	Values	No. of units	Yield	Rent per unit pa	Total Value
1.1.1	Transit pitches (Best case)	15.00	6.0%	£5,200	£1,300,000
					Feb-21 Apr-21
	Gross Development Value				1,300,000
2.0	Developer s Profit				
2.1	Private units	0.0%	on GDV		£0
	Total Developer s Profit				0
3.0	Development Costs				
3.1	Sales Costs				
3.1.1	Private units only	2.00%	on OM GDV		£26,000
	Total sales costs				26,000
3.2	Build Costs				
3.2.1	Private units	No. of units	Cost per unit		Total Costs
3.2.1.1	Transit pitches (Best case)	15.00	£40,000		£600,000
	Total build costs				600,000
3.3	Extra over construction costs				
3.3.1	Site opening up costs	£60,000	per pitch		£900,000
3.3.2	Site abnormalities (remediation/demolition)	£300,000	per net ha		£112,500
3.3.3.1	Designated Flood Risk Level	-	score		£0
3.3.3.2	Highways works	20	score		£20,000
3.3.3.3	Potential contaminated land	5	score		£5,000
3.3.3.4	Utilities at the site	-	score		£0
3.3.3.5	Potential for ecological mitigations	2	score		£2,000
3.3.3.6	potential for archaeological mitigations	-	score		£0
3.3.3.7	Topographic works	-	score		£0
	Total extra over construction costs				1,039,500
	TOTAL DEVELOPMENT COSTS				1,665,500
4.0	Site Acquisition				
4.1	Net site value (residual land value)				-£384,160
4.2	Stamp Duty				£0
4.3	Purchaser costs	1.75%	on land costs		£0
	Total site costs				- 384,160
	TOTAL PROJECT COSTS EXCLUDING INTEREST				1,281,340
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST				£18,660
5.0	Finance Costs				
5.1	Finance	APR 2.50%	on net costs	PCM 0.206%	-£18,660
	TOTAL PROJECT COSTS INCLUDING INTEREST				1,300,000
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57B1		Land off Mansfield Road, Spion Kop (d			Transit pitches (Best		15 Pitches / Plots		TIMING		
ITEM									Start	Finish	
Net area (ha)	0	Residential/GF	Residential/GF	Residual Value		Technical Checks:					
Stamp Duty	Commercial land			- 276,660		GDV=Total costs	-				
Exceptional Costs	32										
1.0	Development Value										
1.1	Values		No. of units	Yield	Rent per unit pa		Total Value				
1.1.1	Transit pitches (Best case)		15.00	6.0%	£5,200		£1,300,000		Feb-21	Apr-21	
	Gross Development Value							1,300,000			
2.0	Developer's Profit										
2.1	Private units		0.0%	on GDV			£0		Apr-21	May-21	
	Total Developer's Profit							0			
3.0	Development Costs										
3.1	Sales Costs										
3.1.1	Private units only		2.00%	on OM GDV			£26,000		Feb-21	Apr-21	
	Total sales costs							26,000			
3.2	Build Costs										
3.2.1	Private units		No. of units	Cost per unit			Total Costs				
3.2.1.1	Transit pitches (Best case)		15.00	£40,000			£600,000		Aug-20	Mar-21	
	Total build costs							600,000			
3.3	Extra over construction costs										
3.3.1	Site opening up costs	£60,000		per pitch			£900,000		Jan-20	Aug-20	
3.3.2	Site abnormalities (remediation/demolition)	£0		per net ha			£0		Jan-20	Aug-20	
3.3.3.1	Designated Flood Risk Level	5		score			£5,000		Jan-20	Aug-20	
3.3.3.2	Highways works	20		score			£20,000		Jan-20	Aug-20	
3.3.3.3	Potential contaminated land	-		score			£0		Jan-20	Aug-20	
3.3.3.4	Utilities at the site	5		score			£5,000		Jan-20	Aug-20	
3.3.3.5	Potential for ecological mitigations	2		score			£2,000		Jan-20	Aug-20	
3.3.3.6	potential for archaeological mitigations	-		score			£0		Jan-20	Aug-20	
3.3.3.7	Topographic works	-		score			£0		Jan-20	Aug-20	
	Total extra over construction costs							932,000			
	TOTAL DEVELOPMENT COSTS							1,558,000			
4.0	Site Acquisition										
4.1	Net site value (residual land value)						-£276,660		Jan-20	Aug-20	
4.2	Stamp Duty						£0		Jan-20	Aug-20	
4.3	Purchaser costs		1.75%	on land costs			£0		Jan-20	Aug-20	
	Total site costs							- 276,660			
	TOTAL PROJECT COSTS EXCLUDING INTEREST							1,281,340			
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£18,660			
5.0	Finance Costs										
5.1	Finance		APR	on net costs	PCM		-£18,660				
			2.50%		0.206%						
	TOTAL PROJECT COSTS INCLUDING INTEREST							1,300,000			
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60B1		Land off Ley Lane		Transit pitches (Best		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.4	Residential/GF	Residential/GF	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 256,660		GDV=Total costs	0		
Exceptional Costs	12								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Best case)			15.00	6.0%	£5,200	£1,300,000	Feb-21	Apr-21
Gross Development Value							1,300,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1	Sales Costs								
3.1.1	Private units only			2.00%	on OM GDV		£26,000	Feb-21	Apr-21
Total sales costs							26,000		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Best case)			15.00	£40,000		£600,000	Aug-20	Mar-21
Total build costs							600,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs	£60,000			per pitch		£900,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£0			per net ha		£0	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	5			score		£5,000	Jan-20	Aug-20
3.3.3.2	Highways works	-			score		£0	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	-			score		£0	Jan-20	Aug-20
3.3.3.4	Utilities at the site	5			score		£5,000	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.7	Topographic works	-			score		£0	Jan-20	Aug-20
Total extra over construction costs							912,000		
TOTAL DEVELOPMENT COSTS							1,538,000		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£256,660	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 256,660		
TOTAL PROJECT COSTS EXCLUDING INTEREST							1,281,340		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£18,660		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£18,660		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							1,300,000		
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223B1		Priory Road Allotments		Transit pitches (Best		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 267,660		GDV=Total costs			
Exceptional Costs	23								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Best case)			15.00	6.0%	£5,200	£1,300,000	Feb-21	Apr-21
Gross Development Value							1,300,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£26,000	Feb-21	Apr-21
Total sales costs							26,000		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Best case)			15.00	£40,000		£600,000	Aug-20	Mar-21
Total build costs							600,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs	£60,000			per pitch		£900,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£0			per net ha		£0	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	-			score		£0	Jan-20	Aug-20
3.3.3.2	Highways works	5			score		£5,000	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	-			score		£0	Jan-20	Aug-20
3.3.3.4	Utilities at the site	16			score		£16,000	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works	-			score		£0	Jan-20	Aug-20
Total extra over construction costs							923,000		
TOTAL DEVELOPMENT COSTS							1,549,000		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£267,660	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 267,660		
TOTAL PROJECT COSTS EXCLUDING INTEREST							1,281,340		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£18,660		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£18,660		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							1,300,000		
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230B1		Land Adj Common Lane		Transit pitches (Best		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 360,660		GDV=Total costs		(0)	
Exceptional Costs	116								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Best case)			15.00	6.0%	£5,200	£1,300,000	Feb-21	Apr-21
Gross Development Value							1,300,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1	Sales Costs								
3.1.1	Private units only			2.00%	on OM GDV		£26,000	Feb-21	Apr-21
Total sales costs							26,000		
3.2	Build Costs								
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Best case)			15.00	£40,000		£600,000	Aug-20	Mar-21
Total build costs							600,000		
3.3	Extra over construction costs								
3.3.1	Site opening up costs	£60,000			per pitch		£900,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£0			per net ha		£0	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	-			score		£0	Jan-20	Aug-20
3.3.3.2	Highways works	5			score		£5,000	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	20			score		£20,000	Jan-20	Aug-20
3.3.3.4	Utilities at the site	39			score		£39,000	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works	50			score		£50,000	Jan-20	Aug-20
Total extra over construction costs							1,016,000		
TOTAL DEVELOPMENT COSTS							1,642,000		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£360,660	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 360,660		
TOTAL PROJECT COSTS EXCLUDING INTEREST							1,281,340		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£18,660		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£18,660		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							1,300,000		
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231B1		Land Adj Common Lane 2		Transit pitches (Best		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.375	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 357,660		GDV=Total costs		(0)	
Exceptional Costs	113								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Best case)			15.00	6.0%	£5,200	£1,300,000	Feb-21	Apr-21
Gross Development Value							1,300,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£26,000	Feb-21	Apr-21
Total sales costs							26,000		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Best case)			15.00	£40,000		£600,000	Aug-20	Mar-21
Total build costs							600,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs	£60,000			per pitch		£900,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£0			per net ha		£0	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	-			score		£0	Jan-20	Aug-20
3.3.3.2	Highways works	5			score		£5,000	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	20			score		£20,000	Jan-20	Aug-20
3.3.3.4	Utilities at the site	36			score		£36,000	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works	50			score		£50,000	Jan-20	Aug-20
Total extra over construction costs							1,013,000		
TOTAL DEVELOPMENT COSTS							1,639,000		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£357,660	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 357,660		
TOTAL PROJECT COSTS EXCLUDING INTEREST							1,281,340		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£18,660		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£18,660		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							1,300,000		
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286B1		Disused Electricity Sub Station		Transit pitches (Best		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 266,660		GDV=Total costs			
Exceptional Costs	22								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Best case)			15.00	6.0%	£5,200	£1,300,000	Feb-21	Apr-21
Gross Development Value							1,300,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£26,000	Feb-21	Apr-21
Total sales costs							26,000		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Best case)			15.00	£40,000		£600,000	Aug-20	Mar-21
Total build costs							600,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs	£60,000			per pitch		£900,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£0			per net ha		£0	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	5			score		£5,000	Jan-20	Aug-20
3.3.3.2	Highways works	-			score		£0	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	15			score		£15,000	Jan-20	Aug-20
3.3.3.4	Utilities at the site	-			score		£0	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works	-			score		£0	Jan-20	Aug-20
Total extra over construction costs							922,000		
TOTAL DEVELOPMENT COSTS							1,548,000		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£266,660	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 266,660		
TOTAL PROJECT COSTS EXCLUDING INTEREST							1,281,340		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£18,660		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£18,660		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							1,300,000		
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3B2		Land at Spencer Street		Transit pitches (Wors		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Mixed	Mixed	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 108,373		GDV=Total costs			
Exceptional Costs	27								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Worst case)			15.00	6.0%	£3,640	£910,000	Feb-21	Apr-21
Gross Development Value							910,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£18,200	Feb-21	Apr-21
Total sales costs							18,200		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Worst case)			15.00	£10,000		£150,000	Aug-20	Mar-21
Total build costs							150,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs			£50,000	per pitch		£750,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)			£150,000	per net ha		£56,250	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level			5	score		£5,000	Jan-20	Aug-20
3.3.3.2	Highways works			-	score		£0	Jan-20	Aug-20
3.3.3.3	Potential contaminated land			20	score		£20,000	Jan-20	Aug-20
3.3.3.4	Utilities at the site			-	score		£0	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations			2	score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations			-	score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works			-	score		£0	Jan-20	Aug-20
Total extra over construction costs							833,250		
TOTAL DEVELOPMENT COSTS							1,001,450		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£108,373	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 108,373		
TOTAL PROJECT COSTS EXCLUDING INTEREST							893,077		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£16,923		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£16,923		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							910,000		
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4B2	Land astride Victoria Street	Transit pitches (Worst	15 Pitches / Plots	TIMING	
ITEM				Start	Finish
Net area (ha)	0.38	Residential/BF	Residential/BF		
Stamp Duty	Commercial land		Residual Value		
Exceptional Costs	27		- 164,623		
1.0	Development Value				
1.1	Values	No. of units	Yield	Rent per unit pa	Total Value
1.1.1	Transit pitches (Worst case)	15.00	6.0%	£3,640	£910,000
					Feb-21
					Apr-21
	Gross Development Value				910,000
2.0	Developer s Profit				
2.1	Private units	0.0%	on GDV	£0	Apr-21
					May-21
	Total Developer s Profit				0
3.0	Development Costs				
3.1	Sales Costs				
3.1.1	Private units only	2.00%	on OM GDV	£18,200	Feb-21
					Apr-21
	Total sales costs				18,200
3.2	Build Costs				
3.2.1	Private units	No. of units	Cost per unit	Total Costs	
3.2.1.1	Transit pitches (Worst case)	15.00	£10,000	£150,000	Aug-20
					Mar-21
	Total build costs				150,000
3.3	Extra over construction costs				
3.3.1	Site opening up costs	£50,000	per pitch	£750,000	Jan-20
3.3.2	Site abnormals (remediation/demolition)	£300,000	per net ha	£112,500	Jan-20
3.3.3.1	Designated Flood Risk Level	5	score	£5,000	Jan-20
3.3.3.2	Highways works	-	score	£0	Jan-20
3.3.3.3	Potential contaminated land	20	score	£20,000	Jan-20
3.3.3.4	Utilities at the site	-	score	£0	Jan-20
3.3.3.5	Potential for ecological mitigations	2	score	£2,000	Jan-20
3.3.3.6	potential for archaeological mitigations	-	score	£0	Jan-20
3.3.3.7	Topographic works	-	score	£0	Jan-20
					Aug-20
	Total extra over construction costs				889,500
	TOTAL DEVELOPMENT COSTS				1,057,700
4.0	Site Acquisition				
4.1	Net site value (residual land value)			-£164,623	Jan-20
4.2	Stamp Duty			£0	Jan-20
4.3	Purchaser costs	1.75%	on land costs	£0	Jan-20
					Aug-20
	Total site costs				- 164,623
	TOTAL PROJECT COSTS EXCLUDING INTEREST				893,077
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST				£16,923
5.0	Finance Costs				
5.1	Finance	APR	PCM		
		2.50%	0.206%	-£16,923	
		on net costs			
	TOTAL PROJECT COSTS INCLUDING INTEREST				910,000
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8B2	Former Sherwood Hall School	Transit pitches (Worst	15	Pitches / Plots	TIMING		
ITEM					Start	Finish	
Net area (ha)	0.38	Mixed	Mixed	Residual Value			
Stamp Duty	Commercial land			- 108,373			
Exceptional Costs	27						
1.0	Development Value						
1.1	Values		No. of units	Yield	Rent per unit pa	Total Value	
1.1.1		Transit pitches (Worst case)	15.00	6.0%	£3,640	£910,000	
						Feb-21	
						Apr-21	
	Gross Development Value					910,000	
2.0	Developer s Profit						
2.1	Private units		0.0%	on GDV		£0	
						Apr-21	
						May-21	
	Total Developer s Profit					0	
3.0	Development Costs						
3.1	Sales Costs						
3.1.1	Private units only		2.00%	on OM GDV		£18,200	
						Feb-21	
						Apr-21	
	Total sales costs					18,200	
3.2	Build Costs						
3.2.1	Private units		No. of units	Cost per unit		Total Costs	
3.2.1.1		Transit pitches (Worst case)	15.00	£10,000		£150,000	
						Aug-20	
						Mar-21	
	Total build costs					150,000	
3.3	Extra over construction costs						
3.3.1	Site opening up costs		£50,000	per pitch		£750,000	
						Jan-20	
						Aug-20	
3.3.2	Site abnormals (remediation/demolition)		£150,000	per net ha		£56,250	
						Jan-20	
						Aug-20	
3.3.3.1	Designated Flood Risk Level		5	score		£5,000	
						Jan-20	
						Aug-20	
3.3.3.2	Highways works		5	score		£5,000	
						Jan-20	
						Aug-20	
3.3.3.3	Potential contaminated land		5	score		£5,000	
						Jan-20	
						Aug-20	
3.3.3.4	Utilities at the site		5	score		£5,000	
						Jan-20	
						Aug-20	
3.3.3.5	Potential for ecological mitigations		2	score		£2,000	
						Jan-20	
						Aug-20	
3.3.3.6	potential for archaeological mitigations		-	score		£0	
						Jan-20	
						Aug-20	
3.3.3.7	Topographic works		5	score		£5,000	
						Jan-20	
						Aug-20	
	Total extra over construction costs					833,250	
	TOTAL DEVELOPMENT COSTS					1,001,450	
4.0	Site Acquisition						
4.1	Net site value (residual land value)					-£108,373	
						Jan-20	
						Aug-20	
4.2	Stamp Duty					£0	
						Jan-20	
						Aug-20	
4.3	Purchaser costs		1.75%	on land costs		£0	
						Jan-20	
						Aug-20	
	Total site costs					- 108,373	
	TOTAL PROJECT COSTS EXCLUDING INTEREST					893,077	
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST					£16,923	
5.0	Finance Costs						
5.1	Finance		APR	PCM		-£16,923	
			2.50%	0.206%			
			on net costs				
	TOTAL PROJECT COSTS INCLUDING INTEREST					910,000	
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42B2		Land at Former Railway Station		Transit pitches (Wors		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Brownfield	Brownfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 164,623		GDV=Total costs			
Exceptional Costs	27								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Worst case)			15.00	6.0%	£3,640	£910,000	Feb-21	Apr-21
Gross Development Value							910,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£18,200	Feb-21	Apr-21
Total sales costs							18,200		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Worst case)			15.00	£10,000		£150,000	Aug-20	Mar-21
Total build costs							150,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs	£50,000			per pitch		£750,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£300,000			per net ha		£112,500	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	-			score		£0	Jan-20	Aug-20
3.3.3.2	Highways works	20			score		£20,000	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	5			score		£5,000	Jan-20	Aug-20
3.3.3.4	Utilities at the site	-			score		£0	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works	-			score		£0	Jan-20	Aug-20
Total extra over construction costs							889,500		
TOTAL DEVELOPMENT COSTS							1,057,700		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£164,623	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 164,623		
TOTAL PROJECT COSTS EXCLUDING INTEREST							893,077		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£16,923		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£16,923		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							910,000		
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57B2		Land off Mansfield Road, Spion Kop (d			Transit pitches (Wors		15 Pitches / Plots		TIMING	
ITEM									Start	Finish
Net area (ha)	0.38	Residential/GF	Residential/GF	Residual Value		Technical Checks:				
Stamp Duty	Commercial land			- 57,123		GDV=Total costs		-		
Exceptional Costs	32									
1.0 Development Value										
1.1	Values			No. of units	Yield	Rent per unit pa		Total Value		
1.1.1	Transit pitches (Worst case)			15.00	6.0%	£3,640		£910,000	Feb-21	Apr-21
Gross Development Value								910,000		
2.0 Developer's Profit										
2.1	Private units			0.0%	on GDV			£0	Apr-21	May-21
Total Developer's Profit								0		
3.0 Development Costs										
3.1 Sales Costs										
3.1.1	Private units only			2.00%	on OM GDV			£18,200	Feb-21	Apr-21
Total sales costs								18,200		
3.2 Build Costs										
3.2.1	Private units			No. of units	Cost per unit			Total Costs		
3.2.1.1	Transit pitches (Worst case)			15.00	£10,000			£150,000	Aug-20	Mar-21
Total build costs								150,000		
3.3 Extra over construction costs										
3.3.1	Site opening up costs		£50,000		per pitch			£750,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)		£0		per net ha			£0	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level		5		score			£5,000	Jan-20	Aug-20
3.3.3.2	Highways works		20		score			£20,000	Jan-20	Aug-20
3.3.3.3	Potential contaminated land		-		score			£0	Jan-20	Aug-20
3.3.3.4	Utilities at the site		5		score			£5,000	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations		2		score			£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations		-		score			£0	Jan-20	Aug-20
3.3.3.7	Topographic works		-		score			£0	Jan-20	Aug-20
Total extra over construction costs								782,000		
TOTAL DEVELOPMENT COSTS								950,200		
4.0 Site Acquisition										
4.1	Net site value (residual land value)							-£57,123	Jan-20	Aug-20
4.2	Stamp Duty							£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs			£0	Jan-20	Aug-20
Total site costs								- 57,123		
TOTAL PROJECT COSTS EXCLUDING INTEREST								893,077		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST								£16,923		
5.0 Finance Costs										
5.1	Finance			APR	on net costs	PCM		-£16,923		
				2.50%		0.206%				
TOTAL PROJECT COSTS INCLUDING INTEREST								910,000		
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60B2		Land off Ley Lane		Transit pitches (Wors		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Residential/GF	Residential/GF	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 37,123		GDV=Total costs	-		
Exceptional Costs	12								
1.0	Development Value								
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Worst case)			15.00	6.0%	£3,640	£910,000	Feb-21	Apr-21
	Gross Development Value						910,000		
2.0	Developer's Profit								
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
	Total Developer's Profit						0		
3.0	Development Costs								
3.1	Sales Costs								
3.1.1	Private units only			2.00%	on OM GDV		£18,200	Feb-21	Apr-21
	Total sales costs						18,200		
3.2	Build Costs								
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Worst case)			15.00	£10,000		£150,000	Aug-20	Mar-21
	Total build costs						150,000		
3.3	Extra over construction costs								
3.3.1	Site opening up costs	£50,000			per pitch		£750,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£0			per net ha		£0	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	5			score		£5,000	Jan-20	Aug-20
3.3.3.2	Highways works	-			score		£0	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	-			score		£0	Jan-20	Aug-20
3.3.3.4	Utilities at the site	5			score		£5,000	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.7	Topographic works	-			score		£0	Jan-20	Aug-20
	Total extra over construction costs						762,000		
	TOTAL DEVELOPMENT COSTS						930,200		
4.0	Site Acquisition								
4.1	Net site value (residual land value)						-£37,123	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
	Total site costs						- 37,123		
	TOTAL PROJECT COSTS EXCLUDING INTEREST						893,077		
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST						£16,923		
5.0	Finance Costs								
5.1	Finance			APR	on net costs	PCM			
				2.50%		0.206%	-£16,923		
	TOTAL PROJECT COSTS INCLUDING INTEREST						910,000		
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223B2	Priry Road Allotments	Transit pitches (Wors		15 Pitches / Plots		TIMING	
ITEM						Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value		Technical Checks:	
Stamp Duty	Commercial land			- 48,123		GDV=Total costs	-
Exceptional Costs	23						
1.0	Development Value						
1.1	Values		No. of units	Yield	Rent per unit pa	Total Value	
1.1.1	Transit pitches (Worst case)		15.00	6.0%	£3,640	£910,000	Feb-21 Apr-21
	Gross Development Value					910,000	
2.0	Developer s Profit						
2.1	Private units			0.0%	on GDV	£0	Apr-21 May-21
	Total Developer s Profit					0	
3.0	Development Costs						
3.1	Sales Costs						
3.1.1	Private units only			2.00%	on OM GDV	£18,200	Feb-21 Apr-21
	Total sales costs					18,200	
3.2	Build Costs						
3.2.1	Private units		No. of units	Cost per unit		Total Costs	
3.2.1.1	Transit pitches (Worst case)		15.00	£10,000		£150,000	Aug-20 Mar-21
	Total build costs					150,000	
3.3	Extra over construction costs						
3.3.1	Site opening up costs	£50,000			per pitch	£750,000	Jan-20 Aug-20
3.3.2	Site abnormals (remediation/demolition)	£0			per net ha	£0	Jan-20 Aug-20
3.3.3.1	Designated Flood Risk Level	-			score	£0	Jan-20 Aug-20
3.3.3.2	Highways works	5			score	£5,000	Jan-20 Aug-20
3.3.3.3	Potential contaminated land	-			score	£0	Jan-20 Aug-20
3.3.3.4	Utilities at the site	16			score	£16,000	Jan-20 Aug-20
3.3.3.5	Potential for ecological mitigations	2			score	£2,000	Jan-20 Aug-20
3.3.3.6	potential for archaeological mitigations	-			score	£0	Jan-20 Aug-20
3.3.3.7	Topographic works	-			score	£0	Jan-20 Aug-20
	Total extra over construction costs					773,000	
	TOTAL DEVELOPMENT COSTS					941,200	
4.0	Site Acquisition						
4.1	Net site value (residual land value)					-£48,123	Jan-20 Aug-20
4.2	Stamp Duty					£0	Jan-20 Aug-20
4.3	Purchaser costs			1.75%	on land costs	£0	Jan-20 Aug-20
	Total site costs					- 48,123	
	TOTAL PROJECT COSTS EXCLUDING INTEREST					893,077	
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST					£16,923	
5.0	Finance Costs						
5.1	Finance		APR		PCM		
			2.50%	on net costs	0.206%	-£16,923	
	TOTAL PROJECT COSTS INCLUDING INTEREST					910,000	
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230B2		Land Adj Common Lane		Transit pitches (Wors		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 141,123		GDV=Total costs			
Exceptional Costs	116								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Worst case)			15.00	6.0%	£3,640	£910,000	Feb-21	Apr-21
Gross Development Value							910,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£18,200	Feb-21	Apr-21
Total sales costs							18,200		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Worst case)			15.00	£10,000		£150,000	Aug-20	Mar-21
Total build costs							150,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs	£50,000			per pitch		£750,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£0			per net ha		£0	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	-			score		£0	Jan-20	Aug-20
3.3.3.2	Highways works	5			score		£5,000	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	20			score		£20,000	Jan-20	Aug-20
3.3.3.4	Utilities at the site	39			score		£39,000	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works	50			score		£50,000	Jan-20	Aug-20
Total extra over construction costs							866,000		
TOTAL DEVELOPMENT COSTS							1,034,200		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£141,123	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 141,123		
TOTAL PROJECT COSTS EXCLUDING INTEREST							893,077		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£16,923		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£16,923		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							910,000		
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231B2		Land Adj Common Lane 2		Transit pitches (Wors		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 138,123		GDV=Total costs			
Exceptional Costs	113								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Worst case)			15.00	6.0%	£3,640	£910,000	Feb-21	Apr-21
Gross Development Value							910,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Apr-21	May-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£18,200	Feb-21	Apr-21
Total sales costs							18,200		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Worst case)			15.00	£10,000		£150,000	Aug-20	Mar-21
Total build costs							150,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs	£50,000			per pitch		£750,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£0			per net ha		£0	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	-			score		£0	Jan-20	Aug-20
3.3.3.2	Highways works	5			score		£5,000	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	20			score		£20,000	Jan-20	Aug-20
3.3.3.4	Utilities at the site	36			score		£36,000	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works	50			score		£50,000	Jan-20	Aug-20
Total extra over construction costs							863,000		
TOTAL DEVELOPMENT COSTS							1,031,200		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£138,123	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 138,123		
TOTAL PROJECT COSTS EXCLUDING INTEREST							893,077		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£16,923		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£16,923		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							910,000		
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286B2		Disused Electricity Sub Station		Transit pitches (Wors		15 Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 51,595		GDV=Total costs			(0)
Exceptional Costs	22								
1.0 Development Value									
1.1	Values			No. of units	Yield	Rent per unit pa	Total Value		
1.1.1	Transit pitches (Worst case)			15.00	6.0%	£3,640	£910,000	Feb-21	Sep-21
Gross Development Value							910,000		
2.0 Developer's Profit									
2.1	Private units			0.0%	on GDV		£0	Sep-21	Oct-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only			2.00%	on OM GDV		£18,200	Feb-21	Sep-21
Total sales costs							18,200		
3.2 Build Costs									
3.2.1	Private units			No. of units	Cost per unit		Total Costs		
3.2.1.1	Transit pitches (Worst case)			15.00	£10,000		£150,000	Aug-20	Mar-21
Total build costs							150,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs	£50,000			per pitch		£750,000	Jan-20	Aug-20
3.3.2	Site abnormalities (remediation/demolition)	£0			per net ha		£0	Jan-20	Aug-20
3.3.3.1	Designated Flood Risk Level	5			score		£5,000	Jan-20	Aug-20
3.3.3.2	Highways works	-			score		£0	Jan-20	Aug-20
3.3.3.3	Potential contaminated land	15			score		£15,000	Jan-20	Aug-20
3.3.3.4	Utilities at the site	-			score		£0	Jan-20	Aug-20
3.3.3.5	Potential for ecological mitigations	2			score		£2,000	Jan-20	Aug-20
3.3.3.6	potential for archaeological mitigations	-			score		£0	Jan-20	Aug-20
3.3.3.7	Topographic works	-			score		£0	Jan-20	Aug-20
Total extra over construction costs							772,000		
TOTAL DEVELOPMENT COSTS							940,200		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£51,595	Jan-20	Aug-20
4.2	Stamp Duty						£0	Jan-20	Aug-20
4.3	Purchaser costs			1.75%	on land costs		£0	Jan-20	Aug-20
Total site costs							- 51,595		
TOTAL PROJECT COSTS EXCLUDING INTEREST							888,605		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£21,395		
5.0 Finance Costs									
5.1	Finance			APR	on net costs	PCM	-£21,395		
				2.50%		0.206%			
TOTAL PROJECT COSTS INCLUDING INTEREST							910,000		
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3C	Land at Spencer Street	TSP plots	Pitches / Plots			TIMING	
ITEM						Start	Finish
Net area (ha)	0.38	Mixed	Mixed				
Stamp Duty	Commercial land						
Exceptional Costs	27						
			Residual Value		Technical Checks:		
			- 166,178		GDV=Total costs	-	
1.0	Development Value						
1.1	Values					Yield	Total Value
1.1.1	TSP plots					4.0%	£468,000
				Rent per site pa	£18,720		Jan-21 Jul-21
	Gross Development Value						468,000
2.0	Developer's Profit						
2.1	Private units					0.0%	£0
				on GDV			Jul-21 Aug-21
	Total Developer's Profit						0
3.0	Development Costs						
3.1	Sales Costs						
3.1.1	Private units only					2.00%	£9,360
				on OM GDV			Jan-21 Jul-21
	Total sales costs						9,360
3.2	Build Costs						
3.2.1	Private units						Total Costs
3.2.1.1	TSP plots						£30,000
	Total build costs						30,000
3.3	Extra over construction costs						
3.3.1	Site opening up costs						£500,000
3.3.2	Site abnormalities (remediation/demolition)						£57,000
3.3.3.1	Designated Flood Risk Level					5	£5,000
3.3.3.2	Highways works					-	£0
3.3.3.3	Potential contaminated land					20	£20,000
3.3.3.4	Utilities at the site					-	£0
3.3.3.5	Potential for ecological mitigations					2	£2,000
3.3.3.6	potential for archaeological mitigations					-	£0
3.3.3.7	Topographic works					-	£0
	Total extra over construction costs						584,000
	TOTAL DEVELOPMENT COSTS						623,360
4.0	Site Acquisition						
4.1	Net site value (residual land value)						-£166,178
4.2	Stamp Duty						£0
4.3	Purchaser costs					1.75%	£0
	Total site costs						- 166,178
	TOTAL PROJECT COSTS EXCLUDING INTEREST						457,182
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST						£10,818
5.0	Finance Costs						
5.1	Finance					APR 2.50%	PCM 0.206%
				on net costs		-£10,818	
	TOTAL PROJECT COSTS INCLUDING INTEREST						468,000
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8C	Former Sherwood Hall School	TSP plots	Pitches / Plots			TIMING	
ITEM						Start	Finish
Net area (ha)	0.38	Mixed	Mixed				
Stamp Duty	Commercial land						
Exceptional Costs	27						
			Residual Value		Technical Checks:		
			- 166,178		GDV=Total costs	-	
1.0	Development Value						
1.1	Values						
1.1.1	TSP plots		Yield	Rent per site pa	Total Value		
			4.0%	£18,720	£468,000	Jan-21	Jul-21
	Gross Development Value						
					468,000		
2.0	Developer s Profit						
2.1	Private units	0.0%	on GDV		£0	Jul-21	Aug-21
	Total Developer s Profit						
					0		
3.0	Development Costs						
3.1	Sales Costs						
3.1.1	Private units only	2.00%	on OM GDV		£9,360	Jan-21	Jul-21
	Total sales costs						
					9,360		
3.2	Build Costs						
3.2.1	Private units				Total Costs		
3.2.1.1	TSP plots				£30,000	Jul-20	Jan-21
	Total build costs						
					30,000		
3.3	Extra over construction costs						
3.3.1	Site opening up costs				£500,000	Jan-20	Jul-20
3.3.2	Site abnormals (remediation/demolition)	£150,000	per net ha		£57,000	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level	5	score		£5,000	Jan-20	Jul-20
3.3.3.2	Highways works	5	score		£5,000	Jan-20	Jul-20
3.3.3.3	Potential contaminated land	5	score		£5,000	Jan-20	Jul-20
3.3.3.4	Utilities at the site	5	score		£5,000	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations	2	score		£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations	-	score		£0	Jan-20	Jul-20
3.3.3.7	Topographic works	5	score		£5,000	Jan-20	Jul-20
	Total extra over construction costs						
					584,000		
	TOTAL DEVELOPMENT COSTS						
					623,360		
4.0	Site Acquisition						
4.1	Net site value (residual land value)				-£166,178	Jan-20	Jul-20
4.2	Stamp Duty				£0	Jan-20	Jul-20
4.3	Purchaser costs	1.75%	on land costs		£0	Jan-20	Jul-20
	Total site costs						
					- 166,178		
	TOTAL PROJECT COSTS EXCLUDING INTEREST						
					457,182		
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST						
					£10,818		
5.0	Finance Costs						
5.1	Finance	APR	PCM				
		2.50%	on net costs	0.206%	-£10,818		
	TOTAL PROJECT COSTS INCLUDING INTEREST						
					468,000		
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42C	Land at Former Railway Station	TSP plots	Pitches / Plots		TIMING	
ITEM					Start	Finish
Net area (ha)	0.38	Brownfield	Brownfield	Residual Value	Technical Checks:	
Stamp Duty	Commercial land			- 223,178	GDV=Total costs	-
Exceptional Costs	27					
1.0	Development Value					
1.1	Values		Yield	Rent per site pa	Total Value	
1.1.1	TSP plots		4.0%	£18,720	£468,000	Jan-21 Jul-21
	Gross Development Value				468,000	
2.0	Developer s Profit					
2.1	Private units	0.0%	on GDV		£0	Jul-21 Aug-21
	Total Developer s Profit				0	
3.0	Development Costs					
3.1	Sales Costs					
3.1.1	Private units only	2.00%	on OM GDV		£9,360	Jan-21 Jul-21
	Total sales costs				9,360	
3.2	Build Costs					
3.2.1	Private units				Total Costs	
3.2.1.1	TSP plots				£30,000	Jul-20 Jan-21
	Total build costs				30,000	
3.3	Extra over construction costs					
3.3.1	Site opening up costs				£500,000	Jan-20 Jul-20
3.3.2	Site abnormalities (remediation/demolition)	£300,000	per net ha		£114,000	Jan-20 Jul-20
3.3.3.1	Designated Flood Risk Level	-	score		£0	Jan-20 Jul-20
3.3.3.2	Highways works	20	score		£20,000	Jan-20 Jul-20
3.3.3.3	Potential contaminated land	5	score		£5,000	Jan-20 Jul-20
3.3.3.4	Utilities at the site	-	score		£0	Jan-20 Jul-20
3.3.3.5	Potential for ecological mitigations	2	score		£2,000	Jan-20 Jul-20
3.3.3.6	potential for archaeological mitigations	-	score		£0	Jan-20 Jul-20
3.3.3.7	Topographic works	-	score		£0	Jan-20 Jul-20
	Total extra over construction costs				641,000	
	TOTAL DEVELOPMENT COSTS				680,360	
4.0	Site Acquisition					
4.1	Net site value (residual land value)				-£223,178	Jan-20 Jul-20
4.2	Stamp Duty				£0	Jan-20 Jul-20
4.3	Purchaser costs	1.75%	on land costs		£0	Jan-20 Jul-20
	Total site costs				- 223,178	
	TOTAL PROJECT COSTS EXCLUDING INTEREST				457,182	
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST				£10,818	
5.0	Finance Costs					
5.1	Finance	APR	PCM			
		2.50%	0.206%	on net costs	-£10,818	
	TOTAL PROJECT COSTS INCLUDING INTEREST				468,000	
This appraisal has been prepared for the Council. The appraisal has been prepared in line with the RICS valuation guidance. The purpose of the appraisal is to inform the Council about the impact of planning policy has on viability at a strategic level. This appraisal is not a formal 'Red Book' (RICS Valuation – Professional Standards January 2014) valuation and should not be relied upon as such.						

57C		Land off Mansfield Road, Spion Kop (4 TSP plots)			Pitches / Plots			TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Residential/GF	Residential/GF	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 114,178		GDV=Total costs	-		
Exceptional Costs	32								
1.0	Development Value								
1.1	Values				Yield	Rent per site pa	Total Value		
1.1.1	TSP plots				4.0%	£18,720	£468,000	Jan-21	Jul-21
	Gross Development Value						468,000		
2.0	Developer's Profit								
2.1	Private units		0.0%	on GDV			£0	Jul-21	Aug-21
	Total Developer's Profit						0		
3.0	Development Costs								
3.1	Sales Costs								
3.1.1	Private units only		2.00%	on OM GDV			£9,360	Jan-21	Jul-21
	Total sales costs						9,360		
3.2	Build Costs								
3.2.1	Private units						Total Costs		
3.2.1.1	TSP plots						£30,000	Jul-20	Jan-21
	Total build costs						30,000		
3.3	Extra over construction costs								
3.3.1	Site opening up costs						£500,000	Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)		£0	per net ha			£0	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level		5	score			£5,000	Jan-20	Jul-20
3.3.3.2	Highways works		20	score			£20,000	Jan-20	Jul-20
3.3.3.3	Potential contaminated land		-	score			£0	Jan-20	Jul-20
3.3.3.4	Utilities at the site		5	score			£5,000	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations		2	score			£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations		-	score			£0	Jan-20	Jul-20
3.3.3.7	Topographic works		-	score			£0	Jan-20	Jul-20
	Total extra over construction costs						532,000		
	TOTAL DEVELOPMENT COSTS						571,360		
4.0	Site Acquisition								
4.1	Net site value (residual land value)						-£114,178	Jan-20	Jul-20
4.2	Stamp Duty						£0	Jan-20	Jul-20
4.3	Purchaser costs		1.75%	on land costs			£0	Jan-20	Jul-20
	Total site costs						- 114,178		
	TOTAL PROJECT COSTS EXCLUDING INTEREST						457,182		
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST						£10,818		
5.0	Finance Costs								
5.1	Finance		APR	on net costs		PCM			
			2.50%			0.206%	-£10,818		
	TOTAL PROJECT COSTS INCLUDING INTEREST						468,000		
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60C		Land off Ley Lane		TSP plots		Pitches / Plots		TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Residential/GF	Residential/GF	Residual Value		Technical Checks:			
Stamp Duty	Commercial land			- 94,178		GDV=Total costs			
Exceptional Costs	12								
1.0 Development Value									
1.1	Values			Yield	Rent per site pa	Total Value			
1.1.1	TSP plots			4.0%	£18,720	£468,000		Jan-21	Jul-21
Gross Development Value						468,000			
2.0 Developer's Profit									
2.1	Private units	0.0%	on GDV			£0		Jul-21	Aug-21
Total Developer's Profit						0			
3.0 Development Costs									
3.1	Sales Costs								
3.1.1	Private units only	2.00%	on OM GDV			£9,360		Jan-21	Jul-21
Total sales costs						9,360			
3.2	Build Costs								
3.2.1	Private units					Total Costs			
3.2.1.1	TSP plots					£30,000		Jul-20	Jan-21
Total build costs						30,000			
3.3	Extra over construction costs								
3.3.1	Site opening up costs					£500,000		Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)	£0	per net ha			£0		Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level	5	score			£5,000		Jan-20	Jul-20
3.3.3.2	Highways works	-	score			£0		Jan-20	Jul-20
3.3.3.3	Potential contaminated land	-	score			£0		Jan-20	Jul-20
3.3.3.4	Utilities at the site	5	score			£5,000		Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations	-	score			£0		Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations	2	score			£2,000		Jan-20	Jul-20
3.3.3.7	Topographic works	-	score			£0		Jan-20	Jul-20
Total extra over construction costs						512,000			
TOTAL DEVELOPMENT COSTS						551,360			
4.0 Site Acquisition									
4.1	Net site value (residual land value)					-£94,178		Jan-20	Jul-20
4.2	Stamp Duty					£0		Jan-20	Jul-20
4.3	Purchaser costs	1.75%	on land costs			£0		Jan-20	Jul-20
Total site costs						- 94,178			
TOTAL PROJECT COSTS EXCLUDING INTEREST						457,182			
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST						£10,818			
5.0 Finance Costs									
5.1	Finance	APR	PCM	2.50%	on net costs	0.206%	-£10,818		
TOTAL PROJECT COSTS INCLUDING INTEREST						468,000			
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223C		Priory Road Allotments		TSP plots	Pitches / Plots			TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value		Technical Checks:			
Stamp Duty	0.00%			- 105,178		GDV=Total costs	-		
Exceptional Costs	23								
1.0	Development Value								
1.1	Values				Yield	Rent per site pa	Total Value		
1.1.1	TSP plots				4.0%	£18,720	£468,000	Jan-21	Jul-21
	Gross Development Value						468,000		
2.0	Developer's Profit								
2.1	Private units	0.00%	on GDV				£0	Jul-21	Aug-21
	Total Developer's Profit						0		
3.0	Development Costs								
3.1	Sales Costs								
3.1.1	Private units only	2.00%	on OM GDV				£9,360	Jan-21	Jul-21
	Total sales costs						9,360		
3.2	Build Costs								
3.2.1	Private units						Total Costs		
3.2.1.1	TSP plots						£30,000	Jul-20	Jan-21
	Total build costs						30,000		
3.3	Extra over construction costs								
3.3.1	Site opening up costs						£500,000	Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)	£0	per net ha				£0	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level	-	score				£0	Jan-20	Jul-20
3.3.3.2	Highways works	5	score				£5,000	Jan-20	Jul-20
3.3.3.3	Potential contaminated land	-	score				£0	Jan-20	Jul-20
3.3.3.4	Utilities at the site	16	score				£16,000	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations	2	score				£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations	-	score				£0	Jan-20	Jul-20
3.3.3.7	Topographic works	-	score				£0	Jan-20	Jul-20
	Total extra over construction costs						523,000		
	TOTAL DEVELOPMENT COSTS						562,360		
4.0	Site Acquisition								
4.1	Net site value (residual land value)						-£105,178	Jan-20	Jul-20
4.2	Stamp Duty						£0	Jan-20	Jul-20
4.3	Purchaser costs	1.75%	on land costs				£0	Jan-20	Jul-20
	Total site costs						- 105,178		
	TOTAL PROJECT COSTS EXCLUDING INTEREST						457,182		
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST						£10,818		
5.0	Finance Costs								
5.1	Finance	APR	PCM						
		2.50%	0.206%	on net costs			-£10,818		
	TOTAL PROJECT COSTS INCLUDING INTEREST						468,000		
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230C		Land Adj Common Lane		TSP plots	Pitches / Plots			TIMING	
ITEM								Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value					
Stamp Duty	0.00%			- 198,178					
Exceptional Costs	116								
1.0 Development Value									
1.1	Values				Yield	Rent per site pa	Total Value		
1.1.1	TSP plots				4.0%	£18,720	£468,000	Jan-21	Jul-21
Gross Development Value							468,000		
2.0 Developer's Profit									
2.1	Private units	0.00%	on GDV				£0	Jul-21	Aug-21
Total Developer's Profit							0		
3.0 Development Costs									
3.1 Sales Costs									
3.1.1	Private units only	2.00%	on OM GDV				£9,360	Jan-21	Jul-21
Total sales costs							9,360		
3.2 Build Costs									
3.2.1 Private units									
3.2.1.1	TSP plots						£30,000	Jul-20	Jan-21
Total build costs							30,000		
3.3 Extra over construction costs									
3.3.1	Site opening up costs						£500,000	Jan-20	Jul-20
3.3.2	Site abnormalities (remediation/demolition)						£0	Jan-20	Jul-20
3.3.3.1	Designated Flood Risk Level				per net ha		£0	Jan-20	Jul-20
3.3.3.2	Highways works			5	score		£5,000	Jan-20	Jul-20
3.3.3.3	Potential contaminated land			20	score		£20,000	Jan-20	Jul-20
3.3.3.4	Utilities at the site			39	score		£39,000	Jan-20	Jul-20
3.3.3.5	Potential for ecological mitigations			2	score		£2,000	Jan-20	Jul-20
3.3.3.6	potential for archaeological mitigations			-	score		£0	Jan-20	Jul-20
3.3.3.7	Topographic works			50	score		£50,000	Jan-20	Jul-20
Total extra over construction costs							616,000		
TOTAL DEVELOPMENT COSTS							655,360		
4.0 Site Acquisition									
4.1	Net site value (residual land value)						-£198,178	Jan-20	Jul-20
4.2	Stamp Duty						£0	Jan-20	Jul-20
4.3	Purchaser costs	1.75%	on land costs				£0	Jan-20	Jul-20
Total site costs							- 198,178		
TOTAL PROJECT COSTS EXCLUDING INTEREST							457,182		
TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST							£10,818		
5.0 Finance Costs									
5.1	Finance	APR	2.50%	on net costs	PCM	0.206%	-£10,818		
TOTAL PROJECT COSTS INCLUDING INTEREST							468,000		
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231C	Land Adj Common Lane 2	TSP plots	Pitches / Plots		TIMING	
ITEM					Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value	Technical Checks:	
Stamp Duty	0.00%			- 195,178	GDV=Total costs	-
Exceptional Costs	113					
1.0	Development Value					
1.1	Values		Yield	Rent per site pa	Total Value	
1.1.1	TSP plots		4.0%	£18,720	£468,000	Jan-21 Jul-21
	Gross Development Value				468,000	
2.0	Developer's Profit					
2.1	Private units	0.00%	on GDV		£0	Jul-21 Aug-21
	Total Developer's Profit				0	
3.0	Development Costs					
3.1	Sales Costs					
3.1.1	Private units only	2.00%	on OM GDV		£9,360	Jan-21 Jul-21
	Total sales costs				9,360	
3.2	Build Costs					
3.2.1	Private units				Total Costs	
3.2.1.1	TSP plots				£30,000	Jul-20 Jan-21
	Total build costs				30,000	
3.3	Extra over construction costs					
3.3.1	Site opening up costs				£500,000	Jan-20 Jul-20
3.3.2	Site abnormalities (remediation/demolition)	£0	per net ha		£0	Jan-20 Jul-20
3.3.3.1	Designated Flood Risk Level	-	score		£0	Jan-20 Jul-20
3.3.3.2	Highways works	5	score		£5,000	Jan-20 Jul-20
3.3.3.3	Potential contaminated land	20	score		£20,000	Jan-20 Jul-20
3.3.3.4	Utilities at the site	36	score		£36,000	Jan-20 Jul-20
3.3.3.5	Potential for ecological mitigations	2	score		£2,000	Jan-20 Jul-20
3.3.3.6	potential for archaeological mitigations	-	score		£0	Jan-20 Jul-20
3.3.3.7	Topographic works	50	score		£50,000	Jan-20 Jul-20
	Total extra over construction costs				613,000	
	TOTAL DEVELOPMENT COSTS				652,360	
4.0	Site Acquisition					
4.1	Net site value (residual land value)				-£195,178	Jan-20 Jul-20
4.2	Stamp Duty				£0	Jan-20 Jul-20
4.3	Purchaser costs	1.75%	on land costs		£0	Jan-20 Jul-20
	Total site costs				- 195,178	
	TOTAL PROJECT COSTS EXCLUDING INTEREST				457,182	
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST				£10,818	
5.0	Finance Costs					
5.1	Finance	APR	PCM			
		2.50%	0.206%	on net costs	-£10,818	
	TOTAL PROJECT COSTS INCLUDING INTEREST				468,000	
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286C	Disused Electricity Sub Station	TSP plots	Pitches / Plots			TIMING	
ITEM						Start	Finish
Net area (ha)	0.38	Greenfield	Greenfield	Residual Value			
Stamp Duty	0.00%			- 104,178	Technical Checks:		
Exceptional Costs	22				GDV=Total costs	-	
1.0	Development Value						
1.1	Values						
1.1.1	TSP plots		Yield	4.0%	Rent per site pa	£18,720	Total Value
							£468,000
							Jan-21 Jul-21
	Gross Development Value						
	Developer s Profit						
2.1	Private units	0.0%	on GDV			£0	Jul-21 #####
	Total Developer s Profit						
	0						
3.0	Development Costs						
3.1	Sales Costs						
3.1.1	Private units only	2.00%	on OM GDV			£9,360	Jan-21 Jul-21
	Total sales costs						
	9,360						
3.2	Build Costs						
3.2.1	Private units					Total Costs	
3.2.1.1	TSP plots					£30,000	Jul-20 Jan-21
	Total build costs						
	30,000						
3.3	Extra over construction costs						
3.3.1	Site opening up costs					£500,000	Jan-20 Jul-20
3.3.2	Site abnormalities (remediation/demolition)	£0	per net ha	score		£0	Jan-20 Jul-20
3.3.3.1	Designated Flood Risk Level	5		score		£5,000	Jan-20 Jul-20
3.3.3.2	Highways works	-		score		£0	Jan-20 Jul-20
3.3.3.3	Potential contaminated land	15		score		£15,000	Jan-20 Jul-20
3.3.3.4	Utilities at the site	-		score		£0	Jan-20 Jul-20
3.3.3.5	Potential for ecological mitigations	2		score		£2,000	Jan-20 Jul-20
3.3.3.6	potential for archaeological mitigations	-		score		£0	Jan-20 Jul-20
3.3.3.7	Topographic works	-		score		£0	Jan-20 Jul-20
	Total extra over construction costs						
	522,000						
	TOTAL DEVELOPMENT COSTS						
	561,360						
4.0	Site Acquisition						
4.1	Net site value (residual land value)					-£104,178	Jan-20 Jul-20
4.2	Stamp Duty					£0	Jan-20 Jul-20
4.3	Purchaser costs	1.75%	on land costs			FALSE	Jan-20 Jul-20
	Total site costs						
	- 104,178						
	TOTAL PROJECT COSTS EXCLUDING INTEREST						
	457,182						
	TOTAL INCOME - TOTAL COSTS EXCLUDING INTEREST						
	£10,818						
5.0	Finance Costs						
5.1	Finance	APR	2.50%	on net costs	PCM	0.206%	-£10,818
	TOTAL PROJECT COSTS INCLUDING INTEREST						
	468,000						
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APPENDIX 4

SITE RENT VALUES

Name/Area	Facility	Site details	Rents
Chiseldon, Swindon	Transit site	In the past year, had one community on the Transit site. They expressed interest in the Transit Site and paid the deposit to access the site	£56.53 per pitch per caravan per week.
Great Dorset Steam Fair Transit Site, Blandford Piddlehinton Transit site, Piddlehinton	Transit site	Piddlehinton open between March and August	.
Gapton Hall, Great Yarmouth	Transit site	Currently all transit pitches are fully occupied. Generally, people come onto them and wait for a permanent pitch on the site.	£68.89 per week.
South Treviddo, Nr Liskeard	Transit site		£55 per week.
Lawrence Weston, Bristol	Transit site	60%	£60 per pitch per week.
Lawrence Weston, Bristol	Permanent site		£90 per pitch per week.
Lodge Road, Telford	Transit site		£85 per pitch week.
Lodge Road, Telford	Permanent site	Space for up to two caravans and parking for two vehicles permanent site at Lodge Road. Each plot (pitch) has its own individual unit comprising of a shower, kitchen and utility room.	£60 per per plot (pitch) plus £10.00 water charge per week
Ketley Brook - Caravan Site, Telford	Permanent site	Space for up to two caravans and parking for two vehicles permanent site at Lodge Road. Each plot (pitch) has its own individual unit comprising of a shower, kitchen and utility room.	£55 per per pitch plus £10.00 water charge per week
Budden Road, Coseley, Dudley	Transit site		£80 per caravan per week.
Wolverhampton	Transit site		£80 per caravan per week.
Honeypot Lane, Darlington	Transit site		

Name/Area	Facility	Site details	Rents
Woldgate and Eppleworth, East Riding	Permanent site	Two caravans are permitted per pitch. On each pitch residents have access to an amenity block with kitchen, shower and toilet facilities. There is an electric and water supply to each pitch	£94.79 per pitch per week. £110.58 per pitch inc services
Woodhill, East Riding	Permanent site	Two caravans are permitted per pitch. On each pitch residents have access to an amenity block with kitchen, shower and toilet facilities. There is an electric and water supply to each pitch	£71.93 per pitch per week. £108.43 for a double
Longacre, Sheffield	Permanent site	Has 14 plots.	£89.22 per pitch per week.
Redmires, Sheffield	Permanent site	Has 174 plots.	£89.22 per pitch per week.
Meynells Gorse, Leicester	Permanent site	Has 21 pitches.	£94.8 per pitch per week.
Greengate Lane, Leicester	Permanent site	Has 6 pitches.	£105.83 per pitch per week.
Bankside Park, Hull (27 pitches)	Permanent sites	Pitches consist of a concrete hard standing for one or two caravans, a brick-built amenity block with toilet facilities, kitchen, bath or shower and a limited amount of storage space, connection(s) to a 16 amp supply	£59.54 per pitch per week. £89.24 for doubles
Bedford Park, Hull (10 pitches)			
Newington Street, Hull (10 pitches)			
Wilmington Park, Hull (23 pitches)			
Lands End, Thorne, Doncaster	Permanent site	Has 22 pitches. Each pitch has its own utility block including bathroom, kitchen and living area	£83.1 per pitch per week.
Little Lane Road, Clay Lane, Doncaster	Permanent site	Has 10 pitches.	£81.05 per pitch per week.
WhiteTowers, Armthorp, Doncaster	Permanent site	Has 23 pitches.	£75.7 per pitch per week.
Nursery Lane, Sprotbrough, Doncaster	New Traveller Permanent site	The site has 10 pitches, a utility block which is utilised by all residents comprising of a shower block, and laundry facilities.	

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APPENDIX 5

SITE DEVELOPMENT COSTS

Case Study Development Costs

Local authorities in Derbyshire and East Staffordshire funding Transit sites			
Local authorities in Derbyshire and East Staffordshire funding a site identified that to establish a single site with all the necessary servicing and management arrangements would have been anything between £50,000 - £100,000.	http://www.bolsover.gov.uk/images/LI/VE/P/Plan_NLP_Submission_PP_GT_TS_1808.pdf		
Elim Housing Association - G&T permanent and transit sites in Bath and Weston Super Mare			
Infrastructure costs and on costs /surveys are probably around £100k per pitch plus the build cost of the amenity blocks. Both our Weston Super Mare and Bath schemes cost approx £125k to £130k per pitch excluding land.			
Milton Keynes New Site with Permanent and Transit Pitches			
	No. of pitches	Cost per pitch	Total cost
Permanent pitches	24	£160,000	£3,840,000
Transit pitches	8	£120,000	£960,000
All pitches	32	£150,000	£4,800,000
South Trevido near Liskeard Extn Site Funding a Transit Site			
	No. of pitches	Cost per pitch	Total cost
Transit pitches	15	£116,667	£1,750,000
Outline Cost Plan for TSP Site			
	Site area (sqm)		Site costs
Soft landscaping treatment	2,280	psm	£5,472
Surface car parking incl: drains, kerb and lighting	2,280	psm	£221,616
Soft landscaping seeded and turfed	1,520	psm	£12,494
Fencing - Chain link fencing; plastic coated 1.8m high	250	m	£7,725
Play equipment	1	Nr	£6,000
Other equipment (lighting, septic tanks, utility connections, bins)			£100,000
Sub total			£353,307
Prelims	12%		£42,397
PFs	8%		£28,265
Contractor's profit and overheads	8%		£31,798
Contingency	5%		£17,665
Total cost			£473,432

APPENDIX 6

SUMMARY OF LANDOWNER COMMENTS

PROVIDED IN RESPONSE TO THE COUNCIL'S REQUEST

Site no.	Site name	Representor	Support / Object	Summary Comments
42	Land at Former Railway Station	Frances Cunningham, Network Rail	Object	<p>Thank you for email, Network rail would not be willing to agree in principle for the site to be allocated as a Gypsy and traveller site as per your letter dated the 27 March.</p> <p>The site plan you sent includes the whole site, however through our pre-app discussions with the council it was established that it was important to both Mansfield and the County that a reasonable portion of the land needed to be retained and safeguarded to facilitate the re-opening of a station in future and to provide car parking.</p> <p>The response received on the 6/4/8 confirmed this: %be proposed Dukeries line improvement is safeguarded by draft policy IN8 (Protecting and improving the sustainable transport network)+</p> <p>A revised site was then put forward to the local authority to be developed as a small housing scheme; however the council rejected the site for allocation as residential (even though it was a brownfield development). If you recall the reason for this was that the council deemed the access as not achievable. Therefore, it is at odds for the site to be acceptable for a Gypsy and Traveller site when it is deemed unsuitable for allocation for residential, due to its access.</p> <p>In addition, due to the brownfield nature of the site if the site were to be occupied for residential significant clean up works would be required which would have been offset against any residential scheme. A traveller site is unlikely to be able to fund the required works.</p> <p>We therefore do not support the allocation of Network Rails land for a Gypsy or Traveller site.</p> <p>If you require any additional information, please do not hesitate to contact me.</p>
57	Land off Mansfield Road, Spion Kop	Mr Kevin Tomlinson (Agent)	Object	<p>The site, which was granted outline planning permission for housing on appeal</p> <p>The landowner has made the decision to sell the site and with some help from appointed valuers and solicitors is now in discussion with a small number of potential developers.</p>

				The landowner has asked me to write to you to advise that in view of the current high level of interest in the purchase of the site, her personal circumstances, she does not wish to be constrained in any way in terms of the sale of the land. In particular, the interested purchasers seem keen to develop the site as a whole and not on a piecemeal basis. The landowner therefore does not wish the land to be restricted in terms of occupation.
60	Land off Ley Lane	Paula Daley, Phoenix Planning Ltd (Agent)	Object	Thank you for the email. I can confirm that my client who is part landowner of the Ley Lane site, would not agree to make his land available to meet the need for Gypsy/traveling show people. My client does not consider this in any event to be a suitable location for such a use particularly with the close proximity to bungalows largely occupied by the elderly and due to the site being located within a conservation area.
88	Land off Chesterfield Road	Landowner	Object	We have previously requested this land to be considered for residential planning permission, for which we have been rejected. Our request for planning permission for residential property is still of interest to us, however we will not accept or consider making this land available for use as a gypsy or traveller accommodation, Moreover a site of this nature would be ill suited to a small village like Pleasley.
223	Priory Road Allotments	Andrew Chambers, Mansfield District Council (Parks Development Officer) and Phil Colledge, Mansfield District Council (Corporate Asset Manager)	Potentially Support	The cleared area identified for a potential traveller site is flat well maintained area but not currently used as allotments, the remainder of the site is fairly well used as allotments. You will also be aware that the allotments are statutory allotments and would need government approval to de-classify them as such. There has been no requirement to offer the area as plots due to vacant plots already within the site. and Based on Andy's comments it would appear that this portion of the Priory Allotment site is potentially surplus to requirement. The site could be made available subject to a council decision.
230	Land Adj Common Lane	Phil Colledge, Mansfield District Council (Corporate	Potentially Support	Plans 230 and 231 as you attached are let as a whole under a lease dated 9th March 2004 which commenced on 25th December 2000 and runs from year to year until determined by either party. The notice period required is no less than 12 months and no more than 24 months. Use is restricted to grazing; lease is reviewable every 2 years. The site could be

		Asset Manager)		made available subject to a council decision.
231	Land Adj Common Lane 2	Phil Colledge, Mansfield District Council (Corporate Asset Manager)	Potentially Support	Plans 230 and 231 as you attached are let as a whole under a lease dated 9th March 2004 which commenced on 25th December 2000 and runs from year to year until determined by either party. The notice period required is no less than 12 months and no more than 24 months. Use is restricted to grazing; lease is reviewable every 2 years. The site could be made available subject to a council decision.
286	Disused Electricity Sub Station	Tim Slater, 3D Planning Ltd (Agent)	Support	I have spoken to my client in respect to your email and the LDF. She is happy for the site to be put forward for showmanç yard and accommodation within your call for sites and plan preparation. You will be aware that there is a current planning application for the COU to showmanç yard and accommodation with your authority. 2017/0380/COU.

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